

# Decision Record

**Action Title:** Frank's Creek Bridge Replacement

**NEPA Log#:** DOI-BLM-OR-P060-2011 -0001-CX

**BLM Office:** Prineville Field Office

## Decision

It is my final decision to implement the Proposed Action as described in the categorical exclusion documentation titled Frank's Creek Bridge Replacement.

This decision may be appealed to the Interior Board of Land Appeals (IBLA), Office of the Secretary, in accordance with regulations contained in 43 CFR Part 4. If an appeal is taken, your notice of appeal must be filed with the Central Oregon Resource Area Field Manager, Prineville District Office, 3050 NE Third Street, Prineville, Oregon 97754.

Any person whose interest is adversely affected by a final decision may appeal the decision for the purpose of a hearing before an administrative law judge, following the requirements in 43 CFR 4.470. You are allowed thirty (30) days from the date the final decision becomes effective to file such an appeal with me at the above address (43 CFR 4160.4). Any appeal must state clearly and concisely why you think this decision is in error.

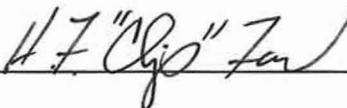
## *Request/or Stay*

Should you wish to file a motion for stay pending me outcome of an appeal of this decision, you must show sufficient justification based on the following standards under 43 CFR 4.21:

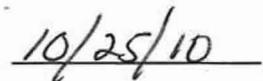
- The relative harm to the parties if the stay is granted or denied.
- The likelihood of the appellant's success on the merits.
- The likelihood of immediate and irreparable harm if the stay is not granted.
- Whether or not the public interest favors granting the stay.

As noted above, the motion for stay must be filed in the office of the authorized officer.

Authorizing official:

  
\_\_\_\_\_

H.F. "Chip" Faver  
Field Manager, Central Oregon Field Manager

  
\_\_\_\_\_

Date

# Categorical Exclusion Documentation

## A. Background

**BLM Office:** Prineville Field Office

**NEPA Log #:** DOI - BLM - OR – P060 - 2011 -0001 -CX

**Proposed Action Title:** Frank's Creek Bridge Replacement

**Location:** Franks Creek Bridge is located in T13S R26E Section 1 and is .55 miles northwest of Dayville Oregon.

### **Need for Proposed Action:**

The BLM Frank's Creek Bridge was built in 1965 and is in need of replacement due to deterioration from bug infestations, rot, and wear. The bug infestations and rot are disintegrating the laminated wood girders to the point where the bridge must be posted for reduced vehicular weights. The girders are a major structural element that supports the deck system. The guard rails on the bridge have been damaged by farm machinery that has been driven over the bridge.

The Frank's Creek Bridge crosses the John Day River at the confluence of Franks Creek and the John Day River and is an important bridge that is used by many different people. The public and the BLM cross the bridge to access BLM lands in the Rudio Mountain area. Private landowners use the bridge to access their homes, commercial woodlands, and agricultural lands north of the John Day River and U.S. 26.

### **Description of the Proposed Action:**

The proposed action is to first, create a temporary crossing downstream of the Franks Creek Bridge so that access across the river will not be impeded while the bridge is being replaced. A private landowner's horse pasture fence will be temporarily moved by the BLM to protect his livestock and facilitate construction of a temporary by-pass route, and will be returned to the original position at the conclusion of the project. The BLM has already received verbal consent from the landowner for this action. An instream fill/removal joint Department of State Lands/Army Corps of Engineers permit will be obtained prior to construction of the temporary crossing. The temporary crossing will be within 120 feet downstream of the Frank's Creek Bridge, as measured from the bridge centerline. The temporary crossing will consist of approximately 250 feet of a new temporary single lane aggregate road and seven 60" x 60' temporary culverts located in the center of the stream that will allow the John Day River to continue to flow during the Frank's Creek Bridge replacement while also allowing access over the river. Prior to putting in the temporary gravel road, an inspection will take place to identify any weeds, and if weeds are found they will be treated to prevent their spread. If weeds are found they will be treated under the existing Prineville District programmatic weed EA, District-Wide Noxious Weed Program DOI-BLM-OR-P000-1993-0062-EA. At the conclusion of the project the temporary culverts and temporary by-pass will be removed and the impacted area will be rehabilitated by regrading the disturbed ground to adjacent contours, replacing stream bank riprap removed to facilitate temporary crossing, and restoring disturbed areas with native vegetation through seeding and outplanting of woody riparian species (sticks of willow/cottonwood/etc.). In addition to replacing the existing riprap, a 10 foot wide and three foot high riprap extension will be added to the north-east section of the stream berm to replace

rip rap that has been lost over time. This rip rap will stabilize the bank that is being eroded away.

