

# Categorical Exclusion Documentation

## A. Background

**BLM Office:** Prineville District Office

**NEPA Log #:** DOI - BLM - OR – P060 - 2013 – 0040 - CX

**Project/Lease/Serial/Case File #:** NA

**Proposed Action Title:** Bridge Maintenance, Prineville District

**Location:** Bridge maintenance would occur on the following bridges within the Prineville District:

1. Deer Creek Bridge: T16S, R27E, Section 7 SESW.
2. Murderer's Creek Bridge: T14S, R26E, Section 36, SENE.
3. Rock Pile Ranch Bridge: T15S, R26E, Section 13, NWSW.
4. Squaw Creek Bridge: T11S, R26E, Section 30, NWNW
5. Holmes Creek Culvert MP 3.04: T10S, R26E, Section 9 NESE

**Description of the Proposed Action:** The proposed action is to perform maintenance on bridges within the Prineville District's transportation system and to replace an existing major culvert with a single lane, simple span bridge. The following list describes specific maintenance needs at each structure:

1. Deer Creek Bridge: Work includes painting steel girders and diaphragms, repairing concrete curbs, installing weathering steel thrie beam bridge railing, and replacing traffic signage.
2. Murderer's Creek Bridge: Work includes painting steel girders and diaphragms, and replacing traffic signage. To avoid disturbance to bat species using this bridge, painting activities will be accomplished in October.
3. Rock Pile Ranch Bridge: Work includes replacing bridge superstructure with a new steel bridge that has a concrete deck, replacing damaged concrete wing wall, and replacing traffic signage.
4. Squaw Creek Bridge: Replace expansion joints at bridge ends, patching spalls in deck, place asphalt overlay on deck, pave approaches, touch-up galvanizing on bridge railing, and replacing traffic signage.
5. Holmes Creek Culvert MP 3.04: Work includes replacing multi-plate pipe arch culvert with a 20 foot wide by 63 foot long steel bridge with an asphalt wearing surface on the deck and approaches.

Detail descriptions of what these maintenance items involve is as follow:

1. **Painting steel girders, diaphragms, and structural members:** The existing paint system most likely contains lead and other heavy metals. A containment structure will be built that will either fully encapsulate the bridge or encapsulate portions of the bridge.

# Decision Record

**Action Title:** Prineville Bridge Maintenance

**NEPA Log #:** DOI - BLM - OR – P060 - 2013 – 0040 - CX

**BLM Office:** Central Oregon Field Office

## Decision

It is my final decision to implement the Proposed Action as described in the categorical exclusion documentation Prineville Bridge Maintenance.

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 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 for Stay*

Should you wish to file a motion for stay pending the 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.

/s/ Authorizing official:

  
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H. F. “Chip” Faver, Central Oregon Resource Area Field Manager

  
\_\_\_\_\_

Date

Containment structures typically consist of steel or timber frames wrapped in heavy plastic, and are attached to or suspended from the bridge. Once containment is constructed, loose paint and exposed rust are removed using power tools that typically have attached vacuums that collect the removed particles. Then the steel surfaces can be painted with a urethane base paint system. The top coat of the paint system will be colored according to BLM Standard Environmental Colors to minimize the visual contrast with the adjacent landscape. Once all coats of paint system have cured, then containment either moved to the next portion of the bridge or removed. All waste generated from paint removal will be disposed of at a legal facility. Painting activities at Deer Creek Bridge will require temporary closure of the bridge. Painting activities at Murderer's Creek Bridge will require at least 1 lane of traffic be closed and possibly the entire bridge depending upon encapsulation techniques utilized.

