



DECISION RECORD

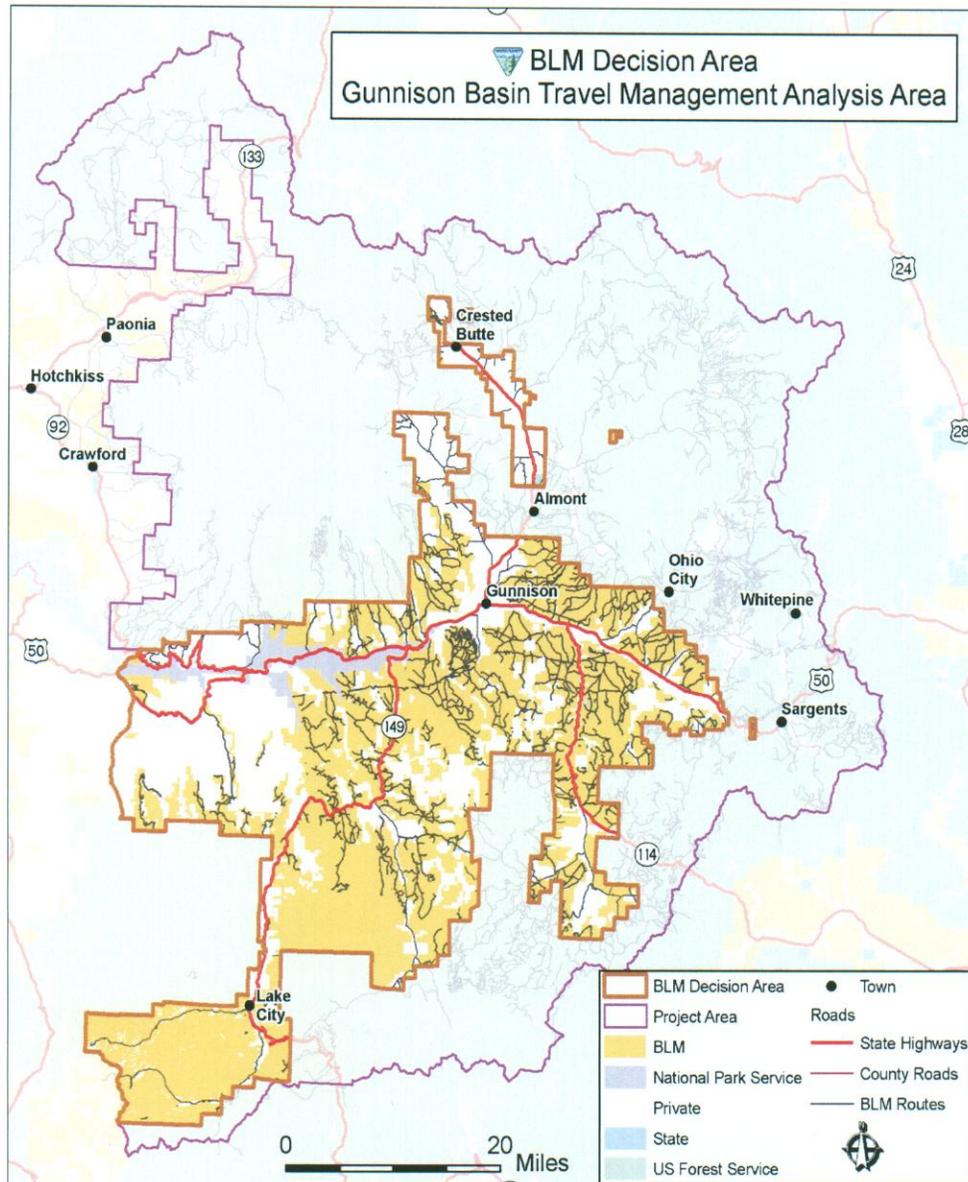
CO-160-2008-025-EIS

Gunnison Basin Federal Lands Travel Management

USDOI Bureau of Land Management
Gunnison Field Office

Gunnison, Montrose, Hinsdale and Saguache Counties, Colorado

June 28, 2010



1. INTRODUCTION: This document describes my decisions and supporting rationale concerning specific travel management implementation actions in the upper Gunnison Basin on land administered by the Bureau of Land Management. The Environmental Impact Statement (EIS) was completed jointly with the US Forest Service and Bureau of Land Management and each agency is completing a separate decision record representing the lands each agency manages.