When the temporary crossing is installed the current timber superstructure (girders and deck system) will be removed and a new pre-casted concrete superstructure will be placed on the existing concrete footings. Prior to removal of the existing superstructure a District biologist will ensure that a bat maternity colony is not present and containment will be constructed under the bridge to prevent treated wood debris from entering the river. While the current superstructure is removed, built up debris around the center pier will be removed. This may require machinery to briefly enter the stream in a location other than the temporary crossing. When the debris is removed the new bridge superstructure will be put in place. The new concrete bridge superstructure will be 2 to 4 feet wider than the existing structure, but will require less maintenance. Since the new bridge will be wider, it will require the construction of new block retaining walls to hold back the approach fill. All the equipment and construction work for replacing the bridge and retaining walls will be located on the existing roadbed. Construction of the new bridge superstructure will be performed off site. The superstructure will arrive in separate sections and then be assembled on site. Diaphragms will be constructed between the girder sections. These are typically cast-in-place concrete. Diaphragm construction may involve foot traffic and ladders in the river or the use of scaffolding which would require work over the water. The rail system will then be installed over the river after the girders are placed. This process will have limited effects to the river from the temporary river crossing and construction work of the diaphragms.

Design of superstructure will be consistent with the Journey Through Time Scenic Byway designation of US Highway 26 and when possible, will provide habitat for bats by incorporating cracks and crevices 6 inches or greater in depth and 0.5 – 1.25 inches wide into the design. Reference pictures with labeling for different parts of a bridge are at the end of this document.

If soil is needed to fill in behind the block retaining wall, an excavation site 1500 feet north of the bridge replacement has been offered for the BLM to use by a private resident. This excavation site is entirely located on private land and has previously been used by the private landowner to excavate fill for use on his land.

Implementation of the project will begin in July 2011. Expected completion time for this project is 3 months. The implementation date and work dates fall into the in-water work window, which is the time of the year that will minimize potential impacts to important fish, wildlife, and habitat resources. The in-water work guidelines are based on Oregon Department of Fish and Wildlife (ODFW) district fish biologist recommendations. Affected residences in the area have been notified of the proposed action. The ODFW consulted on this project made the recommendation for the design of the alternate river crossing while Franks Creek Bridge is being replaced.

## **B. Land Use Plan Conformance**

Land Use Plan Name: John Day River Management Plan, Two Rivers, John Day, and Baker Resource Management Plan Amendments, Record of Decision (JDRMP ROD)

Date approved (ROD): February 2001

The proposed action is in conformance with the above plan, even though it is not specifically provided for, because it is clearly consistent with the following land use plan decisions,

objectives, terms, or conditions: "The BLM will grade, surface, or widen roads as needed..." (P. 20, JDRMP ROD).

### C. Compliance with NEPA

The Proposed Action is categorically excluded from further documentation under the National Environmental Policy Act (NEPA) in accordance with 516 DM 2, Appendix 1, 1.7 – routine and continuing government business, including but not limited to, such things as supervision, administration, operations, maintenance, renovations and replacement activities having limited context and intensity (e.g. limited size and magnitude or short term effects), effective 6/21/05.

This categorical exclusion is appropriate in this situation because there are no extraordinary circumstances potentially having effects that may significantly affect the environment. The proposed action has been reviewed, and none of the extraordinary circumstances described in 516 DM 2 apply. See attached CX Extraordinary Circumstances Documentation checklist.

### D. Signature

Authorizing official: H.F. "Chip" Faver 10/25/10  
H.F. "Chip" Faver Date  
Field Manager, Central Oregon Resource Area

### Contact Person

For additional information concerning this review, contact: Dana Cork, Engineer, Prineville Field Office, 3050 NE 3rd Street, Prineville, OR 97754, telephone (541) 416-6797, dana\_cork@blm.gov.