2. **Repairing concrete curbs:** Loose concrete will be removed using power tools, and then the curbs will need to be washed to remove any loose dirt and dust particles. Concrete grout will be used to rebuild curbs back to their originally constructed shape.
3. **Installing weathering steel thrie beam bridge railing:** Bridge railing will have transition railing on both approaches. Weathering steel will be used for railing and posts to provide a rustic appearance. Posts will be mounted on the side of the deck and curbs, requiring that the bridge be drilled and the bolts to be set in epoxy. The typical type of epoxy used in this application is in a capsule that is inserted into the drilled hole. The bolt is then driven into the hole breaking the capsule releasing the rapid set epoxy. Railing will be on both sides of the bridge installed to American Association of State Highway and Transportation Officials (AASHTO) standards.
4. **Replacing traffic signage:** Where needed, damaged traffic signs (object markers and one lane bridge signs) will be replaced with new signs meeting current Manual on Uniform Traffic Control Devices (MUTCD) standards. Installation placement and height will be per the MUTCD.
5. **Replacing superstructure system:** Existing gravel material will be removed from the structure. The existing steel structure will be removed and a new steel superstructure of similar configuration will be place on the existing foundation. The new superstructure system will consist of weathering steel girders with precast concrete decking. This will allow for minimal downtime between the removal of the old superstructure and the installation of the new system. Rail system will also use weathering steel for a rustic look.
6. **Replacing damaged wing wall:** Work will consist of removing damaged portion of concrete using a concrete saw for a clean horizontal surface. A new retaining wall will be built utilizing concrete segmental blocks or a welded wire wall. These wall systems will require excavation of the roadway approach during construction. Excavation will be approximately 9 feet deep, extend up to 20 feet parallel to the road, and could disturb the entire road width. Excavated material associated with the wing wall repair will stored

outside the 100-year floodplain. Erosion control wattles will be utilized to prevent any storm related runoff from transporting materials to the stream.

7. **Replacing expansion joint material:** The expansion joints are located at both ends of the bridge. These joints will need to be cleaned of all dirt, debris and loose joint material. Cleaning will require the use of high pressure water and/or air. Once clean, new expansion joint material can be placed in the joint.
8. **Replacing multi-plate pipe-arch culvert with a bridge.** The culvert will be removed by excavating the material from around the pipe. Stream banks through the road prism will be constructed at a maximum of 1.5 horizontal to 1 vertical and will be protected using riprap. Stream channel bottom will be re-established to a 14 foot bottom width and will have random boulders placed to dissipate stream energy. The superstructure that is removed from Rock Pile Ranch will be repaired at an off-site shop. Once repaired it will be utilized at this location. Bridge structure will have concrete abutments similar to the existing abutments at Rock Pile Ranch. All in-stream work associated with replacing the culvert will be performed during the in-stream work window.
9. **Asphalt deck overlay and approaches:** A 2 inch deep asphalt lift will be placed across the entire bridge deck surface for the structure on Holmes Creek. Each approach to the bridge will be paved for a length of 75 feet, and a depth of 3 inches. Width of asphalt approach will match the road prism width.
10. **Touch up galvanizing on bridge railing:** Where galvanizing is wearing thin or compromised due to damage, the area will be wired brushed to remove dirt and loose particles, then cold galvanizing paint can be applied to touch up these areas. Cold galvanizing paint comes in spray cans like spray paint, which eliminates over spraying or accidental spillage.
11. **General site requirements:** To prevent the spread of weeds, all equipment and tools will be washed prior to mobilization to the sites. Sites will be checked and treated for weeds prior to commencing construction activities. All off-site borrow materials shall be certified as weed free before being placed on site. At the completion of construction activities the sites will be monitored and treated for weeds, for up to three years. All staging of equipment will occur outside the 100-year floodplain.

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

Land Use Plan Name: Two Rivers Resource Management Plan, Record of Decision.

Date approved (ROD): June 1986. The proposed action is in conformance with the above plan because it is specifically provided for in the following land use plan decisions: *page 31, Cadastral surveys and engineering activities will continue to be conducted in support of resource management programs. The road maintenance program will continue.*

Land Use Plan Name: John Day Resource Management Plan, Record of Decision.

