

# ROYAL GORGE RESOURCE MANAGEMENT PLAN

## PLAN AMENDMENT

Amendment # 4

Subregion(s): 1 Area of Change: OHV Designations

Change Initiated By (Title): Outdoor Recreation Planner and Land Use Planner

Decision to be Changed: Existing to Designated Travel Routes

Other Affected Decisions: NA

### CHANGE

(Describe exactly what is to be deleted, added, rewritten, etc.)

**Delete:** OHV limitation to existing roads and trails for the Fourmile area.

**Insert:** OHV limitation to designated roads and trails for the Fourmile area.

### RATIONALE

(Describe exact rationale for above change)

Travel management planning was completed for the Fourmile area in Chaffee County with the Salida Ranger District, San Isabel National Forest, for about a 100,000 acre area. BLM manages about 13,000 acres of this area. A plan amendment for designating roads and trails on these lands was initiated. The plan amendment EA was completed on December 16, 2002. One protest was received and was dismissed due to a lack of standing. The State Director approved the plan amendment on January 13, 2003.

**Specialists Consulted:** Erik Brekke, Mike Gaylord, Dave Gilbert, Ernie Gillingham, Dan Grenard, Dave Hallock, Tom Grette, John Nahomenuk, Ed Skerjanec, John Smeins, Dave Toelle, Monica Weimer

### SIGNATURE

Land Use Planner

Date

01/21/03

Field Manager

Date

1-22-03

# DECISION RECORD AND FINDING OF NO SIGNIFICANT IMPACT

## Fourmile Travel Management Plan

USDI Bureau of Land Management  
Royal Gorge Field Office

Chaffee County, Colorado

**SUMMARY:** I have decided to implement the Proposed Action, with selected mitigation measures, for the Fourmile Travel Management Plan, as assessed and described below in detail.

**INTRODUCTION:** The Environmental Assessment (EA) that discusses and analyzes the proposed activities is available for review at the Salida Ranger District office, 325 W. Rainbow Blvd., Salida, Colorado, phone (719) 539-3591 and the Royal Gorge Field Office, 3170 East Main St., Canon City, Colorado, phone (719) 269-8500. All documents and maps may also be viewed on-line at: <http://www.fs.fed.us/r2/psicc/sal/fourmile>.

This document describes my decision and rationale for the Fourmile Travel Management Plan on the public lands of the Royal Gorge Field Office. The EA includes national forest lands managed by the Salida Ranger District of the San Isabel National Forest. Although the decisions may be discussed in common and the two documents make look very similar, this document only covers the decisions on BLM public lands portion of the Assessment Area.

Under the regulations of the Council on Environmental Quality (CEQ) for implementation of the National Environmental Policy Act (NEPA) of 1969, an Environmental Assessment (EA) was prepared to determine whether the proposed action may cause significant environmental impacts (40 CFR 1500). A summary of the documentation showing this action does not require the preparation of an Environmental Impact Statement is found in the Finding of No Significant Impact portion of this document (see page 10).

The decision and finding is based on the environmental assessment of the proposed activities and alternatives for the Fourmile Travel Management Plan and the goals and objectives stated in the Royal Gorge Resource Management Plan (RMP).

**BACKGROUND:** The 100,622-acre project area is located east of Buena Vista, Colorado. It includes 74% National Forest System Lands, 13% BLM Public Lands, 4% Colorado State Land Board, and 9% Private lands. Again, this decision only covers BLM public lands. A separate decision document will be released for the Forest Service portion of the analysis area. (EA, pg I-1)

The differences in travel management policies between the Forest Service and BLM (also referred to collectively as “agencies” in this document) often make it difficult for recreation travelers in the area to follow the existing transportation system.

The Fourmile area was identified in the Upper Arkansas River Valley Assessment (USDA Forest Service, 1999) as a high management priority to address recreation, soils, and forest health concerns (EA, pgs. I-1-2). All the watersheds in this area have been rated as “limited” or “degraded” in the Inland West Watershed Initiative (IWWI) (USDA Forest Service, 1997) (EA, pgs. III-3-6), in part due to roads and road conditions.

The proposed action is to designate and uniformly sign a system of roads and trails in the Fourmile Area. The authorized roads and trails (routes) will become part of both agencies official transportation system. This action identifies what types of use are authorized on each route, establishes information kiosk locations, imposes seasonal limitations on certain routes, authorizes certain non-motorized routes, and closes some unauthorized routes (referred to as Ghost Roads and Trails in the Citizens Proposal).

