1990

Decision Record and Finding of No Significant Impacts for Off-Road Vehicle Designations for Wilderness Study Area in the Grass Creek Resource Area

United States Department of the Interior, Bureau of Land Management

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DECISION RECORD AND
FINDING OF NO SIGNIFICANT IMPACTS

for

OFF-ROAD VEHICLE DESIGNATIONS FOR
WILDERNESS STUDY AREAS IN THE
GRASS CREEK RESOURCE AREA

Management Framework Plan Amendment
Environmental Assessment No. WY-016-EAO-60

Prepared by:
U.S. Department of the Interior
Bureau of Land Management
Worland District Office
Grass Creek Resource Area
Worland, Wyoming

August 1990

DECISION: The Grass Creek Management Framework Plan (MFP) is hereby revised to reflect that the four wilderness study areas in the Grass Creek Resource Area are designated "closed" to motorized vehicle use. However, motorized vehicle access will continue to be allowed to land surface or mineral inholdings in these areas.

FINDING OF NO SIGNIFICANT IMPACTS: Based on the analysis of potential environmental impacts contained in the attached environmental assessment, I have determined that impacts are not expected to be significant and an environmental impact statement is not required.

RATIONALE FOR DECISION: This decision is consistent with Bureau of Land Management land use planning policy guidance and regulations. The Grass Creek MFP plan amendment will provide for additional protection of semiprimitive nonmotorized recreation opportunity values, cultural and paleontological resources, water quality and wildlife habitat in the areas identified. Impacts to the public will be minimal.

MITIGATING MEASURES, COMPLIANCE, AND MONITORING: An activity plan will be prepared which details the actions for public education, installation of physical barriers, signing, enforcement activities, and any monitoring that may be required.

Approved by: Ray Brubaker
Wyoming State Director

August 15, 1990
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Off-Road Vehicle Designations for Wilderness Study Areas in the Grass Creek Resource Area

Management Framework Plan Amendment
Environmental Assessment No. WY-016-EAO-60

PURPOSE AND NEED

The Bureau of Land Management (BLM) has been directed by Congress through the Federal Land Policy and Management Act of 1976 (FLPMA) to provide off-road vehicle (ORV) opportunities when that use is compatible with established land management objectives. Executive Orders 11655 and 11989 provide direction for public lands to be designated as "open," "closed," or "limited" to the use of ORVs as defined in 43 CFR 8340.0-5 (f), (g), and (h). The Wyoming ORV definitions and designation criteria (see appendix 1), and regulations contained in 43 CFR 8340 and BLM Manual section 8342 further define an ORV and the policies and procedures to insure that ORV use on public lands is controlled and directed to protect natural resources, promote public safety of all users of the lands, and minimize conflicts among land users. Further guidance is contained in state policy issued by the BLM Wyoming State Office instruction memorandum (WY-IM-87-290).

The Grass Creek Management Framework Plan (MFP) (1983) included decisions for ORV designations in the Grass Creek Resource Area (GCRA), including the four wilderness study areas (WSAs) (see map 1). Upon evaluation, it became evident that the MFP decisions do not provide adequate protection of certain resource values in the WSAs should they not be designated wilderness. These resources include the geologic and paleontologic values of the Willwood Formation badlands, the very limited semi-primitive nonmotorized recreation opportunities in the GCRA, and the fragile soils and vegetation of the desert badlands, subalpine, and alpine environments.

The need for revised ORV designation decisions was confirmed through public scoping and a series of meetings of an ad hoc committee formed specifically to advise the GCRA on ORV designations. While the MFP objectives do not provide adequate protection of certain resource values in the WSAs, the revisions to the ORV designations on the remainder of the Grass Creek Resource Area will be completed at a later date.

This environmental assessment (EA) addresses the environmental impacts relating to revised ORV designations in the WSAs and the Decision Record amends the Grass Creek MFP.

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ALTERNATIVES INCLUDING THE PROPOSED ACTION

ALTERNATIVE 1 - PROPOSED ACTION
(Closed to Motorized Vehicle Use)

Under this alternative each of the four wilderness study areas (Bobcat Draw Badlands, Red Butte, Sheep Mountain, and Owl Creek) would be designated closed to motorized vehicle use. The areas will be signed and the use of motorized vehicles in the area will not be allowed without the written consent of the Authorized Officer (see Delegation of Authority, BLM Manual 1203) in conformance with an activity plan. Prior to development of an activity plan, exceptions to the closed designation will be made on a case-by-case basis by the State Director.

The use of motorized vehicles in emergency situations for search and rescue work is an exception to the closure.

Approximately 183 trips annually (cumulative for the four WSAs) made by recreationists for such purposes as hunting, fishing, sightseeing, and rockhounding would be precluded as could approximately 55 trips by grazing permittees and the occasional trip for the purpose of mineral exploration activities unless an activity plan is developed and concurred in by the Authorized Officer. The use of heavy equipment for reservoir maintenance would require special approval or the development of a maintenance plan and schedule concurred in by the Authorized Officer.

<table>
<thead>
<tr>
<th>TABLE 1</th>
<th>PROPOSED ORV DESIGNATION CHANGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilderness Study Area</td>
<td>Acreage</td>
</tr>
<tr>
<td>Owl Creek WSA</td>
<td>710</td>
</tr>
<tr>
<td>Bobcat Draw Badlands WSA</td>
<td>17,150</td>
</tr>
<tr>
<td>Sheep Mountain WSA</td>
<td>23,350</td>
</tr>
<tr>
<td>Red Butte WSA</td>
<td>11,350</td>
</tr>
<tr>
<td>Total</td>
<td>83,460</td>
</tr>
</tbody>
</table>

ALTERNATIVE 2 - NO ACTION
(Current MFP Decisions for ORV Designations)

Under this alternative each of the four WSAs would be managed in accordance with the current ORV designations as follows: Owl Creek WSA—limited to designated roads and trails; Bobcat Draw Badlands WSA—limited to designated roads and trails; Sheep Mountain WSA—limited to existing roads and trails; and Red Butte WSA—limited to existing roads and trails. The difference between the two kinds of designation is that "limited to designated roads and
ALTERNATIVES INCLUDING THE PROPOSED ACTION

trails" would result in the existing roads and trails remaining open to motorized vehicle travel but no new roads or trails would be available for use. Under "limited to existing roads and 'trails" any roads or trails that currently exist and any that are developed later, would be available for use. In all probability there would be no new roads or trails developed in the WSA s, so there is no practical difference between the designs.