Date approved (ROD): August 1985. The proposed action is in conformance with the above plan because it is specifically provided for in the following land use plan decisions: *page 25,*

*Cadastral surveys and engineering activities will continue to be conducted in support of resource management programs. The road maintenance program will continue. The proposed action meets plan objective #5 on page 12. 5.) Keep public lands and roads open for a variety of recreational uses. In addition, under Wildlife and Fish Management on page 18, the plan states; Utilize existing road systems and limit new permanent road entries by emphasizing the use of special timber harvest techniques. Restrict human activity adjacent to active raptor nesting and roosting areas during specific periods of the year.*

Land Use Plan Name: Record of Decision (ROD) for the John Day River Management Plan, Two Rivers Resource Management Plan .Amendment, John Day Resource Management Plan Amendment, and Baker Resource Management Plan Amendment.

Date approved (ROD): February 28,2001. The proposed action is in conformance with the above plan because it is specifically provided for in the following land use plan decisions: *page 20, Public Access.....We have decided to maintain public access at existing levels, .....*

### **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 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).

516 DM 11.9, 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. (3) Temporary closure of roads and trails.

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

I considered the proposal and have determined that based on project design, including adhering to BMPs from the RMPs for road maintenance actions; there is no potential for significant impacts.

Authorizing official:

Date

H. F. "Chip" Faver

8/26/13

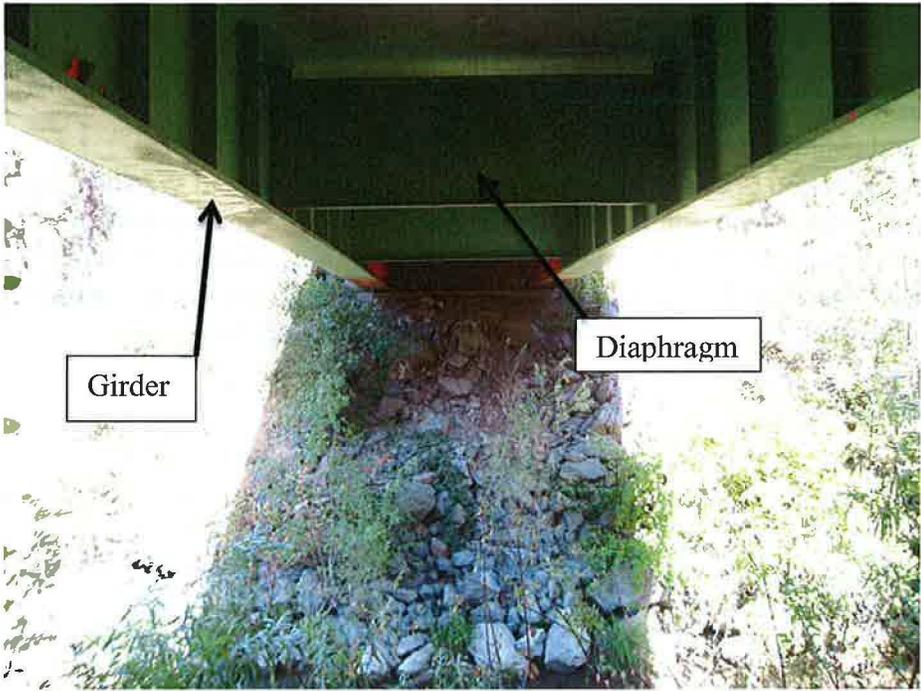
H. F. "Chip" Faver, Field Manager, Central Oregon Resource Area

## Contact Person

For additional information concerning this review, contact: *Dana Cork, District Engineer, Prineville Field Office, 3050 NE 3rd Street, Prineville, OR 97754, telephone (541) 416-6797.*

