

May 2014



Wickenburg Community Travel Management Plan And Environmental Assessment

U.S. Department of the Interior
Bureau of Land Management
Hassayampa Field Office



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BUREAU OF LAND MANAGEMENT
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AND FUTURE GENERATIONS***

*Wickenburg Community Travel Management Plan
and Environmental Assessment*

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May 2014

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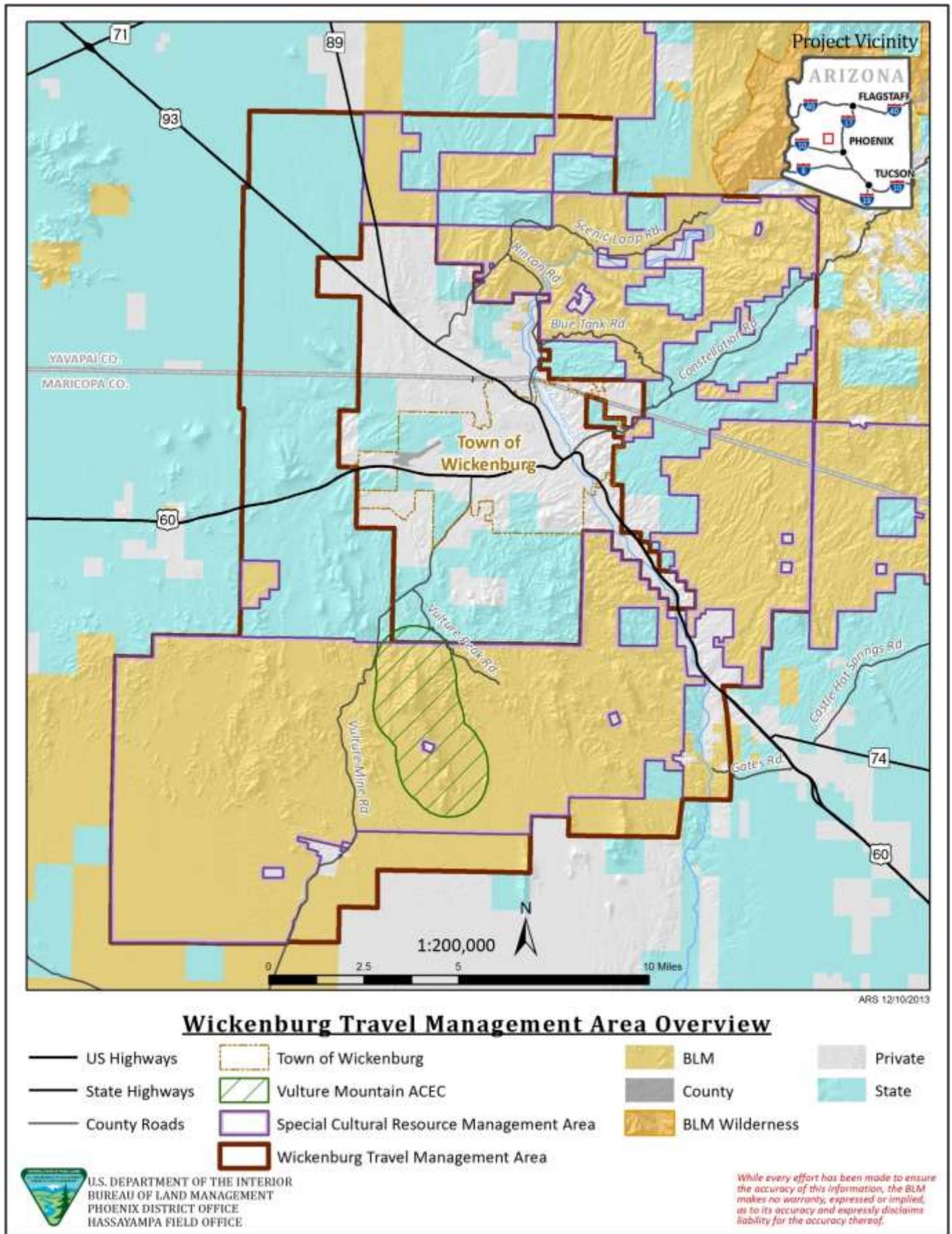
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CMap 1: Planning Area Overview

Introduction to the Proposed Plan and Environmental Assessment

The Bureau of Land Management's (BLM) *Wickenburg Community Travel Management Plan*¹ (referred to in this report as: *Wickenburg TMP*) creates a strategy that allows for current and future access needs on federal public lands. This plan identifies a network of designated roads, primitive roads, motorized and non-motorized trails for public use. These designations will ensure resource protection, minimize user conflicts and provide desired recreational experiences. Developed in conjunction with local planning efforts, this plan stresses regional connectivity and diversity of experiences. It recommends developing trailheads, staging areas, new routes, and identifies route closures. The plan explains how BLM will implement, manage, and maintain the route network. The plan also lays out administrative measures for Special Recreation Permits, such as racing and other organized events.

Overview of the Planning Area

Welcome to the high desert...Just 60 miles northwest of Downtown Phoenix in the northern reaches of the great Southwest's Sonoran Desert. Wickenburg is noted for its clean air, good country living, western hospitality and all-around high quality of life.

[The Town of Wickenburg, AZ website](#)

The planning area is managed by the Hassayampa Field Office, part of the BLM's Phoenix District. The area covers approximately 101,600 acres of federal public lands surrounding the community of Wickenburg, Arizona. The BLM planning area is located in the northwest corner of Maricopa County and a small portion of Yavapai County. According to the 2010 census, population growth from 1990 to 2010 exceeded 24 percent in Maricopa County. As the population grows, so does the demand for recreational opportunities. The planning area is extensively used by 4-wheel drive vehicles, ATV riders, bikers, hikers, horseback riders, bicyclers, miners, campers and sightseers. The planning area contains grazing allotments, active mining operations, private land holdings, and Arizona State trust lands. As use increases in this finite space, conflict can occur among users seeking varying recreational experiences. Additionally, as urban development encroaches on public lands, increased recreation pressures may impact natural and cultural resources, as well as other authorized uses, such as grazing and mining.

With the help of the Arizona Department of Transportation (ADOT), Wickenburg completed the *Wickenburg Trails Connectivity and Transportation Study* in May 2012. That study built on prior planning efforts to develop a comprehensive trails component for the town's General Plan. Maricopa County is also involved with regional recreation development. In the southern half of the planning area, BLM and Maricopa County Parks and Recreation Department are developing a cooperative recreation management area (CRMA). In 2012, the County Parks published *The Vulture Mountains Cooperative Recreation Management Area Master Plan*. Integration of the Maricopa County and the Town of Wickenburg's trail plans is an objective of this plan.

¹ During public meetings this plan was referred to as *The Wickenburg Community Trails Master Plan*.

Background

Federal agencies are directed to manage motorized vehicle use on public lands by President Nixon's 1972 Executive Order 11644 (see Appendix A). This has been incorporated into the Code of Federal Regulations, under 43 CFR 8342.1. It requires that BLM-administered lands are designated in land-use plans as either "Open," "Limited," or "Closed" to off-highway vehicle use. The *Wickenburg TMP* area according to the *2010 Bradshaw-Harquahala Approved Resource Management Plan (RMP) and Record of Decision* (referred to here after as: *Bradshaw-Harquahala RMP*), is currently designated as *limited*.

All public lands, with the exception of Congressionally designated wilderness areas, are allocated as limited use areas, with motorized and mechanized vehicle uses limited to designated routes. Until routes are formally designated, motorized vehicle access is limited to vehicle routes on the current BLM route inventory.

2010 RMP -Travel Management Land Use Allocation TM-6

Today's travel management on BLM-administered lands focuses on establishing a network of designated roads, primitive roads and trails for all users.

Inventories

From 2001-2005, the BLM inventoried routes within the planning area for the *Wickenburg TMP*. BLM staff created maps for the field inventory utilizing existing maps, available aerial photography and satellite images. BLM field crews then traveled all identified routes and trails with 4x4 vehicles, motorcycles, on horseback or by foot. They also gathered information on any additional routes observed in the field that had not been identified on field maps. The team tracked their movements using a Global Positioning System (GPS) and took photos along each route. BLM used this inventory for evaluating the transportation network in the planning area.

Evaluation Process

BLM's Hassayampa Field Office used the route evaluation process developed by Advanced Resource Solutions (ARS) to complete the route assessment in the planning area. This process applies a systematic, standardized method to collect data and evaluate factors affecting each route and its adjacent resources.

In this process, a team of BLM staff specialists along with an ARS facilitator carefully and systematically discussed and examined factors related to both the overall area and each individual route. Together they created a database of statutory-driven factors and other issues that may affect resources and the use of routes in the *Wickenburg TMP* planning area. The database incorporates issues discussed by staff, other agencies and the public. Criteria fall under three general categories: (1) Commercial, administrative, private-property and economic issues (CAPE); (2) Public uses; and (3) Special resource concerns (see Appendix B) for a list of criteria used). The evaluation team also considered how the *Wickenburg TMP* designations fit within the entire travel network managed by the BLM and other adjacent or nearby transportation systems, such as those discussed in the *Wickenburg Trails Connectivity and Transportation Study* and *The Vulture Mountains Cooperative Recreation Management Area Master Plan*.

The team used the ARS database to identify a set of alternatives for each route. These alternatives emphasize different levels of access and resource protection. Each route allocation requires adherence to Code of Federal Regulations 43 CFR 8342.1 (see Appendix A) which stipulates the statutory criteria for

designating a route. How individual routes met these criteria for the alternative designations is noted in the report produced for each route (see Appendix C). These reports provide a rationale or purpose of and need for each route designation. The team and BLM management then identified the Proposed Plan.

Public Participation and Scoping

Scoping is the process by which BLM solicits internal and external input on issues, impacts and potential alternatives that will be addressed in the Proposed Plan and environmental assessment. BLM held eight public meetings over the course of three years, from October 2009 to June 2011. See Appendix D for a list of the meetings and dates. Beyond the public meetings, BLM contacted landowners and grazing permittees in areas with potentially controversial issues. An internet-based survey sponsored by the Maricopa County Parks Department gathered public input on the desired types of recreation uses, individual routes or desired route experiences and the level of facility development. These scoping efforts attempted to elicit responses from individual citizens, recreational groups, landowners, miners, ranchers, and tribal and governmental agencies.

Public Issues and Concerns

The following lists some of the concerns identified during the scoping process. These are not presented in any particular order. The identified issues help frame the purpose of and need for the planning effort. They also shape the Proposed Plan, and the alternatives presented in this document. A detailed table of comments can be found in Appendix D .

- Trail system(s) combined with the growth in the Phoenix Metro area could increase use within the planning area and degrade experiences and resources.
- Identified and maintained trails can enhance Wickenburg as a destination.
- State lands and private lands pose connectivity problems to trails on public lands.
- Trail system information needs to be easily accessible. Kiosks and/or visitor logs at the trailheads would be helpful. Legally designated trails and better signs are needed. Different uses for each trail need to be well-marked.
- BLM needs to consider the economic impact of OHV recreation.
- Designated motorized areas, vehicle and trailer parking, and trail connections are needed for OHV and equestrian users.
- Limited development is needed and there is a need to keep facilities on the primitive side as part of the experience.
- There is a need to reduce user conflict.
- There is no need for separate trails: sharing trails among user groups works well.
- There is interest in having equestrian emphasis zones.
- Improve relations with emergency services for better public safety.
- There is a need for appropriate safety measures around mines.
- BLM needs to plan for use of the area west of Vulture Mine Road.

- Keep the west side of Vulture Mine Road open for single track motorized use.
- OHV activities and events, especially that west of Vulture Mine Road, can impact air quality in Maricopa County.
- Unauthorized routes cause resource damage such as soil erosion, damage to plants and impacts to wildlife species. There is a need to maintain resource quality in the Wickenburg area.

Emphasis Areas

During scoping, the BLM and recreational user groups identified nine Emphasis Areas². These units are a visual tool to identify areas of land sharing similar existing uses and recreation experiences. These are not defined boundaries, but rather are flexible soft-edged areas that highlight existing recreation focus. In addition, the Emphasis Areas are sorted into the following two categories.

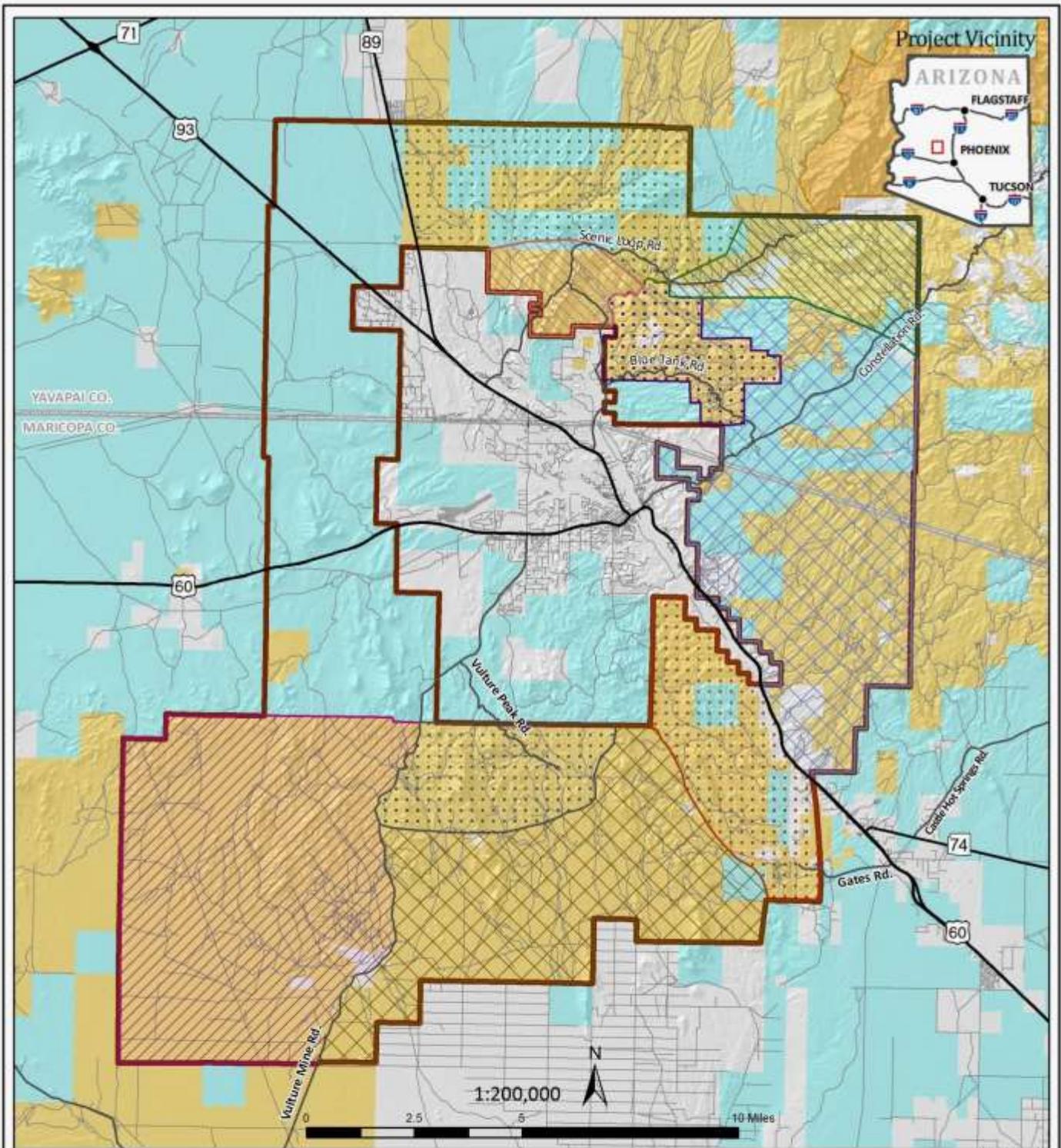
Front Country: Areas defined as the focus for motorized and non-motorized visitation, concentrating use along major access routes.

Back Country: Areas with undeveloped, primitive, and self-directed visitor experiences without provisions for motorized or mechanized access, except for designated routes.

Map 2 further breaks down these areas by predominant features. Emphasis Areas were used during route evaluation and in the planning process to define alternatives.



² Note: During scoping meetings these Emphasis Areas were discussed as zones. The term was changed to clarify that these are not Recreation Management Zones (RMZ), which were developed in the 2010 *Bradshaw-Harquahala RMP*.



Recreation Emphasis Areas

Emphasis Areas

- Antelope Creek Horse Front Country Area
- Caballeros Shared Use Back Country Area
- Hassayampa Horse Front Country Area
- King Solomon Gulch Shared Use Back Country Area

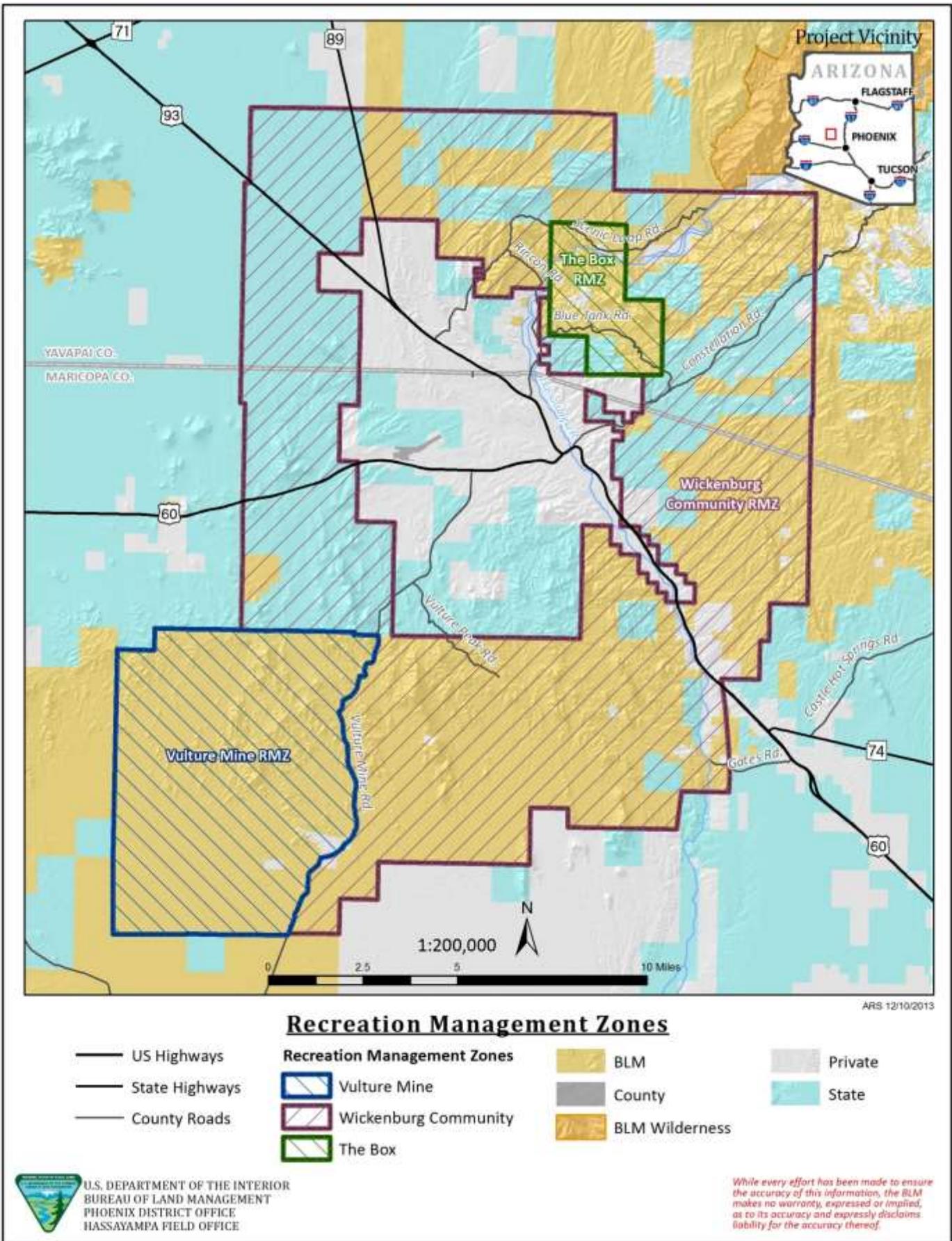
- Monarch Wash Shared Use Front Country Area
- Red Top Trail System Horse Front Country Area
- Vulture Mine OHV/ATV Front Country Area
- Vulture Peak Horse Front Country Area
- Weaver Creek Shared Use Back Country Area

- County Road
- Other Routes
- Wickenburg Travel Management Area

While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

ARS 12/10/2013

Map 2: Emphasis Areas



Map 3: Recreation Management Zones

Conformance

Land Use Plan

Land-use plans guides BLM activities to achieve the mission and goals outlined in the BLM's Strategic Plan (BLM 2000). BLM currently manages the *Wickenburg TMP* planning area under the *2010 Bradshaw-Harquahala Approved Resource Management Plan and Record of Decision*.