Approximately 183 trips annually (cumulative for the four WSA s) made by recreationists would be expected to continue at the same level as would the approximate 55 trips made by grazing permitees and the occasional trip made for mineral exploration activities without any special approval actions. Maintenance of reservoirs would be carried out based on the need and the provisions of the maintenance agreements for the projects. The existing trails would remain active and would not revegetate and return to a natural condition. Protection of the resources affected by motorized vehicle use would not be assured.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

A designation of "open to motorized vehicle travel" was considered for the WSA s but not analyzed in detail as this alternative would not serve the public need which is having open ORV use areas close to towns. Also, a designation of "limited" use with any combination of restrictions was considered but not analyzed in detail because it would not differ from implementing the MFP decisions as written (No Action Alternative).

AFFECTED ENVIRONMENT

INTRODUCTION

The resources affected by the alternatives are recreation, wilderness, watershed, livestock grazing, wildlife habitat and populations, minerals, and cultural and paleontological resources. Additional descriptions of affected resources can be found in the Grass Creek MFP and the draft Grass Creek/Cody Wilderness Suitability EIS and draft Owl Creek Wilderness Supplement. Motor vehicle travel in the four WSA s is currently limited through the Grass Creek MFP decisions to existing roads and trails on the Owl Creek and Bobcat Draw Badlands WSA s and to designated roads and trails on the Sheep Mountain and Red Butte WSA s. ORV designations in WSA s are determined through the BLM's land use planning process. Until WSA s are designated as wilderness or released from study status, ORV use within each WSA is governed by the current land use plan decision and the Interim Management Policy and Guidelines for Lands Under Wilderness Review.

Maps 2a through 2d depict the existing roads and vehicle trails for each WSA. Many of these vehicle trails are washed out and are not passable except by motorcycle or all terrain vehicle. The cumulative total of existing roads and vehicle trails for each WSA is shown in table 2. These roads occupy a total of 17 acres in the four WSA s and have an average width of 11.22 feet.

TABLE 2

<table>
<thead>
<tr>
<th>WSA/Proposed Closure Area</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>17.00</td>
</tr>
</tbody>
</table>

BEST COPY AVAILABLE
AFFECTED ENVIRONMENT

Mandatory Considerations

Table 3 shows the critical elements (mandatory considerations) considered in analyzing the alternatives.

Table 3

<table>
<thead>
<tr>
<th>Critical Element</th>
<th>WSA</th>
<th>Adverse Effect</th>
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</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Areas of Critical Environmental Concern</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>Owl Creek</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>Potential</td>
</tr>
<tr>
<td>Farmlands Prime/Unique</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Floodplains</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Native American Religious Concerns</td>
<td>Owl Creek</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>Potential</td>
</tr>
<tr>
<td>Threatened or Endangered Species</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
<tr>
<td>Wetlands/Riparian Zones</td>
<td>Owl Creek</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>Potential</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>Potential</td>
</tr>
<tr>
<td>Wild and Scenic Rivers</td>
<td>Owl Creek</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Bobcat Draw Badlands</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Sheep Mountain</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Red Butte</td>
<td>No</td>
</tr>
</tbody>
</table>

A description of impacts on wilderness values, watershed/wetlands/riparian zones, and cultural resources is contained in the “Environmental Consequences” section of this EA.

AFFECTED ENVIRONMENT BY WSA

Owl Creek WSA

Recreation Use and Opportunities

Visitor use is approximately 100 visitor days per year. A variety of primitive recreation opportunities are available in the area. The Rock Creek and the South Fork of Owl Creek segments of the WSA provide important fishing opportunities for rainbow, brook, and Yellowstone cutthroat trout. Deer, elk, bighorn sheep, and moose hunting or viewing is excellent. Backpacking, hiking, horseback riding, rock and mountain climbing, camping, sightseeing, photography, and nature study opportunities are enhanced by the scenic quality of the area.

Wilderness Values

Evidence of human use is virtually nonexistent in the WSA. The only significant intrusion is a 1.5-mile vehicle trail along the South Fork of the Owl Creek drainage. The impact of this trail is minimal on existing wilderness values.

Watershed/Wetlands/Riparian Zones

The soils of the Owl Creek watershed area are mostly very shallow to moderately deep with loam, clay loam, and clay textures. Some have high contents of coarse fragments and are formed in volcanic sediments, limestone, sandstone, and shale. A detailed description of the vegetation and soils of an alpine location similar to the alpine zone in the study area is provided in a Forest Service publication, (FS, Report RM-121 1985).

Livestock Grazing and Range Management

The WSA includes parts of three grazing allotments and provides 90 AUMs of forage. All three allotments are "I" category, meaning that they are intensively managed to improve range resource conditions. No range improvements exist in the WSA. The permittees make approximately ten trips into the area each year by motorized vehicle to accomplish livestock management activities.
**AFFECTED ENVIRONMENT**

**Wildlife**

Elk and mule deer are the primary big game species and use the area in the spring and fall while migrating between winter and summer ranges. Other species using the area include bighorn sheep, moose, and pronghorn antelope. The area is known habitat for black bear, mountain lion, bobcat, and coyote.

**Mineral Exploration and Development**

Geologic mapping nearby has identified possible large anticlinal structures and stratigraphic traps which indicate that the area may have potential for oil and gas. However, the potential for developing the oil and gas is low because of cost and surface use restrictions. There is no known production of coal, oil and gas, locatable, or salable minerals within the study area and none is anticipated.

**Cultural and Paleontological Resources**

Several prehistoric sites which are evaluated as eligible for inclusion on the National Register of Historic Places have been identified in the Owl Creek WSA. These sites are considered important because of information they contain which will help explain how people survived in this and similar high altitude environments of North America. The Shoshone and Northern Arapahoe Tribes have also identified this area as one which is important to them for cultural and religious reasons. Two significant cultural sites which are believed to be eligible for the National Register of Historic Places occur in the Owl Creek WSA.