<b>CX EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION</b>		<b>YES</b>	<b>NO</b>
The proposed categorical exclusion action will:			
2.1	Have significant impacts on public health or safety.		X
Rationale: This proposed action is designed to improve resource conditions, prevent future effects to resource conditions and improve public health and safety.			
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
Rationale: The proposed action would not have an effect on such natural resources and unique geographic characteristics as historic or cultural resources; park, or refuge lands; wilderness areas; 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. It will have a beneficial effect on recreation and protecting and enhancing Wild and Scenic River values, but the effects would not be significant. The proposed action is not within or near Wilderness Study Areas or lands containing or being managed for wilderness character.			
2.3	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 highly controversial environmental effects or unresolved conflicts concerning alternative uses of available resources.			
2.4	Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
Rationale: There are no predicted effects on the human environment that are considered to be highly uncertain or involve unique or unknown risks. The BLM has successfully implemented similar actions in other Districts within OR/WA.			
2.5	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 actions with significant effects or represent a decision in principle about a future consideration.			
2.6	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X
Rationale: The BLM interdisciplinary team evaluated the possible actions in context of past, present and reasonably foreseeable actions. Significant cumulative effects are not predicted to occur.			
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
Rationale: The proposed action would not affect districts, sites, highways, structures, or other objects listed in or eligible for listing in the National Register of Historic Places, nor would it cause loss or destruction of significant scientific, cultural, or historical resources.			

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
Rationale: The proposed action would not have significant impacts on endangered or threatened species or their habitat. The area included in the proposed action supports a threatened fish species; however the proposed action would not cause a significant impact and would have ESA coverage.		
2.9 Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.		X
Rationale: The proposed action would not violate any Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment		
2.10 Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).		X
Rationale: The proposed action would not have any effect on low income or minority populations.		
2.11 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).		X
Rationale: The proposed action would not 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.		
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).		X
Rationale: The proposed action is designed so that it would not 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. See detail description 11 for actions that will be taken to prevent the introduction, continued existence, and spread of noxious and non-native invasive species.		