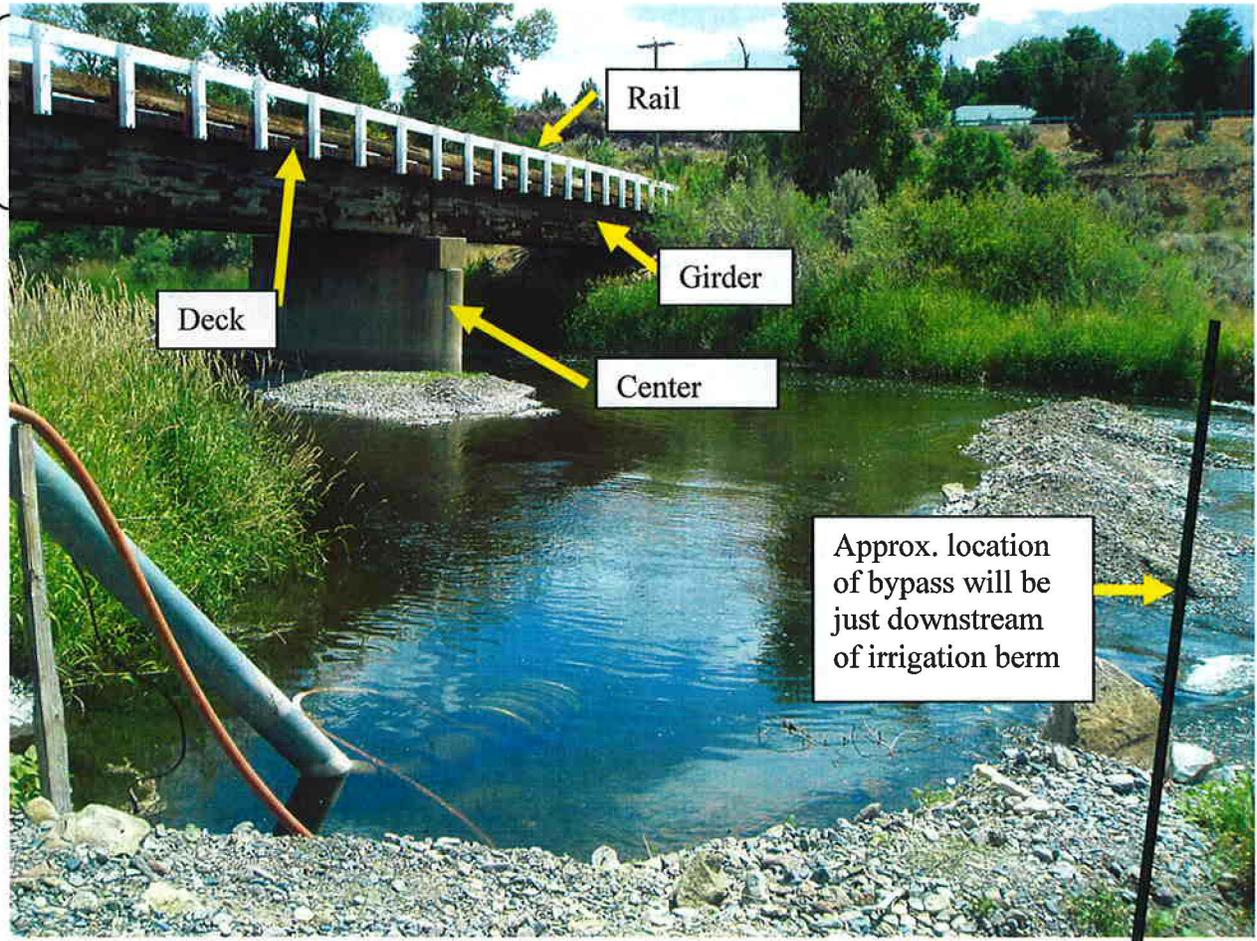
I considered the possible adverse affects that this project could have on wildlife habitat in the John Day River. However, the use of careful design features of the project ensures fish and wildlife habitat will not be significantly affected. To limit the impact that this project could have on fish and wildlife habitat the project will:

- Take place during the in-water work window, which was established by ODFW to avoid the vulnerable life stages of important fish species including anadromous and other game fish and threatened, endangered, or sensitive species, including migration, spawning and rearing.
- Incorporate a temporary river crossing designed by ODFW that will be at a 90-degree angle to the river. This will create as short of a river crossing as possible and keep vehicles above the water line while also allowing the river to continue to flow naturally during the project.
- Follow the design criteria outlined in the Aquatic Resource Biological Opinion 2008. This will require that no new ESA consultation be performed.
- Have the replacement bridge constructed off site and then assembled on site, enabling the construction equipment to stay on the already existing road bed and limiting the amount of disturbance to the river bank.
- Include a bridge that fits on the existing concrete bridge footings, eliminating the need to do any permanent construction in the river.

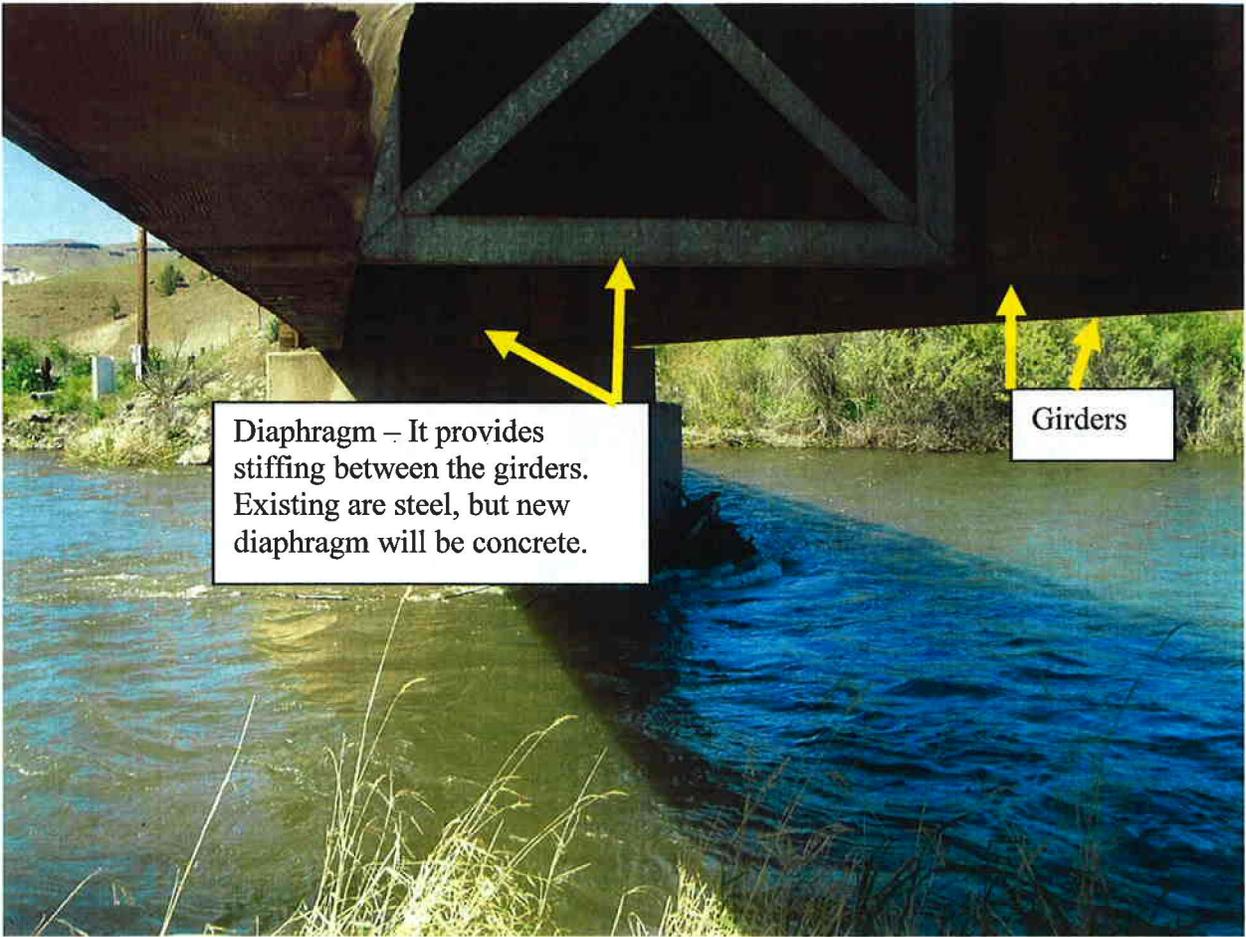
<b>CX EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION</b>			
The proposed categorical exclusion action will:		<b>YES</b>	<b>NO</b>
2.1	Have significant impacts on public health or safety.		X
<p>Rationale:</p> <p>The temporary crossing of the John Day River while Franks Creek Bridge is being replaced will allow continued access across the John Day River should any private residence that live on the North side of the John Day River near the project location need emergency services while the bridge is being replaced. In addition, replacement of the Franks Cr. Bridge, when completed, will increase public safety by creating a safer river crossing.</p>			
2.2	Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.		X
<p>Rationale:</p> <p>The use of the design features will prevent significant impacts from this project. The project will be designed to meet the aesthetic requirements for the Journey Through Time Scenic Byway designation of US Highway 26 due to the visibility of the bridge from the highway. As for wilderness characteristics, the proposed bridge work is not located on BLM lands, therefore BLM wilderness inventory requirements do not apply. Site inspections performed by Prineville District specialists have verified that the design features for this project prevent significant effects to ecologically significant or critical areas, including floodplains.</p>			
2.3	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2)(E)].		X
<p>Rationale:</p> <p>In consultation with ODFW and by using design features in the Aquatic Resource Biologic Opinion 2008, the project has been designed to not have any highly controversial environmental effects. Also, there are no unresolved conflicts concerning alternative uses of available resources.</p>			
2.4	Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
<p>Rationale:</p> <p>The incorporation of direction from hydrologists, fisheries biologists, engineers, and ODFW has created a project design that will have no highly uncertain or potentially significant environmental effects or involve unique or unknown environmental risks.</p>			
2.5	Establish a precedent for future action or represent a decision in principle		X