Refer to the EA, pages I-2 and I-3 for the detailed purpose and need for this project.

**DECISION:** It is my decision to implement the following actions:

The Proposed Action (as stated in the EA, page II-4), with selected route alterations as detailed below. The system will consist of approximately 197 miles of roads and trails. Of these, about 40 Forest Service miles (23 miles of motorized and 17 miles of non-motorized) and 21 BLM miles (4 miles of motorized and about 17 miles of non-motorized) would be trails. The remaining 137 miles would allow all forms of travel as roads (112 miles on Forest Service and 24 on BLM).

The map attached to this decision shows the new network of system roads and trails. This map is included in my decision.

This will include the following: *(NOTE: the agency or agencies that each decision applies to is listed in parentheses behind the bulleted item - Forest Service [FS] and/or Bureau of Land Management [BLM].)*

***From the EA, Page II-2, C., Actions Common to All Alternatives***

- Install standard travel management signs developed by the Colorado Natural Resource Group. These signs include a Trail sign and a Road Use sign. These signs will be used to designate routes. They will be located throughout the travel management area and will be found at trailheads, intersections, and other locations necessary to remind the user where they are and the types of uses allowed. [BLM and FS]
- Motorized travel will be restricted to designated roads and trails, referred to collectively as routes. A designated open route will be defined as one being signed for a particular use on the ground, and/or is printed as open on the Fourmile Area Travel Map. [BLM and FS]

- FS Special Use Permits and BLM Special Recreation Permits will continue to be issued by the authorized officer on a case-by-case basis. [BLM and FS]
- Individuals or groups with permits (e.g., livestock operations, mineral exploration and development, outfitter and guide operations, recreation events, utility easements/rights-of-way, etc.) are allowed to access their permitted area. When and how the areas are accessed is set in the permit or annual operating plans. [BLM and FS]
- Access will be provided to private inholders, as required by Section 1323(a) of the Alaska National Interest Lands Conservation Act (P.L. 96-487; 16 U.S.C. 3210). [BLM and FS]
- There are 19 miles of routes on Colorado State Land (7.5 miles of authorized routes) and 58 miles of routes on private land. Opening, closing or modifying these routes are outside the scope of this plan. [BLM and FS]
- Any Federal, state, local official, or member of a rescue organization or fire-fighting organization, in the performance of an official duty related to emergency search and rescue, and/or fire suppression, will be exempt from travel restrictions, except in Wilderness or Wilderness Study Areas (Title 36 CFR 261.50 (e), Forest Service Manual 2355.32, Region 2 Supplement 2300-93-7) and Sec. 603(2) of FLPMA. [BLM and FS]
- All Federal and Colorado State laws applying to motorized vehicles are subject to enforcement. Title 36 CFR 261.12 and 261.13 regulate the operation of motorized vehicles on and off National Forest System Roads, respectively. The operation and use of vehicles on BLM lands is regulated by 43 CFR 8340. [BLM and FS]
- Non-motorized, non-mechanized cross-country travel will be allowed. [BLM and FS]
- Current snowmobile travel rules and regulations will not be affected under this plan. [BLM and FS]
- All roads and trails not identified as open will be closed and either rehabilitated or allowed to naturally rehabilitate. [BLM and FS]

***From the EA, Page II-3, D., Actions Common to the Proposed Action and Alternative C***

- Develop at least nine kiosks to provide users with the necessary information needed to understand the travel system, rules and regulations, user ethics, such as Tread Lightly and Leave No Trace, and other information pertinent to those recreating in the area. The location of these kiosks will be at the following intersections:
  - County Road 371 and 375 [BLM]
  - County Road 304 and Hwy 285 [BLM]
  - Ruby Mountain Recreation Site and Bald Mountain Road [BLM]
  - Trout Creek Pass and Hwy 285 [FS]
  - Mushroom Gulch and County Road 307 [FS]
  - Shields Gulch and Hwy 285 [FS]
  - McGee Gulch and Hwy 285 [FS]
  - Chinaman's Gulch and County Road 301 [BLM]
  - Castle Rock Gulch and County Road 307 [FS]