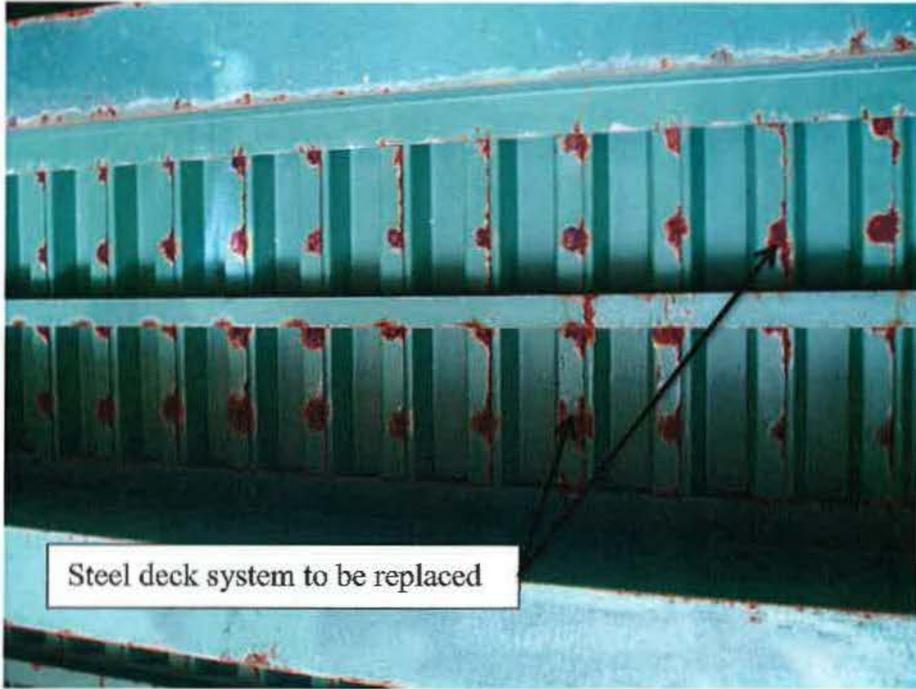


Weathering  
Steel Thrie  
Beam Railing

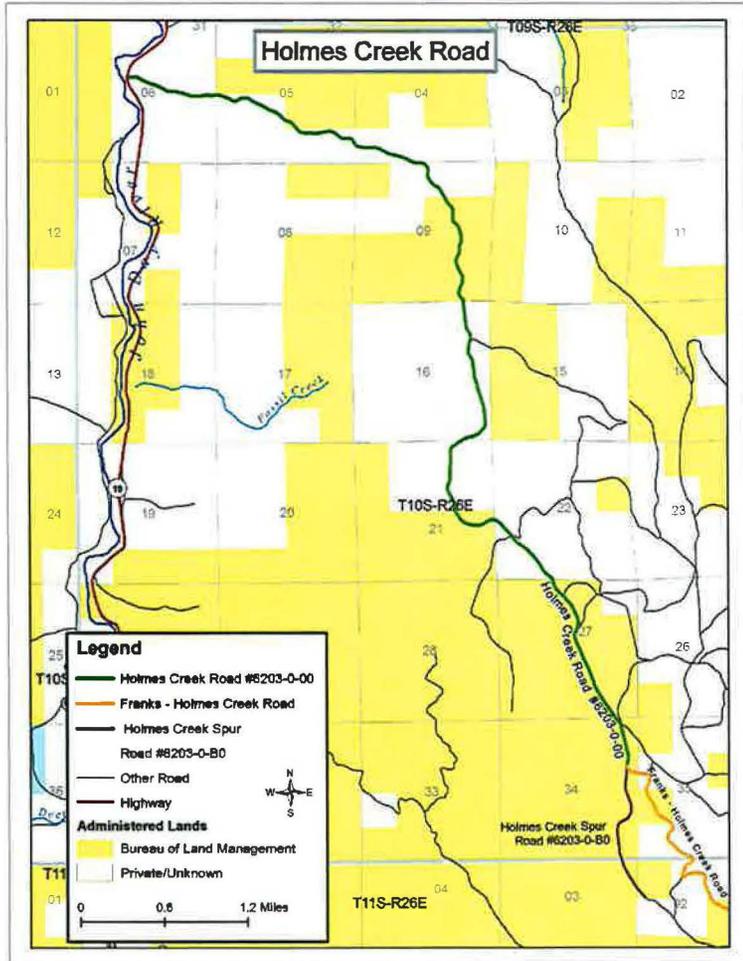
Transition Railing



Concrete Segmental  
Retaining Wall