The *Bradshaw-Harquahala RMP* designates or allocates land management units with area-specific goals and/or desired future conditions. The *Wickenburg TMP* planning area is within the Hassayampa Management Unit and made up of three Recreation Management Zones (RMZs): Vulture Mine RMZ, Wickenburg Community RMZ, and The Box RMZ. The Desired Future Conditions for these zones drive management direction. The Desired Future Conditions described in the RMP for these zones are as follows:

Wickenburg Community Recreation Management Zone

Collaborate with a diverse group of Wickenburg citizens and organizations in an effort to conserve the ecological, cultural, open space, and recreation values of the Wickenburg area so that it remains a place where people want to live, work, and recreate.

Preserve open space and provide a wide array of landscape-based recreation while conserving scenic landscape and maintaining cultural and biological assets.

Offer quality recreation and tourism opportunities with proper management and marketing. Heritage tourism partnerships highlight the mining and ranching history of the area. Users exhibit a strong land ethic for conserving and protecting the natural resources and cultural heritage of the Wickenburg RMZ.

Develop and sustain a system of high-quality equestrian and hiking trails that surround Wickenburg, buffer the area from urban sprawl, and preserve the open space of the local landscape. This trail system affords many opportunities for recreationists and enhances the lifestyle and cultural history of community residents.

Emphasize and maintain an array of rural, roaded-natural, semi-primitive motorized, and semi-primitive non-motorized settings³ and opportunities in suitable areas for the enjoyment of residents, tourists, and winter visitors.

Conserve the canyon on the Hassayampa River known as "The Box" and surrounding lands as a recreation area for hiking, horseback riding, limited motorized use, picnicking, camping, and social gatherings, while protecting and enhancing the values of the riparian habitat.

Applicable Desired Future Conditions / Management Actions from the *Bradshaw-Harquahala RMP*: RR-125, RR-126, RR-127, RR-128, RR-129, RR-130, RR-131 RR-132, and RR-133.

Vulture Mine Recreation Management Zone

Provide a Sonoran Desert landscape suitable for intensive motorized single and two-track routes for motorized recreation use, commercial use, organized OHV events, and competitive races.

³ Recreation Opportunity Spectrum (ROS) settings are defined in Appendix P Glossary.

Emphasize and maintain the current array of roaded-natural and semi-primitive motorized settings.

Applicable Desired Future Conditions / Management Actions from the *Bradshaw-Harquahala RMP*: RR-134, RR-135, RR-136, RR-137, RR-138, RR-139, RR-140, RR-141, and RR-142.

The Box Recreation Management Zone

Provide a high-quality non-motorized recreation use area with amenities in Box Canyon, known as “The Box,” while protecting its riparian and scenic values.

Provide a high-quality non-motorized trail network, known as the Red Top Trail System, with amenities in the Red Top Mountain area. Allow an alternate route system for motorized uses where appropriate to avoid conflicting uses.

(Note: the existing Red Top Trail System is completely within the boundary of The Box RMZ.)

Applicable Desired Future Conditions / Management Actions from the *Bradshaw-Harquahala RMP*: RR-143, RR-144, RR-145, RR-146, and RR-147.

Special attention is given to:

Vulture Mountain Area of Critical Environmental Concern (6,120 acres) –

The cliffs along the crest of Vulture and Caballeros Peaks are significant habitat features used by many raptor species. Also, they are a pristine, scenic landmark. These cliffs are essential to maintaining the current biological diversity of the surrounding area. Large concentrations of nesting hawks and falcons use these spectacular cliff faces.

Management Actions/Desired Future Conditions applicable from the *Bradshaw-Harquahala RMP*: AC-8, AC-9, AC-10, AC-11, AC-12, and AC-13.

Wickenburg/Vulture Special Cultural Resource Management Area (124,000 acres) –

The primary purpose of this land use allocation is to differentiate some portions of a planning area from others in terms of cultural resource values. Management prescriptions for a SCRMA allocated primarily for public use should focus on developing and interpreting sites for public visitation, including heritage tourism.

Applicable Desired Future Conditions /Management Actions from the *Bradshaw-Harquahala RMP*: CL-33, CL-35, CL-37, CL-39, CL-40, and CL-41.

Travel Management decisions to be addressed include: TM-1, TM-2, TM-3, TM-5, TM-6, TM-9, TM-12, TM-13, TM-14, TM-15, TM-17, TM-18, TM-19, TM-20, TM-23, TM-25, TM-26, TM-28, TM-29, TM-30, TM-31, TM-35, TM-39, TM-40.

The *Wickenburg TMP* is in conformance with the desired future conditions for lands and realty, biological resources, cultural resources, visual resources, rangeland management, travel management, and mineral resource management as described in the *Bradshaw-Harquahala RMP*.

Other Laws, Regulations, Policies & Program Guidance

This plan is consistent with and incorporates requirements identified in various applicable laws, regulations and program guidance or policy. Synopsis of all applicable documents for the planning area can be reviewed in BLM's 2008 *Agua Fria National Monument and Bradshaw-Harquahala Proposed Resource Management Plan and Final Environment Impact Statement, Appendix C*. The following list is specific to the formation of the *Wickenburg TMP* and copies can be found on the web at <http://www.blm.gov> :

- ◆ Code of Federal Regulation 43CFR8342 Designation of Areas and Trails,
- ◆ Code of Federal Regulation 43CFR9268 Law Enforcement – Recreation Programs,
- ◆ BLM, 2011 Manual 1626, Travel and Transportation,
- ◆ BLM, 2012 H-8342 Travel and Transportation Handbook.
- ◆ BLM Instruction Memorandum AZ2012-067, Clarification of Cultural Resource Considerations for Off-Highway Vehicle Designations and Travel Management,
- ◆ BLM Instruction Memorandum AZ2009-017, State-Specific Guidance for Implementation of the Arizona Off-Highway Vehicle (OHV) Law,
- ◆ Arizona Revised Statute Title 49 sections 400-500 governing air quality
- ◆ Memos of communication between Arizona State Land Department and Arizona State Office BLM regarding access across state trust lands.

Purpose of and Need for the Plan

The purpose of *Wickenburg Community Travel Management Plan* is to provide appropriate public and administrative access to the planning area. The resulting trail system will minimize user conflicts and natural resource impacts associated with roads and trails, as per Code of Federal Regulations 43 CFR 8342, Designation of Areas and Trails. Specifically, the plan will implement the Bradshaw-Harquahala RMP travel management related decisions made for the Wickenburg Community RMZ, the Vulture Mine RMZ and The Box RMZ.

The need for action stems from increased interest in the Wickenburg community for a sustainable transportation system that links other BLM-managed public lands, local communities, parks, and state and private lands. Managing for a healthy ecosystem includes managing for increasing recreational demand while reducing user conflict.

This requires a formal management framework for the planning area. The decisions to be made in this plan by the BLM's Authorized Officers are whether or not to do the following:

- ❖ Implement The *Bradshaw-Harquahala RMP-TM-6* and require that motorized access is limited to designated roads, primitive roads and trails.
- ❖ Establish a travel network with each route specifically designated according to the requirements of Code of Federal Regulations 43 CFR 8342. This decision takes all related regulations and guidelines for managing and maintaining the system into account.
- ❖ Determine locations for trailheads, as needed, within planning area. Prescribe desired level of development and trail related facilities for these existing and potential recreation sites.
- ❖ Set management prescriptions for access and trails in The Box RMZ, Vulture Mine RMZ and Wickenburg Community RMZ.

- ❖ Create the structure to incorporate BLM’s designated roads and trail system into the future Vulture Mountains Cooperative Recreation Management Area.
- ❖ Set management objectives and stipulations for Special Recreation Permits for the Wickenburg Community Travel Management Area according to 43 CFR 2932, *Special Recreation Permits*.

Plan Goals

This plan has five proposed management actions. These actions are established to meet the five goals or desired future conditions for travel management that were set in the 2010 *Bradshaw-Harquahala RMP*:

- ◆ *TM-1. Designate, implement, and monitor a comprehensive travel management network affording a range of high-quality and diverse motorized and non-motorized recreation opportunities. The network consists of a system of roads, primitive roads, and trails. The travel management network and associated recreation opportunities are consistent with other resource management objectives and recreation settings within the Bradshaw-Harquahala area.*
- ❖ *TM-2. Motorized routes connect neighboring communities, local jurisdictions, and lands administered by county, State, and Federal agencies to allow for multiple-day OHV experiences.*
- ❖ *TM-3. A regional network of motorized routes exists for long-distance OHV back country touring. Looping, regional routes connect the Black Canyon, Bradshaw Foothills, Wickenburg/Vulture, and Harquahala-Big Horn areas, and continue north to the Wagoner and Skull Valley areas to connect to Prescott National Forest and the Great Western Trail. Economic development of local communities is synergistic with providing outstanding opportunities for motorized recreation.*
- ❖ *TM-4. Designated, managed sites exist for specialized vehicle use, considering the unique natural terrain required for such activities. Certain types of motorized activities, such as rock crawling and motorcycle observed trials, require extreme terrain features and are not conducive to general use by traditional stock 4-WD vehicles. These sites will not be evaluated and established as designated motorized routes. However, access to these sites will be evaluated during the process of route designation.*
- ❖ *TM-5. Local and regional networks of designated non-motorized trails exist for short and long-distance travel by foot, horseback, and human-powered conveyances (e.g. mountain bikes). These trails connect communities and Sonoran Desert landscapes and are consistent with the State of Arizona trails plan. Networks of non-motorized trails provide recreation opportunities that support tourism and economic development of communities.*

Proposed Plan

The five recommended management actions of the Proposed Plan are presented below. These actions were developed in response to the issues raised during scoping and to meet the purpose of and need for the plan. Measurable objectives will be set for each of five actions, allowing for adaptive management. BLM intends to use adaptive management (See Appendix E) as a method for monitoring uses and resources and adjusting management based on the results of monitoring”

The five actions are:

1. Route designation,
2. Establishing and developing transportation-related facilities,
3. Managing the Box Canyon Recreation Management Zone (RMZ),
4. Route Management in the Vulture Mountains Cooperative Recreation Management Area (CRMA), and
5. Management of Organized Events and OHV Racing.

A range of alternatives was developed to explore ways to meet the purpose of and need for the plan and respond to the scoping issues for the *Wickenburg TMP*. After the description of the Proposed Plan, the alternatives that were considered, including Alternative A (Alt A) the no-action are presented. Some of the actions, components, or prescriptions of the Proposed Plan are included in these “action” alternatives. Alternative G (Alt G) and Alternative F (Alt F) are titled so as not to confuse these alternatives with another plan developed by Maricopa County, the *Vulture Mountains Cooperative Recreation Area Plan*.

Action One: Route designation

Objectives for Route Designation Implementation

Objective 1.1 – After publication of the decision approving this plan and within five years, 60% of visitors to public lands within *Wickenburg TMP* planning area will report having a satisfactory experience using the defined transportation network. This objective will be measured through one or more data collection venues such as: comments in visitor register boxes at visitor at trailheads, websites, local community information centers like Wickenburg’s Chamber of Commerce, and visitor satisfaction surveys.

Objective 1.2 – The majority of visitors in the area will be able to comply with travel rules once BLM has made the information available on the web, and through signs and information kiosks. There will be a 50% reduction in formation of new routes, estimated at two miles of new primitive roads or trails per year in 2013, or signs of cross country travel by OHVs five years after publishing information on the web and after installing 95% of the route markers. After 10 years, they should be reduced to less than 10% of current levels. To measure unauthorized use, a GPS database of newly found routes or trails will be maintained and evaluated annually for effectiveness in the elimination of new routes.

Objective 1.3 – By the end of Phase III⁴ or within ten years of installing route designation markers/signs, 80% of the 416 routes or trails eliminated through this plan will not be conspicuous at intersections. Photo monitoring will be used to measure management effectiveness in eliminating travel on closed routes.

⁴ Unless otherwise specified, the time frames in the objectives are discussed in the form of phases: Phase-I (1-2 years), Phase-II (3-5 years), and Phase-III (5-10 years).

Objective 1.4 – Over the life of this plan, areas characterized as significantly disturbed by human activity will be reduced by 5% in key areas (as identified by BLM staff or volunteers) next to routes or trails. This includes any disturbances created by dispersed camping within 100 feet of routes. The intention is to maintain or improve land health as indicated by BLM core indicators of vegetation cover, and bare ground. BLM’s Land Health Standards and characteristics associated with these standards are described in the Arizona Standards for Rangeland health and Guidelines for Grazing Administration (USDI BLM 1997). To measure route width expansion, a GPS database and photographic monitoring will be maintained and evaluated annually. By the end of Phase III, 50% of identified routes will not exceed their initial disturbance width.

Designations

BLM defines and categorizes its travel routes into the following three “Transportation Assets” categories: roads, primitive roads, and trails. Table 1 provides a baseline of miles of routes in each category as inventoried.

Inventoried Transport Assets within the Planning Area			
Asset	Definitions ⁵	Inventoried Routes	
Road	A route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.	13	# Routes
		24.42	# Miles
Primitive Road	A route managed for use by four-wheel drive or high-clearance vehicles. These routes do not customarily meet any BLM road design standards. Unless specifically prohibited, primitive roads can also include other uses, such as hiking, biking, and horseback riding.	684	# Routes
		502.01	# Miles
Trail	A route managed for human-powered, stock, or off-road vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.	37	# Routes
		33.41	# Miles
Total		734	# Routes
		559.84	# Miles

Table 1: Route Inventory by Asset

The three categories (roads, primitive roads and trails) and their designation (*open, limited and closed*) are based on the Code of Federal Regulations 43 CFR8342.1. Many of the routes in the travel network cross private and state lands. The designation of Bureau roads and trails is not binding on private lands and state lands but simply follows historical use patterns.

Travel management is more than management of vehicles. People are able to walk or ride horses anywhere on public lands unless an area is closed for safety or specific resource protection (for example: a historical site). Therefore, routes that are limited to administrative use of motorized vehicles are open to hikers, bicyclists, and horseback riders. Closing or decommissioning a route indicates that it will not be maintained and may mean that the route will be rehabilitated, abolishing all physical evidence of the route. Casual mountain biking (i.e. non-commercial, non-competitive, and non-organized) within the planning area is limited to the designated roads, primitive roads or trails in the network unless signed otherwise. Cross-

⁵ BLM 1626 – Travel and Transportation Manual, Glossary

country motorized vehicle and bicycle travel is not allowed (see *Standard Operating Procedures (SOP)*) even for game retrieval.

Table 2 summarizes the Proposed Plan's travel network by type of asset and designation. Detailed designation information for each route by alternative is contained in their individual reports found on the website: http://www.blm.gov/az/st/en/prog/travel_mgmt/wick-trails.html. A sample report can be found in Appendix C . The majority of routes designated open for all users have been identified as *Open with Management*. This would require monitoring and adaptive management throughout the life of this plan.

Proposed Plan Route Designation by Asset					
	<i>Open for all users</i>	<i>Limited Open with Restrictions Motorized</i>	<i>Limited to Administrative or Non-Motorized</i>	<i>Closed</i>	Totals # of Routes # of Miles
Roads	10	0	0	3	13
	19	0	0	5.4	24.4
Primitive Roads	220	18	49	401	688
	257.6	14.6	33.2	198.6	504.
Trails	0	9	41	12	62
	0	8.	39.6	13.5	61.1
Total Routes	230	27	90	416	763
Total Miles	276.6	22.6	72.8	217.5	589.5

Table 2: Proposed Route Designations

Each route can have up to three identifying numbers. An inventory number was assigned to each route during the field inventory phase. Then evaluation numbers were assigned in the evaluation phase that often modified or changed inventory numbers to classify segments into roads, primitive roads and trails. These evaluation numbers are used in the route reports and on maps that are part of this plan. Due to size, the detailed map,

Map 13: Proposed Plan is found in Appendix Q and on the website. The detailed maps for all the alternatives considered are also found in Appendix Q .

After the Decision Record for this plan a third and final navigation number will be assigned (see *Publication of Designated Routes* below). These numbers will mark the *open* or *limited* routes on the ground and in published maps. All three identifying numbers will be maintained in the BLM office database, to allow historical tracking of the route from inventory to signing.

Travel Management Prescriptions

The prescriptions given in this section address how the BLM Hassayampa Field Office will accomplish the above designations and management of roads and trails in the *Wickenburg TMP*. All of these are components of the Proposed Plan, and Alternatives F and G. Some of these tasks are recommended in documents such as the *2010 Bradshaw-Harquahala RMP*, or BLM's 2011 *Travel and Transportation Manual (MS 1626)* and the 2012, *Transportation Handbook (H-8342)*. The successful implementation of this plan relies on partnerships with sister agencies, user groups, the support of local communities, and a

dedicated volunteer group. Prescription implementation is outlined on *Table 7: Implementation Strategy* on page 46.

Publication of the Designated Routes & Trails Network

Within a year after the Decision Record is signed an “Access Guide” showing the routes and their navigation numbers will be published on the web. Routes and linear disturbances that were identified during the inventory process and closed by this plan will not be identified on the guide. Routes limited to administrative or permitted motorized use will be shown, but as non-motorized trails open to hiking, bicycling or horseback riding. A general information campaign will be undertaken to announce the web map. This will include contacting other public mapping sources such as Google Maps and other agencies to request that they update their information.

Initially, the Hassayampa Field office will refer individuals, groups, or agencies to the website. When funding allows a new “*Wickenburg Community Trails*” map will be published. The map will be published in cooperation with the local trail associations, Maricopa County Parks and Recreation Department, the Town of Wickenburg, Wickenburg Chamber of Commerce, Yavapai County Trails and others.

Signing the Travel Network

The sign plan in Appendix E provides systematic and uniform development and maintenance of the sign program for the *Wickenburg TMP*. Signs will be designed to provide the public with clear and correct information. The objective is to avoid off-network travel and to reduce user conflict.

Through monitoring and ongoing public input, strategies will be developed to improve the effectiveness of the sign plan. A sign inventory and database will be created to facilitate tracking of sign locations and maintenance. Size and number of signs should be kept to the minimum necessary. Visual Resource Management Evaluation will be completed for any site with more than a total of four fiberglass posts, traffic, regulation, or information signs. Sites requiring kiosks or bulletin boards for additional travel management information will be identified through monitoring of the network. Because kiosks require more maintenance, they would only be used where a site-specific message and/or maps are needed.

Managing and Maintaining the Travel Network

Function Classes

Function classes indicate the relative importance of a route’s transportation and access purposes. Defined as collector roads, local roads, and resource roads, these classes are the basis for design standards. All the BLM managed routes in this planning area function as resource roads (and trails). These routes are unpaved, single lane or narrower, with low traffic volume (Average Daily Traffic <50 vehicle/traveler passes) and slow traffic speeds.

Maintenance Intensities

Road conditions, design standards and guidelines exist for BLM roads based on average daily traffic, functional classification and terrain type. The typical vehicle or use of a given route largely dictates the physical characteristics required for a route to be passable by that vehicle (or user), and other vehicles with similar or lesser requirements (example; If a road is passable by a two wheel drive, then it is also passable by four-wheel drive). Based on resource management needs and the above functional classifications, each road

will be assigned a maintenance intensity level (see Table 3). The maintenance intensity assigned will provide a basis for updating the Facility Asset Management System (FAMS) for the project area.

Maintenance Intensity ⁶	Descriptions ⁷	Number of routes	Miles
Level 0	Existing routes that will no longer be maintained or declared as routes. Routes identified for removal from the Transportation System entirely.	416	217.49
Level 1	Routes where minimal (low-intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.	332	348.05
Level 3	Routes requiring moderate maintenance due to low volume use (for example, seasonally or year-round for commercial, recreational, or administrative access). Maintenance Intensities may not provide year-round access but are intended to generally provide resources appropriate to keep the route in use for the majority of the year.	10	10.67
Level 5	Routes for high (maximum) maintenance because of year-round needs, high-volume traffic, or significant use. Also may include routes identified through management objectives as requiring high intensities of maintenance or to be maintained open year-round.	5	13.33

Table 3: Maintenance Intensity

Prior maintenance on BLM roads and trails in the planning area has been minimal. Authorized users, such as miners, grazing permittees, and utilities maintenance crews have performed intermittent upkeep on roads as needed for their permitted activities. Upon plan approval, BLM’s route maintenance in the *Wickenburg TMP* will be directed towards sustaining navigability for network roads, primitive roads and trails without substantially changing the recreational experience the individual routes provide. The top priorities are to protect visitors, reduce hazards, and prevent deterioration of resources. Maintenance on routes will reflect the routes’ purpose as described below:

- The purpose of a Road is to provide access to BLM facilities for all types of vehicles including those pulling trailers. Roads would be maintained for two wheel drive vehicles, have a firm surface available year round with exception of extreme weather and have a surface that is relatively smooth with no rocks bigger than 2” as a general rule. Periodic grading, adding of gravel overlay and dust suppression is likely.
- The purpose of a Primitive Road is to provide high clearance four wheel drive access. Surface type is likely to be native material where complete grading is unlikely, although spot maintenance to correct drainage and maintain driver safety may occur. Passage may be seasonally limited due to changing conditions. Rocks 4-6” diameter and occasionally larger are acceptable conditions. Tread width typically ranges from 60” to 16’ wide.
- The purpose of a Trail is to provide recreation access for hiking, biking, equestrian and motorcycle uses. Trails are specialized for an identified, managed use. Tread will range from sand to 18” diameter rocks with steep slopes. Passage may be seasonally limited due to changing conditions. Tread width is typically 6-24”.

