

# Categorical Exclusion Documentation

## A. Background

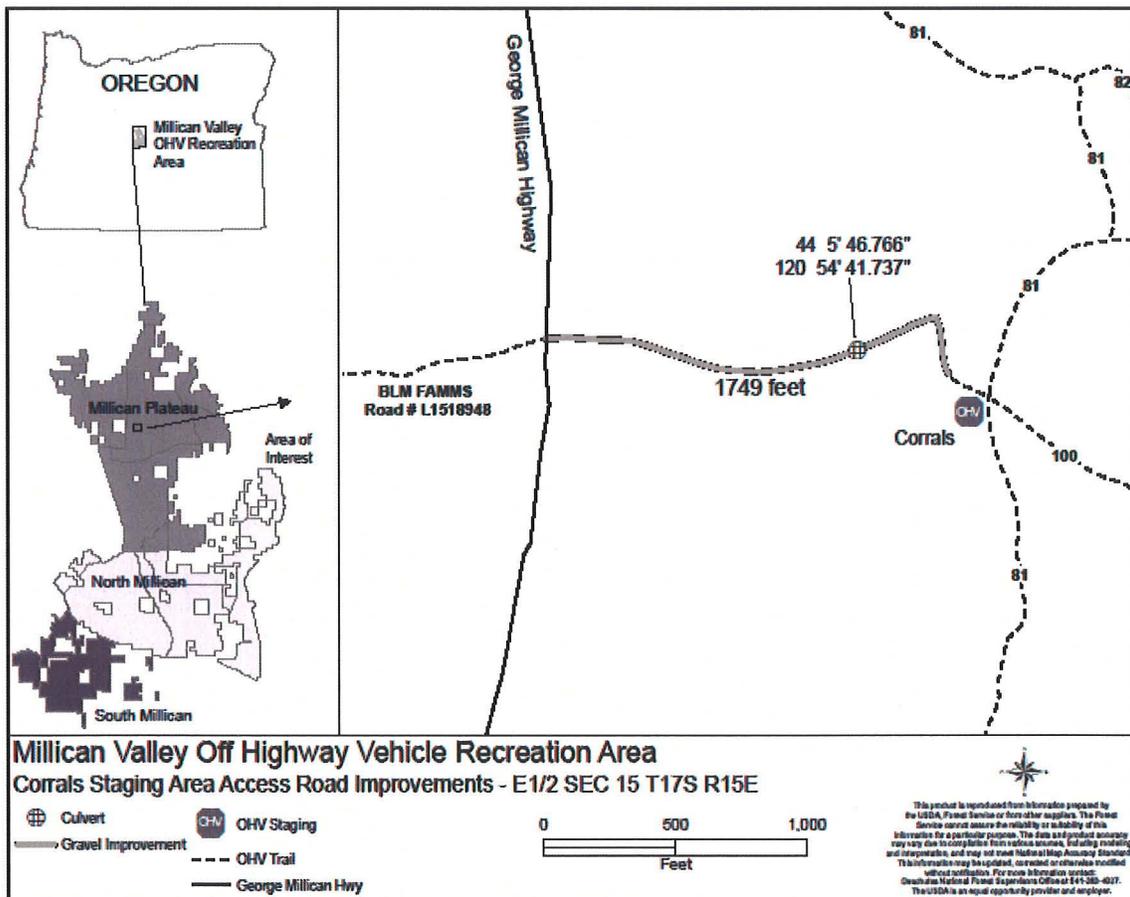
BLM Office: Prineville Field Office

NEPA Log #: DOI - BLM - OR - P060 - 2011 - 0016- CX

Project/Lease/Serial/Case File #: N/A

Proposed Action Title: Corral Off-Highway Vehicle (OHV) Staging Area Road Rehabilitation

**Location:** The Corral OHV Staging Area OHV trail is located approximately 14 miles southwest of Prineville, Oregon, and is 2.5 miles north of the Millican and Reservoir Road intersection, commonly referred to as Four Corners. The Corral BLM Off-Highway Vehicle Trail # 100 (BLM FAMS Trail # L1518948) extends east from its intersection with the Millican Road, approximately 0.5 miles to the Corral OHV Staging Area and continues about 2.2 miles east to OHV Trail #90.