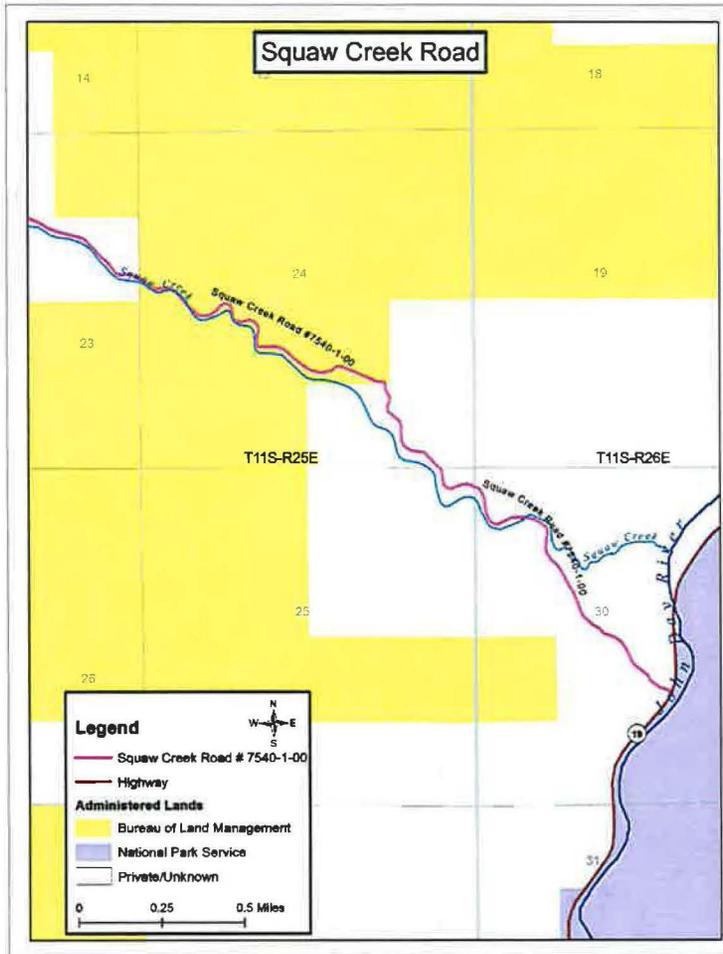


Steel deck system to be replaced



HOLMES CREEK ROAD T 10S R 26E S 06 SENW

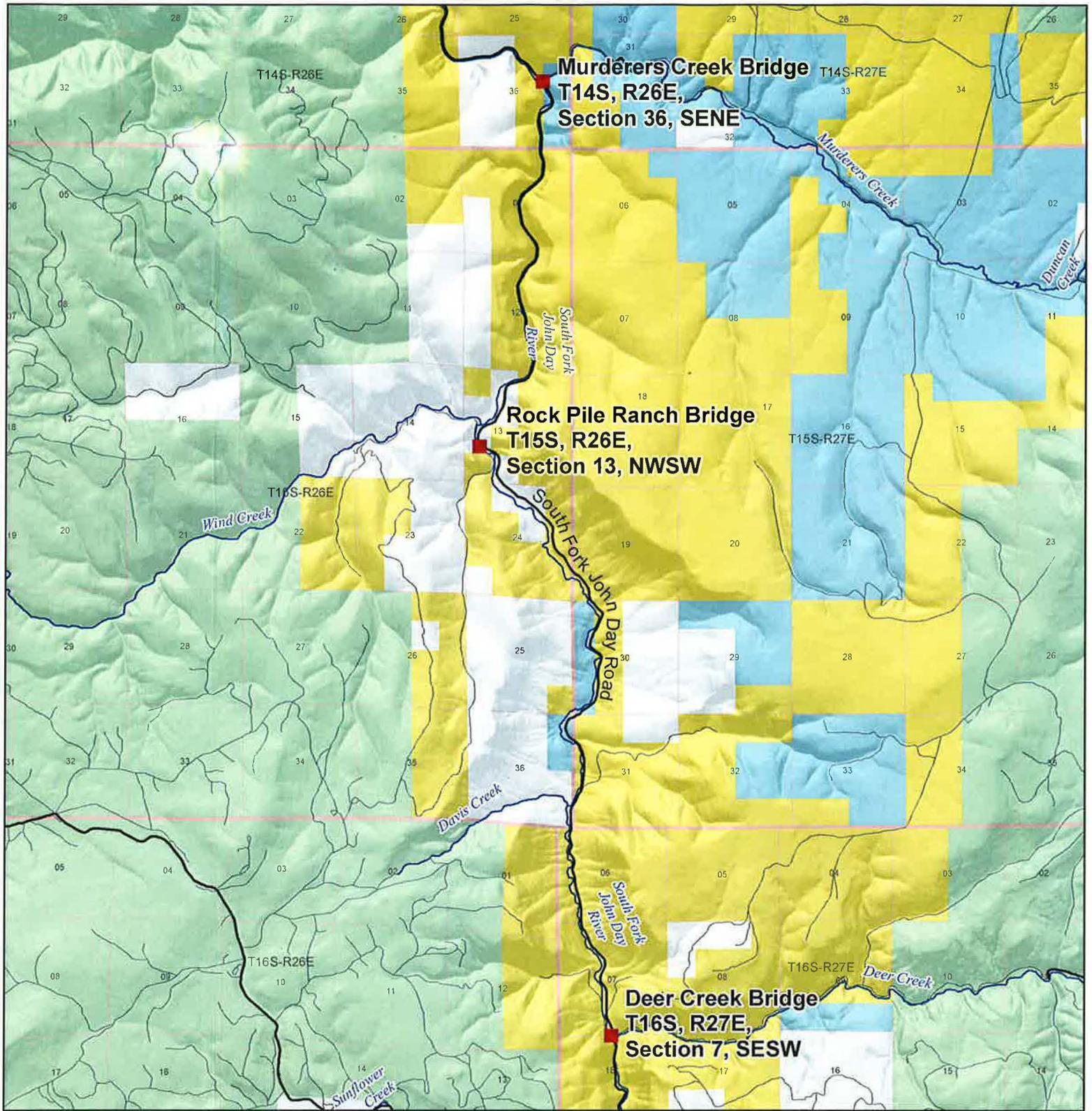
HOLMES CREEK SPUR ROAD (Rd # 6203-0-B0) T 10S 26E S 34 SENE