⁶ Not listed are Level 2 and 4 which have been “RESERVED FOR POSSIBLE FUTURE USE” according to BLM Manual MS 9113-Roads

⁷ Maintenance level descriptions are quoted from BLM MS-9113- Roads.

Maintenance will be based on monitoring and individual Road, Primitive Roads, and Trails management objectives established during monitoring (see Appendix G for Travel Management Objective forms).

Standards for design, construction, and maintenance of roads and trails within the network are found in the following Manuals and Handbooks:

MS 9113- Roads (2011)

H-9113-1 Road Design (2011)

H 9113-2 Roads National Inventory and Condition Assessment Guidance & Instructions (2011)

H-9115-1 Primitive Roads Design (2012)

H-9115-2 Primitive Roads Inventory and Condition Assessment Guidance & Instructions (2012)

See “*Works Cited*” section for web links to these manuals.

Speed and Dust Management

Speed limits may be enacted through a supplemental rulemaking process, if consultation with the Maricopa County Environmental Quality Division determines that doing so would be necessary to attain air quality standards. Speed Limit signs will be placed to improve public safety and/or air quality. Driving to create excessive dust through spin turns, also known as doughnuts, is prohibited. This prohibition is deemed necessary to improve the air quality both locally and generally in Maricopa County. Future limitations on driving vehicles, including but not limited to, speed limits could be necessary and would be implemented through a supplemental rulemaking process.

Dust mitigation will emphasize drainage improvements that prevent silt from accumulating on travel routes during road and trail maintenance. Additionally, 1”– 2” diameter gravel may be applied to problem areas where dust generation is especially high. Dust suppressants, or other suitable methods will be applied as needed to improve air quality.

New Roads and Trails

The *Wickenburg TMP* proposes constructing 16.4 miles of new Roads, Primitive Roads and Trails (see Table 4) over the next 10 years depending on funding and work load. The BLM’s priority for implementing new roads and trails will be:

- Creation of new trails in The Box RMZ to move horse trails off open roads,
- New single-track trails in the Vulture Mine RMZ,
- New roads or trails east of Vulture Mine Rd in the Wickenburg Community RMZ. Trails may be relocated with the help of partners.

These new routes are designed to improve overall goals of the network, such as creating travel loops. Locations for the prospective routes were mapped, and evaluated using the same process as existing inventoried routes. Detailed designation information for each new route by alternative is contained in their individual reports found on the web. Prior to construction, each route will be reviewed by staff specialists on the ground for site specific issues, wildlife concerns and cultural resources.

- Prior to construction of new routes, the alignment must be cleared of desert tortoises. Any tortoises found in the road path should be carefully moved out of the path and released unharmed. All tortoise shelter sites in the path must be examined and once verified empty, rendered unusable, or avoided.
- Route construction should be conducted outside of the migratory bird nesting season (February 15 – August 1) to avoid potential destruction of active migratory bird nests or disturbance nesting birds.

Proposed New Routes				
# of Routes # of Miles	Open for all users	Limited Open Restrictions Motorized	Limited to Non-Motorized	Totals
Roads	1 0.2	0 0	0 0	0 0
Primitive Roads	3 1.15	1 0.83	0 0	4 1.98
Trails	0 0	6 6.2	9 8.2	15 14.4

Table 4: Proposed New Routes

Other than proposed routes listed above, changes to the travel network should be rare but may be required. For example, resource protection or administrative concerns might require the relocation of existing routes, or users might request a new trail. New routes will be proposed through site specific project plans, permits or rights-of-way requests. BLM will work with Yavapai County, Maricopa County and Town of Wickenburg to include BLM-designated trails in their plans. New trails may be required to complete these connections/loops. Field surveys for cultural and biological resources will be completed as part of evaluating any new route. The route evaluation process and environmental analysis, which may be done concurrently, must occur prior to construction of a new route (refer to Evaluation Process section on page 3).

All new roads, primitive roads, and trails will meet the standards for design, construction, and maintenance found in BLM Handbooks: *H-9113-1 Road Design* (2011) and *H-9115-1 Primitive Roads Design* (2012). Upgrading a road's surface, width or permanently raising the maintenance intensity level on a specific route are considered to be changes to the network, just like a new route, and therefore trigger the same evaluation process. All changes to the travel network must be included in the Wickenburg Community Master Trails database, and will be posted on the BLM website as part of the public outreach program.

Reclamation of Closed Routes

Hassayampa Field Office's strategy for restoring closed or unauthorized routes will be accomplished as funding allows. The closed routes identified below in Table 5 and Appendix I will be allowed to recover naturally, until funding is available. Signs along open routes should direct traffic away from closed routes. Reclamation may include leaving the first 100 feet of a closed route (from the centerline of an open route) exposed. This will provide pullout areas or camping opportunities and are intended to discourage or prevent new ground disturbances elsewhere. Sensitive resources in immediate danger or those that have been damaged will be a high priority for reclamation.

Proposed Plan's Closed Routes								
Total Closed		Length(s) of Closed Routes				Secondary Description of Closed Routes *		
Asset Type	Number	Less than 0.1 mile*	0.1> to 0.5 mile	0.5 > to 1 mile	Over a mile	Spurs	Currently Reclaiming/ Non-Existent	Redundant Routes
	Total Miles							
Road	3	0	1	0	2	2	0	1
	5.39	0	0.26	0	5.12	1.8	0	0.26
Primitive Road	401	71	199	87	45	227	44	5
	198.57	4.17	53.5	63.3	78.5	91.8	25.9	1.5
Trail	12	1	2	4	5	0	10	0
	13.53	0.04	0.5	2.8	10.2	0	13.3	0

*Example: There are 71 primitive roads less than a tenth of a mile, for a total of 4.17 miles. Those routes were also described during the evaluation phase as spurs and/or reclaiming.

Table 5: Number of Closed Routes by Asset

A first step in reclamation will be to obliterate obvious routes or tracks. Techniques include hand raking and the breaking up of straight lines by cutting track edges or berms, placing small rocks and mulching with local vegetation or dead plant materials. The aim is to blend the disturbed area into the landscape. The work is limited to the existing surface disturbance. Minor manipulations of these areas should not require further environmental review. A trail that has historical significance will not be subject to any surface disruption. Route closures in areas with a high density of mining claims, notices of intent to mine, mining plans of operation, mineral districts, and areas with high mineral potential would be allowed to restore using passive methods. Using passive methods is intended to minimize costs to develop mineral deposits by reducing the costs of bonding, road construction and reclamation.

The reclamation will typically be limited to that portion of an unauthorized route that is within line of sight from an open route. Each closed route will be evaluated on a case-by-case basis, and the most appropriate method of reclamation will be used based on geography, topography, soils, hydrology, and vegetation. Management factors such as special designation requirements, costs and other aspects will also be taken into consideration.

Substantial reclamation actions will take place only after extensive monitoring. Continued vehicle use demonstrates natural reclamation is ineffective. More substantial measures will be subject to staff review to establish whether an environmental assessment is needed. These measures include posting with closed signs and/or blocking with barriers. Ripping the road surface with a tractor to break up compacted soil and allow maximum moisture retention may also be appropriate. These actions may draw attention to sites, so BLM will provide informative signs on the need for and value of resource protection. Weed treatment and control measures will be implemented as needed to promote re-vegetation with native plants to control existing weed sources and to prevent any new weed establishment.

For seriously disturbed areas, a closed route could be re-vegetated or seeded where necessary to aid reclamation. Only local native seed mixtures would be selected for each site based on individual site conditions. Broadcast seeding would generally be completed during the fall. After distributing the seed uniformly over the area, the ground would be raked or dragged to cover the seed. After the first year, seeded areas could be fertilized if seedling establishment were sparse. Techniques such as hydraulic seeding, seed drilling, mulching, water barring, pitting, roughening, contour furrowing, or similar methods may be used on a case-by-case basis. A project-specific plan with an accompanying environmental assessment would be

needed for this level of action. Significant increases in the vegetative cover will require a long period of time, even with a substantial investment in reclamation. With resources for travel management implementation limited, and the outcomes of reclamation efforts typically uncertain, these types of reclamation efforts should be reserved only for the most serious disturbances.

Private Land Access

Land owners enjoy the same ability to travel across public lands as any other casual user, and must follow the designated travel network. In the event a private land owner or permitted user needs to change the type or amount of access on a network route they will need to follow required BLM procedures to gain that authorization. Private land owners will need to contact the lands and realty staff in the BLM's Hassayampa Field Office, to clarify their legal access needs. Exclusive rights-of-way across public lands generally will not be issued. The designation of open or limited primitive roads and trails are not binding on private lands, but simply follow historical use patterns. Appendix J contains a listing of private land parcels without legal access and BLM's preferred location for access if and when a right-of-way is necessary.

Public Access Needed

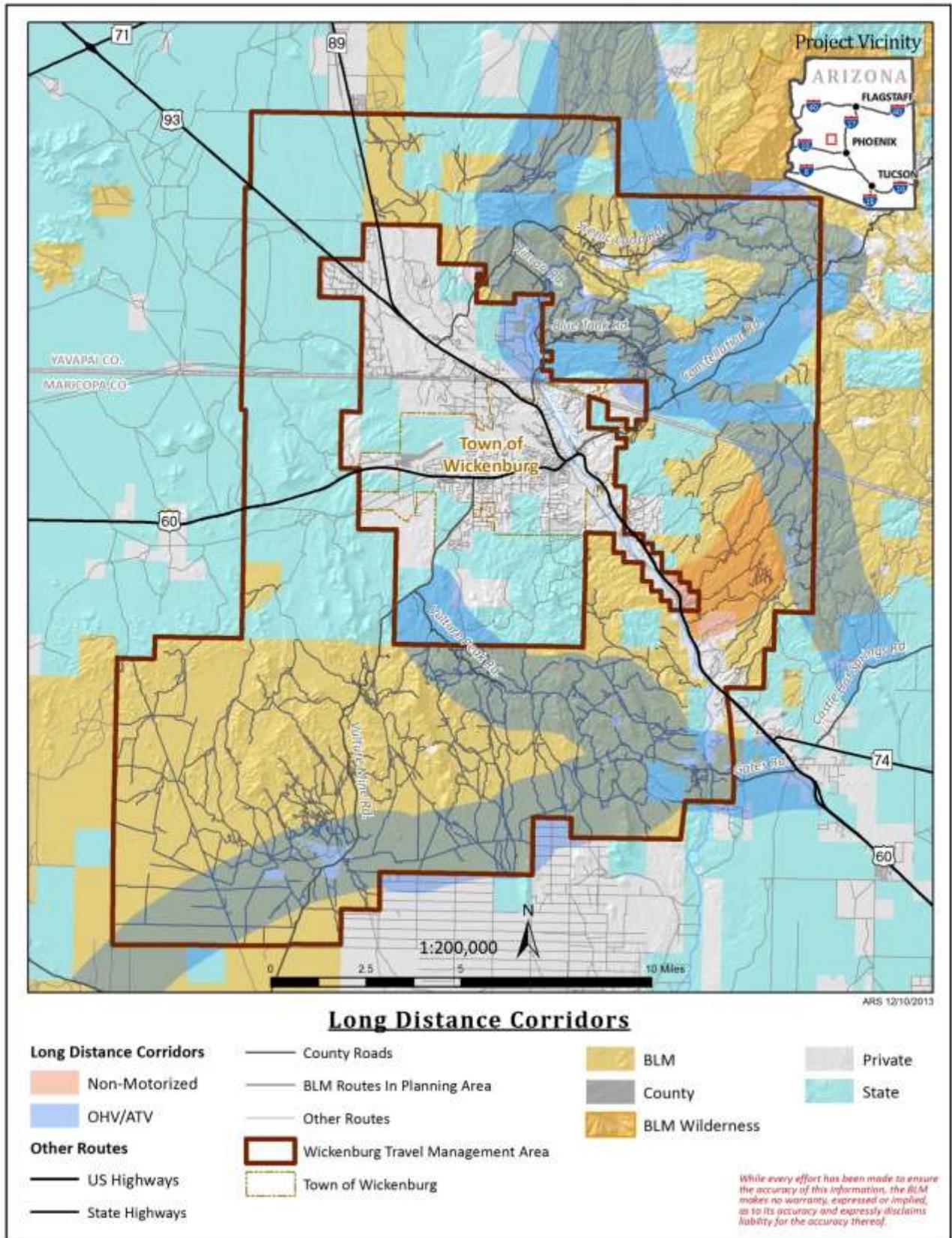
Visitors must often cross private lands or state lands to access public lands within the planning area. County roads allow access to some routes on the BLM-administered sections.

BLM will seek to maintain public access to the lands they manage, by working with cooperating neighbors, Arizona State Lands Department, Arizona Game and Fish Department, Arizona Department of Transportation, Maricopa County, Yavapai County, the Town of Wickenburg, and interested recreation groups like Back-Country Horsemen (BCH), or Arizona OHV Ambassador Program. Access across private lands can be directly secured by community partners through written agreements, zoning or the acquisition of easements. Appendix J lists the routes and locations that BLM and its partners may need to ensure long term access to the overall travel network.

BLM will seek grants under the *Federal Lands Access Program (FLAP)* and *Federal Lands Transportation Program (FLTP)* in partnership with Maricopa County specifically for Constellation Road, Vulture Mine Road, Vulture Peak Road, and Gates Road. BLM will also work in partnership with Yavapai County specifically, for Rincon Road, Scenic Loop Road, Blue Tank Road and Constellation Road.

Long distance corridors are linear areas containing roads, primitive roads or trails that connect various dispersed sections of BLM managed land. These long distance corridors are identified on Map 4. The objective of the corridors is to assure connectivity not only within the planning area, but with routes and areas outside *Wickenburg TMP*. These corridors prioritize *open* or *limited* routes required to maintain access through the planning area.





Map 4: Long Distance Corridors

Arizona State Trust Land Access

The BLM-managed lands are intermixed with lands managed by the Arizona State Land Department (ASLD). The BLM route system may include selected routes on State-Land where sufficient rights or license can be secured. For State Lands, BLM or its partners would seek temporary access through a special land use permit. This would convey no rights to BLM, but would remove a requirement for the public to possess a state recreation permit to use connecting primitive roads or trails. When a public visitor map is created, State Lands will be consulted with regard to the display of any routes on trust land property.

Acquisition

Priority of acquisition is noted in O and is based on the need to secure access along main roads first, complete the Red Top Trail System in The Box RMZ followed by other important routes throughout the planning area. BLM, local government and/or partners will apply for and fund the route acquisition, easements or rights identified in Appendix J .

As the travel network is developed, markers will be placed on routes to indicate where land ownership changes. Travelers will be instructed to respect state trust lands and private holdings.

Education and Outreach for Route Network.

An education and outreach program will be developed in collaboration with federal, state, and county entities, established and emerging organizations and programs, and with public participation. The BLM State, District and Field Offices will seek to create alliances with groups such as:

Arizona OHV Ambassador Program	Hunters and shooting sports enthusiasts
Local OHV user groups	Hiking and equestrian clubs
Arizona Game and Fish Department	Arizona State Historical Preservation Office
Maricopa & Yavapai Counties	Communities of Wickenburg, and Buckeye
Arizona Department of Transportation	Media companies or organizations
Private businesses that hold permits within or next to the planning area	OHV dealerships and equestrian suppliers
Wickenburg Conservation Foundation	Arizona Off-Highway Vehicle Coalition

There are seven target messages or themes for this educational effort:

- Public lands surrounding Wickenburg provides diverse recreational opportunities enjoyed by varied users.
- Traveling only the on designated trail system protects resources and public access.
- Share the Trail (www.imba.com/resources/risk-management/shared-trails)
- Respect Access/Tread Lightly (www.treadlightly.org)/ Leave No Trace (www.lnt.org)
- Respect the rights of private land owners and other users of public land
- Wild land fire prevention
- OHV safety

BLM staff will use emerging technology and up-to-date communication methods as time and funding allows. and will establish websites and POD-casts. These will include downloadable items such as maps, land use ethics, rules, historical and cultural information, fire prevention restrictions, and emergency announcements. Messages will be updated regularly. These sites would be interactive and allow for public feedback. BLM will make use of city partners and events that already appeal to residents and visitors in the gateway

communities of Morristown, Wickenburg and Buckeye. As many visitors come from nearby Phoenix, a priority will be working with local media including Spanish speaking channels for maximum outreach. As funding permits, traditional brochures, exhibits, school and community group presentations will be developed.

When maps and brochures are produced, they will include messages regarding the use of private and state lands. Specifically, the following message regarding Arizona State Trust Lands will be shown on all products:



Travel routes depicted on this map across Arizona State Lands do not imply legal public access to use or cross State Lands. Any public use of routes on State lands is strictly under the jurisdiction of the Arizona State Land Department, and all users must comply with State policies and regulations in order to legally use or traverse State Trust Lands.

Protection of Special Resources and Route Management

Monitoring the travel network will include training BLM trail rangers and volunteers to recognize special resources and impact indicators. They will be trained to recognize and report sighting of BLM-identified sensitive wildlife and plant species (see Appendix N). Also trail rangers and site stewards will monitor any well-known historical site (such as historic mines). These sites will be photographed and their conditions monitored as part of the overall travel management monitoring program.

Analysis consistent with the National Environmental Policy Act (NEPA) requirements will be developed prior to any ground disturbance not discussed in this plan. Impacts to cultural or other resource values will be mitigated or avoided.

Abandoned mines are located along and at the end of many of the primitive roads and trails in the planning area. Through monitoring, newly identified abandoned mines will be added to the BLM Abandoned Mine Lands (AML) database. Sites will be evaluated as part of the ongoing risk assessment program to assure public safety and environmental health.

Law Enforcement

Some of the typical law enforcement concerns related to public use in the planning area include accidents, DUI, firearm violations, cross country motorized vehicle use and creation of new routes and trails by visitors. Law enforcement coverage in the area is currently provided by BLM Rangers stationed at the Hassayampa Field Office and Phoenix District. Enforcement actions are typically in response to complaints, and patrols are conducted on a periodic basis based on priorities throughout the Phoenix District.

Maricopa and Yavapai County Sheriffs, Arizona Game and Fish Department and Arizona State Land Department Trespass Officers also patrol the planning area. The Arizona Game and Fish Department (AGFD) specifically provides enforcement related to hunting laws and off-highway vehicle use. Future cooperative management of the Vulture Peak Area with Maricopa County Parks and Recreation will increase

enforcement presence in the southern half of the planning area.

To increase BLM presence, the Hassayampa Field office will hire “trail rangers” and use volunteers in “peer patrols.” These patrols will be strictly for visitor services and travel management monitoring. Increased BLM presence will be based on available funding. Additional funding will be sought through BLM channels and also through partnering to leverage grants or other funding sources.

Action Two: Establish and Develop Transportation-related Facilities

Objectives for Transportation Facilities

Objective 2.1 – Within five years of a facility construction or upgrade, vehicle tracks will be eliminated on 75% of area surrounding the development. After the five year mark, a report will be issued for the planning area.

Objective 2.2 – Measure visitor satisfaction on a variety of topics including, but not limited to, facility experience, visitor services, and ease of access and length of stay requirements. A report will be created every five years beginning with the first year after a facility is established or upgraded.

Levels of Development

Currently, there are two developed staging areas that will be maintained under this plan. The *Wickenburg TMP Proposed Plan* would add four additional developed trailheads (see Table 6). Map 5: *Proposed & Existing Facilities* show the location of these facilities. The majority of these new facilities will be on existing primitive parking areas already established by users. Development will be based on use patterns and monitoring. Project plans will be developed for each site, using the five Adaptive Management levels below to establish the best improvement level for each site. Smaller trail-side improvements such as interpretive stops, kiosks, hitching posts or benches will be considered on a case-by-case basis and only with an Adopt-a-Trail partner.

Level 0 – Existing areas are where soil and vegetation are removed by vehicles use. This use is specific to staging of recreational activities and to access designated primitive roads or trails (ATV rides, horseback rides, bicycle trips or hikes). These sites are considered staging areas, if there is a long term history of use, the disturbed area covers over 2000 square feet, and is often used by more than one vehicle at a time. These areas are more extensive than dispersed camping locations within 100’ feet of a route. While not developed, these sites will be maintained (no restoration actions required) and monitored for potential impacts to nearby vegetation and soils (Level 0 sites are not shown on Map 5: Proposed & Existing Facilities).

Level 1 – The parking area and access route(s) would be leveled and stabilized with gravel or other dust abatement treatments. Access routes will be widened to 12 feet. Driving/Parking areas will be delineated with natural materials and/or berms. The trail accesses will be clearly signed, including directional signs. Trail registers will be established and educational materials will be posted on bulletin boards. Automated use counters may be placed on entrance roads and trails. Pack it in/Pack it out will be a major educational message within the parking area. No trash receptacles will be provided.