The BLM Record of Decision (ROD) document describes my decision as to which routes will be designated as the transportation system of routes open to public travel, the mode of travel for designated open routes, and specific restrictions regarding the season of use where appropriate on Bureau of Land Management (BLM), Gunnison Field Office. These decisions do not cover over-snow winter travel nor do they address travel needs in designated Wilderness Areas. This decision does not change previous NEPA decisions at Hartman Rocks Recreation Area or Alpine Triangle Recreation Management Area.

My decision advances goals and objectives defined in the February 1993 Gunnison Resource Area Management Plan (RMP) and are in conformance with:

1. BLM policy on Off-Highway Vehicles (OHV) use of public land as covered under Executive Order 11644 and Code of Federal Regulations (43 CFR 8340 0-5); and,
2. BLM Colorado guidance on *Comprehensive Travel Management Planning and OHV Designations* as defined under BLM Instruction Memorandum No. CO-2007- 020 (2/12/2007) and No. WO-2008-014.

Under these rules, any change to the designation of *areas* as Open, Limited, or Closed requires a Resource Management Plan (RMP) plan amendment and is subject to a public protest period and governor's consistency review whereas designation of roads and trails are considered implementation decisions and are subject to USDI appeal regulations via the Interior Board of Land Appeals (IBLA).

Comments received by the public and interested parties during the Draft Environmental Impact Statement (DEIS) comment period were considered and evaluated during the process of completing the Final Environmental Impact Statement (FEIS) by revising, updating and adding the Preferred Alternative(Alternative 5) to the FEIS. The development of the FEIS included consideration of the Forest Service and BLM Preferred Alternative and identification of four other alternatives. These alternatives were identified pursuant to NEPA (40 CFR 1502.14(e)) for the FEIS. The public comments and responses to those comments are contained in an Appendix to the FEIS. The FEIS was open to public review for no less than 30 days before the RODs were completed by the Forest Service and BLM responsible officials. The public provided review and comments to the Forest Service and BLM managers before the final decisions were documented in the ROD.

2. BACKGROUND: Prior to this decision, the regulations regarding motorized travel were guided by the BLM's Transportation Plan (1980) and the Forest Service and BLM's Gunnison Travel Interim Restrictions Decision Notice (April 2001).

The final decisions resulting from the Gunnison Travel Interim Restrictions Environmental Assessment (EA) are documented in the Forest Service Decision Notice and Finding of No

Significant Impact (FONSI) (April 2001) and the BLM Decision Notice (April 2001) and corresponding FONSI. The EA and the Forest Service Decision are on the web at http://www.fs.fed.us/r2/gmug/policy/travel_mgmt/gun/deis.shtml/, under "Travel Management," then "Gunnison." The BLM decision is available on request.

In the late 1990s, the Forest Service and BLM initiated a travel planning process that was expected to help stop unplanned user-created route proliferation, limit authorized travel to established roads and trails, and prohibit off-route, cross-country travel. Scoping letters, pursuant to agency procedures under NEPA, were sent to interest groups and the public outlining a proposal to restrict motorized and mechanized travel to existing routes and to prohibit cross-country or off-route travel of motorized or mechanized vehicles. Following scoping, the Forest Service and BLM jointly prepared an environmental assessment. The EA disclosed environmental consequences of the Proposed Action and alternatives and was released for public comment in August 2000.

Prior to the 2001 Interim Travel Decision, cross-country travel was allowed on many areas of federal land in the Gunnison Basin travel analysis area. The public could legally drive or ride motorized and mechanized vehicles cross-country, off established roads and trails. The Gunnison Interim Travel Restriction Decision restricted motorized and mechanized travel (wheeled-vehicles used for human transport) to established routes. Established routes are roads and trails recognized by the agencies as existing on the ground as of January 12, 2001 and receiving enough use to remain recognizable as a route. Some unplanned, user-created routes were included in the inventory of existing routes in 2001. These user-created routes were tracked for management purposes to fund maintenance, if needed, to correct resource damage, but no decision was made in 2001 about the need for or the appropriateness of their continued existence.