**Bobcat Draw Badlands WSA**

**Recreation Use and Opportunities**

Visitor use is approximately 240 visitor days per year. Primitive recreation opportunities include hiking, cross-country skiing, trapping, fossil gathering, backpacking, horseback riding, sightseeing, rockhounding, and photography. Hunting for mule deer, pronghorn antelope, and game birds is good, as is hunting and trapping for furbearers.

**Wilderness Values**

Evidence of human intrusions in the Bobcat Draw Badlands WSA are minor and do not have a significant effect on the natural character of the area. The study area generally appears to have been affected primarily by the forces of nature. Human activity in the vicinity of the study area is limited and consists mostly of livestock management activities, hunting, and oil and gas exploration.

**Watershed/Wetlands/Riparian Zones**

The lack of vegetation with poorly developed soils has caused a high natural erosion rate of approximately 1.5 tons per acre per year (28,000 tons per year). In addition, erosion on 4.0 miles of vehicle trails contribute 27 tons of sediment annually to the Fifteenmile watershed. The WSA receives approximately 5 to 9 inches of precipitation per year, primarily from thunderstorms during the spring and summer.

**AFFECTED ENVIRONMENT**

**Livestock Grazing and Range Management**

The Bobcat Draw Badlands WSA includes parts of three grazing allotments. The livestock grazing use allocation level is 923 AUMs. There are approximately 7.0 miles of fence and six functional reservoirs which require maintenance by heavy equipment once every 8 to 10 years. The permits make approximately 15 trips into the area each year using motorized vehicles to accomplish livestock management activities.

**Wildlife**

This WSA provides habitat for a wide variety of mammals, birds, reptiles, and amphibians. A list of these species and the habitats used by them is available at the Grass Creek Resource Area office. Included are pronghorn antelope, mule deer, sage grouse, chukar partridge, Hungarian partridge, mourning dove, and waterfowl inhabit the WSA. Raptors are common in the WSA and include winter concentrations of golden eagles. Ferruginous hawks, prairie falcons, red-tailed hawks, rough-legged hawks, kestrels, and great horned owls use the abundant prey species such as rabbits and mice. Bobcats and coyotes are common in the area.

**Mineral Exploration and Development**

The WSA has moderate potential for the occurrence of oil and gas, however, the cost of drilling and producing these reserves is currently not favorable. Potential for coal development is also considered low. There is no known present or past production of locatable, salable, or salable minerals within the study area and none are anticipated.

**Cultural and Paleontological Resources**

The WSA contains paleontological resources which are nationally significant, including fossils of vertebrates (fish, crocodiles, and turtles), invertebrates (gastropods, pelecypods, and abundant ostracondes), and plants. Several prehistoric sites which are evaluated as eligible for inclusion on the National Register of Historic Places have been identified in the Bobcat Draw Badlands WSA. These sites are considered important because of information they contain which will help explain how people survived in this and similar badland environments.

**Sheep Mountain WSA**

**Recreation Use and Opportunities**

The Sheep Mountain WSA offers an abundance of opportunities for amateur geologists and rockhounds to pursue their interests. Hunting opportunities for antelope, mule deer, and game birds are also available. Opportunities for recreation are available in a semi-primitive environment. Other opportunities available in the area include hiking and horseback riding. Visitor use is approximately 180 visitor days per year. Recreationists make approximately 50 trips annually into the area for hunting and sightseeing.

**Wilderness Values**

Opportunities for solitude are generally excellent throughout the WSA and provide a resource base for a variety of primitive recreation activities. Intrusions consist of 4.8 miles of vehicle trails, approximately 7.5 miles of fence, and eight functional livestock reservoirs. However, the low amount of activity on the vehicle trails detracts little from solitude and primitive recreation experience potential.
Watershed/Wetlands/Riparian Zones

The soils are poorly developed and support sparse vegetative cover. This lack of vegetation and poorly developed soils has caused a high natural erosion rate of approximately 1.5 tons per acre per year (35,000 tons per year). In addition, erosion on 4.8 miles of vehicle trails contributes approximately 32.6 tons of sediment annually to the Fifteenmile watershed. The WSA receives approximately 5 to 9 inches of precipitation per year, primarily from thunderstorms during the spring and summer.

Livestock Grazing and Range Management

The Sheep Mountain WSA includes lands in parts of four grazing allotments with a total allocation of 1,071 AUMs of livestock grazing use. There are approximately 7.5 miles of fence and eight functional reservoirs requiring maintenance with heavy equipment once every 8 to 10 years. The grazing permittees make approximately 15 trips into the area each year to accomplish livestock management actions.

Wildlife

This WSA provides habitat for a wide variety of mammals, birds, reptiles, and amphibians. A complete list of these species and the habitats used by them is available at the Grass Creek Resource Area office. Included are pronghorn antelope, mule deer, sage grouse, chukar partridge, Hungarian partridge, mourning dove, waterfowl, bobcats, and coyotes.

Mineral Exploration and Development

Outcrops within the WSA include the Willwood and Tatman formations and the early Pleistocene-age Fenton Pass Formation. Although the study area has moderate potential for the occurrence of oil and gas resources, the cost of drilling and producing these reserves is currently not favorable. No locatable, leaseable, or salable mineral activity has occurred in the WSA and none are anticipated.

Cultural and Paleontological Resources

The WSA contains paleontological resources which are of national significance and include important vertebrates such as Heptodon and Bunoponosus. There are no known cultural sites eligible for the National Register of Historic Places.

Red Butte WSA

Recreation Use and Opportunities

The Red Butte WSA provides a resource base for a variety of recreation activities such as hiking, horseback riding, hunting, and wild horse viewing. Opportunities for recreation are available in a semiprimitive environment. Visitor use is approximately 120 visitor days per year. Recreationists make approximately 34 trips annually into the area.

Wilderness Values

This WSA is located approximately 10 miles from the nearest paved highway. Human activity in the vicinity consists mostly of livestock grazing management activities and oil and gas exploration activities. Intrusions consist of 2.2 miles of vehicle roads and trails, approximately 5.0 miles of fence, and six functional livestock reservoirs. Due to the low amount of activity associated with livestock management and oil and gas exploration, the opportunities for solitude are abundant throughout the WSA.