Level 2 – There would be additional delineation of parking areas with wood posts or pipe rail fence. Ground disturbance may be expanded to accommodate more vehicles and/or trailers and boundary fencing. Access

routes could be expanded to 24 feet wide. Located outside of the parking area a three-sided kiosk with trail maps and local interpretive materials could be installed.

Level 3 – Addition amenities such as picnic tables, hitching posts and/or loading ramps could be provided. Short warm-up or loop trails near or around these sites may be created. These features would be constructed to encourage the use of these defined areas and to limit impacts outside of the staging area. Areas where overnight use is happening (noted through monitoring), metal fire-rings or grills may be added for public safety and to stop proliferation of rock rings and trash.

Level 4 – The highest level of development would only be considered in response to public demand and/or the potential of sanitation or other safety issues. Services could include pit or vault restrooms, and due to issues with trash within restrooms, trash containers and removal. To encourage specific areas of use, shade structures could be built over picnic tables. Such action would require volunteer site adoption or contract maintenance.

The Maricopa County proposed staging and camping areas for the Vulture Mountains Cooperative Recreation Management area are listed in Table 6. BLM will not operate these sites, and they are not part of the Proposed Plan. They are shown here to establish a cumulative view of what the public could expect for development within the planning area. Some trailheads or staging areas will be created off public lands by other agencies to access the regional trail system. For example the Town of Wickenburg has obtained a grant to develop the Kerkes property as a trailhead site. The town is also considering using a series of borrow pits from US 93 highway bypass construction for day-use, equestrian staging and camping sites.⁸ These additional staging areas are not listed in this plan, but were considered during route evaluation, and formation of the Proposed Plan and its alternatives. Listed below are the recommended levels of development, but if visitor use increases at any one site, additional facilities may be provided for visitor health and safety and/or resource protection.

Proposed Staging Areas

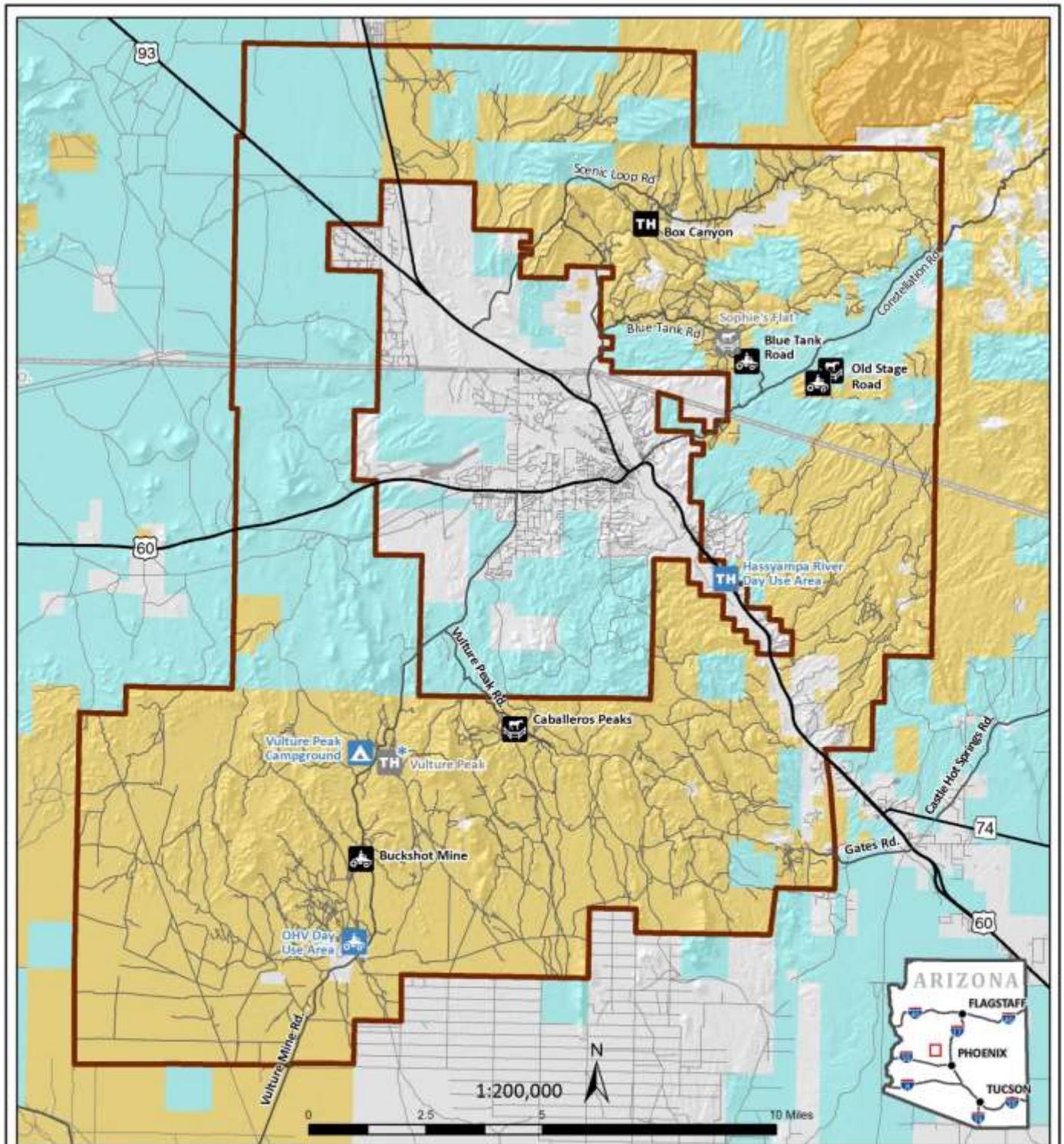
Existing or Proposed Staging Areas		
Staging Area	Est. Improvement Level	General Description
Sophie’s Flat	Existing Level 4	Major emphasis is an equestrian staging area for Red Top Trails. The objective is to maintain current level.
Sophie’s Flat Overflow	Existing Level 2 maybe upgraded to Level 4.	This area is currently used for “overnight” staging for equestrian rides. The objective is to improve site and to limit the amount of bare ground.
Vulture Peak	Existing Level 4	Maricopa County Parks and Recreation wants to operate this site as a fee area under a Recreation and Public Purpose Lease. See Action 4 on page 29 for more details
Blue Tank	<u>Level 3</u> - Est. $\frac{1}{3}$ - $\frac{1}{2}$ Acre disturbance including $\frac{1}{8}$ mile of the access road being widened from 12’ (with turnouts if necessary) or up to 24’ if required for safety.	Additional staging area proposed just east of Sophie’s Flat. The main emphasis is to provide OHV access to Blue Tank Wash, away from the non-motorized Red Top trails. The area is currently is a Level 0 staging area (see Action 3 on page 28 for more details).

⁸ Town of Wickenburg Trails Connectivity and Transportation Study-Final Report, May 2012, page 18.

Existing or Proposed Staging Areas		
Staging Area	Est. Improvement Level	General Description
Old Stage Road	Level 2 – Est. ¼ acre of surface disturbance	Site is to be selected from one of the level 0 sites found next to The Constellation Road through adaptive management. The staging area will allow for ATV and Equestrian use to access the northeast portion of the <i>Wickenburg TMP</i>
Scenic Loop Trailhead (Box Canyon)	Level 4 – Est. ½ acre of surface disturbance, not including the development of an access route.	This potential trailhead, will be developed if monitoring shows that “The Box” (approx. ¼ mile) needs to be closed to vehicle traffic for public safety, resource protection or lack of access cross private lands. A location for a new access route would be evaluated.
Caballeros Peaks	Level 3 –Est. one acre of surface disturbance,	This is currently used by local equestrians and the objective to provide free access for non-motorized use, to the Vulture Peak trails.
Buckshot Mine	Level 2- Est. ¼ acre of surface disturbance, for parking to accommodate approximately ten vehicles or three to four vehicles with trailers	Purpose is to provide access to trails in the Vulture Mine RMZ area.
The following sites would not be developed or operated by BLM. These sites are described in the Maricopa County Parks and Recreation’s Vulture Mountains CRMA Master Plan. http://www.maricopa.gov/parks/vulture/pdf/Vulture_Mtns_Cooperative_Recreation_Management_Area_Master_Plan_Final.pdf		
Vulture Peak Day Use Area	Existing Level 4- This currently is operated by BLM and is listed also above	Maricopa County Parks and Recreation wants to operate this site as a fee area under a Recreation and Public Purpose Lease. See Action 4 on page 29 for more details
Hassayampa River Day Use Area	Future Maricopa County Park fee site, Located off of BLM-administered lands	Part of the Proposed Vulture Mountains Cooperative Recreation Management Area
OHV Day Use Area	Future Maricopa County Park fee site	Part of the Proposed Vulture Mountains Cooperative Recreation Management Area, under a Recreation and Public Purpose Lease.
Vulture Peak Campground	Future Maricopa County Park fee site	Part of the Proposed Vulture Mountains Cooperative Recreation Management Area, under a Recreation and Public Purpose Lease.

Table 6: Existing or Proposed Staging Areas





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Proposed & Existing Recreation Facilities

Existing BLM Facilities

- Equestrian Staging Area
- Trailhead or Day Use Area

Proposed BLM Facilities

- Equestrian Staging Area
- OHV Staging Area
- Trailhead or Day Use Area

Proposed County Facilities

- Campground
- OHV Staging Area
- Trailhead or Day Use Area

- County Roads
- BLM Routes In Planning Area
- Other Routes
- Travel Management Area

* Vulture Peak is also a Proposed County Facility

While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Map 5: Proposed & Existing Facilities

Action Three: Management of The Box Recreation Management Zone (RMZ)

The Box RMZ covers two of the most popular use areas within the *Wickenburg TMP* (see Map 6). The Box is a locally well-known section of the Hassayampa River containing quality scenic and riparian values. Red Top Trail is a significant non-motorized use area that includes the prized equestrian amenity known as Sophie's Flat. The Box and Red Top Trail due to their popularity also have the highest user conflicts in the *Wickenburg TMP* project area. Goals or desired future conditions for the RMZ were set by the *Bradshaw-Harquahala RMP* and incorporated into this plan, (see page 9).

Objectives for the The Box RMZ

Objective 3.1 – After the successful installation of the route markers or in Phase II, visitors to The Box RMZ will report 50% fewer conflicts between themselves and other public land users (especially within the Red Top Trail Area and OHV trails accessing the Box Canyon.) Change will be measured by reports from law enforcement, visitor service staff, and volunteers.

Objective 3.2 – BLM will monitor riparian condition annually according to established Technical References. The desired plant community consists of stream banks dominated (>50%) by native riparian plant species. To ensure recruitment and retention of native riparian obligate tree species, the desired age class distribution is >15% seedling, >15% young, and >15% mature trees.

Objective 3.3 - Proper functioning condition will be assessed annually. The desired management outcome is for the riparian area to be in proper functioning condition as defined in BLM Technical Reference 1737-15.

Objective 3.4 – Through an education program, 80% of travel network users will understand that their actions can protect habitat, plants, wildlife species, cultural sites, and surface water quality within The Box RMZ. The annual reported incidence of resource disturbance will be reduced over the lifetime of this plan, by 75%. Change in the amount of trash and sanitation issues will be measured by visitor service staff, and volunteers' reports.

Implementation Actions

The Box Canyon

Routes 35019 and Route 35019A (Evaluation #s) are located in the Hassayampa River bed, within the Box Canyon (Approximately $\frac{3}{4}$ of a mile). In the Proposed Plan designation of 35019 closes or limits vehicle access during the summer season and establishes 35019A as a non-motorized trail. Adaptive management principles will guide implementation of the seasonal/non-motorized designations and use the following management actions to protect the riparian habitat within the Box Canyon:

- ❖ BLM will establish vehicle barriers to protect sensitive cultural resources within the Box Canyon and sign the non-motorized areas as needed.
- ❖ The Box Canyon will be limited to day-use only, see the inset on *Map 6: The Box Recreation Management Zone for the Day-Use Area*.
- ❖ BLM will prohibit wood collection and ground fires within the Hassayampa River bed in The Box RMZ.
- ❖ The Box Canyon area will be closed seasonally. This closure will extend from March 1st to November 1st, when plants and animals need the water most. This will provide bird nesting, undisturbed thermal cover and vegetation recruitment. The size of the vehicle closure area will be in

concurrence with a seasonal closure of the area for livestock. Such closure would not be made until the Sky Arrow grazing permit is modified.

- ❖ When the Box Canyon is open to vehicles, the public will be encouraged to drive in the center of the channel, and outside of surface water areas. Educational signs like “*Be careful, don’t park on plants or the Canyon may be closed due to overuse,*” will be used.
- ❖ Establish Scenic Loop /Box Canyon Trailhead just outside of the Hassayampa River bottom off Route 35031 (see *Table 6: Existing or Proposed Staging Areas*).
- ❖ Upgrade route 35031 (Evaluation #) from primitive road to road (12- 24’ wide) from where it connects to the Scenic Loop Road, so access across private land is not required to access the Box Canyon. This upgrade will be limited to the segment from the Scenic Loop Road, to the new trailhead. After the trailhead, the primitive road will cross the Hassayampa River Bottom.
- ❖ If land health standards are not met within five years because of motor vehicle use, additional actions would be required such as, but not limited to, reducing vehicle use to special recreation permit holders, permitted and administrative uses, and temporary or permanent closure to motor vehicle use.
- ❖ The permanent vehicle closure of the Box Canyon riparian area would be in conjunction with establishment of a staging area/trailhead.

The Red Top Trail System

The Red Top Trail System was established in 2008 in the Sophie’s Flat Trail System Recreation Project Plan (EA# AZ-210-2008-037). That project plan’s objective was to develop a non-motorized trail system, focused around Sophie’s Flat and the Red Top Trail to the Box Canyon. The *Wickenburg TMP* incorporates this objective and increases access to designated motorized trails in the area. This increased access does not affect the non-motorized trail system objective.

- ❖ Limit Sophie’s Flat main staging area to day-use only.
- ❖ Upgrade the overflow area across the road from Sophie’s Flat for overnight camping and organized events. Limit the area of exposed barren soil to 10 acres. The Sophie’s Flat overflow area may be improved to a Level 4 staging area (see Table 6). Hitching posts, troughs for water hauled to the site may also be added for equestrian events.
- ❖ Develop Blue Tank staging/day use area motorized trailhead for the designated motorized routes in the Red Top Trail System (see Table 6). The purpose of this staging area is to accommodate motorized users without conflicting with non-motorized use (Proposed Plan and Alt F only).

Action Four: Route Management within the Vulture Mountains Cooperative Recreation Management Area (CRMA)

“Our vision is to connect people with nature through regional parks, trails and programs, inspire an appreciation for the Sonoran Desert and natural open spaces, and create life-long positive memories.”

Maricopa County Parks and Recreation Department

Since 2006 the BLM and Maricopa County Parks and Recreation have been discussing the cooperative management of a recreation area in the Vulture Mountains including the Vulture Mine RMZ and the southern half of the Wickenburg RMZ. The Vulture Mountains CRMA encompasses 70,378 acres. The

appropriate legal instrument will be determined at a future date, and could include, but not be limited to a Cooperative Management Agreement, Recreation and Public Purposes Act Lease, Memorandum of Understanding, Intergovernmental Agreement, or Assistance Agreement. A combination of these instruments may also be used.

In 2012 the County completed the *Vulture Mountain CRMA Master Plan*. The Master Plan provided for a variety of visitor uses by offering non-fee and fee regulated areas, e.g. campground and developed day-use areas (see *Map 7: Vulture Mountains Cooperative Recreation Management Area*). The Maricopa County Parks and Recreation will take the primary role in day-to-day management of recreation facilities in the CRMA area. BLM's *Wickenburg TMP* will work in concert with CRMA management goals and objectives. This TMP addresses the management of roads, primitive roads and trails and providing diverse recreational experiences for the user.

Objectives for CRMA

Objective 4.1 – Over the life of this TMP, County Parks and BLM will cooperate to improve visitor services on BLM-managed lands south of Wickenburg. Specifically, 75% of visitors will report improved visitor services, measured by reports from law enforcement, visitor service staff, volunteers, visitor register box comments, and automated means.

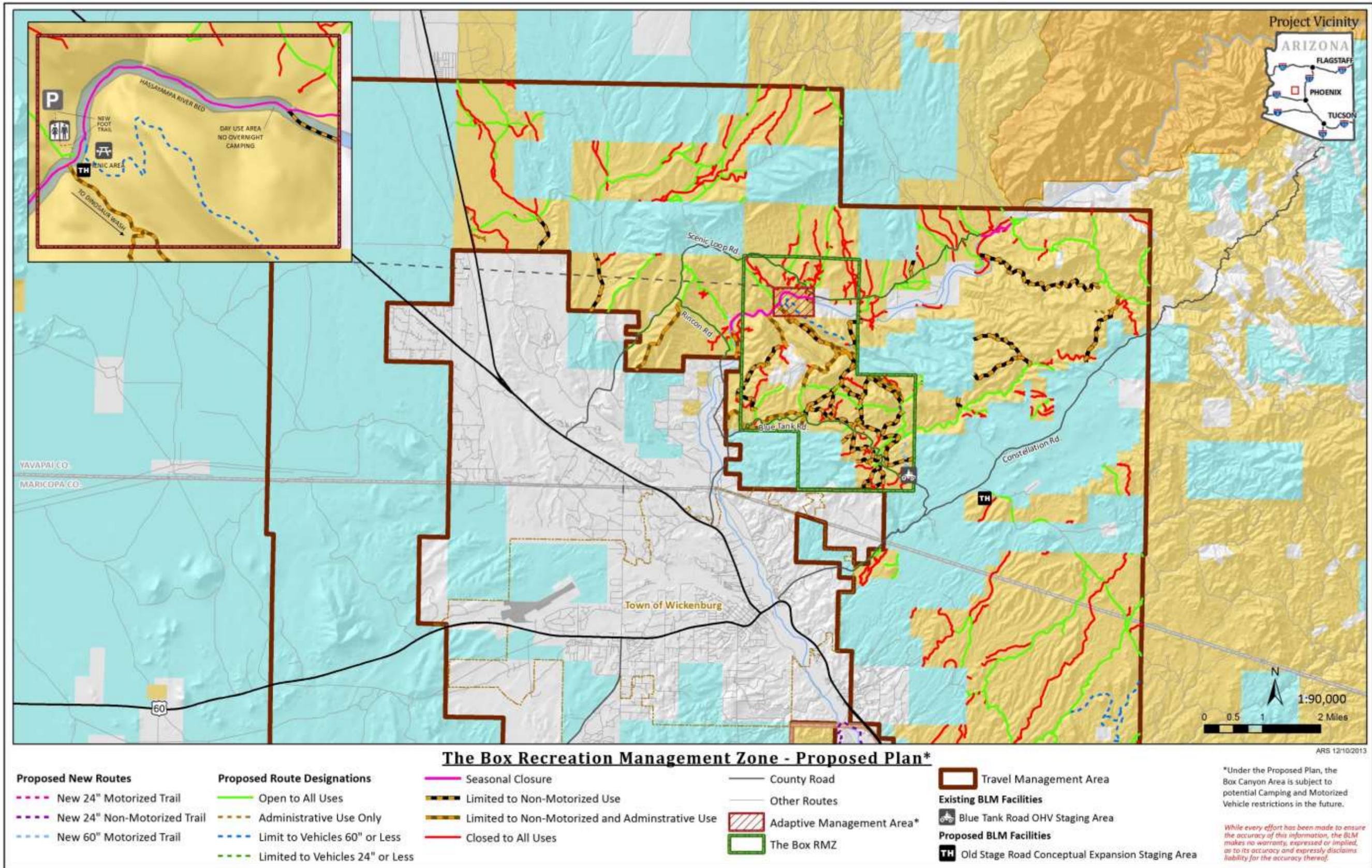
Objective 4.2 – BLM and Maricopa County Parks and Recreation will protect natural open space, and provide such diverse recreational experiences as hiking trails and OHV racing. Within 5 years 80% of CRMA visitors will be able to express their satisfaction with the recreation experiences provided in the cooperative management area.

Implementation Actions

- ❖ Visitors will be able to access the trails within the CRMA by using either county park facilities (fee areas) or BLM managed facilities (non-fee areas).
- ❖ There will be a no-camping buffer within ¼ mile of any Maricopa County fee area.
- ❖ The BLM proposes to construct 5.8 miles of new hiking trails in the Wickenburg Community RMZ just west of the Hassayampa River. These trails will be constructed only if Maricopa County Parks and Recreation and/or the Arizona Department of Transportation (ADOT) working with The Nature Conservancy construct a trailhead off US Highway 60, southeast of Wickenburg. The proposed hiking trail system would start on and cross The Nature Conservancy's Hassayampa River Preserve. If this cooperative trail system moves forward, BLM will consult with the Fish and Wildlife Service on Southwestern willow flycatcher critical habitat prior to construction.
- ❖ In the Vulture Mine RMZ, BLM has identified 50 primitive roads and trails totaling 88 miles available for OHV racing. Thirty-five routes (72 miles) are open to full size vehicles and smaller. Another 10 routes (11 miles) for vehicles under 60" such as ATV's and motorcycles (see *Table 8: Race Routes by Alternatives*, on page 49). Action five (starting on page 36) has specific requirements regarding OHV events.
- ❖ The Vulture Mine RMZ will be managed with OHV access as a priority use, while the portion of the CRMA east of the Vulture Mine Road will be managed for non-motorized recreation.

