



FEMA

FINDING OF NO SIGNIFICANT IMPACT
Reconstruction of Spaur Road, Tillamook State Forest
Oregon Department of Forestry
FEMA-1672-DR-OR Alternate Project (PW-134, 135, & 139)

The Oregon Department of Forestry (ODF) applied, through the Oregon Emergency Management Department, to the U.S. Department of Homelands Security's Federal Emergency Management Agency (FEMA) for financial assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended, to reconstruct the Spaur Road in the Tillamook State Forest. FEMA is proposing to provide assistance through its Public Assistance Program. The ODF decided to reconstruct the Spaur Road as an "Alternate Project" rather than repair three other eligible damaged road sites. The three road sites were damaged by severe storms between November 5 & 8, 2006.

ODF would "Reconstruct the Spaur Road" to gain timber management and recreational access to the upper portions of the ridge feature between South Fork Jordon Creek and Spaur Creek. The road will be approximately 7,050 linear feet (LF). Approximately 1,200 LF of the new road will be built on an existing off-highway motorized vehicle trail and the remainder will be new construction. The typical road section will have a subgrade width of 16 ft and an average gravel surfaced width of 12 ft. The subgrade width will be slightly wider due to the excavation of cut slopes in locations where the alignment will traverse side slopes to avoid excessively steep grades along the ridge top. The new road will include five turnouts to accommodate passing, one turnaround, and cleared area (a "landing") designed for accumulating logs before they are transported.

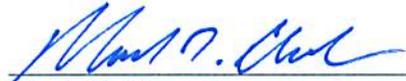
ODF will provide environmental mitigation measures and comply with Environmental and Historic Preservation regulations by 1) implementing its standard road design and construction Best Management Practices in accordance with its standard practices; 2) halting the project, taking all reasonable measures to avoid or minimize harm, and contacting FEMA if historically or archaeologically significant materials or sites (or evidence thereof) are discovered during the implementation of the project; and 3) applying for and securing appropriate federal, state and local permits.

In accordance with the National Environmental Policy Act (NEPA) of 1969 and FEMA's implementing regulations, FEMA prepared a Draft Environmental Assessment (EA) to identify and evaluate potential environmental impacts resulting from the alternatives presented in the EA and to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). Alternatives evaluated in the EA include: 1) Reconstruct the Spaur Road (Preferred Alternative) and 2) No Action. Other alternatives were considered but not carried forth and are described in the EA. The Draft EA was submitted for public review and comment. FEMA did not receive any comments on the Draft EA.

FINDINGS

Based upon the attached EA and in accordance with FEMA's regulations in 44 Code of Federal Regulations (CFR) Part 10 for environmental consideration, including Executive Orders (EOs) addressing floodplains (EO11988), wetlands (EO11990), and environmental justice (EO 12898), FEMA determined the proposed project will not significantly affect the quality of the natural and human environment. As a result of this FONSI, an EIS will not be prepared (44CFR Part 10.8) and the project, as described in the attached EA may proceed.

APPROVAL



Mark G. Eberlein
Regional Environmental Officer
FEMA Region 10

9-25-08

Date