Prior to the 2001 Interim Travel Decision, the public could legally drive or ride motorized and mechanized vehicles cross-country, off established roads and trails. The only constraint was that such travel could not result in resource damage. Therefore, the majority of user-created routes established prior to 2001 were not considered illegal or unauthorized.

BLM Travel Management Direction

The 2001 Interim Travel Decision called for a future planning process to identify a specific travel system open to public travel. The BLM and USFS committed to designating routes open to public travel, designating the mode of travel for open routes, and identifying specific restrictions regarding the season of use where appropriate. The intent of the current BLM travel management planning effort is to move toward the management goals outlined in the 2001 Interim Travel Decision.

The National Management Strategy for Motorized OHV Use on Public Lands (2001) and Colorado's Final Recreation Guidelines for Managing Recreation to Meet Public Land Health Standards (2000) provide direction and outline a variety of management goals to provide opportunities for recreation activities while reducing the potential impacts of motorized and mechanized uses on other resources. These include:

- Eliminating or minimizing routes in wetland areas, riparian areas, and areas with erosive soils;
- Reducing stream crossings to the minimal number dictated by the topography in order to reduce sedimentation;

- Managing to promote the survival and health of native plants and animals, especially species that are endangered, threatened, or sensitive;
- Trying to protect against the establishment or spread of noxious weeds;
- Abandoning routes that are duplicative or unneeded;
- Identifying a system that is within the agency's ability to manage and maintain;
- Educating the public on how to operate vehicles on public land in a way that minimizes impacts to other resources;
- Building collaborative partnerships with individuals, groups, and other stakeholders to assist with education, management, and maintenance; and
- Utilizing regulations, designations, and seasonal closures as necessary to achieve these management goals.

The need to evaluate existing routes and decide which routes would best comprise a defined and manageable system of designated routes on BLM lands is necessary to meet these management goals for travel.

2010 Gunnison Basin Federal Lands Travel Management Planning

The purpose of Gunnison Basin Federal Lands Travel Management planning is to determine those roads and trails on federal lands that are needed to provide a sustainable transportation system that balances resource protection and public safety needs with recreation and access needs. The lands addressed in the analysis are the federal lands administered by the Forest Service on the Gunnison and Paonia Ranger Districts of the Gunnison, Uncompahgre, and Gunnison National Forest (GMUG) and Bureau of Land Management (BLM) for the Gunnison Field Office area.

The following issues were addressed in the plan and analyzed during the evaluation of alternatives for the Gunnison Basin Federal Lands Travel Management planning process:

- Scope of Draft EIS Analysis
- Recreation Experience and Opportunity
- Route Integrity
- Resource Protection
- Access
- Compatibility and Safety
- Maintenance and Funding
- Enforcement and Education
- Social Issues
- Future Demands
- Continental Divide National Scenic Trail and Monarch Crest Trail

The Project Record, including the FEIS that discusses and analyzes the Preferred Alternative, Proposed Action and other alternatives, is available for review at the Gunnison Field Office, CO. Please direct questions about this Implementation Decision Record to Brian St. George, Field Office Manager, Gunnison Field Office, at (970) 641-0471 or by submitting your questions to [Brian St George@blm.gov](mailto:Brian_St_George@blm.gov). The FEIS is available at the following web address: http://www.fs.fed.us/r2/gmug/policy/travel_mgmt/gun/deis.shtml/.

3. DECISION: It is my decision to implement the travel management actions and route designations contained in the Preferred Alternative (Alternative 5) in the Final EIS for the Gunnison Basin Federal Lands Travel Management Plan, with the changes described herein (Section 4). This alternative builds upon much of the DEIS Proposed Action (Alternative 2) but mixes some aspects of Alternative 3, Alternative 4, and the No Action Alternative to define the final Preferred Alternative. These modifications are related to specific routes, season of use restrictions, modes of travel, and access for dispersed camping.

Type of Route	Passenger, Highway-legal Vehicle Road *	Full-size/ High-clearance Road (4-wheel drive)	ATV (OHV ≤ 50") Trail	Motorcycle Trail	Horse /Hiking Trail (Outside Wilderness and SRMA)	Mountain Bike Trail	Closed Routes
Alternative 5 Preferred (miles)	147	849	1	49	12	14	611

Revised Travel Regulation - Dispersed Camping

I have decided the BLM would allow motorized travel off designated roads only on existing routes (i.e., a recognizable travel footprint or "two-track" trail) within 300 feet of designated roads open for public travel for the purposes of dispersed camping and general recreation. This would prohibit the creation of any new routes off the designated roads under the guise of dispersed camping. If no existing route is available, vehicles may pull off the designated road up to 30 feet of the edge of the roadway to park or camp.