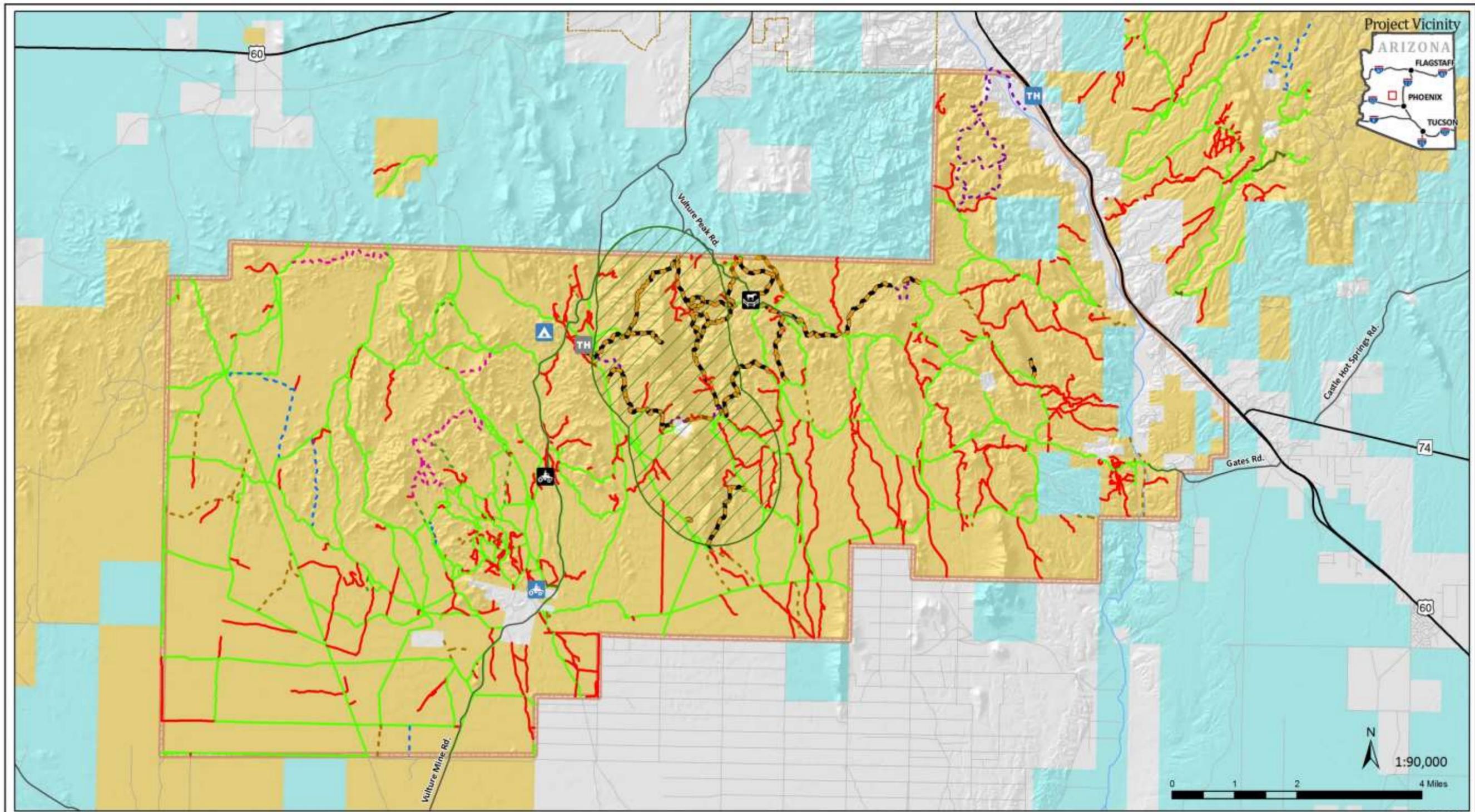
- ❖ Air quality monitoring may require that some primitive roads in the Vulture Mine RMZ be closed during High Pollution Advisory days (HPA). *High Dust Advisory Road Closed* signs will be placed allowing temporary closures under the adaptive management process.
- ❖ The *Bradshaw-Harquahala RMP* identified the Vulture Mine RMZ for intensive motorized recreational use, commercial use, organized OHV events, and competitive races. Currently, there is a county regulation that prohibits OHV use on *trails* within county parks. The Cooperative Recreation Management Agreement (CRMA) with Maricopa County Parks and Recreation will specify that OHV use will be allowed within Vulture Mountains CRMA.
- ❖ Increase the educational component of the travel management network in and around the Vulture Peak ACEC.
- ❖ Establish temporary seasonal closures as needed in the Vulture Peak ACEC on primitive roads and trails during nesting seasons. Which routes will be closed and for how long will depend on ongoing monitoring.





Map 6: The Box Recreation Management Zone and Extended Area

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Cooperative Recreation Management Area - Proposed Plan*

<p>Proposed New Routes</p> <ul style="list-style-type: none"> - - - New 24" Motorized Trail - - - New 24" Non-Motorized Trail - - - New 60" Motorized Trail — New Primitive Road 	<p>Proposed Route Designations</p> <ul style="list-style-type: none"> — Open to All Uses - - - Administrative Use Only - - - Limit to Vehicles 60" or Less - - - Limited to Vehicles 24" or Less 	<ul style="list-style-type: none"> — Seasonal Closure - - - Limited to Non-Motorized Use - - - Limited to Non-Motorized and Administrative Use — Closed to All Uses 	<p>Existing BLM Facilities</p> <ul style="list-style-type: none"> TH Vulture Peak Trailhead Buckshot Mine OHV Staging Area Caballeros Peaks Equestrian Staging Area 	<p>Proposed BLM Facilities</p> <ul style="list-style-type: none"> TH Vulture Peak Trailhead Buckshot Mine OHV Staging Area Caballeros Peaks Equestrian Staging Area 	<p>Proposed County Facilities</p> <ul style="list-style-type: none"> ▲ Vulture Peak Campground OHV Day Use Area TH Hassayampa River Day Use Area * Vulture Peak is also a Proposed County Facility 	<ul style="list-style-type: none"> Vulture Mountain ACEC Wickenburg CRMA <p><small>*Under Alternative G, no facilities or new routes would be constructed.</small></p> <p><small>While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.</small></p>
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Map 7: Vulture Mountains Cooperative Recreation Management Area

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Action Five: Management of Organized Events and OHV Racing

A Special Recreation Permit (SRP) is required for commercial or competitive events, and may be required for organized group activities in accordance 43CFR Part 2930, *BLM Manual 2930 and H-2930-1 Recreation Permit Administration Handbook*. Two primary locations are currently used for holding events within the planning area: Sophie's Flat for organized equestrian events and Vulture Mine RMZ for OHV racing. Permits are monitored by the BLM for compliance with stipulations, terms and conditions. These events typically require pre-event monitoring, compliance monitoring during the event, and post-use monitoring. SRP's are not required for private, non-commercial recreational use. This action is common to all alternatives.

Objectives for Events

Objective 5.1 - Fifty percent of permitted events will have no violations or costs associated with environmental damage. This will be measured through monitoring along permitted primitive roads, trails and staging areas before and after the event.

Objective 5.2— Issuing of Special Recreation Permits will allow for compatible uses during events. This will be measured through complaints and supportive feedback from other area users.

Objective 5.3— Special events will generate fees that benefit the area resources, operation and maintenance.

Objectives 5.4- Special Recreation Permits will ensure resource protection, that public use is not precluded without review, and a fair return for permitted use of public lands is realized.

Implementation Actions

This section discusses prescriptions for issuing SRP's on the *Wickenburg TMP*'s designated roads, primitive roads or trails.

- ❖ Commercial or competitive organizers must submit a signed operating plan and SRP application per BLM H-2930-1, 180 days in advance of their event. The time is to allow for processing the permit and development of a pre-event monitoring plan.
- ❖ Organized groups planning a non-competitive or non-commercial special event e.g. organized trail rides, poker runs, endurance rides, or fun runs, are required to contact the Hassayampa Field Office Manager to determine if an SRP is needed. Cost recovery may apply.
- ❖ If a SRP is needed, an operating plan will be required from the organizer. See the last item in OHV Racing (on page 38) for an outline of the information required for a special event application.
- ❖ The Red Top Trail System and Sophie's Flat (see Map 9) have been established as areas for non-motorized, larger group events. The BLM will develop a programmatic Environmental Assessment (EA) to expedite the process for permitted use by organized groups of this popular staging area and trail system.
- ❖ All event-related vehicles and activities will be confined to the authorized event's course and designated areas (Staging areas, camping area, pits, spectator areas and parking areas) and are not allowed in vegetated areas. Temporary or permanent fences or boundary markers may be installed in designated areas as appropriate. Sturdy visible materials will be used to clearly delineate the authorized areas boundaries.

- ❖ To enforce any access restrictions, "Special Event-in-Progress" signs will be posted at each location where an event course crosses a road. Hazard and key resource protection areas will be located prior to the event and will be monitored periodically during the event.
- ❖ Within one week after the event, all litter, markers, and other items will be removed from the event's course and staging areas.

OHV Races

The Proposed Plan establishes routes available for racing within the Vulture Mine RMZ. All OHV races will be limited to those routes identified in the Proposed Plan and on the OHV race route Map 8. Within the planning area, OHV races will be permitted only in the Vulture Mine RMZ. Non-competitive OHV events may use other open routes in the Vulture Mine area when approved on a case-by-case basis.

The following are standard stipulations for authorizing an OHV event in the Vulture Mine RMZ:

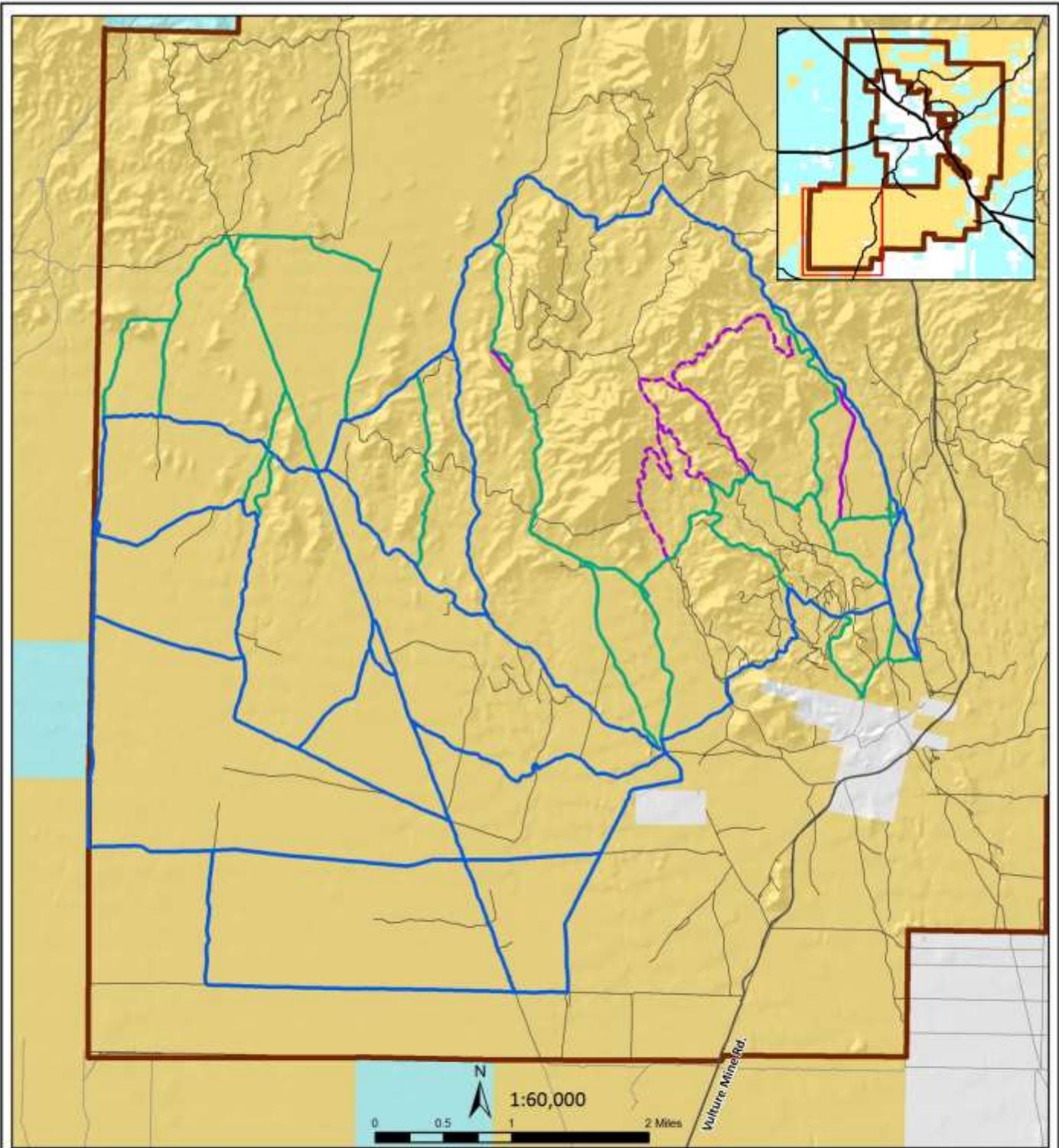
- ❖ The Vulture Airstrip will be the staging area for all off-highway vehicle events and other large events in the Vulture Mine RMZ.
- ❖ Temporary area closures may be enacted through issuance of a federal register notice. This would allow for exclusive use of an event area in the Vulture Mine RMZ. Area closures are intended to provide for participant and public safety. Closures may be limited to the staging area or expanded to include the entire course area.
- ❖ The permittees will post informative signs at main entry points and popular use areas to enforce temporary event closures. Event applications with proposed area closures will require publication of a closure notice in the federal register and local media. Without a federal register notice, area closures cannot be enforced by BLM law enforcement.
- ❖ Maximum number of race vehicles allowed at an event is 400.
- ❖ ATVs for racing purposes must be less than 60" wide. ATVs and UTVs over 60" wide must be raced on the truck/buggy course to prevent course widening.
- ❖ Cost recovery is used for permits requiring over 50 hours of BLM staff time to administer the permit, per 43CFR2930.
- ❖ Motor vehicle use on unpaved surfaces is limited on High Pollution Advisory (HPA) days in Area A, adjacent to the Vulture Mine RMZ. BLM retains the right to restrict or postpone events as needed to comply with an air quality PM-10 non-attainment alert issued by Maricopa County Air Quality Division. Event coordinators and participants can sign up for HPA alerts and information at: www.CleanAirMakeMore.com.
- ❖ Extreme weather may cause cancellation or postponement of an event where BLM determines that conditions may cause participants damage natural resources or present unacceptable risks to health and safety.
- ❖ In Category I and II tortoise habitats, all motorized competitive races will be prohibited from March 31 through October 15. All other use requests during this time will be reviewed on a case-by-case basis and may be denied or adjusted to avoid conflict with tortoise activity and habitat. Mitigation for conflicts will be permissible to achieve no net loss in quantity or quality of desert tortoise habitat. (*Bradshaw-Harquahala RMP –TE-14*)
- ❖ Nighttime event operation is limited to areas of low value vegetation to prevent vegetation damage and reduce event risk.

- ❖ Camping is allowed per BLM rules. Conditions for camping may be modified by an event operating plan. In high use areas, fire pans and the use of fuel sources not containing metal is required (e.g. wooden pallets with nails will not be allowed).
- ❖ Pre- and post-event maintenance may be required at the permittee's expense. Work performed will require resource surveys (e.g. cultural and/or wildlife) to be completed prior to work and be performed to BLM standards.
- ❖ Vegetation damage will be repaired through replanting or the BLM compensated for loss beyond what would be considered normal wear and tear. Specific actions that may require compensation include course cutting, vehicle recovery, extended passing zones and widened corners.
- ❖ Events will be scheduled to avoid hunting season opening days.
http://www.azgfd.gov/h_f/hunting_rules.shtml
- ❖ Race course damage to BLM Roads will be immediately repaired after an event to prevent loss of access by other area visitors. Primitive roads will be repaired on an agreed upon schedule.
- ❖ Pre-event notification by BLM will be provided to rights-of-way holders, permittees and landowners. Signage will be placed at prominent locations when entering the area.

The race promoter shall provide an operating plan that includes:

1. Event description and operating specifics in sufficient detail for BLM to assess the risks and potential for damage.
2. Estimated number of participants and spectators, vehicle types and widths, and driver age and skill level.
3. Dust abatement and/or soil stabilization plans for high use areas and areas of erosive soils
4. Safety and emergency evacuation plans.
5. A plan for participant and spectator safety, emergency response, administrative access and sanitation.
6. A map showing the location of all pits, spectator areas, parking, sanitation facilities, race routes, emergency response facilities, and best ingress and egress routes.
7. A declaration of all vendors, subcontractors and event filming personnel.
8. Incorporation of vendors into an SRP is acceptable when declared as part of the operating plan and fees are collected through the post-use reporting process.
9. Course marking methods and cleanup plan. Events must be marked in an environmentally responsible way. Within one week after an event, all litter, markers and property will be removed from the event area.
10. A communication plan suitable for the proposed activities. BLM may request access to event radio frequencies for monitoring of event and improved communication.
11. A schedule of event fees such as, but not limited to, entry fee, spectator fee and camping fee.

The proper administration of an SRP requires numerous steps and the full engagement of the BLM staff and managers. The authorized officer may issue an SRP only when it has been determined that the BLM has the capacity to properly administer the permit. *If the field office cannot fulfill or complete all the necessary steps of a use authorization, then no SRP shall be issued.* A complete description of the permit administration procedures is contained in BLM's *Recreation Permit Administration Handbook* (see Appendix K).



ARS 12/10/2013

Vulture Mine RMZ Proposed Race Course Routes

Proposed Race Course Routes

- ATV & Motorcycle Only
- All Uses
- Motorcycle Only
- - - New Motorcycle Only Trail

Other Routes

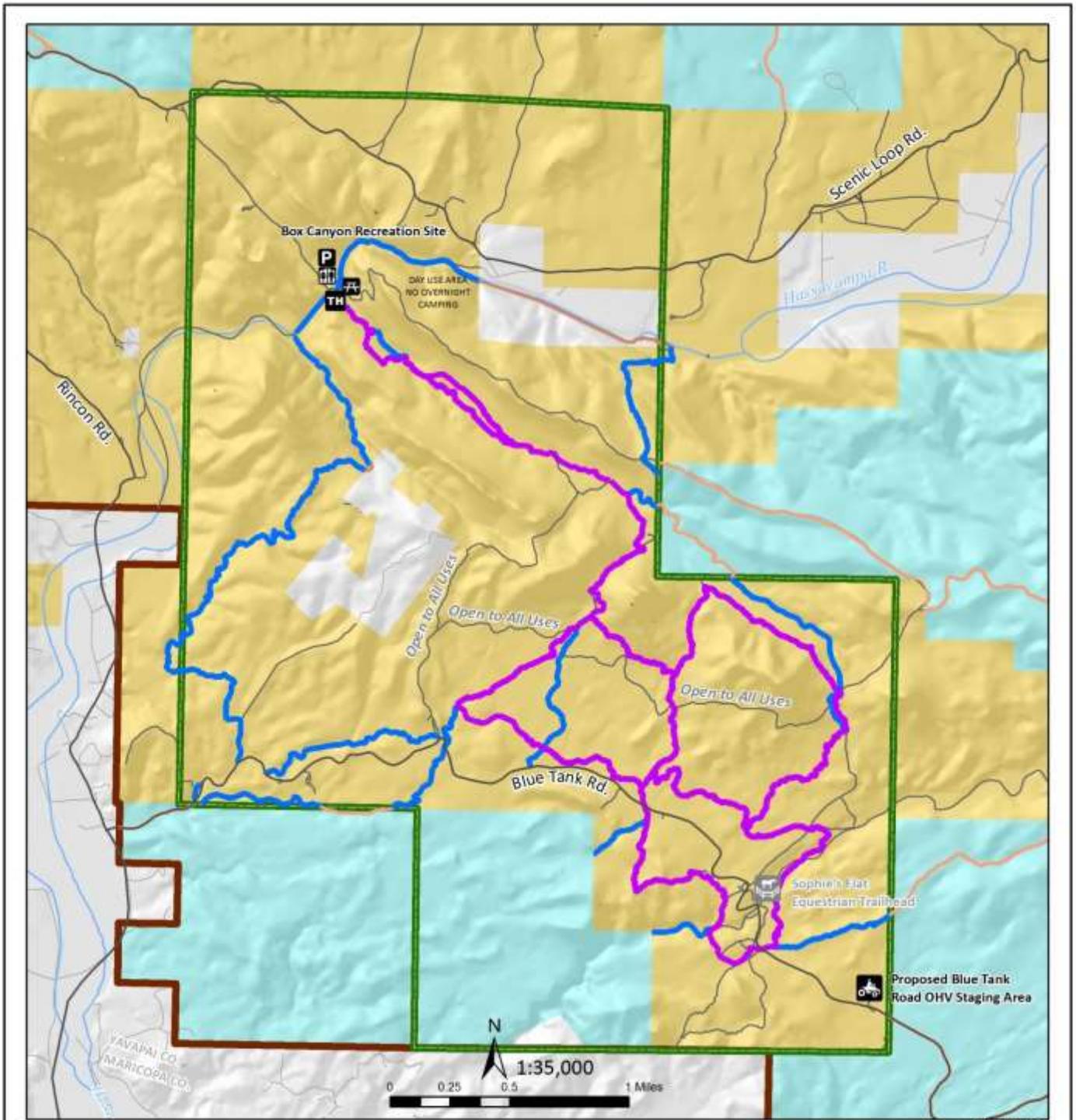
- County Road
- Other BLM Routes Inside Planning Area
- Other Routes



Travel Management Area

While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Map 8: Proposed Plan's Race Course Routes



Sophie's Flat and Proposed Red Top Trail System

ARS 12/10/2013

Existing Sophie's Flat Trail System	Recreation Facilities	County Roads
Proposed Red Top Trail System	Parking Area	Existing BLM Roads/Primitive Roads
Routes to Acquire Permission for Public Access	Picnic Area	Other Routes
Private	Restroom	The Box RMZ
State	Trailhead	Travel Management Area
	Proposed ATV Staging Area	
	Existing Equestrian Trailhead	

While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Map 9: Sophie's Flat and Proposed Red Top Trails

Plan Implementation

Standard Operating Procedures (SOP)

- ◆ All actions will reflect the Arizona Resource Advisory Council's (RAC) OHV Guidelines (see Appendix M).
- ◆ Alignment changes made through implementation actions (e.g., moving a route alignment around a newly identified cultural resource) shall be recorded and kept on file in the Hassayampa Field Office and will be considered an amendment to this plan.
- ◆ The BLM will provide open or limited access to a route where a valid permit, notice, right-of-way or easement of record was not accurately identified in the route designation process.
- ◆ Easements may be acquired through donation following the procedures set forth in the BLM Manual / Handbook H-2100-1 Supplemental Technical Guide Acquisition and Stewardship of Conservation Easements, July 2006.
- ◆ The BLM will seek rights-of-way (ROW) or reservations for the public lands on which they develop facilities and/or designate major routes. This action protects these amenities from other entities or claims.
- ◆ Cross-country vehicle travel may be permitted when a specific authorized task requires such use, and only where cross-country travel will not cause undue resource damage. Cross-country travel will be permitted only with prior approval by the authorized officer and must follow appropriate NEPA analysis. Administrative actions will be conducted in a manner that creates the least disturbance and is reclaimed as soon as possible.
- ◆ Vehicular access (without a designated open primitive road) to sacred areas for Native American Tribal members will be authorized on a case-by-case basis.
- ◆ BLM maintains the authority to temporarily or permanently, partially or completely suspend any activity based on safety issues and/or adverse resource impacts. Acceptable uses will be allowed only if the use does not degrade the condition and health of the land.