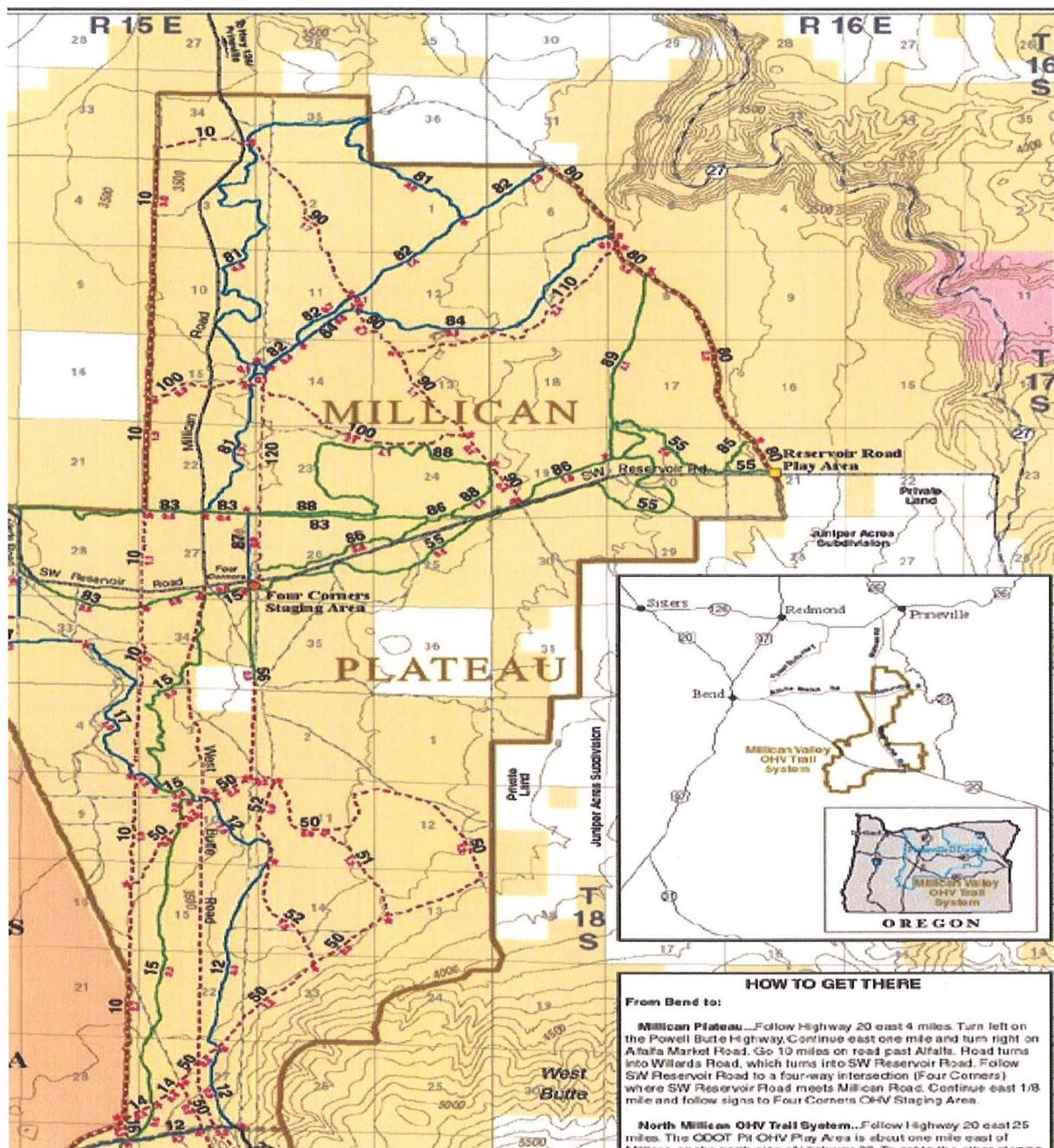
Description of the Proposed Action: The proposed action is to rehabilitate 2,000 feet of an existing BLM segment of the Corrals BLM Trail # 100 (BLM FAMS Trail # L1518948), in Township 17 S. South, Range 15 East, Section 15. The length of the proposed road rehabilitation is approximately 0.5 miles.

The proposed action is to import common borrow or pit run material to build up the base and to surface with ¾ inch minus crushed aggregate to raise the elevation of 2,000 feet of the BLM Corral Off-Highway Vehicle (OHV) Staging Road to avoid road rutting, large pot holes and unauthorized road widening. One or more cross-road culverts would also be installed where necessary to avoid water ponding.

A vehicle pull-out would also be re-established to provide room for opposing traffic. Turn-out will be placed on the high side of the road and reconstructed using the same standards as the road. Turn out will be 100 feet wide and 75 feet long with 25 feet transitions.