Revised Travel Regulation - Seasonal Use Restrictions

I have decided to apply seasonal closures to motorized travel, for sage-grouse habitat conservation, to specific areas of key sage-grouse habitat rather than simply closing specific routes. This proposed area closure is expected to help protect sage-grouse breeding and early nesting habitat and encompasses about 191,000 acres around Gunnison. This area would be closed to all motorized travel, except to access private in-holdings with proper authorization and some administrative access, from March 15 to May 15 each year.

4. DECISIONS CHANGED BASED ON SUBSTANTIVE COMMENT: I have decided to select the Preferred Alternative (Alternative 5) in the Final EIS for the Gunnison Basin Federal Lands Travel Management Plan for BLM lands with the following changes as a result of review and comments received following the completion of the FEIS and issuance of the Decision Record:

Route Changes from the Preferred Alternative FEIS

Route Number	Route Name	Preferred Alternative	Decisions Changed based on Substantive Public Comments
3002a		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.
3002b		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.

Route Number	Route Name	Preferred Alternative	Decisions Changed based on Substantive Public Comments
3002c		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.
3002		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.
3002c1		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.
3002d		High Clearance Motorized Vehicle	Closed unless legal public access across private property can be obtained.
3115aT		Motorized single track (motorcycle, mtn. bike, hiker, horseback)	Closed – No legal public access across private property.
Z217	West Antelope	Horse/Foot	Closed at this time but will consider mechanized travel if legal public access across private property is obtained. If public access is obtained the trail will require rerouting and seasonal closures.
Z622	Wager Gulch	Closed	Open to High Clearance Motorized Vehicles to provide for a recreation opportunity along the Alpine Loop.
G6-118	North Hensen Creek	Closed	Open to motorized travel to a specific turn around point to provide for dispersed camping along these routes. The turn-around point will be no further than .3 miles from County Road 20.
G6-000	North Hensen Creek	Closed	Open to motorized travel to a specific turn around point to provide for dispersed camping along these routes. The turn-around point will be no further than .3 miles from County Road 20.

Revised Travel Regulation - Administrative Routes

It is my decision that Administrative Routes would be retained for the purposes of managing natural resources, providing permitted access for special projects, or providing access to private lands with proper authorization. Administrative routes will be managed according to what is specified in land use authorizations or project plans. If the type of public travel is not specified in the authorization or project plan, routes will be limited to horse and foot travel only.

Revised Travel Regulation - Horse and Foot Travel Off Designated Routes

I have decided that foot and horse travel will still be allowed across all public lands and shall not be limited to designated routes.

Revised Travel Regulation - Mechanized (Non-Motorized) Travel Off Designated Routes

I have decided that mechanized travel will be limited to designated routes defined in the FEIS and Decision Record. Mechanized game cart use for the purpose of retrieving large game is exempt from this decision.

Revised Travel Regulation - Motorized Travel Off Designated Routes

I have decided that motorized travel will be limited to designated routes defined in the FEIS and Decision Record.

Possible New Routes

It is my decision that before a new route can be approved to be built (ground disturbance), further environmental analysis and public involvement, pursuant to NEPA must be completed prior to a decision to authorize the action. The analysis would also address compliance with other laws and regulations relating to endangered species and cultural resources. Future possible routes not listed in the FEIS may be considered for addition to the BLM Travel Management System if these routes are consistent with criteria identified in the FEIS.

Clarification/Definition of User Created Routes

It is my decision that the definition of user created route for the FEIS be defined as any travelway that has been created through repeated use, primarily for recreation or access purposes, and was not planned, located, designed or constructed in accordance with BLM specifications. These routes may have originally been used and created by livestock or wildlife.

Administrative Changes to the Map of Record

Due to the complexity of travel management databases and maps, recording errors may have been made. It is my decision that insignificant administrative changes will be allowed to maps and databases as needed.