Statewide Standard Arizona BLM OHV Regulations and Travel Management Policies

- ◆ Permittees, e.g., hunters, miners, wood gathers, or livestock operators, must comply with TMP route designations. The authorized officer may make exceptions. Permits and other authorizations may contain access routes that are available only for the authorized user.
- ◆ There shall be no motorized access to harvested game cross-country or off a designated open route, although use of a mechanized game carrier off an open route is permitted outside of designated Wilderness.
- ◆ Camping within ¼ mile of a natural water hole or human-made watering facility that denies livestock access to the only reasonably available water is unlawful.

- ◆ Use of motorized or mechanized vehicles off the designated route for the purpose of working livestock is prohibited.
- ◆ State vehicle laws apply to motor vehicle use.
- ◆ There are no posted speed limits on BLM primitive roads or trails. The speed on BLM primitive roads generally are 15 – 25 miles per hour or as prudent considering sight distance, vehicle type and surface conditions.
- ◆ BLM will not develop, endorse or publish road or trail ratings. BLM may describe physical characteristics of a route.
- ◆ The authorized officer may prohibit moving a vehicle off road 100 feet from a route centerline if monitoring indicates that unacceptable damage to natural or cultural resources is occurring.
- ◆ A travel management plan does not provide evidence bearing on or addressing the validity of any R.S. 2477⁹ assertions.

R.S. 2477 rights are determined through a process that is entirely independent of the BLM's planning process. Consequently, travel management planning should not take into consideration R.S. 2477 assertions or evidence. Travel management planning should be founded on an independently determined purpose and need that is based on resource uses and associated access to public lands and waters. At such time as a decision is made on R.S. 2477 assertions, the BLM will adjust its travel routes accordingly.

BLM, 2011 Manual 1626, Travel and Transportation.

Monitoring and Evaluation

Modifying management in response to monitoring will require ongoing maintenance of the travel management database. An initial list of routes identified during route evaluation for adaptive management through monitoring is found in Appendix H . Like the management actions, monitoring will be adaptive. For example, new procedures using soil aggregate stability as a primary indicator for OHV impacts may be available soon. New technology will be used where appropriate in this and future travel management plans.

Monitoring helps to determine whether management actions taken in accordance with this plan were effective in achieving the goals. It will quantify OHV user compliance and will also help evaluate route conditions, public safety and changes in visitor demand/preference. Monitoring results will be evaluated and incorporated into the five year report and will be available to the public.

Monitoring will be largely conducted by visitor services staff. While signing open routes, an inventory, of route conditions and potential monitoring sites may be taken. This inventory should provide a baseline data set that would include: photo documentation, GPS points, lists of typical vegetation, estimated plant

⁹ *The Mining Act of 1866 allowed that state or counties could have right-of-way for the construction of highways over public lands.” These rights were established by the “construction” of a “highway” on unreserved public lands, without any form of acknowledgement by the Federal government. This section of the act was later codified as Revised Statute 2477. R.S. 2477 was repealed by FLPMA on October 21, 1976, with a grandfathered provision for rights established before the repeal.*

cover and identification of intersections with closed routes or extended disturbed areas. BLM employees and volunteers will be encouraged to use the OHV Observation report booklets while in the field to document primitive road and trail use and assist in monitoring and compliance. Progress towards plan compliance will be evaluated and reported by staff and posted on the web at one year intervals from the plan approval date.

BLM specialists will accomplish additional monitoring. An ecological site inventory will follow the guidelines of the *Arizona Standards for Rangeland Health*. Most ecological sites established throughout the state have already been inventoried, so the work required here will usually be limited to identifying the sites applicable to the travel management system. However, new monitoring sites may be required specifically for the travel management program. Resource specialists will set up these sites in the first year of this plan.

Monitoring will include:

- ❖ Photographically documenting closure implementation (signs, gates, berms, rocks, or other road decommissioning actions).
- ❖ Photo-monitoring points will be established to monitor long term effectiveness of closing routes, eliminating cross- country travel, and minimizing or mitigating soil erosion, as well as monitoring the entire route system.
- ❖ Installing and maintaining vehicle and pedestrian traffic counters on BLM-administered lands with high public use to improve the accuracy of visitor use monitoring data.
- ❖ Checking route conditions, e.g., the number of new bare soil areas attributable to visitor use and additional litter or trash.
- ❖ Surveying the public through a larger survey effort such as the National Visitor Use Monitoring program (NVUM). Surveys will include recreation preferences, uses, satisfaction, and information needs. Surveys will be scheduled on Travel Management Area conditions, the acquisition of survey authority from the BLM Director’s Office, and available funding. Due to funding limitations, surveys may not be conducted on a regular basis.
- ❖ Annually conducting a Class III archaeological survey covering a minimum of 20 acres within the boundaries of the planning area. The Hassayampa Field Office Archaeologist would specify the specific location of the annual survey within the boundaries. The survey may include designated routes and/or areas away from the travel network and be tied to special projects and/or areas of higher density of known or suspected cultural resources. The Hassayampa Field Office Archaeologist or an authorized university or contractor under the supervision of the field office archaeologist may conduct the Class III surveys.
- ❖ Completion of trail management objective forms for all designated routes. This will guide monitoring and maintenance. Priority for completion will be from heaviest use areas and routes to the least used routes and areas

Change indicators, or triggers, requiring adjustments to this management plan are as follows:

- ✓ Objectives listed for each action in this plan are not being met.

- ✓ Desired recreation experiences over a five-year period are not being met as determined by visitor sign in logs or other data gathering processes.
- ✓ Unauthorized routes, whether created by motor vehicle or non-motorized means, cannot be rehabilitated at the same rate as their creation with available funding or personnel.
- ✓ Priority / Special Status species habitat conditions are in a downward trend over a five year period which is determined to be a result of recreation or travel impacts.
- ✓ Riparian condition trend is not improving over a five-year period and is determined to be a result of recreation or travel impacts.
- ✓ Visitor safety is determined by BLM to be unacceptable as determined by data collection.

Plan Revision and Amendment

The *Wickenburg Community Travel Management Plan* will be in effect until rescinded or amended by future management action or a revision of the 2010 *Bradshaw-Harquahala RMP*. Any person, organization or government agency may propose that any current route designation be changed to another designation (*open, limited* or *closed*). Travel network changes must be for a specific purpose such as, but not limited to, enhancing a specific trail opportunity, serving a purpose identified in the RMP, or resolving a conflict. Proposals to change route designation should be submitted in writing to the BLM Hassayampa Field Office Manager. Since route designation is a discretionary action the manager may determine the proposal’s merit and if it constitutes a significant or minor modification. If the application is rejected, the applicant will be notified indicating the reasons for the refusal. If accepted, the request will be forwarded to the appropriate BLM staff. When accepting a proposal the authorized officer will consider cost recovery. After evaluating the effect on the total travel network and completing NEPA analysis there will be a formal decision to accept or reject a route change. Any proposed change in the travel network will be documented and appended to this plan.

Plan Implementation Priorities

Successful implementation of monitoring, adaptive management and budget limitations can change BLM’s priorities and the timeline over the life of the plan. The timeline starts a month after the approval and Decision Record for this plan. The time frames for these priorities can also be discussed in the form of phases: Phase I (1-2 years), Phase II (3-5 years), and Phase III (5-10 years). Based on previous experience with completed implementation actions in other plans, successful implementation of the *Wickenburg TMP* should proceed according to *Table 7: Implementation Strategy*. *Note: These actions may not be in exact chronological order.*

<i>Implementation Strategy</i>				
Priority	Potential Timeline	Task	Implementation notes	Estimated Costs
1.	Within a year of Decision Record	Assign a navigational identification number to each route that is designated <i>open</i> , or <i>limited</i> with restrictions.	Update GIS database to crosswalk with evaluation and inventory numbers.	\$10,000 (BLM)

Implementation Strategy

Priority	Potential Timeline	Task	Implementation notes	Estimated Costs
2.	Within first year	Publish an access map of the <i>Wickenburg TMP</i> with navigation identification on the Web, and publish supplemental rules in Federal Register.	This is the first step in the effort to increase public knowledge of the travel network and plans for its future.	\$7,000 (grant funded)
3	Within 7 months	Develop a communication plan and initiate an outreach program.	This will need BLM State Communications Office Assistance	\$10,000 (BLM)
4	Starting in first year	Pursue funding for outreach literature, signs and staff needed to implement the route and facility signing effort		\$50,000 (BLM / partner funded)
5	Within first year	Establish databases and requirements for collecting monitoring data. Identify initial sites for resource monitoring.	Clear identification of the information required will result in more effective monitoring and data recording.	\$20,000 (BLM or grant)
6	First Year	Hire visitor service staff or contract for initial signing of network.		\$300,000 grant funded)
7	All Phases of plan.	Monitor and maintain the open route network markers		\$36,000/year (2signs/mi @ \$40ea x 450mi est. = \$36k)
8	Phase I	Sign the <i>open</i> route network and inventory reclamation needs.	The principal goal is to make the <i>open</i> routes more attractive than the <i>closed</i> routes.	\$50,000 (grant funded)
9	Phase I	Establish partnerships with local groups and clubs to assist with monitoring patrols and sign plan implementation		\$150,000 (BLM, grant and partner funded with multiple groups)
10	Phase I	Pursue funding for route and site rehabilitation. Establish reclamation priorities using data from inventory and monitoring.		\$20,000 (\$500/mi x 40mi est. active reclamation)
11	Phase I	Develop and publish up-to-date, readily available, and easy-to-understand maps. Coordinate printed and web based versions of these maps.	Seek partnerships with local community groups, and Maricopa County Parks and Recreation.	\$10,000 (partner funded)
12	End of phase I	Monitor compliance with the plan and travel network.	The Annual reports should include pictures of actions taken.	\$10,000 (BLM, grant or partner funded / combination)
13	End of phase I	Design facilities and create project plans	Project plans should be developed so construction can occur as soon as funding is available.	\$60,000 (\$20k / site, BLM, grant or partner funded / combination)
14	Phase II	Assure that closed routes are actually closed to vehicle traffic and begin reclamation.	**See Site Priorities below.	\$5000/year (extension of monitoring task 10)
15	Phase II	Develop Scenic Loop/Box Canyon Staging Area		\$300,000 (grant / BLM / partner funded)

<i>Implementation Strategy</i>				
Priority	Potential Timeline	Task	Implementation notes	Estimated Costs
16	Phase II	Develop Blue Tank Staging Area		\$150,000 (grant)
18	Phase II	Complete Cooperative Management Agreement with County Parks.		\$10,000 (BLM funded - for internal work)
17	Phase II	Construct new hiking trails/OHV trails as proposed and designated in the approved TMP.	Proposed trails identified to be built in conjunction of Hassayampa River Day Use Area will be in Phase III	\$50,000 (BLM / partner funded)
19	Phase III	Develop Caballeros Peaks, Buckshot Mine, and Old Stage Road Staging Areas,		\$400,000 (Cab Peaks = \$200k, Vulture Mine staging = \$200k) (grant / partner / BLM funded)
20	Phase II or III	Install additional bulletin boards/kiosks where needed as identified through monitoring.		\$20,000 (\$3-4k / kiosk board) (grant / partner funded)
21	Phase III	Contract for Visitor Survey for <i>Wickenburg TMP</i> .	This can be done conjunction with Table Mesa TMP.	\$30,000

Table 7: Implementation Strategy

**Site priorities for specific facilities, routes or rehabilitation will be assigned using the five factors/questions listed below. The highest priority will be given to projects for which all five factors apply.

- ❖ Would implementing the project maintain and enhance public safety?
- ❖ Would the project be implemented in an area of high resource value (natural, cultural, historic, vegetative, scientific, scenic, or recreational)?
- ❖ Does the project location have above-average density of listed or sensitive species?
- ❖ Does the project location have above-average surface disturbance?
- ❖ Does the project address significant community or administrative interface issues?

Funding Strategy

Significant funding will be needed for labor costs to provide law enforcement, recreation visitor services, maintenance and operational costs (supplies, materials, tools, equipment, vehicles, communications etc.). Operational funding for cultural surveys, land health assessments, wildlife surveys, transportation maintenance and related costs will be determined on an ongoing project basis, and planned annually. BLM will strive to lower the costs through partnerships, in-house labor and careful engineering.

Funds for labor, supplies and equipment will be pursued through the BLM budget process, and will be subject to appropriation by Congress. Additional funding sources may include *BLM Damaged Lands* accounts, State OHV gas tax funds, and grant monies available to non-profit groups. Funding will be pursued through *Challenge Cost Share* (CCS) projects, an agency program that matches other funding

sources. Assistance agreements and partnerships will be sought to leverage external contributions. Grants from other sources will be pursued, including state, federal, and private funding sources.

Description of Alternatives

NEPA requires that BLM consider an action that would allow existing management to continue be identified as the “no-action” alternative, identified as Alternative A (Alt A). Three other options for a travel network were considered and refined through the planning process. Alternative G (Alt G) reflects a resource approach, while Alternative F (Alt F), is more recreation driven. A balanced approach between those alternatives was identified during route evaluation as preferred and is described as the Proposed Plan. All action alternatives allow for some level of increased support, protection, and/or use of all resources present in the planning area

Differences in Route Designation by Alternative

The alternatives vary by the designation placed on each route and the selection of which routes to include in the final travel network. Often the choice of routes, such as spur roads or a long primitive road can alter the number of routes versus the number of miles. In one alternative, for example, 24 routes might be closed, but only total of six miles closed; while another option might have six routes closed, but totaling 20 miles closed. The route evaluation process allowed the interdisciplinary team to study how each route could fit in each alternative. Appendix L shows the designation targets that were used during route evaluations to develop travel network alternatives for the *Wickenburg TMP*.

Figure 1: Alternative Classification Comparisons on page 50 presents the differences among the four alternatives, by the number of routes and number of miles. These two charts subdivide the limited designation into three categories: routes limited to vehicles 60 inches wide or less, routes limited to administrative or permitted use (also open to non-motorized use) and routes that are limited by seasonal closures. A few routes will have more than one type of limitation. Furthermore, in *Figure 1*, the closed routes under Alt A reflect new routes that would not be built, but are in the Proposed Plan and Alt F. Six routes or 15.7 miles of previously designated trails, in the Red Top Trail System, and the Vulture Peak Trail, are not represented in any of the alternative route numbers or miles.

Alternative A-No-Action

Action One –

All motorized and mechanized travel is limited to existing roads and trails, according to the current BLM inventory of routes, until final route designations are made. Where inventories are not complete, use is limited to existing routes. Inventoried routes may be updated with new information from BLM, citizens, or partners. Livestock and game trails are not considered existing routes ...

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In this alternative, travel within the planning area would remain “limited to existing routes.” BLM would accept the 2001-2005 inventories of 734 routes on public lands in the planning area; covering approximately 560 miles as the existing network (see Table 1 on page13). This catalog of existing roads, primitive roads and trails will allow management to identify newly created unauthorized trails and cross-

country use. Law enforcement actions would be based on this network. BLM staff could then make arrangements to close and rehabilitate any surface disturbances made by users. Due to size, the detailed *Map 10: Alternative A - No Action (Existing Condition)* is found in Appendix Q .

Action Two - No new facilities would be constructed, existing facilities would remain.

Action Three- Box Canyon would be managed under the RMP as a *high-quality non-motorized recreation use area*. In The Box RMZ, the existing network includes 15.7 miles of the previously designated non-motorized (equestrian) Red Top Trail System and maintenance of Sophie's Flat staging area. These routes and facility were designated in previous actions, and will remain so in this alternative.

Action Four - No new routes would be constructed for accessing the proposed recreational development by Maricopa County Parks and Recreation within the Vulture Mountains CRMA. No new motorcycle or 60" wide or less vehicle trails would be constructed in the Vulture Mine RMZ (see *Table 8: Race Routes by Alternatives*. on page 49).

Action Five – Alternative A also maintains the current management practice of races being permitted on a case-by-case basis in the Vulture Mine RMZ. SRPs and individual NEPA clearances would continue to be required.

Alternative F

Action One -This alternative highlights access to public land, especially for motorized use and provides a full range of recreational experiences and opportunities. Closed routes and routes designated as *limited to Administrative Use* and/or *Non-Motorized Use* are those that may directly affect natural and/or cultural resources. Due to size, the detailed *Map 11: Alternative F* is found in Appendix Q . All implementation prescriptions for route designation as described in the Proposed Plan will be incorporated in this alternative.

Action 2 – The new staging areas would be developed as described in the Proposed Plan.

Action 3 - The route through the Hassayampa River would be limited by season, except for route 35019A in Box Canyon which would be designated as a non-motorized trail. Seasonal use of vehicles could remain within the rest of Box Canyon unless monitoring indicates adverse impacts to natural or cultural resources. Camping, ground fires and wood collection would be prohibited in Box Canyon.

Action 4 - Like the Proposed Plan new vehicle routes and hiking trails would be constructed in the Vulture Mountain CRMA. This alternative is the most inclusive for racing vehicles, with no restriction on type of vehicle that maybe raced. This alternative does designate or limit some routes by vehicle size (less than 60" wide), so not all routes are available for all races (see *Table 8: Race Routes by Alternatives*. on page 49). This alternative identifies a ten foot buffer on either side of the approved "racing" trail system in the Vulture Mine RMZ.

Action 5 - All standard stipulations listed the Proposed Plan will be incorporated in this alternative.

Alternative G

Action One - This alternative emphasizes non-motorized recreation opportunities and a higher degree of resource protection than Alt F or the Proposed Plan. In Alt G, closed routes and routes designated as *limited to Administrative Use* and/or *Non-Motorized Use*," are considered not essential for public vehicle

travel. The use of public vehicles on these routes may potentially affect natural and/or cultural resources. To protect existing or potential riparian habitat where possible, routes within washes would be *closed* or *limited*. Due to size, the detailed *Map 12: Alternative G* is found in Appendix Q .

Action Two - In this alternative no additional staging areas would be developed; Sophie’s Flat and Vulture Peak would be the only developed staging areas.

Action Three -In The Box RMZ, approximately ¾ mile through Box Canyon would be immediately limited to non-motorized use. The area would be limited to day-use and no firewood collecting or ground fires allowed.

Action Four - No new routes would be constructed in the Vulture Mountain CRMA.