Watershed/Wetlands/Riparian Zones

The soils are poorly developed and support sparse vegetative cover. This lack of vegetation with poorly developed soils has caused a high natural erosion rate of approximately 1.5 tons per acre per year (17,000 tons per year). In addition, erosion on 2.2 miles of vehicle trails contributes approximately 15 tons of sediment annually to the Fifteenmile watershed. The study area receives approximately 5 to 9 inches of precipitation per year, primarily from thunderstorms during the spring and summer.

Livestock Grazing and Range Management

This WSA includes parts of two grazing allotments with an allocated 485 AUMs of livestock grazing use. The permittees make approximately 15 trips into the area each year using motorized vehicles to accomplish livestock management activities.

Wildlife

This WSA provides habitat for a wide variety of mammals, birds, reptiles, and amphibians. A list of these species and the habitats used by them is available at the Grass Creek Resource Area office. Included are pronghorn antelope, mule deer, sage grouse, chukar partridge, Hungarian partridge, mourning dove, waterfowl, bobcats, and coyotes.

Mineral Exploration and Development

The WSA has moderate potential for the occurrence of oil and gas resources. However, due to the great thickness of the overlying Tertiary formations, few exploratory wells have been drilled in the immediate area. Geophysical exploration has delineated structures conducive to the entrapment of oil and gas beneath the Tertiary sediments. There is no known production of locatable, leaseable, or salable minerals within the study area, and none are anticipated.

Cultural and Paleontological Resources

The WSA is located in an area which contains paleontological resources that are of national significance and include several specimens of an extremely rare arctocyonid (an ancestral mammal to the modern hoofed mammals). There are no known cultural sites within the WSA that are eligible for inclusion in the National Register of Historic Places.
ENVIRONMENTAL CONSEQUENCES

ALTERNATIVE 1 - PROPOSED ACTION
(Closed to Motorized Vehicle Use)

Owl Creek WSA

Recreation Use and Opportunities

Closing the Owl Creek WSA to motorized vehicle use would result in a loss of motorized recreational opportunities on 1.5 miles of existing roads and trails. Approximately 20 visitor days of motorized recreation use would be foregone as a result of implementing closure. Much, if not all, of this foregone use would be offset by increased nonmotorized use. The quality of nonmotorized recreation use would be improved although not greatly, as little noise is occurring now, and there is virtually no visual intrusion except at the trail location.

The elimination of motorized vehicle use in the WSA would protect and enhance the scenic values by reducing visual contrast created by roads and trails through the gradual natural reclamation of the area. Given the low degree of visual contrast that currently exists, there would be virtually no change.

Wilderness Values

By closing the WSA to motorized vehicle use, wilderness values such as naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation on 710 acres would be retained. Closure to motorized vehicle use in the WSA would complement wilderness management of the adjacent Washakie Wilderness. Due to the low amount of motorized vehicle use in the area, there would be virtually no change in wilderness values.

Watershed/Wetlands/Riparian Zones

Closing the WSA to motorized vehicle use would eliminate the potential for further surface disturbance and vegetative cover removal by vehicles. Until the 1.5 miles of roads and trails become stabilized, they would continue to erode and produce sediment at the rate of approximately 10 tons per year. Through establishment of natural vegetation and closure, soil erosion caused by motorized vehicle use would be eliminated. Water quality would be improved as sediment losses decrease. Closure would aid in the long-term protection of perennial and ephemeral stream systems and associated riparian areas. The amount of expected improvement would be insignificant compared to the amount of naturally occurring erosion.

Livestock Grazing and Range Management

Livestock grazing use would remain at 90 AUMs. Motorized vehicle access into the WSA for livestock management operations would be in accordance with an approved plan, or on a case-by-case basis permitted only with prior approval of the Authorized Officer and would be subject to restrictions and additional environmental analysis. All existing roads and trails bordering the WSA will remain open to vehicle traffic. The primary effect of closure would be the need to establish a plan of use for motorized vehicles associated with livestock management activities or use other means to accomplish the task without the aid of motorized vehicles.
ENVIRONMENTAL CONSEQUENCES

Wildlife
Closure of the WSA to motorized vehicle traffic would insure long-term protection of riparian and stream related habitats on all perennial and ephemeral drainages in the WSA, and would reduce the potential for wildlife harassment and habitat alteration on the 710 acres.

Mineral Exploration and Development
Closure of the WSA to motorized vehicle use would limit potential seismic exploration and exploratory drilling operations. A variety of options exist for mineral exploration, production, and development under the closed designation. These consist of technological as well as administrative resolutions, and will be considered through appropriate environmental analysis on a case-by-case basis. There are no mineral exploration or production activities planned that would be affected by the closure.

Cultural and Paleontological Resources
Closure of the WSA to motorized vehicle use would insure that no detrimental effect of their use on cultural and paleontological resources would occur. The closure of 1.5 miles of roads and trails in the WSA would aid in the enforcement of laws for cultural and paleontological resources by making it more difficult for potential violators to access the area.

Bobcat Draw Badlands WSA
Recreation Use and Opportunities
Closure of the WSA to motorized vehicle use would result in a loss of motorized recreational opportunities on 4.0 miles of existing roads and trails. Approximately 48 visitor days of motorized recreation use would be foregone as a result of closure. The majority, if not all, of this foregone use would be accommodated outside the WSA and visitor use loss inside the WSA would be offset by increased nonmotorized use. The quality of nonmotorized recreation use would be improved as a result of less noise, less visual intrusion, and more solitude. However, due to the current low level of motorized vehicle use there would be virtually no change. The elimination of motorized vehicle use in the WSA would protect and enhance the scenic values by reducing visual contrast created by roads and trails as they gradually return to a natural state. Given the low degree of visual contrast that currently exists, there would be virtually no change.

Wilderness Values
By closing the WSA to motorized vehicle use, wilderness values such as naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation on 17,150 acres would be retained.

Watershed/Wetlands/Riparian Zones
Closing the WSA to motorized vehicle use would eliminate the potential for further surface disturbance and vegetative cover removal by vehicles. Until the 4.0 miles of roads and trails become stabilized, they would continue to erode and produce sediment at the rate of approximately 27 tons per year. Through establishment of natural vegetation, soil erosion caused by motorized vehicle use would be eliminated. Water quality would be improved as sediment

ENVIRONMENTAL CONSEQUENCES

losses would decrease. Closure would aid in the long-term protection of perennial and ephemeral stream systems and associated riparian areas. The amount of expected improvement would be insignificant compared to the amount of naturally occurring erosion.