5. MITIGATION: The following mitigation measures will be applied in the implementation of this decision.

Cultural Inventories for Road Maintenance

Prior to maintenance activities the BLM will apply the procedures detailed in "Addendum 1 to the Colorado Protocol: Section 106 Requirements for Comprehensive Travel and Transportation Management Planning". If determined to be necessary, the range of treatment (mitigation) activities might include avoidance (first choice), testing, excavation (salvage, partial, or total) and data recovery in the form of archival recording (for standing structures). A treatment plan is individually tailored to the historic property that will be adversely affected, in consultation with the Colorado State Historical Preservation Office.

6. IMPLEMENTATION: This Decision Record will be implemented, with the help of various user groups, over a period of years. Priority areas will be identified where conflicts between users and resource management needs are greatest. Implementation that benefits Gunnison sage grouse conservation efforts will be a priority. Scheduling of implementation is dependent on factors including available funding, staff, materials, equipment, and volunteer resources.

The strategy for implementation is to sign routes open to public motorized and mechanized travel and provide the public with maps of updated open travel routes. The agency will systematically close routes with a variety of methods such as signing, barrier placement, and obliteration.

It will be the responsibility of the user to check with the Gunnison Field Office as to the status of specific routes. The map of record for this decision can be found in Figures B1 and C1 attached to this document.

7. MONITORING:

Cultural Resources

Procedures for monitoring are outlined in “Addendum 1 to the Colorado Protocol: Section 106 Requirements for Comprehensive Travel and Transportation Management Planning”. A monitoring schedule will be developed and implemented by the BLM Archaeologist. Known significant resources located in designated route corridors will be targeted for monitoring to assess adverse impacts from continued use.

Under the Programmatic Agreement with the SHPO, if monitored sites are subjected to apparent damage from travel, a site treatment plan would be developed applying some or all of the approved treatment options for site protection or minimization of impacts. These include:

- Rerouting of existing routes to avoid sites or features; or plating or padding over significant deposits, accompanied by maintenance plans to preserve the plating;
- Rehabilitation of eroded areas to reduce excessive rutting or wash outs through water barring or scarification;
- Limited or extensive data recovery of the impact areas, including recovery or recordation of surface structures, features, or artifacts, via documentation or excavation as appropriate; or,
- Closure of the route.

Dispersed Camping

The BLM will monitor existing spur routes that lead to dispersed campsites and will consider designation of those routes in the future.

8. ENVIRONMENTAL CONCERNS

The Final EIS Preferred Alternative analysis demonstrates that for the major environmental components (e.g. soils, air, water, wildlife, and vegetation), a reduction in the overall number of routes represents less environmental impact than the No Action. The effects analyses for these aspects of the natural environment are disclosed in detail in Chapter 3 of the Final EIS.

There are tangible benefits to watershed conditions across the analysis area by reducing the transportation network that, in turn, reduces routes crossing streams, reduces route density, reduces road and trail miles in water influence zones and reduces motorized routes in erosive soil areas.

The U.S. Fish and Wildlife Service (FWS) has expressed particular concern regarding potential direct, indirect and cumulative impacts from travel on Gunnison sage-grouse. They are currently conducting a status review of the species to determine whether it warrants protection under the Endangered Species Act. While it is generally recognized that an overabundance of roads can adversely impact wildlife, additional studies are underway to learn more about how roads specifically impact Gunnison sage-grouse. The Final EIS evaluated the potential effects on Gunnison sage-grouse based on current available science (Pages 145 – 147). The Preferred Alternative clearly reduces miles of road within breeding habitat (i.e. within 0.6 miles of leks) and within nesting areas (i.e. within 4.0 miles of a leks), which is consistent with the Gunnison Sage Grouse Rangewide Conservation Plan (2005). Cumulatively, reducing total miles of motorized

routes within the project area will result in benefits to Gunnison sage-grouse conservation (Page 147, Final EIS).

The FWS reviewed and concurred with the biological assessment findings on impacts to listed species predicted under the preferred alternative. Although the Gunnison sage-grouse is not a federally listed species, the concurrence letter also documented support for reduced road miles and concerns of continuing human disturbance on the grouse's habitat. We understand the FWS will be making a finding whether or not the Gunnison sage-grouse warrants listing in September 2010. At about the same time, a new study by the U.S. Geological Survey (USGS) which models sage-grouse habitat in the Basin should be published. The GMUG National Forest, BLM Gunnison Field Office, FWS, and USGS have discussed the potential utility of this pending information in future travel management decisions that may occur under this plan. This study and others currently under way, will constitute new information about the direct, indirect and cumulative impacts of travel. Such information could affect land management activities, including travel management in the future. As new science becomes available, the Bureau of Land Management will continue to meet and work with the FWS to adapt management activities as needed to promote the long-term conservation of the species. New information or a change in the listing status of the species may require the Bureau of Land Management to make new decisions regarding route management in sage-grouse habitats to more effectively conserve the species.