SQUAW CREEK ROAD T 11S R 26E S 30 NWSE

UNITED STATES DEPARTMENT OF THE INTERIOR Bureau of Land Management	
ADM Staff	Prineville District Office
<b>LOCATION MAP - HOLMES CR ROAD &amp; SQUAW CR ROAD</b>	
PRINEVILLE DISTRICT OREGON	
DESIGNED	/s/ Zach Morgan
REVIEWED	/s/ Dana Cork
APPROVED	/s/ Dana Cork
DRAWN	ZMM
DATE	May 2012
DRAWING NO.	LLORP-LDDM-HW2M/HW3M-001-002
SCALE	NTS
SHEET	2 OF 11





**Legend**

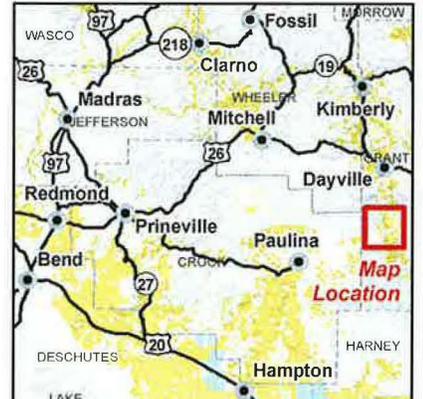
- Bridge Locations
- Highways
- Major Roads
- Minor Roads
- Bureau of Land Management
- U.S. Forest Service
- State
- Private