Livestock Grazing and Range Management
Livestock grazing use would remain at 923 AUMs. Motorized vehicle access into the WSA for livestock management operations would be in accordance with an approved plan or on a case-by-case basis permitted only with prior approval of the Authorized Officer and subject to additional environmental analysis. All existing roads and trails bordering the WSA will remain open to vehicle traffic. The primary effect of closure would be the need to establish a plan of use for motorized vehicles associated with livestock management activities or use other means to accomplish the task without the aid of motor vehicles.

Wildlife
Closure of the WSA to motorized vehicle use would insure long-term protection of riparian and stream related habitats on all perennial and ephemeral drainages in the WSA and would reduce the potential for wildlife harassment and habitat alteration on 17,150 acres.

Mineral Exploration and Development
Closure of the WSA to motorized vehicle use would limit potential seismic exploration and exploratory drilling operations. A variety of options exist for mineral exploration, production, and development under the closed designation. These consist of technological as well as administrative resolutions, and will be considered through appropriate environmental analysis on a case-by-case basis. There are no mineral exploration or production activities planned that would be affected by the closures.

Cultural and Paleontological Resources
Closing the WSA to motorized vehicle use would insure that no detrimental effect of their use on cultural and paleontological resources would occur. The closure of 1.5 miles of roads and trails in the WSA would aid in the enforcement of laws for cultural and paleontological resources by making it more difficult for potential violators to access the area.

Sheep Mountain WSA
Recreation Use and Opportunities
Closing the WSA to motorized vehicle use would result in a loss of motorized recreational opportunities on 4.8 miles of existing roads and trails. Approximately 36 visitor days of motorized recreation use would be foregone as a result of closure. The majority, if not all, of this foregone use would be accommodated outside the WSA and visitor use loss inside the WSA would be offset by increased nonmotorized use. The quality of nonmotorized recreation use would be improved as a result of less noise, less visual intrusion, and more solitude. However, due to the low level of motorized vehicle use there would be virtually no change. The elimination of motorized vehicle use in the WSA would protect and enhance the scenic values by reducing visual contrast created by roads and trails as they gradually return to a natural state. Given the low degree of visual contrasts that currently exist, there would be virtually no change.
ENVIRONMENTAL CONSEQUENCES

Wilderness Values
By closing the WSA to motorized vehicle use, wilderness values such as naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation on 23,350 acres would be retained.

Watershed/Wetlands/Riparian Zones
Closing the WSA to motorized vehicle use would eliminate the potential for further surface disturbance and vegetative cover removal by vehicles. Until the 4.8 miles of roads and trails become stabilized, they would continue to erode and produce sediment at the rate of approximately 32.8 tons per year. Through establishment of natural vegetation, soil erosion caused by motorized vehicle use would be eliminated. Water quality would be improved as sediment losses would decrease. Closure would aid in the long-term protection of perennial and ephemeral stream systems and associated riparian areas. The amount of expected improvement is insignificant compared to the amount of naturally occurring erosion.

Livestock Grazing and Range Management
Livestock grazing use would remain at 1,071 AUMs. Motorized vehicle access into the WSA for livestock management operations would be in accordance with an approved plan or on a case-by-case basis permitted only with prior approval of the Authorized Officer and subject to additional environmental analysis. All existing roads and trails bordering the WSA will remain open to vehicular traffic. The primary effect of closure would be the need to establish a plan of use for motorized vehicles associated with livestock management activities or use other means to accomplish the task without the aid of motor vehicles.

Wildlife
Closure of the WSA to motorized vehicle use would insure long-term protection of riparian and stream related habitats on all perennial and ephemeral drainages in the WSA and would reduce the potential for wildlife harassment and habitat alteration on 23,350 acres.

Mineral Exploration and Development
Closing the WSA to motorized vehicle use would limit potential seismic exploration and exploratory drilling operations. A variety of options exist for mineral exploration, production, and development under the closed designation. These consist of technological as well as administrative resolutions, and will be considered through appropriate environmental analysis on a case-by-case basis. There are no mineral exploration or production activities planned that would be affected by the closures.

Cultural and Paleontological Resources
Closing the WSA to motorized vehicles use would insure that any effect on cultural and paleontological resources would be avoided. The closure of 4.8 miles of roads and trails in the WSA would aid in the enforcement of laws for cultural and paleontological resources by making it more difficult for potential violators to access the area.

ENVIRONMENTAL CONSEQUENCES

Red Butte WSA

Recreation Use and Opportunities
Closing the WSA to motorized vehicle use would result in a loss of motorized recreational opportunities on 2.2 miles of existing roads and trails. Approximately 24 visitor days of motorized recreation use would be foregone as a result of closure. The majority, if not all, of this foregone use would be accommodated outside the WSA and visitor use loss inside the WSA would be offset by increased nonmotorized use. The quality of nonmotorized recreation use would be improved as a result of less noise, less visual intrusion, and more solitude. However, due to the low level of motorized vehicle use there would be virtually no change.

The elimination of motorized vehicle use in the WSA would protect and enhance the scenic values by reducing visual contrast created by roads and trails as they gradually return to a natural state. Given the low degree of visual contrasts that currently exist, there would be virtually no change.

Wilderness Values
By closing the WSA to motorized vehicle use, wilderness values such as naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation on 11,350 acres would be retained.

Watershed/Wetlands/Riparian Zones
Closing the WSA to motorized vehicle use would eliminate the potential for further surface disturbance and vegetative cover removal by vehicles. Until the 2.2 miles of roads and trails become stabilized, they would continue to erode and produce sediment at the rate of approximately 15 tons per year. Through establishment of natural vegetation, soil erosion caused by motorized vehicle use would be eliminated. Water quality would be improved as sediment losses would decrease. Closure would aid in the long-term protection of perennial and ephemeral stream systems and associated riparian areas. The amount of expected improvement would be insignificant compared to amount of naturally occurring erosion.

Livestock Grazing and Range Management
Livestock grazing use would remain at 485 AUMs. Motorized vehicle access into the WSA for livestock management operations would be in accordance with an approved plan or on a case-by-case basis permitted only with prior approval of the Authorized Officer and subject to additional environmental analysis. All existing roads and trails bordering the WSA will remain open to vehicular traffic. The primary effect of closure would be the need to establish a plan of use for motorized vehicles associated with livestock management activities or use other means to accomplish the task without the aid of motor vehicles.