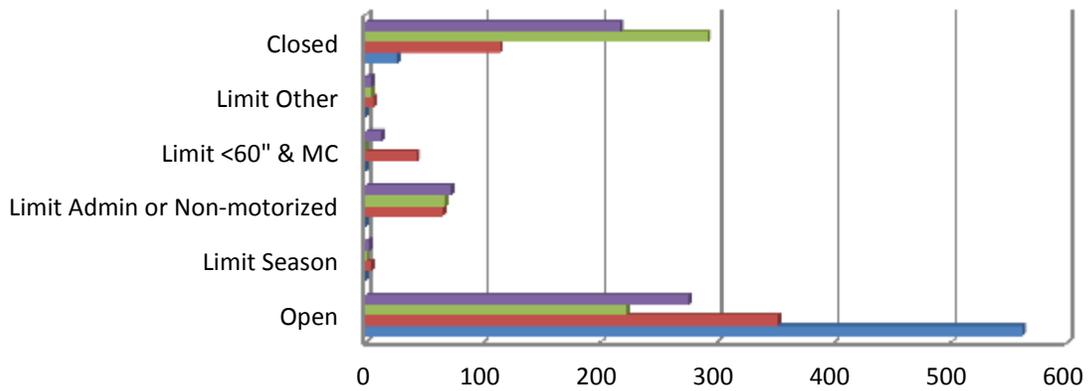
Action Five – Competitive events would be limited to ATVs and motorcycles on designated primitive roads defined for racing. No trucks or buggy races would be authorized; for these types of vehicles, only non-competitive events would be permitted. See Appendix Q , Map 12, for routes designated for racing in this Alternative.

Identified Race Routes By Alternative	Open		Limit Admin		Limit <60" & Motorcycles (MC)		Closed		Proposed New Race Routes Limit <60" & MC	
	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles
Alt A	204*	182.3	0	0	0	0	0	0	0	0
Alt F	36	73.82	5	5.65	8	7.14	0	0	10	11.33
Alt G	24	59.36	5	8.28	0	0	20	18.97	0	0
Proposed Plan	35	71.55	5	5.65	6	6.13	3	3.08	4	4.82
*In Alt A all routes are available for consideration, but actual use would be authorized under SRP permit										

Table 8: Race Routes by Alternatives.

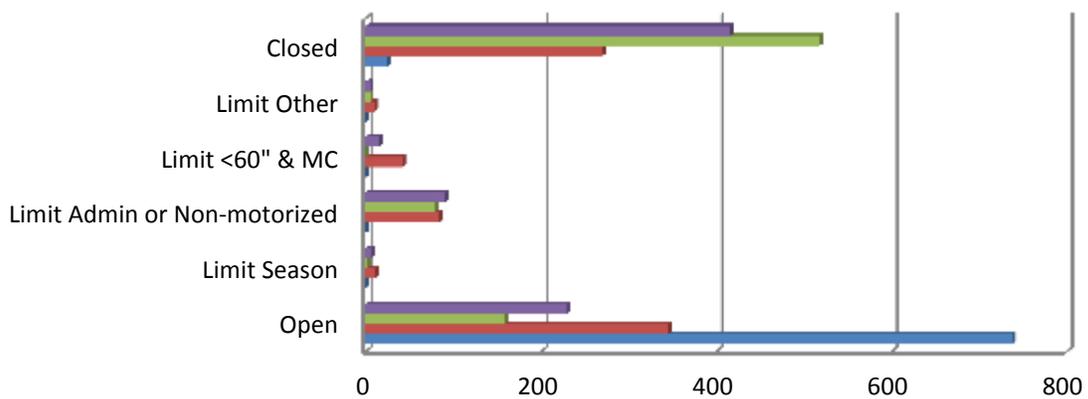


Miles by Alternative and Classification



	Open	Limit Season	Limit Admin or Non-motorized	Limit <60" & MC	Limit Other	Closed
Proposed	276.65	3.53	72.83	13.73	5.31	217.49
Alt G	222.8	0.73	68.26	0	5.31	292.44
Alt F	352.36	5.4	65.88	43.49	7.36	115.06
Alt A	561.82	0	0	0	0	27.72

Routes by Alternative and Classification



	Open	Limit Season	Limit Admin or Non-motorized	Limit <60" & MC	Limit Other	Closed
Proposed	230	7	90	15	5	416
Alt G	159	2	79	0	5	518
Alt F	346	11	84	42	10	270
Alt A	738	0	0	0	0	25

Figure 1: Alternative Classification Comparisons

Alternatives Considered but Eliminated From Detailed Analysis

In addition to the alternatives describe above, several additional proposals/alternatives were received and considered by BLM but have been eliminated from detailed analysis.

Keep all ATV trails open: This does not meet the purpose of and need for the plan because the existing trail network creates user conflicts and localized areas of resource damage. This alternative is also in conflict with the *Desired Future Conditions* or goals set for travel management in *Bradshaw-Harquahala RMP*, a higher level planning document.

Keep Box Canyon open to motorized use: This does not meet the purpose of and need for plan because it would preclude implementing decisions made in the *Bradshaw-Harquahala RMP*.

Spend money on other things instead of this analysis: This analysis and management plan is required to meet resource objectives contained in the *Bradshaw-Harquahala RMP* and to meet the purpose of and need for the planning effort.

Make the entire area non-motorized: This is does not meet the purpose of and need for the plan. This alternative is also in conflict with the *Desired Future Conditions* set for travel management in *Bradshaw-Harquahala RMP*.

Provide archery and shooting facilities: The facilities incorporated in the plan are for implementing a travel network. Archery and shooting facilities are beyond the scope of this plan. Future recreational planning for any of the three RMZ's could include discussions for these types of facilities.

Do not install any trail markers: This is inconsistent with basic policy objectives for the management of the planning area.

Keep Vulture Mountain area rough and for hikers only: This alternative would have similar effects as the Proposed Plan.



Affected Environment and Environmental Consequences

This EA is tiered off BLM's 2008 *Agua Fria National Monument and Bradshaw-Harquahala Proposed Resource Management Plan and Final Environmental Impact Statement*. During scoping meetings with BLM specialists, staff from other agencies, public groups and individuals, no one voiced concerns, beyond those analyzed in the EIS, about the effect of the Proposed Plan or its alternatives on the following resources.

Environmental justice	Paleontological Resources
Farmlands	Tribal Interest/Native American Religion
Flood plains	Visual resources
Human Health, Public Safety	Water Resources
Hazardous or solid waste	Weeds
Lands and realty	Wilderness Areas
Lands with Wilderness Character	Wild and Scenic Rivers
	Wild Burro

Scoping did identify concerns with respect to the following eight resources:

Air Quality/Soils	Socioeconomic Concerns
Cultural Resources	Vulture Mountain, Area of Critical Environmental Concern
Mineral Management and Mining	Wildlife Habitat /Special Status Species
Rangeland Management	
Recreation /Travel and Transportation	

BLM will determine whether the possible impacts directly or indirectly affect these resources or resource uses. Additionally, BLM analysis may qualify impacts as negligible, minor, moderate, major, short-term or long-term (see Glossary: Common impact terms on page 167). Potential activities may have both beneficial and detrimental effects. To focus the analysis, the issues are stated as questions in the discussions that follow.

General Assumptions for Evaluations

- Unless stated otherwise, the data used in the following analysis comes from BLM Specialists. BLM provided Geographic Information System (GIS) data files, and/or data collected during the route evaluation process.
- The planning area encompasses approximately 101,600 acres of BLM-administered public lands.
- The area of consideration directly affected by roads, primitive roads and trails, is 100 feet from the centerline of the route. This is the distance in Arizona BLM-managed lands that the public is allowed to pull-off existing routes, unless marked otherwise.
- Unless stated otherwise, the area of consideration indirectly affected by roads, primitive roads, trails, is 1320 feet or ¼ mile from centerline.
- The area of consideration indirectly affected by facilities is 1320 feet, measured from the edge of the development. Developing of new facilities will require a site specific project plans and additional NEPA review.

- All new routes and facilities will be properly engineered, planned and constructed to comply with environmental laws protecting natural and cultural resources.
- The area of the Hassayampa River known as The Box or Box Canyon does not have a defined boundary, but generally is the area within the narrows with perennial water and/or riparian vegetation.
- The number of acres and miles reflect only those on BLM-administered lands.
- The season of the highest recreational use in the *Wickenburg TMP* is October through April.
- BLM will be funded for implementing this plan as described in *Table 7: Implementation Strategy*
- The action alternatives are Alternative G (Alt G), Alternative F (Alt F) and the Proposed Plan. Alternative A (Alt A) the no action alternative describes the current management conditions.

Analysis of Affected Resources

Air Quality and Soils

Issues for Analysis

- ✓ How does the choice of routes impact erosive soils and the potential for fugitive dust within the area?
- ✓ How will the Proposed Plan or its alternatives affect PM10 levels within the non-attainment area?
- ✓ What effect will the Proposed Plan or its alternatives have on air quality when considering the special permits for OHV races and endurance rides?

Description of Affected Environment

The Environmental Protection Agency developed the air-quality index (AQI), used to report daily air quality. If AQI value is below 50, the air quality is “good.” According to *Homefacts* (<http://www.homefacts.com/airquality/Arizona/Maricopa-County/Wickenburg.html>), the air-quality index for the Town of Wickenburg was rated good 94.21% of the time in 2012. The overall air quality index for Maricopa County was rated as good 84% over the same time period.

A major factor of air quality in the Maricopa County is PM10 or coarse particulate matter. Area A is a State management boundary surrounding the Phoenix metropolitan area identified to reduce this particulate matter. Area A covers approximately thirty-one percent of the planning area, or the southern half of the Wickenburg Community RMZ. Prohibition of off-highway vehicle use is required during PM-10 High Pollution Advisory days (HPA), as announced by Arizona Department of Environmental Quality (ADEQ). According to the Valley Metro website there were only six HPA days for PM-10 in 2012¹⁰.

Currently, soil disturbance due to the existing route network (including roads, primitive roads, and trails) totals approximately 1,404 acres. Many of the routes in the area exhibit erosion on slopes over 30%. Disturbed areas are not recovering due to high use in the area with a trend towards increasing use. According to the 2010 Sonoran Desert Rapid Eco-regional Assessment (REA), data for sensitive soils,¹¹ approximately 1,814 acres of BLM lands within the *Wickenburg TMP* are considered sensitive soils.

¹⁰ http://www.valleymetro.org/tools_resources/hpa_advisories

¹¹ SOD_TES_C_SensitiveSoils.shp, http://www.blm.gov/pgdata/etc/medialib/blm/wo/Communications_Directorate/public_affairs/landscape_approach/documents1.Par.9435.File.dat/SOD_REA_Data_Catalog.pdf .

Only 82 of those acres are within the Vulture Mine RMZ, where OHV racing could occur under all alternatives. The Vulture Mine RMZ is not within the Counties' Area A.

Environmental Effect

Wickenburg TMP Routes within Area A (Air Quality)												
	Open			Limit Admin or Non-motorized			Limit ATVs & Motorcycles (< 60" wide)			Closed		
	Routes	Miles	Acres	Routes	Miles	Acres	Routes	Miles	Acres	Routes	Miles	Acres
Alt A	242	218.1	426.7	0	0.0	0.0	0	0.0	0.0	4	2.1	2.1
Alt F	109	133.1	286.7	30	28.1	36.9	12	15.1	28.0	95	43.9	77.2
Alt G	40	82.2	185.6	28	23.1	40.4	0	0.0	0.0	178	114.9	202.9
Proposed	61	94.9	205.5	40	32.7	55.8	1	1.3	2.4	144	91.3	165.1

Table 9: Routes within Area A for Air Quality by Alternatives

In the short term, vehicle use on un-stabilized surfaces can contribute directly to localized fugitive dust at a negligible to minor level. Additionally, wind speed and direction within the area may contribute to non-attainment for PM-10 in Area A.

Under Alternative A, all existing routes would remain open in the *Wickenburg TMP* area and activities that could negatively affect long-term air quality would continue to be unmanaged. Racing events would be authorized on case-by-case basis. While no specific routes would be designated for racing, every route within the Vulture Mine RMZ may be considered for racing when analyzing a Special Recreation Permit request. It is likely that fugitive dust would cause minor impacts, but not contribute to the decline of the Maricopa County air quality. However, implementing Alt A could, over time, result in an increase in the number and miles of non-authorized routes and increase the geographic extent of potential fugitive dust within the planning area. Alt A would not require maintenance of primitive roads and trails. Management and maintenance of a route network keeps routes passable, limits the widening of primitive roads or trails, and marking trails reduces cross-country travel. Under Alt A, without an established network, the area of soil disturbance and the potential for fugitive dust could expand.

Both the Proposed Plan and Alt F reduce negative impacts to the local air quality within Area A by establishing a managed travel network, and reducing number of routes open to OHV. Under Action 2, these two alternatives would establish trailheads covering approximately three acres of new disturbance in six areas. A short-term increase in PM10 at the sites could occur during construction. Over the long term these areas and their access routes would be leveled and stabilized with gravel or other dust abatement treatments to decrease localized dust.

Alternative G would reduce the geographic extent of the network even more than the Proposed Plan or Alt F. This alternative would shift the number of vehicles using the remaining open routes. Repeated vehicle use depending on soil type could have a negative effect on tread surfaces and add to local dust creation. Alt G would not develop new staging areas under Action 2. Therefore, existing parking patterns would continue with potential for increased size, soil disturbance and localized dust.

In the Vulture Mountain's CRMA, the Maricopa County development of a campground, airstrip race staging area, trailhead and upgrading of the existing Vulture Peak Trailhead, (see Action 2 and Action 4) could have sporadic short-term effects on localized dust. Under all action alternatives the reduction of OHV routes around Vulture Peak, and increase of non-motorized trails would reduce fugitive dust within Area A portion of the planning area. New non-motorized trails constructed in Area A under the Proposed Action and Alt F are not in areas with sensitive soils, according to the 2010 Sonoran Desert Rapid Ecological Assessment (REA) data.

All alternatives identify 50 routes (72 miles) open for authorized racing events. These routes are outside the Area A boundary for air quality. Seven of these routes (9.7 miles) lie in sensitive soils according to REA data. Alt G limits racing to ATV and motorcycles, reducing potential for widening race routes designated in Alt G. According to Action 5, on a High Pollution Advisory (HPA) day, BLM retains the right to restrict or postpone events in all alternatives except Alt A. Under current management, BLM has not denied any race events due to wind /PM-10 conditions. Average wind speed (17 mph) and wind direction (N and NW) confines most of the fugitive dust from racing to the Vulture Mine RMZ, and does not affect Area A.

Generally, air quality impacts are based on number of vehicles traveling on trails at any one time, (an unknown factor except during events) and the overall area of soils denuded of vegetation. See Table 9 on page 54 for potential acres of denuded soils in Area A. Within the planning area, impacts to air quality are considered short-term or have limited effect. The difference in potential impacts between the three action alternatives is slight. However, Alt A, without management and maintenance, would continue existing travel patterns expanding the disturbance and escalating negative air quality impacts in Maricopa County.

Cultural Resources

Issues for Analysis

- ✓ How will the proposed travel network, related facilities and alternatives impact known resources, especially those eligible sites for the National Historic Register?
- ✓ How will new routes and facilities in the Proposed Plan or Alternative F affect access to sensitive cultural sites? Will constructing new routes and facilities destroy sites?
- ✓ What is the potential impact of closed route reclamations on unknown cultural resources?
- ✓ How will the proposed route network or its alternatives affect the public's ability to enjoy exploration of the known historical/pre-historic sites?
- ✓ How will the reduction of available motorized travel routes affect cultural resources near the remaining available motorized routes?

Description of Affected Environment

The proposed routes are located within a rich cultural area that includes dispersed prehistoric and historic components. Background research of previous cultural resource surveys indicates that the planning area has sites that consist primarily of low to mid-density prehistoric habitation and artifact scatters. Prehistoric sites include camps and resource collection and processing areas. The historic component includes sites related to mining, ranching, and trails. The Vulture Mountain Range is a significant historical mining district.

The BLM conducted a Class I Intensive cultural literature search to identify previously recorded sites within the *Wickenburg TMP* area, which identified 61 cultural resource sites. Of the 61 sites, 35 were identified as eligible for the National Register of Historic Places (NHRP). Fifteen sites may be directly affected and inventoried roads, primitive roads and trails may indirectly affect 20 sites. For additional background on this survey, see Appendix N .

No hard data is available to evaluate the potential effect from shifting usage when routes are designated. Vehicle count data on routes within the planning area is not available. Staff observations vary greatly and are based on experience. Qualitative observational data on usage was collected during the GPS route inventory that assigned use levels as high, low or non-existent.

Environmental Effect

Proposed project area evaluations described routes that may affect cultural resources directly and indirectly (see Appendix N *Table 2* and Appendix N *Table 3*). Traffic on these routes and/or routine maintenance may negatively affect cultural resources including the physical displacement of cultural objects. Primitive roads or trails may also affect these resources when they lead to or are near cultural properties, as it encourages greater usage of the area. Sites located within ¼ of a mile of existing trails or new routes are considered to be indirectly affected for the purpose of this study. The intensity and long-term effects can include site deterioration, destruction, looting or vandalism. These may increase with the number of travelers and the sites' proximity to a route.

Alternative A would allow public use to continue on the trail systems around Wickenburg in an unmanaged state with an emphasis on OHV recreation. Presently both known and unidentified cultural resources are at risk of being negatively impacted by the creation of unauthorized roads and trails, impromptu staging areas and campsites. A large number of identified cultural sites have informal trails leading to or passing near them. With increased usage, negative impacts to cultural resources could rise both in number and intensity. If activities associated with these impacts were allowed to continue unchecked, cultural heritage sites with their scientific information would be lost as would opportunities for public education and interpretation. Under Alt A, cumulative impacts to cultural resources are estimated to be greater than those under the other alternatives due to the increase in uncontrolled off-road travel.

The Proposed Plan would provide management direction to the trail systems in and around Wickenburg. The total number of routes identified directly affecting cultural resources is reduced from 15 to 8 through route closures. The number of cultural resource sites potentially indirectly affected is reduced from 20 to 12 sites. This represents a total reduction of sites subject to direct or indirect impact to 43% of those potentially affected in Alt A. Eighty-five individual routes with high use levels would be closed, which would cause the existing use to shift to routes that are proximate and assumed to be up to ¼ mile away. The number of directly impacted sites associated with open routes when vehicles are parked, or other uses occur near routes could increase. Shifting usage increases the potential to alter site characteristics which could affect its eligibility for nomination to the National Register of Historic Places. The effect is expected to be minimal because that the majority of increase caused by shift in usage would remain within the existing disturbance.

Alternative F emphasizes the utilization of primitive roads and trails in the area, which may increase tourism. The total number of routes identified directly impacting cultural resources is reduced from 15 to 10 through route closures. The sites that may be indirectly affected are reduced from 20 to 15. This represents a total reduction of sites subject to direct or indirect impact to 29% of those potentially affected in Alt A. Fifty-two individual routes with high use levels would be closed, which would cause the existing use to shift to routes that are proximate and assumed to be up to ¼ mile away. The number of directly impacted sites associated with open routes where vehicles could be parked, or other uses occur near routes could increase. A countervailing effect could also be realized where degradation of sites along newly closed routes could be halted. Shifting usage increases the potential to alter site characteristics that could affect its eligibility for nomination to the National Register of Historic Places. The effect is expected to be a net-zero due to the fact that the majority of increase caused by shift in usage would remain within the existing disturbance.

Alternative G emphasizes the protection of resources over use of primitive roads and trails in the area. The total number of routes identified directly impacting cultural resources is reduced from 15 to 5 through route closures. The number of cultural resource sites with the potential to be indirectly affected is reduced from 20 to 4 sites. This represents a total reduction of sites subject to direct or indirect impact of 74%. One hundred and fourteen individual routes with high use levels would be closed, which would cause the existing use to shift to routes which are proximate and assumed to be up to ¼ mile away. The number of directly impacted sites associated with open routes when vehicles are parked, or other uses occur near routes could increase. Shifting usage increases the potential to alter site characteristics which affect its eligibility for nomination to the National Register of Historic Places. The effect is expected to be a net-zero due to the fact that the majority of increase caused by shift in usage would remain within the existing disturbance.

Potential impacts to cultural resources can be reduced or eliminated by requiring Class III intensive field survey prior to any ground disturbance related to new route and facility construction, and/or route improvements that extend beyond their existing footprint. Data collected during Class III surveys will be used to evaluate and determine suitable mitigation measures. This requirement is included in all alternatives. Generally, any impacts to cultural resources are considered long-term and permanent. The difference in potential impacts between the three action alternatives is slight. However, Alt A could allow, and possibly escalate intentional or unintentional impacts to cultural resources by all ranges of visitors and natural processes.

Mineral Management and Mining

Issues for Analysis

- ✓ How is access to high mineral potential areas affected by the designation of routes and related recreational sites?
- ✓ How will access to mining claims change as result of the proposed route designation or its alternatives?
- ✓ Will the Proposed Plan or alternatives impact the mineral industry's ability to develop mining sites (e.g. more difficult and/or expensive for active mining)?

