

KINGMAN FIELD OFFICE SCOPING FORM

Proposal:

DOI-BLM-AZ-C010-2013-0028-EA

RR 17/V

S:/BLMshare:nepa/ea_eis/Recreation/2013_0028_E
A_AZ_State_Park_Grant
Document Location

NEPA Document Number

RMP Implementation No.

Land Description: Road Maintenance Location: T. 21 N., R. 20 W., Section 36

Applicant: BLM

Authorization:

INVOLVEMENT: Indicate in the left column which disciplines need to provide information into the EA.

Needed Input (X)	Discipline	Signature
X	Lands	/s/ Melissa Patriquin
	Minerals	
X	Range	/s/ Celeste Mimnaugh 06/25/2013
	Wild Horse and Burro	
X	General Recreation	/s/ Len Marceau 06/19/2013
X	Cultural and Paleontological Resources	/s/ Tim Watkins 06/19/2013
	Wilderness	
	Soils	
	Surface and Groundwater Quality/Water Rights	
	Air Quality	
X	Wildlife	/s/ Ammon Wilhelm 06/04/2013
X	Threatened and Endangered Plants and Animals	/s/ Ammon Wilhelm 06/04/2013
X	Migratory Birds	/s/ Ammon Wilhelm 06/04/2013
	Surface Protection	
	Hazardous Materials	
	Areas of Critical Environmental Concern	
X	Visual Resources	/s/ Len Marceau 06/19/2013
	Socio-Economics/Environmental Justice	
	General Botany/Noxious Weeds	
	Energy Policy	

Writer: /s/ Matthew Driscoll

Date: 05/01/2013

Environmental Coordinator: /s/ Don McClure

Date: 05/07/2013

Field Manager: _____

Date: _____

ENVIRONMENTAL ASSESSMENT

EA Number: DOI-BLM-AZ-C010-2013-0028-EA

Lease/Serial Case File No.

Bureau of Land Management, Kingman Field Office

Proposed Action Title/Type: 2013 AZ State Parks OHV Grant –Black Mountains Route Maintenance

Location of Proposed Action: T. 21 N., R. 20 W., Section 36

Applicant (if any):

CONFORMANCE WITH APPLICABLE LAND USE PLAN:

This proposed action is in conformance with the *Kingman Resource Management Plan approved March 1995*.

RR 17/V Recreation sites, interpretive sites, trails and roads will be maintained and developed where needed to enhance recreation opportunities and allow public use. (Page 26)

PURPOSE AND NEED FOR PROPOSED ACTION:

The purpose of the proposed action is to maintain 264 feet of an existing Bureau of Land Management (BLM) route in the Black Mountain ecosystem to alleviate safety concerns voiced from local off-highway vehicle proponents.

DESCRIPTION OF PROPOSED ACTION ALTERNATIVE

The Bureau of Land Management (BLM) has proposed to perform road maintenance of approximately 264 feet of an existing route in the Black Mountains. Maintenance would consist of BLM personnel operating a metal track bulldozer to reduce protruding rock on the road surface while using existing dirt to smooth and level the off-cambered segment of road. Maintenance would consist of BLM personnel “walking” the bulldozer on existing BLM roads for approximately three miles to the proposed road maintenance location (**see attached map**). “Walking” the bulldozer consists of traversing existing roads with the bulldozer’s blade raised up in order to minimize impacts to any existing soils or overhanging vegetation en route to the proposed maintenance location. Protruding rock would be removed with the bulldozer’s “ripper.” This would break up the surface rock enabling the bulldozer to move material to the low side of the road. The bulldozer’s “blade” would then be used to “cut” into the side of the road (no more than two feet on either side), allowing material to be moved to the off-cambered segment of road to attain a level surface on the route no more than twelve feet wide. Maintenance of this segment would also incorporate various drainage features such as rolling dips and water bars that will allow water to travel across the road increasing the longevity of the route repair. Actual maintenance of the existing route would take place over the course of two ten hour work days, minimizing the potential for user conflicts.

DESCRIPTION OF NO ACTION ALTERNATIVE

Under the no action alternative, road maintenance on this segment of route would not be completed. The off-cambered segment of road in the Black Mountains would remain leaving a hazardous situation for the recreating public travelling this route.

AFFECTED ENVIRONMENT/ENVIRONMENTAL IMPACTS:

The affected environment was considered and analyzed by an interdisciplinary team as documented in the KFO Project Scoping Form found in the Administrative Record for this proposal. Resources of concern that are either not present in the project area or would not be impacted to a degree that requires detailed analysis will not be discussed here. Resources which could be impacted by the proposed action or alternatives are discussed below.