Wildlife
Closure of the WSA to motorized vehicle use would insure long-term protection of riparian and stream related habitats on all perennial and ephemeral drainages in the WSA and would reduce the potential for wildlife harassment and habitat alteration on 11,350 acres.
ENVIRONMENTAL CONSEQUENCES

Mineral Exploration and Development

Closing the WSA to motorized vehicle use would limit potential seismic exploration and exploratory drilling operations. A variety of options exist for mineral exploration, production, and development under the closed designation. These consist of technological as well as administrative resolutions, and will be considered through appropriate environmental analysis on a case-by-case basis. There are no mineral exploration or production activities planned that would be affected by the closures.

Cultural and Paleontological Resources

Closing the WSA to motorized vehicles would insure that the effect of their use on cultural and paleontological resources would be avoided. The closure of 2.2 miles of roads and trails in the WSA would aid in the enforcement of laws for cultural and paleontological resources by making access it difficult for potential violators to access the area.

ALTERNATIVE 2 - NO ACTION (Current MFP/ORV Decisions)

Introduction

Two WSAs (Owl Creek and Bobcat Draw Badianda) are currently designated as “limited to designated roads and trails.” All existing roads and trails would be designated for ORV use and no new roads would be constructed. The two remaining WSAs (Sheep Mountain and Red Butte) are designated as “limited to existing roads and trails.” This means that should new roads or trails be developed, they would also be available for motorized vehicle use. Since no new projects are proposed in these WSAs, the development of new roads or trails is not anticipated.

Owl Creek WSA

Recreation Opportunities and Use

Under the existing limited ORV designations, recreation opportunities would remain excellent on 710 acres within the Owl Creek WSA. The existing 1.5 miles of roads and trails would remain available to motorized vehicle use. As a result, visitor use is expected to remain at 190 visitor use days per year. The quality of primitive and unconfined recreation would be affected on areas close to the vehicle trails when occasional motorized vehicles are present.

Wilderness Values

Under the existing limited ORV designations wilderness values would be foregone on up to 390 acres in the WSA due to the sights and sounds of motorized vehicles and the visual effect of the trails active use. Opportunities for experiencing naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation would remain unchanged on 360 acres away from existing roads and trails.

ENVIRONMENTAL CONSEQUENCES

Watershed/Wetlands/Riparian Zones

Motorized vehicle use on 1.5 miles of existing roads and trails in the Owl Creek WSA would continue to cause erosion and produce 10 tons of sediment per year. This 10 tons represents essentially all of the erosion in excess of the naturally occurring sediment loss in the WSA. The 10 tons when compared to the 26,000 tons that is occurring naturally is not considered to be significant.

Livestock Grazing and Range Management

Livestock grazing use in the WSA would continue at 90 AUM. Vehicle use would continue to be limited to the existing 1.5 miles of trails within the area. Harassment of livestock by motorized vehicle operation is possible. Motorized vehicle access to areas of the WSA away from trails would not be allowed and would have to be accomplished using nonmotorized means. This alternative would have no effect on livestock forage.

Wildlife

Current yearlong levels of motorized vehicle use have a negligible effect on big game (mule deer, antelope, bighorn sheep, moose, and elk). Wildlife populations would be displaced to adjacent areas while motorized vehicles are being operated in the area but would have no lasting effect. Overall herd unit populations would not be altered.

Mineral Exploration and Development

Under this alternative, oil and gas leasing would continue to be allowed and access for mineral exploration, development, and production would be limited to designated roads and trails unless authorized through a plan of operation concurred in by the Authorized Officer. Currently there are no mineral exploration or production activities that would be affected.

Cultural and Paleontological Resources

Cultural and paleontological resources in the WSA would continue to experience a high degree of vulnerability. This effect would occur along 1.5 miles of existing roads and trails in spite of existing laws and restrictions. Such vulnerability could result in both inadvertent damage as well as vandalism to cultural and paleontological resources.

Bobcat Draw Badlands WSA

Recreation Opportunities and Use

Under the existing limited ORV designations, recreation opportunities and use would remain at 240 visitor days on 17,150 acres within the Bobcat Draw Badlands WSA. The existing 4.0 miles of roads and trails would remain available to motorized vehicle use.

Wilderness Values

Under the existing limited ORV designations wilderness values would be foregone on up to 15,360 acres in the WSA due to the sights and sounds of motorized vehicles along with the visual effect of active trail use. Opportunities for experiencing naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation would remain unchanged on 1,790 acres away from existing roads and trails.
ENVIRONMENTAL CONSEQUENCES

Watershed/Wetlands/Riparian Zones

The motorized vehicle use on 4.0 miles of existing roads and trails in the Bobcat Draw Badlands WSA would continue to cause erosion and produce 27 tons of sediment per year. By comparison, the amount of sediment resulting from motorized vehicle use is insignificant when compared to naturally occurring sediment in the WSA of approximately 26,000 tons annually.

Livestock Grazing and Range Management

Livestock grazing use in the WSA would continue at 923 AUMs. Vehicle use would continue to be limited to the existing 4.0 miles of trails within the area. Motorized vehicle access to portions of the WSA away from the trails would not be allowed, resulting in a need to use nonmotorized means. This alternative would have no effect on livestock forage; however, harassment of livestock along the trails by motorized vehicles is a possibility.

Wildlife

Current yearelong levels of motorized vehicle use have a negligible effect on big game (mule deer, pronghorn antelope, bighorn sheep, moose, and elk). Wildlife populations would be temporarily displaced to adjacent areas while motorized vehicles are being operated on the trails. Overall herd unit populations would not be altered.

Mineral Exploration and Development

Under this alternative, oil and gas leasing would continue to be allowed and access for mineral exploration, development, and production would be limited to designated roads and trails unless authorized through a plan of operation concurred in by the Authorized Officer. Currently there are no mineral exploration or production activities that would be affected.

Cultural and Paleontological Resources

Cultural and paleontological resources in the WSA would continue to experience a high degree of vulnerability. This effect would occur along 4.0 miles of existing roads and trails in spite of existing laws and restrictions. Such vulnerability could result in both inadvertent damage as well as vandalism to cultural and paleontological resources.