- Produce a map of the area showing the roads and trails authorized for use and designated as open. The map will provide the public with the types of use allowed on a particular road or trail and provide additional information for the public's benefit. [BLM and FS]
- Mechanized travel (such as mountain bikes and other non-motorized, wheeled travel, game retrieval carts, strollers) will be restricted to designated roads and trails. See definition of "designated" under Actions Common to All Alternatives, and the Glossary. Under this decision, mechanized travel will be allowed on all open designated system routes in the Fourmile Area outside the Wilderness and Wilderness Study Area. [BLM and FS]
- Direct motor vehicle travel to a suitable parking site will be allowed within 100 feet of a designated road or trail if travel does not damage the land or streams. [BLM and FS]
  - Acquisition of a "Public Easement" across private lands in Arnold Gulch and 300C road to provide access to the FSR 300 (Bald Mountain Gulch Road) was pursued and denied. Therefore, under this decision, the existing road will remain in its current location, until the following route can be constructed and improved.
  - Construct approximately ½ mile of new road in T. 14S, R 78W, Section 12, NE ¼ of the SE ¼, which will be a reroute and status change from an ATV trail to a 4 wheel drive road of the 300C1 route. The new 300C1 road will be connected to the 300C ATV trail, which will be improved to a 4 wheel drive road. At the time this route is complete, the section of the existing 300 road will be closed from the intersection of the 300ATV1 to the intersection of 300C road. This new route will provide access like the existing 300 route alignment, but will eliminate several spring and riparian area crossings. [BLM and FS]

*From the EA, Page II-5 through 9, the following mitigation measures*

1. Route closures and rehabilitation will include adequate, self-sustaining drainage, revegetation (with native plant species), and closure to discourage future use. Remove culverts and berms, if present. Check channel bottoms around culverts to ensure no headcutting occurs, and maintain natural grade. Banks around stream crossings will be recontoured and revegetated. In live streams, wildlife friendly erosion matting, or other stabilizing material may need to be used to reduce sedimentation, until vegetation is established. [BLM and FS]
2. Maintenance of System roads:
  - **Culverts** - Many system roads are adjacent to streams, and have the potential to contribute sediment to these streams. Inspect culverts for adequate drainage and proper function. Place energy dissipaters such as riprap below culvert outlet to trap sediment and reduce erosive energy, or relocate culverts to drain to a vegetated, low gradient area. [BLM and FS]
  - **Riparian vegetation** - Willow and other roadside vegetation function as a buffer to trap sediment before being introduced to the stream, and serves to stabilize banks,

when roads are adjacent to the streams. Willows are often cut very low for sight distance and safety, but at times, they are cut too low and die, losing their function as bank stabilizers. It is recommended that roads are maintained in such a manner that the willows are allowed to provide their many functions and benefits. [BLM and FS]

- **Road width/Ditch maintenance** – There are roads wider than standard width due to improper road maintenance practices. Future maintenance techniques should conform to the road specifications. [BLM and FS]
  - **Improved drainage** – Apply additional drainage to those roads prone to rutting. Water bars will be constructed to prevent excessive rilling and gullyng. [BLM and FS]
3. Increase public education and awareness about avoiding driving on roads during wet conditions. [BLM and FS]
  4. Develop a road and trail maintenance plan, including planning for the appropriate equipment to match the route type. [BLM and FS]
  5. In accordance with the National Historic Preservation Act (NHPA), Forest Service Manual (FSM) 2360, and BLM Manual 8100, all significant cultural resources will be protected from harmful effects. Specifically, for the Fourmile project, all identified significant resources will be avoided by treatment activity. For proposed construction, and road/trail closure and rehabilitation, significant resources will be flagged for avoidance by vehicles, heavy equipment, and all other ground disturbing activities deriving from project implementation. With avoidance, no additional mitigation will be required. [BLM and FS]
  6. Cultural resource sites that have been found to be eligible to the National Register of Historical Places (NRHP) will be stabilized from current erosional forces and vehicle access routes to sites obliterated and barriers constructed if warranted. A preservation plan should be developed between the Forest Service and Bureau of Land Management cultural resource staff, project managers and the State Historical Preservation Office (SHPO). [BLM and FS]
  7. Each eligible cultural site will be evaluated as to whether the treatment has a beneficial or adverse effect. Adverse effects will be eliminated through avoidance; beneficial treatments will be tailored for each specific situation. Vehicle routes across sites will be closed, the closed tracks revegetated, and waterbars installed if necessary. In addition, treatments to stop current water erosion will be designed and implemented as needed. These might include seeding, waterbars, or other techniques. Standing structures will be signed to discourage use for camping and recreational users. [BLM and FS]
  8. Inventory, treat, and monitor noxious weed infestations in the project area. [BLM and FS]
  9. Wilderness and Wilderness Study Areas boundaries will be properly signed. [BLM and FS]