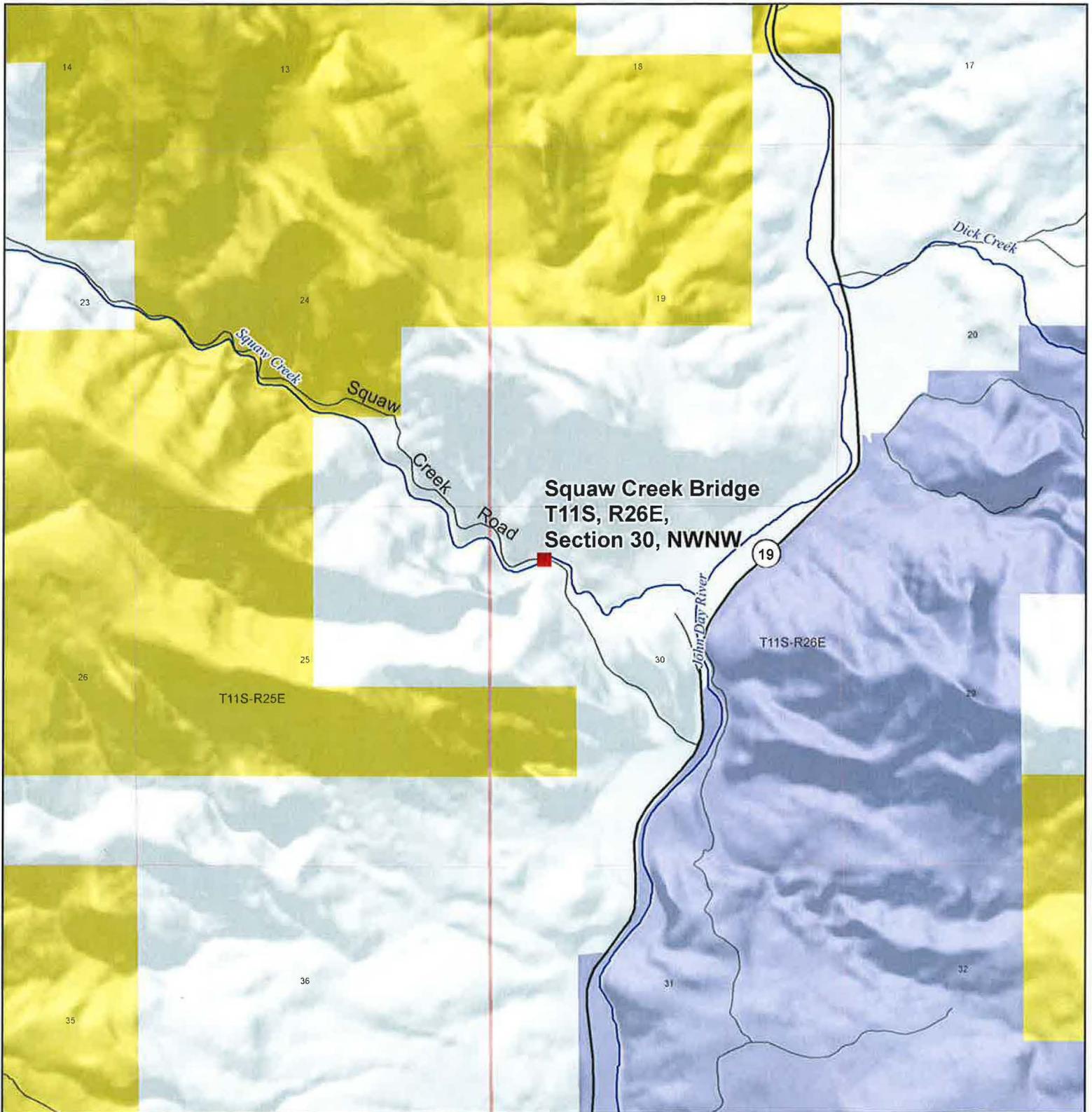
**Prineville Bridge Maintenance CX  
South Fork John Day Bridges**



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.

MXD: P:\prj\gis\_projects\transportation\Prineville\_Bridge\_Maintenance\_CX\mxd\South\_Fork\_John\_Day\_Road\_Bridges\_Prineville\_Bridge\_Maintenance\_CX.mxd  
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**Legend**

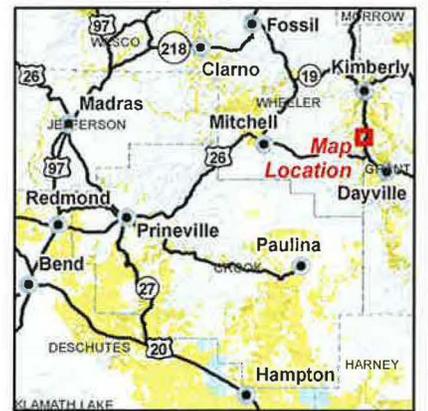
- Bridge Locations
- Highways
- Major Roads
- Minor Roads
- Bureau of Land Management
- National Park Service
- Private

**Prineville Bridge Maintenance CX  
Squaw Creek Bridge**



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MXD: P:\prigs\_projects\transportation\Prineville\_Bridge\_Maintenance\_CX\mxd\ Squaw\_Creek\_Bridge\_Prineville\_Bridge\_Maintenance\_CX.mxd  
Last Modified Date: 12/10/2012 11:44:37 AM



# Decision Record

**Action Title:** Prineville Bridge Maintenance

**NEPA Log #:** DOI - BLM - OR – P060 - 2013 – 0040 - CX

**BLM Office:** Central Oregon Field Office

## Decision

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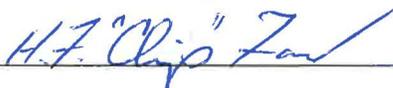
## *Request for Stay*

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/s/ Authorizing official:

  
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H. F. “Chip” Faver, Central Oregon Resource Area Field Manager

  
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Date