Sheep Mountain WSA

Recreation Opportunities and Use

Under the existing limited ORV designations, recreation opportunities and use would remain at 180 visitor days on 23,350 acres within the Sheep Mountain WSA. The existing 4.8 miles of roads and trails would remain available to motorized vehicle use.

Wilderness Values

Under the existing limited ORV designations wilderness values would be foregone on up to 18,600 acres in the WSA due to the sights and sounds of motor vehicles along with the visual effect of the trails active use. Opportunities for experiencing naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation would remain unchanged on 4,750 acres away from existing roads and trails.

ENVIRONMENTAL CONSEQUENCES

Watershed/Wetlands/Riparian Zones

Motorized vehicle use on 4.8 miles of existing roads and trails in the Sheep Mountain WSA would continue to cause erosion and produce 32.6 tons of sediment per year. By comparison, the amount of sediment resulting from motorized vehicle use is insignificant when compared to naturally occurring sediment in the WSA of approximately 35,000 tons annually.

Livestock Grazing and Range Management

Livestock grazing use in the WSA would continue at 1,071 AUMs. Vehicle use would continue to be limited to the existing 4.8 miles of trails within the area. Motorized vehicle access to portions of the WSA away from the trails would not be allowed, resulting in a need to use nonmotorized means. This alternative would have no effect on livestock forage; however, harassment of livestock along the trails by motorized vehicles is a possibility.

Wildlife

Current yearelong levels of motorized vehicle use have a negligible effect on big game (mule deer, pronghorn antelope, bighorn sheep, moose, and elk). Wildlife populations would be temporarily displaced to adjacent areas while motorized vehicles are being operated on the trails. Overall herd unit populations would not be altered.

Mineral Exploration and Development

Under this alternative, oil and gas leasing would continue to be allowed and access for mineral exploration, development, and production would be limited to existing roads and trails unless authorized through a plan of operation concurred in by the State Director. Currently there are no mineral exploration or production activities that would be affected.

Cultural and Paleontological Resources

Cultural and paleontological resources in the WSA would continue to experience a high degree of vulnerability. This effect would occur along 4.8 miles of existing roads and trails in spite of existing laws and restrictions. Such vulnerability could result in both inadvertent damage as well as vandalism to cultural and paleontological resources.

Red Butte WSA

Recreation Opportunities and Use

Under the existing limited ORV designations, recreation opportunities and use would remain at 120 visitor days on 11,350 acres within the Red Butte WSA. The existing 2.2 miles of roads and trails would remain available to motorized vehicle use.

Wilderness Values

Under the existing limited ORV designations wilderness values would be foregone on up to 9,400 acres in the WSA due to the sights and sounds of motor vehicles along with the visual effect of the trails active use. Opportunities for experiencing naturalness, solitude, and outstanding opportunities for primitive and unconfined recreation would remain unchanged on 2,950 acres away from existing roads and trails.
ENVIRONMENTAL CONSEQUENCES

Watershed/Wetlands/Riparian Zones

Motorized vehicle use on 2.2 miles of existing roads and trails in the Red Butte WSA would continue to cause erosion and produce 15 tons of sediment per year. By comparison, the amount of sediment resulting from motorized vehicle use is insignificant when compared to naturally occurring sediment in the WSA of approximately 17,000 tons annually.

Livestock Grazing and Range Management

Livestock grazing use in the WSA would continue at 485 AUMs. Vehicle use would continue to be limited to the existing 2.2 miles of trails within the area. Motorized vehicle access to portions of the WSA away from the trails would not be allowed, resulting in a need to use nonmotorized means. This alternative would have no effect on livestock forage; however, harassment of livestock along the trails by motorized vehicles is a possibility.

Wildlife

Current yearlong levels of motorized vehicle use have a negligible effect on big game (mule deer, pronghorn antelope, bighorn sheep, moose, and elk). Wildlife populations would be temporarily displaced to adjacent areas while motor vehicles are being operated on the trails. Overall herd unit populations would not be altered.

Mineral Exploration and Development

Under this alternative, oil and gas leasing would continue to be allowed and access for mineral exploration, development, and production would be limited to existing roads and trails unless authorized through a plan of operation concurred in by the State Director. Currently there are no mineral exploration or production activities that would be affected.

Cultural and Paleontological Resources

Cultural and paleontological resources in the WSA would continue to experience a high degree of vulnerability. This effect would occur along 2.2 miles of existing roads and trails in spite of existing laws and restrictions. Such vulnerability could result in both inadvertent damage as well as vandalism to cultural and paleontological resources.

MITIGATION AND MONITORING

An activity plan will be prepared subsequent to completion of the designations. The activity plan will include details of implementing the motorized vehicle use designations including: public education, installation of physical barriers, signing, and enforcement activities as well as any monitoring activities.
CONSULTATION AND COORDINATION

PUBLIC PARTICIPATION

The public has had numerous formal and informal opportunities to become involved in the planning and environmental process for the ORV designations and proposed Grass Creek MFP amendment. Input from the public was gathered using several methods including direct mailings, news releases, public meetings, presentations, interviews, and an ad hoc committee (appendix 2).

Scoping letters were sent to over 640 people in April 1988 to identify issues, concerns, and interested parties. A list of persons and agencies consulted is available in the Grass Creek Resource Area office. On April 8, 1988 a news release was issued. A "Notice of Intent to Conduct an Evaluation and Public Scoping on the Grass Creek MFP for Off-Road Vehicle Designation" was published in the Federal Register on May 10, 1988 (Vol. 53, No. 94, p. 17253).

Public comments received from April through July 1988 resulted in approximately 70 percent of the responses favoring a change in the existing motor vehicle use designations.

In May 1988 the Worland District Multiple Use Advisory Council was advised of the proposed MFP amendment at the annual meeting. Their comments and recommendations were solicited and considered.

An open house meeting was conducted June 15, 1988 in Worland.

All comments generated from the public participation effort are on file in the Grass Creek Resource Area office.

In March 28, 1990 a Federal Register (Vol. 55, No. 60, p. 11443) notice was published for further public comment and evaluation. The 30-day comment period was from March 28, 1990 to April 28, 1990.