This section describes the existing conditions of the environment and expected impacts. The table below summarizes the resources reviewed for this project. Resources not present within the project study area, as well as those present and not affected, are not discussed. Those resources that have been identified by an interdisciplinary team as present and potentially affected are discussed further below.

PROJECT RESOURCE review			
Resources Considered	Not Present	Present and Not Affected	Present and/or Potentially Affected
Air Quality*		X	
Areas of Critical Environmental Concern*	X		
Cultural and Historic*	X		
Environmental Justice* / Socioeconomics	X		
Floodplains*	X		
Grazing			X
Hazardous or Solid Waste*	X		
Invasive and Non-native Species*	X		
Land Use		X	
Migratory Birds*		X	
Native American Religious Concerns*	X		
Prime and Unique Farmland*	X		
Threatened and Endangered Species*		X	
Vegetation			X
Visual Resources			X
Water Quality*	X		
Wetland or Riparian Zones*	X		
Wild and Scenic Rivers*	X		
Wilderness*	X		
Wildlife			X
* Consideration Required By Law or Executive Order			

Present and Not Affected:

Air Quality: Dust would be produced by the bulldozer during the two day maintenance of the existing road.

There would be no residual impact to air quality as the activity would be for a brief period of time and confined to the project area (0.02 acres).

Land Use: Access to 264 feet of the proposed road would be restricted during the two day period of maintenance as the bulldozer would displace and disperse rock and soil making the road impassible. However, once maintenance operations had concluded, access to public land would be restored.

Migratory Birds: Multiple species of migratory birds occur along the proposed maintenance route. The noise and disturbance created from the Bulldozer would flush birds from their nests. The majority of the disturbance would be noise disturbance from the bulldozer passing by and birds could return to their normal habits immediately after the bulldozer passes.

Threatened and Endangered Species: Category III desert tortoise habitat exists within the project area. A site visit indicated that there are no potential tortoise burrows within the project area. The equipment operator on site would be given the tortoise handling guidelines (attached) and this with the lack of burrows within the project area should prevent any impacts to tortoises from this project.

Present and/or Potentially Affected:

Grazing: The noise and disturbance created from the Bulldozer may prevent cattle from entering such range facilities but as this maintenance activity is taking place over a two day period, cattle would be able to return to their facilities after the maintenance has completed.

Vegetation: Diverse types of vegetation occur along the proposed maintenance route. The bulldozer would disturb two feet of vegetation on either side of the road for 264 feet, making for a total of 0.02 acres of vegetative disturbance.

Visual Resources: The project site is located within Visual Resource Management Class II. Retention of the landscape character would be maintained. The changes in any of the basic elements (form, line, color or texture), caused by the road maintenance, should not be evident in the characteristic landscape. Since the road would be widened a total of up to four feet wide for 264 feet long, existing visual resources would be slightly affected in the project area.

Wildlife: Along the proposed maintenance route multiple species of wildlife exist and can be seen. Utilizing a bulldozer would displace these animals during the two days of proposed maintenance. 0.02 acres of habitat would be disturbed and permanently lost. After the disturbance wildlife would return to the area and would be able to utilize the habitat in the same manner as before the disturbance.

Expected impacts from the Proposed Action include the following:

Impacts from the Proposed Action

Authorization of the proposed action would destroy 0.02 acres of existing vegetation and diminish the habitat that vegetation provides. Furthermore, the proposed action would displace wildlife in the 0.02 acres where the maintenance would occur and ultimately displace natural habitat permanently.

Impacts from the No Action Alternative

Under the no action alternative, the existing road would remain the same width and the off-cambered angle
DOI-BLM-AZ-C010-2013-0028-EA-Black Mountains Route Maintenance

would remain resulting in excessive erosion on the road segment. This alternative would also leave a potential safety hazard for the recreating public. All vegetation surrounding the road would remain intact which would result in no destruction of habitat.

Cumulative Impacts

No significant cumulative impacts are anticipated.

DESCRIPTION OF MITIGATION MEASURES AND RESIDUAL IMPACTS:

Maintenance operations would be carried out by BLM personnel and the road repair would follow the parameters set forth in the proposed action. Staying within these parameters would preclude any unforeseen circumstances from taking place during the course of the road maintenance.