Up to 1,300 cubic yards of common borrow or pit run material and 650 cubic yards of ¾" minus crushed aggregate would either be purchased from a private commercial rock source, or obtained from an existing county pit. Material would be hauled this location and spread over 2,000 feet on this road, to restore it back to a condition absent of vehicle ruts and large pot holes within the roadbed.

BLM Millican Plateau OHV Trail System Map. The Corral OHV Staging Area is at the junction of OHV Trails #100; #81; and # 82. The OHV trail segment proposed to be rehabilitated is between the Corral OHV Staging Area and the Millican Road.



### Need for Proposed Action:

Motorcycle and ATV riders and vehicle drivers access the BLM Millican Plateau OHV Trail System from the Corrals OHV Staging Area, primarily in the spring and winter months. Regular use of the native surface staging area access road (OHV Trail # 100) during this time of year results in “mud bog” conditions that compel users to seek the drier adjacent ground, leading to impacts on vegetation and soil. The proposed action would eliminate roadway width expansion caused by repeated traffic going around damaged road segments, primarily in the spring and winter months, thus impacting vegetation and soils.



Corral Road, looking west. Wood barricades have been installed to help prevent road widening.

Botanical Constraints: The only work that will be performed in this area is on the road itself with no action being taken off road, such as the creation of ditches off the roadway. This area has been surveyed in connection with the “Millican Road Juniper Thinning Project”. No Special Status Plant Species are suspected in the project area. *Castilleja chlorotica* (green-tinged paintbrush) is the only special status plant species found in close proximity, however because of the elevation of the Corral Staging Area Road improvement it is not/would not be expected.

Threatened and Endangered Species: There were no T&E species or Bureau sensitive species seen near the proposed Corral OHV Staging Area Road Rehabilitation project. The habitat in the vicinity is old growth juniper. Important Wildlife species common to the area includes a number of cavity nesters such as mountain bluebirds, ash-throated flycatchers and American kestrels. Mule deer, elk and pronghorn also use the area as well as other birds, mammals and a few species of reptiles. The road currently exists and is already heavily used so an improvement such as a gravel surface that would limit erosion and dust will likely improve conditions for wildlife.

Cultural Constraints: Cultural data was assessed through BLM GIS data. No known sites would be affected. The proposal would meet the criteria under the 1998 Protocol for Managing

Cultural Resources on Lands Administered by the Bureau of Land Management in Oregon, Appendix E, and Exempt Undertakings Transportation 5) Road maintenance exclusive of major improvements. A cultural report is on file for this project under this CX in the Prineville BLM District Office.

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

Land Use Plan Name: Upper Deschutes Resource Management Plan/Environmental Impact Statement; Record of Decision. Date approved (ROD): September, 2005

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:

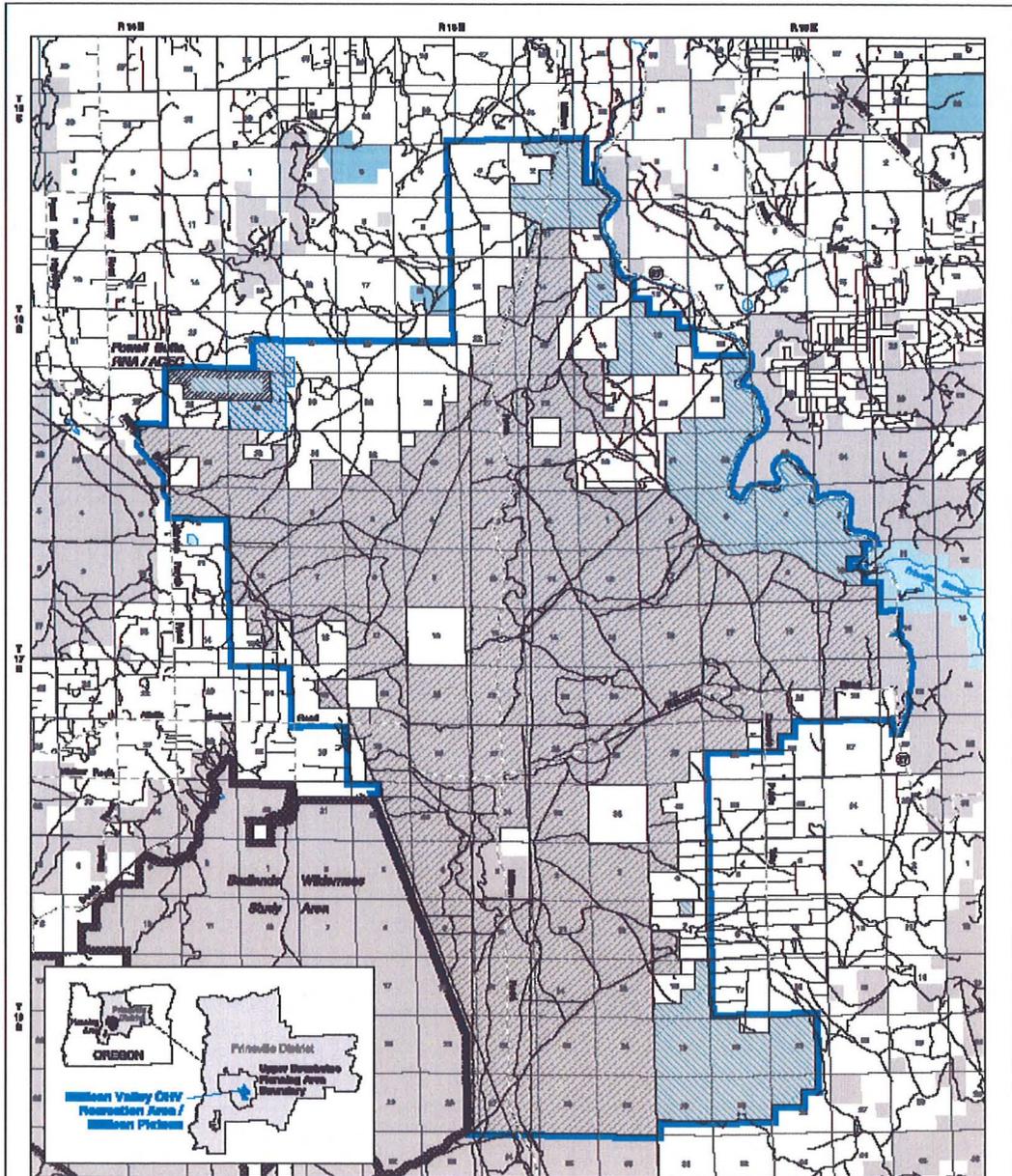
“Operations and Maintenance Actions; Maintenance of existing and newly constructed facilities or projects will occur over time; however, the level of maintenance could vary from year to year based on annual funding. Normally routine operation and maintenance actions are categorically excluded from NEPA analysis. Such activities could include, but are not limited to, routine maintenance of existing roads, ditches, culverts, water control structures, recreation facilities, pipelines, waterholes, fences, cattle guards, seedings, fish and wildlife structures, signs, and other similar facilities and projects.

These types of actions are considered to be part of the implementation of this plan and should not require further analysis to implement on the ground. Maintenance of existing facilities in WSAs will be considered on a case-by-case basis and may require additional NEPA analysis” pg. 159.

The BLM 2005 Decision Record for the Upper Deschutes Resource Management Plan (UDRMP) planning area identified the Corral OHV Staging Area route as one of many interim routes open to motorized use until a final designated route plan is completed, as described on page 107, Interim Guidelines for use of Existing Roads and Trails, 21,

“ Existing roads and trails will generally be open for use in the areas designated Limited to Designated Roads or Limited to Designated Roads and Trails pending completion of local transportation system designations within each geographic area consistent with management direction in the final RMP”.

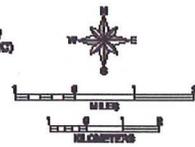
The UDRMP Map 17: Interim Guidance for Motorized Use of Existing Roads and Trails for the Millican Valley Off Highway Vehicle Recreation Area/ Millican Plateau depicts the Corrals OHV Trail, among many other BLM routes being available for motorized travel.



**Legend**

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| <p><b>Interim Guidance for Motorized Use of Existing Roads and Trails*</b></p> <ul style="list-style-type: none"> <li>— BLM Routes Available for Motorized Travel</li> <li>▨ Closed Year Round</li> <li>▨ Limited to Designated Roads and Trails Year Round</li> <li>▨ Limited to Designated Roads Only Year Round</li> </ul> <p><small>* Management of the land applies only to BLM administered lands within the recreation area boundary. This map does not delineate adjacent OHV routes and routes open to nonmotorists.</small></p> | <ul style="list-style-type: none"> <li>▬ Recreation Area</li> <li>▬ Highway or County Route</li> <li>▬ Road</li> <li>▨ Widenee Study Area</li> <li>▨ Resource Natural Area (RNA) / Area of Critical Environmental Concern (ACEC)</li> </ul> <p><b>Administered Lands</b></p> <ul style="list-style-type: none"> <li>▨ Bureau of Land Management</li> <li>▨ Bureau of Reclamation</li> <li>▨ State Land</li> <li>▨ Private / Other</li> </ul> |
|---|--|

U.S. DEPARTMENT OF THE INTERIOR  
Bureau of Land Management  
PRINEVILLE DISTRICT  
2005



**Upper Deschutes  
Resource Management Plan**

**RMP Map 17: Interim Guidance for Motorized Use of Existing Roads and Trails for the Millican Valley Off Highway Vehicle Recreation Area / Millican Plateau**

This accuracy 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. Digital data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.