LIST OF PREPARERS

Table 4 lists the resource specialists in the Grass Creek Resource Area and the Worland District staff that provided input and reviewed this environmental assessment.

<table>
<thead>
<tr>
<th>Table 4</th>
<th>LIST OF PREPARERS AND REVIEWERS</th>
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<tr>
<td>Grass Creek Resource Area</td>
<td>Worland District Staff</td>
</tr>
<tr>
<td>Joe Vessels, Area Manager</td>
<td>George Hollis, ADM, Division of</td>
</tr>
<tr>
<td>Gene Leone, Outdoor Recreation</td>
<td>Lands and Renewable Resources</td>
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<tr>
<td>Planner</td>
<td>Jim Roseberry, Environmental</td>
</tr>
<tr>
<td>Jeff Denton, Wildlife Biologist</td>
<td>Coordinator</td>
</tr>
<tr>
<td>Jamie Seller-Baker, Natural</td>
<td>Mark Goldbach, Outdoor Recreation</td>
</tr>
<tr>
<td>Resource Specialist</td>
<td>Planner</td>
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<tr>
<td>Ken Stimson, Range Conservationist</td>
<td></td>
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<tr>
<td>Tom Ball, Wildlife Biologist</td>
<td></td>
</tr>
<tr>
<td>Bill Wilson, Hydrologist</td>
<td></td>
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<tr>
<td>Margy Tidemann, Editorial Assistant</td>
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</tr>
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</table>
APPENDIX 1

WYOMING ORV DESIGNATIONS

OPEN:
Vehicle travel is permitted in the area (both on and off roads) if the vehicle is operated responsi-
bly in a manner not causing, or unlikely to cause significant, undue damage to or disturbance
of the soil, wildlife, wildlife habitat, improvements, cultural, or vegetative resources or other
authorized uses of the public lands.

LIMITED:

A. Vehicle travel is permitted only on existing roads and vehicle routes which were in exis-
tence prior to the date of designation in the Federal Register. Vehicle travel off of exis-
ting vehicle routes is permitted only to accomplish necessary tasks and only if such travel
does not result in resource damage. Random travel from existing vehicle routes is not allowed. Creation of new routes or exten-
sions and/or widening of existing routes is not allowed without prior written agency
approval.

1 OFF-ROAD VEHICLE DESIGNATIONS apply to all off-road vehicles regardless of the pur-
pose for which they are being used. Emergency vehicles are excluded. The ORV design-
ination definitions have been developed in cooperation with representatives of the U.S.
Forest Service, U.S. Park Service, and BLM State and District personnel.

BLM recognizes the differences between off-road vehicles and oversnow vehicles in terms
of use and impact. Therefore, travel by oversnow vehicles will be permitted off exis-
ting routes and in all open or limited areas (unless otherwise specifically limited or closed
to oversnow vehicles) if they are operated in a responsible manner without damaging
the vegetation or harming wildlife.

2 EXISTING ROADS AND VEHICLE ROUTES are defined as routes existing prior to the
data of designation, were constructed or created by the frequent passage of motor vehi-
cles, and receive regular and continuous use. Additional vehicle routes may be authorized
as need dictates.

3 NECESSARY TASK are defined as work requiring the use of a motor vehicle. Examples
include prickling up big game kills, repairing range improvements, managing livestock,
mineral activities where surface disturbance does not total more than 5 acres as described
in the "5-acre exemption" under the 43 CFR 3809 regulations, etc.

4 RESOURCE DAMAGE is defined as leaving long-term signs of vehicle use (ruts) or caus-
ing erosion of water pollution, creating undue degradation of other vegetative or wildlife
resources.
APPENDIX 1

B. Vehicle travel is permitted only on roads and vehicle routes designated by BLM. In areas where final designation has not been completed, vehicle travel is limited to existing roads and vehicle routes as described above. Designations are posted as follows:
1. Vehicle route is open to vehicular travel.
2. Vehicle route is closed to vehicular travel.

C. Vehicle travel is limited by number or type of vehicle. Designations are posted as follows:
1. Vehicle route limited to four-wheel drive vehicles only.
2. Vehicle route limited to motorbikes only.
3. Area is closed to oversnow vehicles.

D. Vehicle travel is limited to licensed or permitted use.

E. Vehicle travel is limited to time or season of use.
   1. Seasonal closure to all motor vehicles (the approximate dates of closure are indicated).

F. Where specialized restrictions are necessary to meet resource management objectives, other limitations may also be developed.
   1. Recreational ORV play areas (Districts are encouraged to seek out special areas suitable for legitimate recreational ORV use).

CLOSED:
Vehicle travel is prohibited in the area. Access by means other than motorized vehicle is permitted.

APPENDIX 2

AD HOC GROUP FOR THE OFF-ROAD VEHICLE DESIGNATIONS
GRASS CREEK RESOURCE AREA

<table>
<thead>
<tr>
<th>Name</th>
<th>Business/Organization</th>
<th>Biographical Sketch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Zastrow</td>
<td>Hot Springs Sportsmen Club</td>
<td>Resident of Thermopolis area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Strong interest in wildlife and recreation on public land.</td>
</tr>
<tr>
<td>Cole Thompson</td>
<td>Wyoming Game and Fish Department</td>
<td>Resident of Worland</td>
</tr>
<tr>
<td>Larry Rankine</td>
<td>Grazing Board Representative</td>
<td>Game Warden</td>
</tr>
<tr>
<td>Sterling Evans</td>
<td>Sierra Club</td>
<td>Resident of Worland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Strong interest in the ranching/livestock industry</td>
</tr>
<tr>
<td>Mel Walker</td>
<td>Organizer or Local 4-Wheel Drive Club</td>
<td>Resident of Worland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Strong interest in motorized recreation.</td>
</tr>
<tr>
<td>Jim Welch</td>
<td>Frontier Archeology</td>
<td>Resident of Worland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Strong interest in cultural resources and recreation.</td>
</tr>
<tr>
<td>Leonard Bopp</td>
<td>Northwest Wyoming Resource Council Member, Park CO. Parks and Recreation Board Chairman</td>
<td>Resident of Meeteetse</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Strong interest in recreation on public lands.</td>
</tr>
</tbody>
</table>

* US OBO 1991 573-071/46210