10. To minimize effects to potentially occurring threatened, endangered, or sensitive plants and animals, site-specific road closure and restoration will be reviewed by a Botanist and Biologist to survey for plant and animal species near closure and restoration sites. [BLM and FS]
11. Close the following roads and trails. *Please note, a few changes have been made from the EA based on public comment. Some of the roads in this list are not being closed, but the status may be changed.*
- **311DGR** – due to the number of intermittent stream crossings and archaeological concerns. [FS]
  - **311B and 376C** – in the Environmental Analysis, these roads were proposed to be left open. Incorporating public comment, I have decided to keep the “Y” (311 and 373) portion open, and close the outside routes (311B and 376C). This still allows for a reduction in the road densities in this area. [BLM and FS]
  - **A portion of 376B** – After reviewing public comments, instead of closing the entire road as proposed in the EA, this road will be closed at a point near Sevenmile Creek. This closes approximately the northern most quarter mile of the road, and would assist in law enforcement concerns, and creek protection. [FS]
  - **373BRC1** – This existing closure will remain closed. Extensive rerouting and maintenance would be necessary to protect riparian and wildlife resources if this route were opened. [FS]
  - **376GR3B** – this helps reduce route density to help meet Forest Plan standards. [FS]
  - **376GR7** – will reduce route density, provide for resource protection, limit roads in steep terrain, and protect riparian areas. [BLM]
  - **308BGR, 308C1** – is located in a wet area. Closing this route limits resource damage, soil compaction, and erosion. Non-motorized access parking will be provided at the north end. [FS]
  - **Everything South of the 300ATV2 trail** will be closed. This half-mile long trail dead ends, and affects Middle Cottonwood Creek. [FS]
  - **300** – This route will remain *open* until the reroute described above is completed. (see From the EA, page II-3, D. Actions Common to the Proposed Action and Alternative C, last bullet). [BLM and FS]
  - **300GR1, 300GR6, 300GR11, and 185GR5 & 6** – these routes are in the roadless area, which does not allow new roads to be designated, except for very specific reasons. These routes currently dead end into dispersed camping locations, and would not meet the criteria for keeping roads in an Inventoried Roadless Area. [FS]

- **185EGR5** – will reduce road density in this area. [FS]
  - **375C** – above the old Fourmile homestead to intersection of 375RC2 to protect riparian, cultural values, and allow for additional interpretation of the site. The Homestead site will be fenced. [FS]
  - A portion of the routes in the **Turtle Rock area west of County Road 375** (NW ¼ NW ¼ Sec. 32, T14S, R78W) to reduce road density. [BLM]
  - **375EGR5** - to reduce road density. [FS]
  - **300GR4** – close approximately 100 yards in from the northeast end. [FS]
  - **185E** – Close at an effective location between Columbine Gulch and private land. [FS]
12. Change the status of the following roads and trails. *Please note, a few changes, including some road and trail's status, have been made from the EA to incorporate public comment.*
- Reroute a motorized trail from the closed portion of **375C** over to **375CGR3**. This will involve a reroute to the west around the homestead, and a corner of private land adjacent to BLM and Forest Service. This includes keeping **376GR3** open as a motorized trail to accomplish the reroute around private land [BLM and FS]
  - The **300C1** ATV trail will be rerouted and improved to a 4WD road to become part of the 300 road (see From the EA, page II-3, D. Actions Common to the Proposed Action and Alternative C, last bullet). [BLM and FS]
  - Extend road **311D** approximately 2/10th of a mile to allow for a more practical terminus and to provide for more dispersed camping further from private land. [FS]
  - Keep **UR1-GR2** open as an ATV trail. This route is already an ATV trail, and is being changed from the suggested motorized single track based on public comment. [BLM]
  - Keep **UR1-GR1** open as an ATV trail. This route is already an ATV trail, and is being changed from the suggested motorized single track based on public comment. [BLM]
  - Keep **376 UR2-GR1** open as an ATV trail. This route is already an ATV trail, and is being changed from the suggested motorized single track based on public comment as a single track, and reroute to the east of **376GR6**. [BLM]
  - Change **376GR8** from a road to a motorized trail due to slopes. [BLM]
  - Confine and designate routes to manage and control **Turtle Rock roads west of County Road 375** (NW ¼ NW ¼ Sec. 32, T14S, R78W). [BLM]