REFERENCES

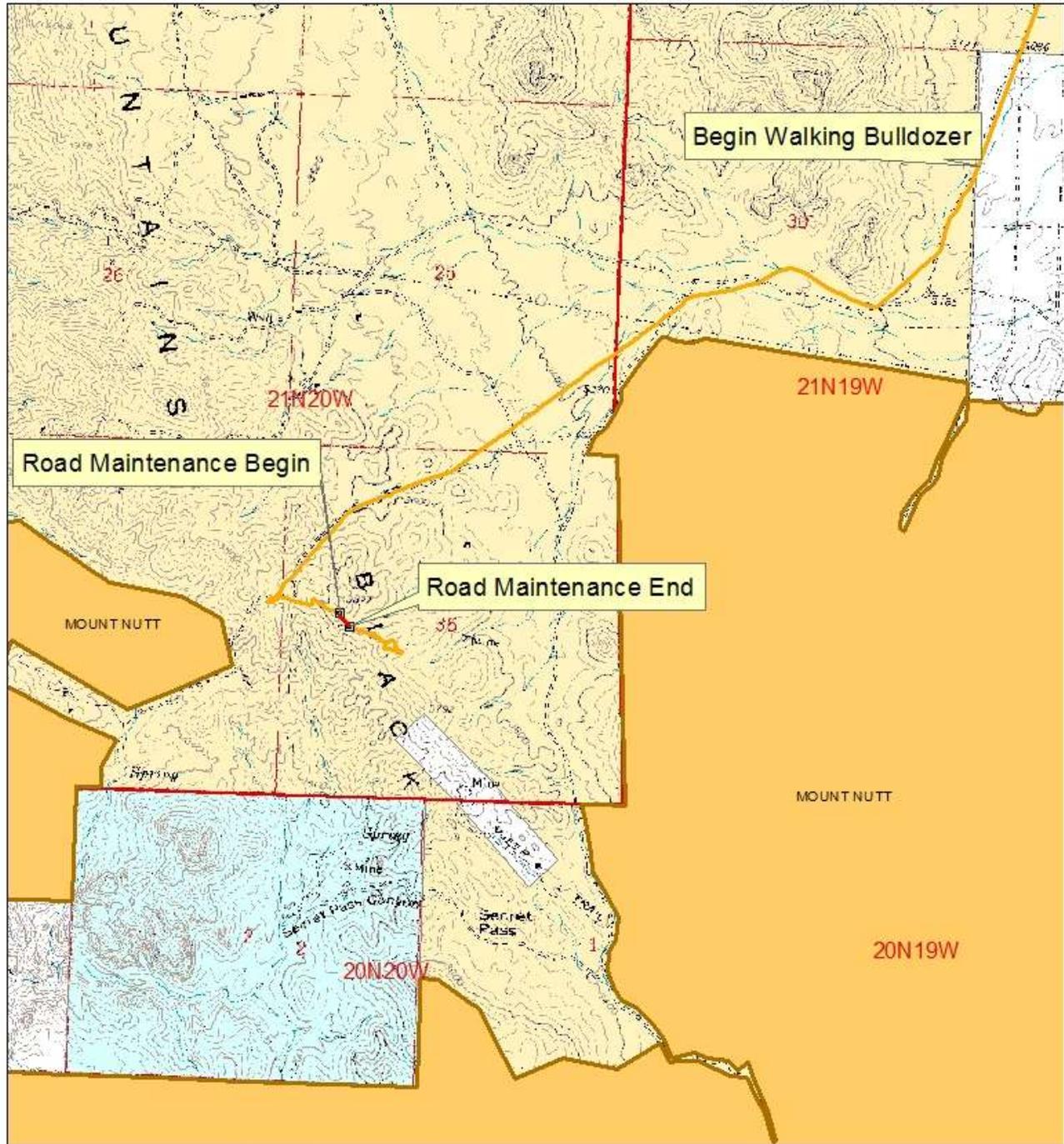
Bureau of Land Management. 1995. Kingman Resource Area Proposed Resource Management Plan and Final Environmental Impact Statement. Kingman, AZ

PERSONS/AGENCIES CONSULTED:

Tim Watkins	Archaeologist, BLM
Ammon Wilhelm	Wildlife Biologist, BLM
Melissa Patriquin	Realty, BLM
Len Marceau	Outdoor Recreation Planner, BLM
Matthew Driscoll	Park Ranger, BLM

Preparer(s): Matthew Driscoll, Park Ranger
Environmental Coordinator: Ramone McCoy

Black Mountains Route Maintenance



Surface Management & Project Route

- Private Lands
- State Lands
- Bureau of Land Management (BLM)
- BLM Wilderness Area
- Bulldozer Route from Ganado
- Segment to be Maintained



United States Department of the Interior
 Bureau of Land Management
 Arizona State Office
 Land Status updated as of November 2012
 Map Prepared: 5/2/2013



SCALE 1:24,000



The Bureau of Land Management (BLM) makes no representations or warranties regarding the accuracy or completeness of this map. The map does not address requirements or questions of location, boundary, and area, which an accurate survey may disclose. This map is intended and is to be used as an illustration only. The map is merely representational, and the data from which it was derived are not binding on the BLM and may be revised at any time in the future. The BLM shall not be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map or the data from which it was derived.