### C. Compliance with NEPA

The Proposed Action is categorically excluded from further documentation under the National Environmental Policy Act (NEPA) in accordance with:

- a) 516 DM 11.9, Actions Eligible for a Categorical Exclusion (CX), effective Date August 14, 2007, Appendix A (2); ...1.7 G. Transportation, 2. "Installation of routine signs, markers, culverts, ditches, water bars, gates, or cattle guards on/or adjacent to roads and trails identified in any land use or transportation plan, or eligible for incorporation in such plan...." and
- b) June 21, 2005, 516 DM 2.3A, Appendix A(2); 1.7 "Routine and continuing government business, including 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) ”.

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: Molly Brown 2/8/11  
Molly Brown, Deschutes Field Manager Date

### Contact Person

For additional information concerning this review, contact: Berry Phelps, Recreation Planner, Prineville Field Office, 3050 NE 3rd Street, Prineville, OR 97754, telephone (541) 416-6723. [bphelps@blm.gov](mailto:bphelps@blm.gov).

<b>CX EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION</b>		YES	NO
The proposed categorical exclusion action will:			
<b>2.1</b>	Have significant impacts on public health or safety.		X
Rationale: There would be no significant impacts on public health and safety because BLM Job Hazard Analysis (JHA) helps ensure safe equipment operation for BLM employees and for public health and safety. Safety to the public would be enhanced by maintaining this road.			
<b>2.2</b>	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
Rationale: The project area does not contain any of the above listed special areas, and would not affect any potential Wilderness values in the area, because all maintenance work would either be on an old established Corrals BLM road, or immediately adjacent to this road. Past and current Wilderness Characteristic Update inventories have determined that no wilderness values exist on this road or within public lands adjacent to this road.			
<b>2.3</b>	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2) (E)].		X
Rationale: There are no such effects or conflicts associated with this activity because the proposed action is continued rehabilitation and/or maintenance of a roadway in existence over 35 years.			
<b>2.4</b>	Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
Rationale: There are no such effects or risks associated with this activity, which is doing road rehabilitation.			
<b>2.5</b>	Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.		X
Rationale: The Proposed Action would not establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.			
<b>2.6</b>	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X

<p>Rationale: Road maintenance would not have a cumulative impact with significant environmental effects, due to the nature of this authorization that limits all actions to the existing road bed, or immediately adjacent to the existing roadbed. All these restrictions limit any potential for this use to have “significant environmental effects”.</p>		
<p><b>2.7</b> 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.</p>		X
<p>Rationale: There are no known impacts that would result from this authorization. The Cultural Specialist constraints on the proposed action, and all rehabilitation work would be confined to the roadway ensures no impacts would occur to this resource, even if it existed in the project area.</p>		
<p><b>2.8</b> 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.</p>		X
<p>Rationale: Road maintenance on the Corral BLM Road would not have any impact with significant environmental effects, due to the nature of this authorization that limits all actions to the existing road tread, or immediately adjacent to the existing roadbed. All these restrictions limit any potential for this use to have “significant environmental effects” on any T&amp;E specie, or their habitat, due to almost all maintenance being limited to the existing Corral Roadbed, or immediately adjacent to this roadbed.</p>		
<p><b>2.9</b> Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.</p>		X
<p>Rationale: This activity would not violate any such law or requirements.</p>		
<p><b>2.10</b> Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).</p>		X
<p>Rationale: This activity would not have adverse effects on low income or minority populations.</p>		
<p><b>2.11</b> Limit access to and 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).</p>		X
<p>Rationale: Continued road maintenance would not limit access to and ceremonial use of any Indian sacred sites on Federal lands in this area.</p>		
<p><b>2.12</b> 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: Road maintenance on the Corral BLM Road would not result in any spread of noxious weeds, or non-native invasive species know to occur in this area because BLM maintenance crew would use sub-surface rock. The spread of noxious weeds would be prevented by requiring the following actions; a) all Equipment (grader, dump trucks, trucks) used as part of this project would be cleaned prior to coming to the project area, b) gravel would be used from a weed free source and c) the project area would be monitored for noxious weeds for three years following any ground disturbance.</p>		