

Dated: December 5, 2006.

**Alan Rabinoff,**

*Deputy State Director, Minerals and Lands.*

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## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[CA-340-07-1610]

#### Notice of Availability of Record of Decision for the Ukiah Resource Management Plan

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act (NEPA), the Federal Land Policy and Management Act (FLPMA), and the Bureau of Land Management (BLM) policies, the BLM announces the availability of the ROD and approved Ukiah Resource Management Plan for lands and resources administered by its Ukiah Field Office. The California State Director has signed the ROD, making the RMP effective immediately.

**ADDRESSES:** Copies of the ROD and RMP are available upon request from the Environmental Coordinator, Ukiah Field Office, Bureau of Land Management, 2550 N. State Street, Ukiah, California or via the Internet at <http://www.ca.blm.gov/ukiah>.

**FOR FURTHER INFORMATION CONTACT:** Jonna Hildenbrand, (707) 468-4000.

**SUPPLEMENTARY INFORMATION:** The Ukiah RMP provides direction for managing the approximate 270,000 acres of BLM-managed surface acres and 214,000 additional subsurface acres (mineral estate) in northern California. The geographic area includes all BLM-managed public lands within the counties of Marin, Solano, Sonoma, Mendocino (south of the City of Willits), Lake, Napa, Yolo, Colusa, and Glenn. Planning for the Ukiah RMP officially began with a **Federal Register** notice on June 21, 2004 initiating scoping. BLM sought Tribal, public, and governmental participation in the development of this RMP and will continue to pursue partnerships in the management of the public lands. The approved RMP is essentially the same as the Proposed RMP in the Final Environmental Impact Statement (FEIS) published in June 2006. The decisions designating routes of travel for motorized vehicles are an implementation decisions and are appealable under 43 CFR part 4. These decisions are contained in Appendix A

of the RMP. Any party adversely affected by the proposed route designations may appeal within 30 days of publication of this Notice of Availability. The appeal should state the specific route(s), as identified in Appendix A of the RMP, on which the decision is being appealed. The appeal must be filed with the Ukiah Field Manager at the above listed address. The BLM received no protests to the Proposed RMP/FEIS.

No inconsistencies with State or local plans, policies or programs were identified during the Governor's consistency review of the proposed RMP/FEIS.

Dated: October 20, 2006.

**Rich Burns,**

*Ukiah Field Office Manager.*

[FR Doc. E6-22170 Filed 12-26-06; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### National Park Service

#### Burr Trail Modifications, Final Environmental Impact Statement, Capitol Reef National Park, Utah

**AGENCY:** National Park Service, Department of the Interior.

**ACTION:** Notice of Availability of a Record of Decision on the Final Environmental Impact Statement for the Burr Trail Modifications, Capitol Reef National Park.

**SUMMARY:** Pursuant to § 102(2)(C) of the National Environmental Policy Act of 1969, 83 Stat. 852, 853, codified as amended at 42 U.S.C. 4332(2)(C), the National Park Service announces the availability of the Record of Decision for the Burr Trail Modifications, Capitol Reef National Park, Utah. On October 23, 2006 the Director, Intermountain Region approved the Record of Decision for the project. As soon as practicable, the National Park Service will begin to implement the Preferred Alternative contained in the FEIS issued on July 14, 2006.

The following course of action will occur under the preferred alternative. In areas with high bentonite clay content, a gravel surface course will be constructed to increase safety. Geotextile fabric may be used between the aggregate and subbase to prevent gravel loss into the subgrade.

Without altering the overhanging rock, a narrow section of the road at mile point 0.65 will be widened by 6 feet to 10 feet. This will be accomplished by moving the northern roadside ditch toward the overhanging

rock. A rock embankment will be added to the southern side of the road (the north bank of Sandy Creek) to provide structural stability for a portion of the road as well as slope protection.

The road bank in the vicinity of mile points 0.75 and 0.85 will be stabilized using slope protection to reduce erosion and maintain the natural contours of the existing stream channel. Up to 530 linear feet of slope protection will be placed along the base and 6 feet or more up the sides of the road embankment. The base width of the protection will remain aligned with the slope to minimize placement of rock within the existing stream channel.

Two paved fords, impassable whenever water flows across the roadway, will be constructed at mile points 0.10 and 0.20. Two vented paved fords will be constructed at mile points 0.50 and 0.60. These crossings will be passable during 2-year storm events; floodwaters will be conveyed through two 24-inch-diameter corrugated metal pipe culverts. The paved fords (vented and unvented) will be relatively consistent with the existing topography, and their length will be sufficient to contain overtopping 10-year storm event floodwaters within the paved area. Each of the fords will include slope protection to protect the upstream and downstream banks and inlet and outlet protection to reduce and minimize erosion and scour.

Paved fords, similar to those that will be constructed at mile points 0.10 and 0.20, will be constructed at each of the two minor drainage channels. The upstream channel (*i.e.*, inlet) will be recontoured to direct surface flow over the paved ford, and inlet and outlet protection will be installed to minimize erosion and scour. Slope protection will be added to portions of the downstream road embankment to minimize erosion.

A vented paved ford will be constructed to facilitate crossing Halls Creek. This ford will include four 36-inch-diameter corrugated metal pipe culverts. The roadway at the crossing will be shifted a short distance downstream (*i.e.*, to the south) from the Halls Creek/Burr Canyon drainage confluence so that the culverts in the paved ford can accommodate flows from the two drainages. Inlet and outlet protection will be added to minimize scouring and erosion. Slope protection will also be placed on the stream banks both upstream and downstream of the crossing if necessary to reduce the potential for erosion of the stream banks.

An existing culvert near the base of the switchbacks in Burr Canyon will be replaced by three 36-inch-diameter