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United States Department of the Interior



BUREAU OF LAND MANAGEMENT
Colorado River District
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Lake Havasu City, AZ 86406
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GUIDELINES FOR HANDLING DESERT TORTOISE ENCOUNTERED ON ROADS, VEHICLE WAYS AND PROJECT AREAS

1. Stop your vehicle and allow the tortoise to move off the road.
 2. If the tortoise is not moving, gently** pick up the tortoise and move it approximately 200 feet off the road to a shaded location.
 - a. **Do not** turn the tortoise over.
 - b. Move the tortoise in the direction it was traveling. If it was crossing the road, move it in the direction it was crossing.
 - c. Keep the tortoise within 12-18 inches of the ground, move slowly so as not to cause it to become alarmed.
 - d. Release the tortoise under the shade of a bush or rock.
- ** Tortoise store water in their bladder. If a tortoise becomes alarmed its defense is to void its bladder onto the captor. This could lead to dehydration of the tortoise and potentially to death.
3. Prior to moving any parked vehicle or equipment at project sites, check for tortoise under the vehicle.



Finding of No Significant Impact

Kingman Field Office

**Black Mountains Route Maintenance
NEPA# DOI-BLM-AZ-C010-2013-0028-EA**

I have reviewed the environmental assessment including the discussion of environmental impacts. I have determined that the Proposed Action will not have any significant impacts on the human environment and that an Environmental Impact Statement is not required. The potential impacts that have been identified are localized and of relatively short duration. No off-site, indirect or cumulative impacts were identified. I have determined that the proposed project is in conformance with the approved land use plan.

_____/s/ Len Marceau

Len Marceau
Assistant Field Manager, Non-Renewable Resources
Kingman Field Office

_____/09/11/2013

Date

Decision Record

Kingman Field Office

Black Mountains Route Maintenance NEPA# DOI-BLM-AZ-C010-2013-0028-EA

It is my decision to authorize the proposed action as described in the Environmental Assessment DOI-BLM-AZ-C010-2013-0028-EA. This decision will result in the maintenance of an existing Bureau of Land Management (BLM) motorized route in the Black Mountain ecosystem.

Rationale:

My decision to approve the Proposed Action analyzed in DOI-BLM-AZ-C010-2013-0028-EA is based on the following:

The Proposed Action has been analyzed, with no significant impacts anticipated, as stated in the FONSI signed on September 11, 2013, thus an Environmental Impact Statement is not required. The environmental assessment adequately covers all affected resource values.

Implementation of the Proposed Action provides recreationists with a safe motorized route that facilitates and promotes access to public lands. The Proposed Action adheres to recreation management objectives, stating that “recreation sites, interpretive sites, trails and roads will be maintained and developed where needed to enhance recreation opportunities and allow public use” (Bureau of Land Management 1995, pg 26).

Alternatives Considered:

Proposed Action: The Bureau of Land Management (BLM) has proposed to perform road maintenance of approximately 264 feet of an existing route in the Black Mountains. Maintenance would consist of BLM personnel operating a metal track bulldozer to reduce protruding rock on the road surface while using existing dirt to smooth and level the off-cambered segment of road. Maintenance would consist of BLM personnel “walking” the bulldozer on existing BLM roads for approximately three miles to the proposed road maintenance location (see attached map). “Walking” the bulldozer consists of traversing existing roads with the bulldozer’s blade raised up in order to minimize impacts to any existing soils or overhanging vegetation en route to the proposed maintenance location. Protruding rock would be removed with the bulldozer’s “ripper.” This would break up the surface rock enabling the bulldozer to move material to the low side of the road. The bulldozer’s “blade” would then be used to “cut” into the side of the road (no more than two feet on either side), allowing material to be moved to the off-cambered segment of road to attain a level surface on the route no more than twelve feet wide. Maintenance of this segment would also incorporate various drainage features such as rolling dips and water bars that will allow water to travel across the road increasing the longevity of the route repair. Actual maintenance of the existing route would take place over the course of two ten hour work days, minimizing the potential for user conflicts.

The “**No Action**” alternative was considered for this project. Under the no action alternative, road maintenance on this segment of route would not be completed. The off-cambered segment of road in the Black Mountains would remain leaving a hazardous situation for the recreating public travelling this route.