- Reroute **308A** away from the riparian area. [FS]
  - Change the **311** road from the junction of 311 and 373 to the junction of 311A, to a motorized trail to reduce road density. [FS]
  - From the Midland Railroad Grade one-half mile north to the junction of 376A change from a road to a non-motorized trail. [BLM and FS]
13. Install a bottomless arch culvert in the stream crossing of National Forest System Road 307 and Trout Creek in Section 10, T14S, R77W. [FS]
  14. To limit use in stream channels and banks, place large rocks on braided areas, to make access less inviting, and rock and cable along banks. [BLM and FS]
  15. Increase public education and awareness related to Wilderness Values. Properly sign and maintain non-motorized trails in the Wilderness and WSA. [BLM and FS]
  16. Promote cooperative maintenance with counties and other agencies. [BLM and FS]
  17. Where roadbeds intercept springs, an attempt would be made to reintroduce the water into the aquifer through proper drainage techniques. [BLM and FS]
  18. Relocate the Buffalo Peaks Wilderness trailhead/parking area approximately one half mile south of its current location to improve driving safety. [FS]
  19. Implement seasonal closures for resource protection such as when roads are susceptible to rutting, and other road damage. Seasonal closures will be put into place for critical periods for elk, deer, and bighorn sheep. In general, these closures will be from December 1 to April 30, but will be based on local conditions. [BLM and FS]

Monitoring for this project will include the following:

- Seasonal monitoring for road closure effectiveness.
- Annual monitoring for new user-created routes.
- Rehabilitated areas will be monitored yearly for the first 5 years to determine the effectiveness.
- Travel plan violation citations will be compiled and evaluated annually to determine compliance.
- One-third of the routes will be assessed annually to determine maintenance effectiveness.

**RATIONALE:** The selected mix of actions and mitigation measures will best balance the resource needs and protection with recreational demands. I have determined this based on the findings and analysis in the Environmental Assessment, including supporting documentation and reports, and extensive public participation and involvement in this project.

This decision will meet or move towards meeting all RMP standards and guidelines.

**OTHER ALTERNATIVES CONSIDERED:** A description of the alternatives evaluated was presented in the EA. It also included a description of alternatives that were considered but eliminated from detailed analysis. The alternatives studied in this EA were defined in consideration of their technical, environmental, and economic feasibility and their ability to meet the purpose and need for the proposed project.

**Below is a summary of the alternatives analyzed in detail in the EA. Please refer to the EA, Chapter 2, for a more detailed description.**

- The **No Action Alternative** would authorize **253** miles of travel routes. This includes **242.5** miles of motorized routes and **10.5** miles of non-motorized trails. Current level of management intensity would not change. The widest spectrum of uses would occur under this alternative.
- The **Proposed Action** would authorize **194** miles of travel routes. This includes **160** miles of motorized routes and about **34** miles of non-motorized trails. This alternative blends motorized and non-motorized recreational opportunities more than the other alternatives.
- **Alternative C** would authorize **142** miles of travel routes. This includes **106.2** miles of motorized routes and **35.8** miles of non-motorized trails. Opportunities for motorized recreation would be reduced the most under this alternative. Resource values would be afforded greater protection.

**Alternatives considered but eliminated from further consideration:**

- **Authorized roads in the Roadless area:** Alternatives were discussed that would have made existing user created roads in the roadless area part of the authorized road system. This was dropped from consideration due to the conflict with the current roadless area direction, with the exception of the three roads discussed in Chapter 1 under Inventoried Roadless Area.
- **New routes across State Lands:** Consideration was given to designating new routes across State Lands. However, this decision is outside of the agencies' jurisdiction.

**SCOPING AND PUBLIC INVOLVEMENT:** The initial public scoping letter was sent on March 3, 2000 to 176 interested or potentially affected individuals, groups, organizations, state and other federal agencies, describing the proposal and encouraging comments and participation in the planning process. Advertisements were placed in the Chaffee County Times and Mountain Mail newspapers, asking the public to be involved in the decision making process.