about future actions with potentially significant environmental effects.		
<p>Rationale: This is a unique bridge replacement project which will not establish a precedent for future bridge replacement or continuing maintenance actions or represent a decision in principle about future bridge replacement projects with potentially significant environmental effects.</p>		
2.6 Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X
<p>Rationale: Consultation with other specialists has revealed that there are no other actions that are taking place that this project will have a direct relationship with, to cumulatively create significant environmental effects.</p>		
2.7 Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by either the bureau or office.		X
<p>Rationale: According to the Cultural specialist on the District, there are no properties listed, or eligible for listing, on the National Register of Historic Places, that this project will significantly impact.</p>		
2.8 Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.		X
<p>Rationale: Through design features of this project and the consultation with ODFW, there is not expected to be any significant impacts to any Threatened or Endangered Species or any significant impacts on designated Critical Habitat for these species.</p>		
2.9 Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.		X
<p>Rationale: This project will be in full compliance with all Federal, State, and local laws and requirements imposed for the protection of the environment.</p>		
2.10 Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).		X
<p>Rationale: The replacement of the deteriorating bridge with a new bridge will benefit all populations by enabling everybody to more safely cross the John Day River.</p>		
2.11 Limit access to and from ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).		X

<p>Rationale: Through the creation of an alternate river crossing while the bridge is being replaced, this project will not limit access to anything.</p>		
<p>2.12 Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).</p>		X
<p>Rationale: Prior to project implementation, the project area will be inspected for weeds or non-native invasive species, and if any are found they will be treated, so that when the project begins no weeds or non-native invasive species will be in the project area. If weeds are found they will be treated under the existing District's programmatic weed EA, District-Wide Noxious Weed Program DOI-BLM-OR-P000-1993-0062-EA</p>		