9. BEST MANAGEMENT PRACTICES FOR IMPLEMENTATION

Soil and Water Resources

The impacts associated with existing routes are best mitigated by maintenance activities and restrictions of use. Management of existing road networks has been the subject of many years of research and has led to adoption of current maintenance practices, development of specialized equipment, and modification of road prism design features. Best management practices include:

- Minimize road/trail construction and road density to reduce adverse impacts to watersheds;
- Locate roads/trails away from streams and riparian areas as much as possible;
- Locate roads/trails away from steep slopes or erosive soils;
- Minimize road/trail stream crossings;
- Stabilize cut and fill slopes;
- Provide adequate road/trail drainage and control surface erosion with adequate waterbars, crowns, rolling dips, and ditch relief culverts to promote drainage off roads or along roads and trails; and
- Improve stream crossings on a project basis to accommodate 100-year runoff events including debris and designed crossings for aquatic fish passage.

Noxious Weeds

Standard management practices such as inventory, avoidance or pre-treatment of known noxious weed sites, cleaning equipment, and using weed-free animal feed and mulch greatly minimize the threat to sensitive plant species. The threat from noxious weed sites in the analysis area along new proposed routes, reroutes, and user-created routes can be minimized by the following Best Management Practices:

- Conduct weed surveys prior to ground disturbance,

- Avoidance of noxious weed population(s) by rerouting the route and/or control of the noxious weeds located in these sites for 3 years *prior* to implementation;
- Power-washing with an inspection of maintenance and construction equipment prior to arrival on federal lands; and
- Continued eradication and control measures on known noxious weed populations.

10. RATIONALE: The BLM has seen an increase in the amount of motorized and mechanized use on federal lands. The agency has taken steps at the local level and at the national level to address this change and has developed rules, regulations, directives, and policies to help with the planning and management of motorized travel and mountain bike use.

The Preferred Alternative (Alternative 5) depicts those routes that would remain open for public travel and identifies the planned modes of authorized travel that would be managed through the implementation of this alternative. Alternative 5 has been chosen as the Preferred Alternative (40 CFR 1502.14 (e)) because I believe it best meets the purpose and need identified for Gunnison Basin travel management. The FEIS clearly identifies the purpose and need of this travel plan as developing a sustainable travel system that balances resource protection and public safety needs with recreation and access needs. The formulation of this alternative was guided by public and agency comments on the DEIS and environmental consequences identified in that document. This alternative builds upon much of the DEIS Proposed Action (Alternative 2) but mixes some aspects of Alternative 3, Alternative 4, and the No Action Alternative to define the final Preferred Alternative. These modifications (identified in Section 4) are related to specific routes, season of use restrictions, modes of travel, and access for dispersed camping. The Summary of Effects table below helps explain my rationale for selecting the Preferred Alternative.

Alternative 1 - No Action: Under the No Action Alternative, roads and trails currently open would continue to be managed by the BLM as designated open to motorized travel. The No Action Alternative essentially represents the existing routes authorized by the 2001 Gunnison Travel Interim Restrictions. I did not select this alternative because it does not adequately reflect a sustainable travel system that meets the purpose and need for action.

Alternative 2 - Proposed Action: This alternative is the original BLM Proposed Action in the DEIS. It depicts a system of roads and trails that the agencies believed at the time to represent a balance between the needs for mechanized and motorized recreation and the need for resource protection provided by reduced mechanized and motorized travel. This alternative has been modified based on review and comment to formulate Alternative 5, the BLM Preferred Alternative.