The March 23, 2000 public meeting in Buena Vista was attended by 164 people. At this meeting, people were encouraged to join one of the four work groups for those who wanted to be involved in the Fourmile Travel Management decision-making process. The Citizens group met approximately twenty times. These meetings were open to all interested parties. Most of the meeting notes were posted on the Salida Ranger District's web page so all interested publics could see how the meetings were progressing.

The complete "Citizens Proposal for Travel Management in the Fourmile Area" (Citizen's Proposal) is incorporated by this reference and is located at the Salida Ranger District office.

The project was listed in the Schedule of Proposed Actions (SOPA), a Pike and San Isabel National Forests, Comanche and Cimarron National Grasslands (PSICC), publication distributed four times a year to over 260 parties, from October, 1999 to April, 2002.

The 30-day comment period for the Environmental Assessment (EA) ran from March 18 to April 16, 2002. On March 15, 2002, a notice of availability was published in the Salida Mountain Mail, and mailed to those who had commented on the proposed action.

Copies were available for review on the PSICC website, and at libraries in Buena Vista, Salida, and Canon City. During this time, an open house was held on April 10, 2002 at the Buena Vista Community Center, to answer questions and take comments from the public on the project. Thirty-seven people attended the open house.

Fifty-four comments were received during this comment period. These letters are in the project file, and the list of commenters and the agencies response to comments are found in Appendix F to the Environmental Assessment. All comments have been considered in making this decision.

The Decision Record, Finding of No Significant Impact, and Appendix F, Response to Comments, will be sent to those who commented on the EA. A letter stating the availability of the Decision Record and FONSI (Finding of No Significant Impact) will be sent to all individuals who have commented.

**FINDINGS:** The selected alternative, with mitigation measures, is consistent with the Resource Management Plan and the Federal Land Policy & Management Act (FLPMA). Mitigation measures for watershed, soils, fisheries, wildlife, range, fire/fuels, visual quality, recreation, cultural and land resources are expected to be feasible and effective in protecting natural resources in the area.

#### ***Threatened, Endangered, and Sensitive Species***

The Field Office wildlife biologist and fisheries biologist made determinations for threatened, endangered or sensitive (TES) species currently listed by the US Fish and Wildlife Service, and made a determination of "may affect, not likely to adversely affect".

Details may be found in the Environmental Assessment, pages III-37-54, and Appendix C.

### ***Cultural Resources***

Cultural resource surveys have been completed in portions of the project area. All cultural resource impacts will be mitigated through avoidance where possible. More details can be found in the EA, pages III-23-28.

**FINDING OF NO SIGNIFICANT IMPACT (FONSI):** The environmental assessment, analyzing the environmental effects of the proposed action, has been reviewed. These proposals do not involve significant environmental impacts in context and intensity. The proposal, with approved mitigation measures, results in a finding of no significant impact on the human environment. Therefore, an environmental impact statement is not necessary to further analyze the environmental effects of the proposed action.

1. Beneficial and adverse impacts were considered and there will be very few localized, short-term adverse effects. The overall long-term effects will be beneficial.
2. Public health and safety will not be adversely affected.
3. The project complies with all federal, state, and local law requirements. Government agencies were consulted on the project and had no objections to implementing the project. All decisions in this project are consistent with the interim direction for Inventoried Roadless Areas.
4. The proposed action will comply with the goals, objectives, and direction contained in the Royal Gorge Resource Management Plan, Record of Decision, and FEIS.
5. There are no unique characteristics about this geographic area not found elsewhere on the public lands. There are no prime farmlands, wetlands, floodplains, wild and scenic rivers or ecologically critical areas that would be affected. There will be no significant adverse impacts to minority groups, civil rights, consumers, or environmental justice.
6. The effects on the quality of the human environment are considered not likely to be highly controversial. Extensive public involvement, including consultation with state and federal agencies, has not revealed any controversial effects. The environmental assessment was reviewed by the public for 30 days.
7. The effects are typical for this type of landscape project. Effects are not highly uncertain and do not involve unique or unknown risks. Mitigation measures that the agency has successfully used before will be effective in holding environmental effects at or below expectations.