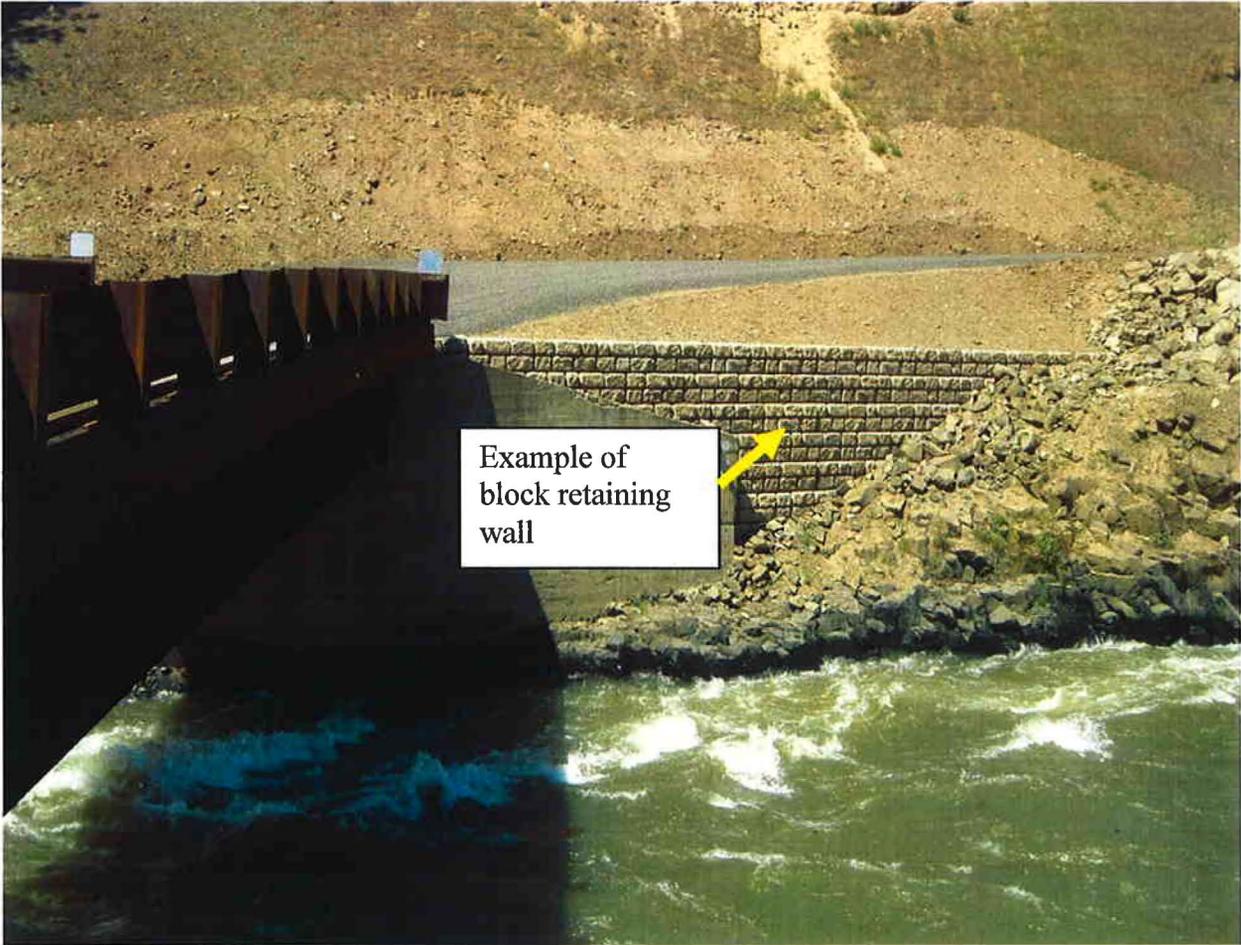
Downstream side of Franks Creek Bridge



Diaphragm – It provides stiffing between the girders. Existing are steel, but new diaphragm will be concrete.

Girders

Existing Franks Creek diaphragms.



This is a different bridge but provides an ex example of a block retaining wall.