Alternative 3 - Environmentally Preferable Alternative: This alternative places increased emphasis on route selection to protect natural resources. It also provides opportunities to further enhance non-motorized recreation experiences (i.e., there would be fewer miles of motorized routes and therefore fewer conflicts between user groups). Under this alternative, the BLM would manage a more basic system of roads and trails open for public motorized travel in the Gunnison Basin travel analysis area. In this alternative, natural resource management objectives were a priority when evaluating existing routes to remain open to the public. Although Alternative 3 may have a greater reduction in route density, this system of roads and trails would not adequately accommodate transportation, access, and a variety of recreational

opportunities. I have determined that Alternative 3 does not adequately address all of the multiple resource management objectives for the Gunnison Field Office.

Alternative 4 - This alternative places more emphasis on providing travel-oriented recreational opportunities than the other alternatives. It has fewer roads open to public travel than what is available under No Action, but converts some roads to motorized trails in an attempt to address the increasing demand for ATV and motorcycle recreation in the Gunnison Basin travel analysis area. This alternative is expected to enhance trail riding recreational opportunities for mechanized and motorized modes of travel by linking trails, converting roads to motorized trails, and planning for new trails to create looped riding opportunities. I have determined that this alternative does not adequately address natural resource management objectives in light of public access and recreational use.

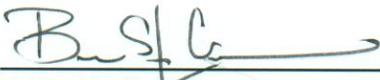
Summary of Effects on Various Resources or Activities (FS and BLM Combined)

Resources/Activity	Alt 1 No Action	Alt 2 DEIS Proposed Action	Alt 5 Preferred Alternative
Public Roads on Federal lands (miles)	5,411	4,072	4,014
Roads within the Scope of Analysis (managed by Forest Service and BLM) (miles)	3,731	2,392	2,334
Motorized trails (miles)	558	541	559
Non-motorized trails (miles)	439	440	409
Routes with Erosion Hazard (high to very high) (miles)	277	185	183
Routes within Alpine Areas (miles)	104	81	84
Average Road Density (mi/sq. mile)	1.13	23% reduction	24% reduction
Average Road Density within Water Influence zone (mi/sq-mi)	2.41	1.93 20% reduction	1.88 22% reduction
Motorized Routes crossing Streams (crossings/mile of stream)	0.80	0.61 24% reduction	0.61 24% reduction
Motorized Routes in Wetland Soil Types (miles)	293	222 24% reduction	230 21% reduction
Motorized Routes Crossing Streams with Colorado Cutthroat trout (crossings/stream mi.)	0.48	0.39 19% reduction	0.39 19% reduction
Motorized Routes Crossing Streams with Greenback Cutthroat trout (crossings/stream mi.)	0.48	0.42 13% reduction	0.41 15% reduction
Lynx Analysis Unit Adjusted Road Density (mi/sq-mi)(average)	0.81	0.65 16% reduction	0.67 14% reduction
Habitat Effectiveness rating (average)	0.69	0.71 2% improvement	0.70 1% improvement
Miles of Road 0.6 miles from Gunnison Sage grouse Leks (miles)	370	251 32% reduction	222 40% reduction
Roads open to full-sized vehicles	5,411 miles	25% reduction	26% reduction

Resources/Activity	Alt 1 No Action	Alt 2 DEIS Proposed Action	Alt 5 Preferred Alternative
Motorized Trail Riding (miles)	608	541 11% reduction	559 9% reduction
Mountain Bike Trails (miles)	Existing conditions	179	279
New Road Closures (miles)	None	1,235	1,303
Roads converted to other modes of travel (miles)	None	100	91
Dispersed Camping	Existing Conditions	Minor Changes	More Restricted
Speed, Noise and Dust	Existing Conditions	41% reduction of Unpaved Roads	43% reduction of Unpaved Roads
Full Maintenance Costs roads (annual)	\$2.6 M	\$1.67 M	\$1.63 M
Closure Costs (total)	\$526,300	\$1.96 M	\$2.04 M
Ten Year Cost (total)	\$28.5 M	\$19.7M	\$19.3 M
NOx (lbs/day)	287	194	191
Fugitive Dust (Tons PM ₂₅)	7.5	5.1	5.0

11. APPEAL OPPORTUNITIES: Within 30 days of receipt of this decision, you have the right of appeal to the Board of Land Appeals, Office of the Secretary, in accordance with the regulations at 43 CFR 4.400. Appeal and stay procedures are outlined in attached Form 1842-1.

SIGNATURE OF AUTHORIZED OFFICIAL:


 Brian St. George
 Field Office Manager

6-28-10

Date