8. The decision does not establish any future precedent for other actions that may have a significant effect. Future actions will be evaluated through the NEPA process and will stand on their own as to environmental effects.
9. Cumulative effects of past, present and foreseeable future projects have been considered and evaluated and do not substantially add to the effects described for the selected alternative. All known connected actions associated with the selected activities likely to occur in the future have been identified in the assessment and the direct, indirect and cumulative effects disclosed. They do not create any cumulatively significant impacts.
10. The action will not adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places. Cultural resources will be adequately protected by mitigation measures and other requirements.
11. A biological assessment and evaluation was completed to evaluate effects on threatened, endangered or sensitive species. The actions will not adversely affect any endangered or threatened species or its critical habitat, or any sensitive species.

In arriving at this conclusion, I have considered the potential effects in terms of Context and Intensity as described in 40 CFR 1508.27.

**PROTEST OPPORTUNITIES:** Any person who participated in the planning process and has an interest that is or may be adversely affected by the amendment of a resource management plan may protest such amendment. A protest may raise only those issues that were submitted for the record during the planning process.

The protest shall be in writing and shall be filed with the Director, at the following address:

Director (WO-210)  
Bureau of Land Management  
Attn: Brenda Williams, Protest Coordinator  
1849 C Street, N.W.  
Washington, DC 20240

For an amendment, the protest must be filed within 30 days of the publication of the notice of its effective date. The effective date is August 16, 2002.

The protest shall contain: 1) the name, mailing address, telephone number and interest of the person filing the protest; 2) a statement of the issue or issues being protested; 3) a statement of the part or parts of the amendment being protested; 4) a copy of all documentation addressing the issue or issues that were submitted during the planning process by the protesting party or an indication of the date the issue or issues were discussed for the record; and 5) a concise statement explaining why the State Director's decision is believed to be wrong.

The Director will promptly render a decision on the protest. The decision will be in writing and will set forth the reasons for the decision. The decision of the Director will be the final decision of the Department of the Interior.

The analysis file is available for public review at the Salida Ranger District Office, 325 W. Rainbow Blvd., Salida, CO 81201. Please direct questions about this Decision Record/FONSI to John Nahomenuk, Project Leader, Royal Gorge Field Office, 719-539-7289.

**SIGNATURE OF RECOMMENDING OFFICIAL:**



Roy L. Masinton  
Field Manager  
Royal Gorge Field Office

12-16-02  
Date

**APPROVAL**

It is my decision to approve the amendment for the Fourmile Travel Management Plan to the Royal Gorge Resource Management Plan, as described in the Royal Gorge Field Manager's recommendation, and analyzed in environmental assessment CO-200-2001-0067 EA.

**SIGNATURE OF AUTHORIZED OFFICIAL:**

*Douglas M Koga*

**DATE SIGNED:**

*01-13-03*

# Fourmile Travel Management Transportation System

US Forest Service, Salida Ranger District  
Bureau of Land Management, Royal Gorge Field Office



SINGLETRACK (Motorized)

TRAIL (Non-motorized)

ROAD TO BE CONSTRUCTED

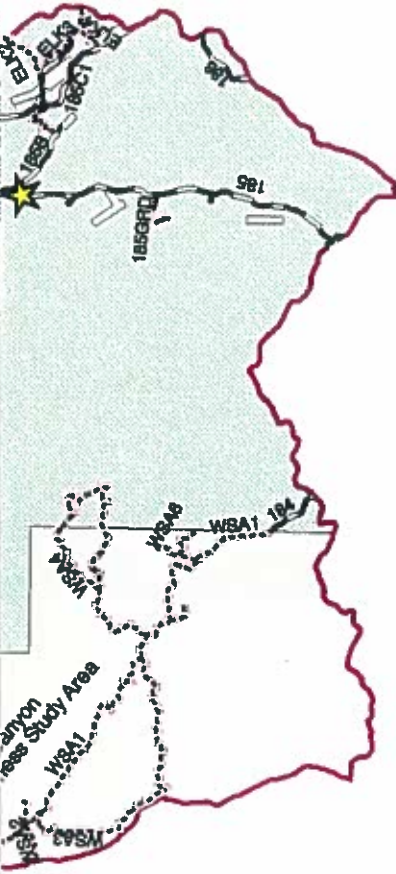
NEW SYSTEM ROAD -  
pending decision on Roadless Area Policy

SYSTEM ROUTES - NEW  
Gates - Seasonal Closure

**OWNERSHIP**

- BLM
- NFS
- Private
- State

The Forest Service uses the most current and complete data available. GIS data and product accuracy may vary. GIS data may be developed from sources of different accuracy and scale, such as various aerials, based on scale.



July 31, 2002