# Franks Creek Bridge Categorical Exclusion

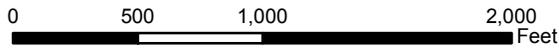
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T13S R26E Sec 1

Department of the Interior  
Bureau of Land Management



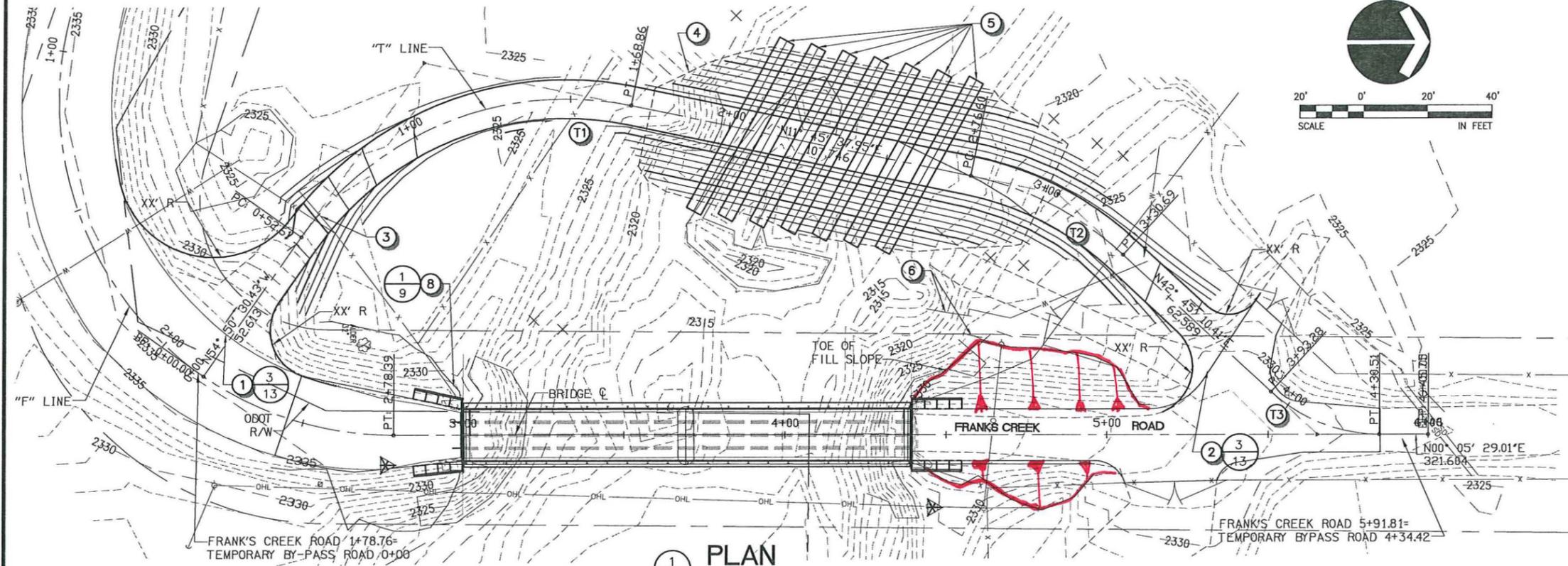
Prineville District  
3050 NE Third Street  
Prineville, Oregon 97754  
Phone: 541-416-6700



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.



XREF LIST  
 Ltscale: 1  
 Resolved  
 GB46X002  
 CB46X230  
 CB46X190



"T" LINE CURVE DATA

T1	T2	T3
R=100.00'	R=100.00'	R=100.00'
L=134.72'	L=16.25'	L=55.09'
Δ=77.19	Δ=9.31	Δ=31.56

CONSTRUCTION NOTES

- 1 BEGIN PAVEMENT CONSTRUCTION STA. "T" 0+15
- 2 END PAVEMENT CONSTRUCTION STA. "T" 3+70
- 3 REMOVE AND REINSTALL EXISTING WIRE FENCE AND METAL GATE
- 4 INSTALL SUBGRADE GEOTEXTILE ON EXISTING GROUND PRIOR TO PLACEMENT OF FILL EMBANKMENT. EXTEND GEOTEXTILE MIN. 1' BEYOND TOE OF SLOPE. STA. "T" 1+75 TO STA. "T" 2+00.
- 5 INSTALL (7) 60" DIA X 60' TEMPORARY CMP CULVERTS AT 10' SPACING O.C. PLACE CULVERTS PARALLEL TO STREAM FLOW AT ELEVATIONS SHOWN.
- 6 PRESERVE AND PROTECT EXISTING IRRIGATION PIPE AND CONTROL PANEL. MAINTAIN ACCESS TO AND FUNCTION OF IRRIGATION DIVERSION POINT AND LOCATION.

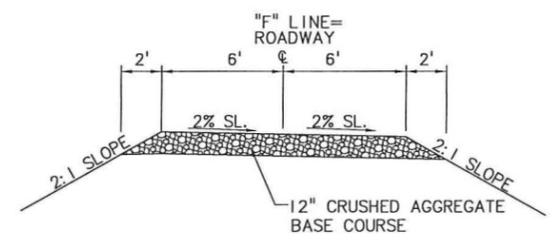
1 PLAN  
 13 1"=20'

HIGH PT STA: 0+13.78  
 HIGH PT ELEV: 2334.21  
 PVI STA: 0+23.78  
 PVI ELEV: 2333.61  
 K: 5.00  
 LVC: 20.00

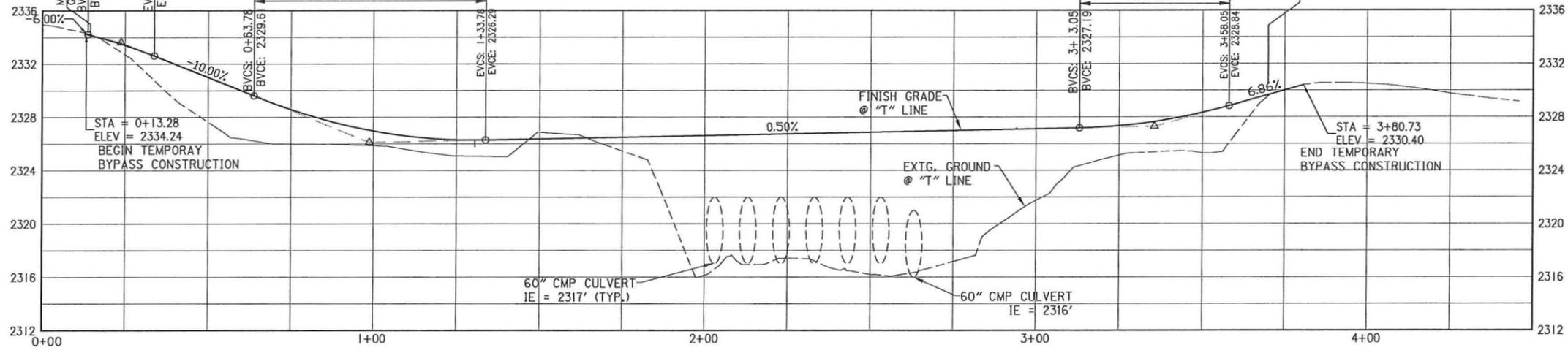
LOW PT STA: 1+30.45  
 LOW PT ELEV: 2326.28  
 PVI STA: 0+98.78  
 PVI ELEV: 2326.11  
 K: 6.67  
 LVC: 70.00

LOW PT STA: 3+13.05  
 LOW PT ELEV: 2327.19  
 PVI STA: 3+35.55  
 PVI ELEV: 2327.30  
 K: 7.08  
 LVC: 45.00

NOTE:  
 REMOVE TEMPORARY BYPASS (EMBANKMENT AND SURFACING) AFTER COMPLETION OF SUPERSTRUCTURE REPLACEMENT.



3 "T" 0+15 TO 3+70  
 13



2 PROFILE  
 13 H: 1"=20'  
 V: 1"=2'

REV. NO.	DESCRIPTION	DATE	APPROVED
	UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT PRINEVILLE DISTRICT OFFICE		OREGON
	FRANKS CREEK BRIDGE SUPERSTRUCTURE REPLACEMENT T.13S., R.26 E., Section 1		
	TEMPORARY BYPASS PLAN & PROFILE		
	ENGINEERING APPROVAL		
	SUBMITTED		
	RECOMMENDED		
	APPROVED		
	DRAWN: SLR	SCALE: AS SHOWN	
	DATE: SEPTEMBER 2010	SHEET 13 OF 13	
	DRAWING NO. LLORP0000-FP03-100-02005-004-013		



L:\PROJECT\15600\15646\DWG\TEMP\B13.DWG L:\PROJECT\15600\15646\DWG\TEMP\B13.DWG L:\PROJECT\15600\15646\DWG\TEMP\B13.DWG