- ✓ How will access to abandoned mining lands (sites) change as result of the proposed route designation or its alternatives? How will this affect public safety in regards to mining hazards (shafts, adits etc.)?

Description of Affected Environment

The Town of Wickenburg was founded around 1863 by prospectors and incorporated in 1909. Mining has always been part of the surrounding area. Many existing routes reviewed by this plan were created by prospectors and mining operators of the past. A major historical mining district lies in the Vulture Mine RMZ.

Due to the long history of mining in the area, there are 366 known abandoned mine lands (AML) sites scattered throughout the area. These sites are of interest to the prospector and the general public, but open adits, shafts and tailings also create a safety hazard. BLM has an AML program that finds these sites and prioritizes them for closing (filling, fencing or gating) and/or clean-up as funding permits.

There are approximately 21,765 acres of public lands identified as having high potential for locatable minerals in the planning area. The Arizona Geological Survey's database, places 115 mine sites in the area (e.g. prospect pits, adits, and shafts). There are approximately 1500-2000 mining claims listed in BLM's Land and Mineral Legacy Rehost 2000 System (LR2000). Currently, there are five pending plans of operation, thirteen active and seven pending notices of intent for locatable minerals (e.g. gold or silver). There are also seven authorized and two pending sites for mineral material sales. Appendix N , under Minerals explains the difference and requirements among casual use, notices and plans of operation. Data shows one extensive withdrawal from mineral entry of 3200 acres done in the 1940's covering the Box Canyon, in The Box RMZ.

The majority of mineral activities within the planning area are by professional geologists working either independently or for mining companies, individual hobbyists, or members of groups such as Arizona Association of Gold Prospectors. Most of these individuals rely on vehicles for mineral exploration and access. While this plan or its alternatives will designate routes open, limited or closed to vehicles, the planning area itself is not closed to vehicles. The Bradshaw-Harquahala RMP designated the area as "Limited." Because of this area designation, access through currently open travel routes is not prohibited, and therefore miners are not required to file a Notice of Intent (NOI) with BLM. Once routes become closed to vehicles, a NOI or other authorization is required for access.

Environmental Effect

The following discussion looks at possible impacts to mining by focusing on areas of high mineral potential. Most of the mine and AML sites, and much of the historic mining districts are also found in these identified areas. Additional information and tables showing the relationship between mine and AML sites and routes for can be found in Appendix N .

Total Number Closed Routes by Alternative in Areas of High Mineral Potential		Number of Closed Routes by Length				Description of Type of Routes Closed		
		Less than 0.1 mile	0.1 > to 0.5 mile	0.5 > to 1 mile	>1 Mile	Spurs	Currently Reclaiming/ Non-Existent	Redundant Routes
Alt F	88	22	34	25	7	60	12	4
Proposed Plan	127	24	56	31	16	76	17	4
Alt G	166	30	68	39	29	81	23	6

Note: A route can be described more than one way. For example: a spur can also be reclaiming

Table 10: Closed Routes in Areas of High Mineral Potential.

The hobbyist and the professional geologist use existing roads to access any number of prospect pits or other mineral exposures and outcrops to complete their work. If primitive roads are closed, the difficulty in trying to identify where the geologist would like to target the work and/or locate claims would require the submittal of an NOI if they need vehicle access. As a practical matter this could be quite burdensome and is likely to be controversial. It would also increase the amount of time needed to identify and evaluate a prospect, thereby indirectly increasing the costs of exploration.

If Alt A is chosen, the mineral exploration and access to mining claims would be limited to those routes inventoried. Under this alternative, no change is anticipated for casual use and costs for this type of mineral exploration. This alternative also maintains access to AML sites and increases, over the other alternatives, the potential interaction of recreationists with these hazardous sites because direct drive-up access would remain available.

The Proposed Plan, Alt F and Alt G all can have a long term negative impact on the ability to conduct mineral exploration and access mineral claims due to an increase in the number of closed routes. While mining of locatable and salable minerals at the mine site would not be affected by the Proposed Plan, access to the mine site itself may be impacted. The more routes closed, the higher the potential for negatively impacting mineral exploration and development. In these alternatives, the majority of closed routes, especially in areas with high mineral potential, would be allowed to naturally reclaim and distance to the end of closed routes would be short.

Racing (Action 5) has negligible impacts to mineral management in all alternatives. Racing could temporarily close access to mining claims or high potential mineral area within the Vulture Mining RMZ during events. The impacts are considered negligible as they are short in duration and have a localized effect

Route closures that access AML sites, especially routes over ½ mile, reduce the potential for recreationists to interact with hazardous sites. BLM’s ability to reclaim AML sites would not be adversely affected as administrative access to the AML site would be allowed for public safety and for reclamation of the closed route.

Alt G would not increase the number of facilities so there is no change from the current situation. Alt F and the Proposed Plan would create five new facilities under one acre each. Due to the small number of acres and the scattered locations, these new facilities would only have a minor impact to overall mineral management. The possible location for the Scenic Loop Trailhead in the Box Canyon area is already in a

mineral withdrawal area. Proposed County facilities located in the Vulture Mine RMZ, while not part of this plan, are more likely to impact mineral exploration or operations, due to their close proximity to the historic Vulture Mining District. Some route closures would be necessary by facilities development that would cut specific routes (e.g. route 40107 accessing the future Maricopa County OHV staging area). Increasing recreation use in the Vulture Mountains CRMA, regardless of the alternative could increase the potential for conflicts between prospectors and other primitive road users.

Alt A would affect casual use the least and Alt G the most. Casual use lessens the financial impact to the individual prospector. The realized impact on an individual from the action alternatives may be mitigated or lessened depending on location. Any mineral development requires either an NOI or Plan of Operation. The cost of the required bond depends on the length of access (open or closed) and the amount of reclamation needed regardless of the alternative.

Rangeland Management

Issues for Analysis

- ✓ Will events such as OHV races or endurance rides affect allotment activities?
- ✓ How will designating the proposed route network or its alternatives affect motorized access to range facilities and key vegetative monitoring sites?

Description of Affected Environment

Public lands within the *Wickenburg TMP* are covered by approximately 20 grazing allotments. According to the GIS database, there are approximately 94 range facilities within the planning area. These include fences, corrals, cattle guards, pipelines, reservoirs, wells, troughs and windmills. Permittees are responsible for maintaining the integrity of fence lines and users must respect gate closures. The Jones and Garcia-Sitgreaves/Red Hill are the two allotments where current racing occurs.

Environmental Effect

Approximately 180 existing routes currently provide access to range improvements. Range improvements will remain accessible to permittees under Alternative A. Unmanaged recreation uses could increase the potential for vandalism or users leaving open gates. Racing events in the Vulture Mine RMZ will continue to be permitted on a case-by-case basis. No problems have been reported by grazing permittees during past events.

Range Facilities with Potential Restricted Access by Alternatives					
Allotment	Facility	Alt A	Alt F	Alt G	Proposed
Caballeros	well	Existing	closed	closed	closed
Caballeros	well	Existing	Non-Motorized	closed	Non-Motorized
Cactus Garden	reservoir	Existing	closed	closed	closed
JV Bar	well	Existing	Non-Motorized	closed	Non-Motorized
JV Bar	windmill	Existing	Non-Motorized	closed	Non-Motorized

Table 11: Range Facilities with Restricted Access

Many facilities have more than one access, so only about seven percent of the existing access will be impacted by route designation regardless of the alternative chosen (see Table 11 above). The Proposed Plan reduces the number to 90 routes available for motorized access to range facilities. Alternative G

reduces the number to 80 while Alternative F provides 114 routes for motorized access. The impact of reducing the number of access routes to range facilities is a potential reduction in efficiency for the permittee, which could in turn raise costs such as labor, fuel and maintenance.

Possible impacts to range activities from racing in the Vulture Mine RMZ could be reduced in the action alternatives; due to a limited number routes open to racing. In Alt G, racing would be limited to ATV and motorcycles, but the effect on range management would not be significantly different from Alt F or the Proposed Plan.

Recreation / Travel and Transportation

Issues for Analysis

- ✓ How will route designation in the Proposed Plan or its alternatives affect exploration and recreation on public lands by motorized and non-motorized transportation?
- ✓ How will OHV racing and recreation in the Vulture Mine RMZ be affected by Proposed Plan or its alternatives?
- ✓ How will the Proposed Plan or its alternatives affect the recreational use in Box Canyon?
- ✓ How will the proposed route network in the Proposed Plan and its alternatives mesh with the County's Vulture Mountains Cooperative Recreation Management Area?
- ✓ Will the various maintenance intensities assigned to designated routes affect the range of recreational opportunities and travel experiences provided by the network?

Description of Affected Environment

The existing route network consists of 560 miles of roads, primitive roads and trails. This network is accessed by the Vulture Mine Road, U.S. Highway 60, State Route 89, Scenic Loop Drive, Rincon Road, Constellation Road, Dragon Mine Trail, San Domingo Peak Trail and Gates Road. The existing routes are used by private land owners to access private lands, other authorized users such as miners and grazing permittees to maintain facilities, and the BLM to manage resources such as wildlife, cultural resources and vegetation. The majority of traffic on the existing network is by recreationists. According to a 2009 Arizona's State Parks statewide telephone survey; 63.7% of respondents indicated that they engaged in non-motorized activities and 21.5% had engaged in motorized activities¹² (see Appendix N) under Recreation). A diversity of recreation opportunities exists in the planning area, adding to congestion, safety and resource management concerns. Recreation conflict is currently not a regular occurrence in the planning area; however, The Box RMZ is the area of greatest concern for the future.

Environmental Effect

According to the 2010 Arizona Trails Plan, the top three concerns for all trail users are litter or trash dumping, decreased wildlife sightings, and erosion of trails.¹³ Lack of management and maintenance under Alt A would negatively impact the experiences for all trail users. Under Alt A, the network would

¹² Arizona Trail 2010: A Statewide Motorized & Non-Motorized Trails Plan, Arizona State Parks, Executive Summary, Page XIV

¹³ Arizona Trail 2010: A Statewide Motorized & Non-Motorized Trails Plan, Arizona State Parks, Executive Summary, Page XV

be limited to existing routes. New illegal routes could be identified, rehabilitated and closed, but otherwise existing conditions would continue. Existing informal parking and the tread or width of many trails and primitive roads would expand due to lack of monitoring and maintenance. Without route designations, trails popular with hikers and equestrians could be used by motorized users, widening routes and increasing conflicts between users. While Alt A would maintain existing OHV opportunities within the planning area, it would generally reduce the diversity of experiences sought by recreational users.

The primitive road asset type and maintenance intensity of one is assigned to approximately 90% of the open routes in the Proposed Plan would have the effect of maintaining most off-highway driving experiences. Occasional spot maintenance on primitive roads could have the effect of maintaining routes in an open condition while reducing the number of bypasses, which contribute to negative visitor experiences. Maintenance would also improve safety on all trails. The effect of spot maintenance would be realized in all alternatives, with the only difference the number of primitive roads that would be open.

The Proposed Plan closes approximately 37% of existing route mileage. This alternative limits the non-motorized trails to 25% of the remaining network. It also limits another 10% to vehicles with a width of 60” or less (ATVs, UTVs and motorcycles). While this is an impact on the overall number of routes available for use the designation of primitive roads and trails increases the recreational diversity provided by more trails for non-motorized activities. Alt F maximizes the size of the travel network, only closing approximately 20% of the existing mileage and limiting the non-motorized trails to 17% of the remaining network. This alternative limits another 14% to vehicles with a width of 60” or less. It has the least impact to OHV experiences.

In Alt G, a major concern was the number of routes within wash areas. This alternative would close approximately 50% of the existing mileage. While this is a major impact on the number of routes available for use, it can also increase the amount of open space. Twenty-five percent of the remaining network is limited to hiking, horseback riding and mountain biking. The opportunity for a more primitive recreation is increased, while the overall opportunity for motorized travel is decreased.

The Proposed Plan and Alt F create new trailheads for both non-motorized and motorized users. The general effect would be the reduction of conflicts between motorized and non-motorized users, especially in the Red Top Trail System.

The three action alternatives under Action 5 (see page 36), allow for the expedited issuance of permits for OHV races in the Vulture Mine RMZ. All the action alternatives affect the opportunity to stage OHV events by limiting the routes and number miles identified for racing. Alt G also limits the type of vehicle to smaller vehicles like ATV and motorcycles, having the effect of providing the least diversity for racing different types of vehicles.

Routes identified for Racing	Proposed Plan	Alternative F	Alternative G
Existing situations	78 miles	81 miles	60 miles
New ATV, Motorcycle routes	4.8 miles	11.3 miles	0 miles

Table 12: Routes Identified for Racing.

The Proposed Plan and Alt F initially impose seasonal vehicle closures in Box Canyon. These alternatives over time could redirect the current vehicle users to a new trailhead and encourage non-motorized use in Box Canyon. Alt G does not create a trailhead and closes to vehicle use in the section of

the Hassayampa River leading to and in Box Canyon. Alt G would create an immediate major access change to The Box and have a negative effect on current motorized user experiences. The Proposed Plan and Alt F could have a more moderate change to access and user experiences. All three action alternatives would have a long-term effect on recreational experiences. The change to motorized users may be initially negative, but long term changes could include increased opportunities to see wildlife and to experience a natural riparian area found in the Hassayampa River's Box Canyon.

The Maricopa County's plan for the Vulture Mountains Cooperative Recreation Management Area (CRMA) would change existing recreation experiences in the area by developing three facilities that could displace or impact current users. The Proposed Plan and Alt F would create a non-fee staging area and allow displaced users access to the trails in the Vulture Peak area. In the Proposed Plan, creating a non-motorized loop trail around Vulture Peak would eliminate the popular OHV sightseeing experiences at the base of the cliffs. There would be a trade-off between motorized and non-motorized experiences. This non-motorized experience would be new as compared to Alt A.

Socioeconomic Concerns

Issues for Analysis

- ✓ How will the Proposed Plan or its alternatives affect the potential economic growth for the Wickenburg Community?

Description of Affected Environment

The Phoenix metropolitan area has a large impact on the recreation use in the area and on the economy of the Wickenburg area. The focus of this section is on the Town of Wickenburg, which is at the geographic and political center of the planning area. The U.S. Census states population growth in Wickenburg averages about 2.2 percent per year, which is nearly a full percentage point lower than the state average.

The primary businesses in the Wickenburg area are retail with 47, real estate and rentals, 36 and accommodations and food services with 36 establishments, according to the U.S. 2007 Economic Census. Wickenburg boasts a western lifestyle, where open space and trails are key components. One of the economic goals, according to the *Wickenburg General Plan 2025* is to use Wickenburg's character as an asset to provide an authentic western experience. There are numerous motels, restaurants and retail establishments scattered throughout the town that cater primarily to tourists. There are also a number of well-known guest ("Dude") ranches and in-patient health facilities close to town. Additionally, there are several light industrial facilities such as Triad Steel and Bear Cat Manufacturing that provide employment. Historically, the first industries in the area were mining (Henry Wickenburg was one of the first prospectors in 1862) and ranching. Neither industry made the U.S. Economic Census for the area in 2007.

The planning area currently hosts many individual recreationists, and is a common site for desert off-road enthusiasts and tour operators. Equestrian activities are popular in the area as well. In 2003, it was estimated that OHV recreation provided a total of \$223 million dollars of economic impact in Yavapai County and \$1,787,000 for Maricopa County.¹⁴ *The Outdoor Recreation Economy* report in 2012 stated that outdoor recreation participants in off-roading spent 66 billion dollars annually on gear, accessories,

¹⁴ Economic Importance of Off-Highway Vehicle Recreation to Arizona, Arizona State Parks, 2003

vehicles and trip related items. The same report stated that trail sports enthusiasts such as mountain biking, hiking and horseback riding, spent 80 billion dollars. It is assumed that there are also positive economic impacts from mining and sightseeing in the planning area.

Environmental Effect

Alternative A would allow the trail systems around Wickenburg to continue to be used by the public in an unmanaged state with an emphasis on OHV recreation. Lack of signing and designated trails could discourage tourism. Both user conflicts and environmental degradation would likely continue or increase, thereby reducing the users' level of enjoyment and potentially causing tourism for these activities to decline.

The Proposed Plan would provide management direction to the transportation network in and around Wickenburg. The addition of signs, new staging areas and a balance of non-motorized and motorized primitive roads and trails is expected to increase user enjoyment, improving tourism potential. Key to the Town of Wickenburg's economic plan is marketing its western lifestyle. Open space and designated trails for both hiking and horseback riding, as well as OHV activities maintain the western lifestyle sought not only by tourists, but by people moving into the area as well. The economic importance of traditional commercial operations on public lands such as grazing and mining has decreased since the 1960's in the Wickenburg area. However, both industries are important elements in the western experience Wickenburg is marketing. While this plan may have a moderate impact on the potential for mineral explorations (see Minerals Section) by limiting vehicle access, it would not have any impact on current revenue from the mining industry. The Proposed Plan would have negligible impacts on grazing revenues. Overall the Proposed Plan should have a positive effect on Wickenburg's economy.

Alternative F would emphasize using all routes in the area, especially primitive roads. This alternative does not adequately reflect the community's desire for non-motorized trails that support the western lifestyle. Less feeling of wide open spaces and the emphasis on OHV use may increase user conflict in the future. This alternative would likely have the same impact as the Proposed Plan and a neutral effect on tourism-related revenue.

Alternative G would emphasize natural habitats and reduce negative environmental impact. Implementation may result in benefits from a rise in eco-tourism. This type of increase in visitation could be offset by conflicts arising from reduced general access and fewer areas available for motorized use. It is not clear that eco-tourism alone could offset the losses from other uses of the area. This alternative could have a larger impact on the potential for mineral explorations (see Minerals Section) than the other alternatives, but it would not have any impact on current revenue from the mining community.

Both the Proposed Plan and Alternative F would increase the number of recreational facilities. The reduction in user conflicts, through designating primitive roads and trails, in all action alternatives could enhance the user experience and encourage tourism throughout the area. The increased quality of the recreational experience envisioned with the Proposed Plan would augment the efforts of the Chamber of Commerce and Wickenburg business community to promote tourism in the greater Wickenburg area. The socio-economic impacts from the implementation of this plan or any of the action alternatives are expected to be positive due to increased focus on recreational aspects of primitive roads and trails.

Vulture Mountain Area of Critical Environmental Concern

Issues for Analysis

- ✓ What is the impact of the Proposed Plan or its alternatives to Vulture Peak ACEC’s features, such as the scenic cliffs that provide critical nesting habitat for hawks and falcons?

Description of Affected Environment

The defining features for this ACEC are the cliffs along the crest of Vulture and Caballeros Peaks. This area is important habitat for raptor species. Large concentrations of nesting hawks and falcons use these cliff faces. The cliffs are essential to maintaining biological diversity in the surrounding area.

Furthermore, the peaks are scenic landmarks in the region. Popular with hikers and horseback riders, the area has approximately 53 open routes within the ACEC and one previously designated hiking trail to the top of Vulture Peak. There are another 20 routes that indirectly either affect or are affected by the Vulture Mountain ACEC.

Environmental Effect

Potential negative impacts to the ACEC’s defining features include the vandalism of nesting sites and shooting the birds. There is also a concern about noise levels and heavy use of designated primitive roads and trails during raptor nesting season (spring months).

While Alt A has 53 routes open to all uses, the reality is that activities on many of these inventoried routes are already limited by terrain, trail width and historical use. There would be no change to current impacts to the defining features. Each of the action alternatives decreases the number of vehicle routes and establishes non-motorized trails within the ACEC (see Table 13 below).

Routes within Vulture Peak ACEC								
	Open		Limit Admin or Non-motorized		Limit ATVs & Motorcycles (< 60" wide)		Closed	
	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles
Alt A	53	49.7	0	0.0	0	0.0	3	1.4
Alt F	23	28.0	14	11.2	2	3.3	17	8.6
Alt G	6	10.4	9	12.0	0	0.0	41	28.8
Proposed	12	16.7	17	17.8	0	0.0	27	16.6

Table 13: Routes within Vulture Peak ACEC.

Alternative G would close the 77% of total routes identified in the inventory. This alternative could have a major impact on the recreational use patterns within the ACEC. This alternative would remove most of both motorized and non-motorized primitive roads and trails within the ACEC. It does not provide loop trails or vehicle access through the area and increases use on a limited number of trails and primitive roads. Depending on the location of nesting sites, increased use on the limited number of routes could negatively impact the raptor population. Closing trails would not stop hiking and equestrian use in the ACEC and new trails may be created by users. This alternative would reduce management of non-motorized recreational use as well as limiting vehicle use of primitive roads.

Alternative F closes 32% of the primitive roads and trails. This alternative designates the majority of routes as motorized. The 2008, US Fish & Wildlife draft *Guidelines for Raptor Conservation in the Western United States* recommends protecting raptor species by closing areas within line of sight of

nesting and roosting to casual off-road vehicle use to minimize endangering the birds. This alternative does not meet that recommendation. Due to the high number of open vehicle routes within the ACEC this alternative has a moderate potential to have vehicles and the public within ½ mile of nesting sites potentially creating a negative impact on nesting raptors.

The Proposed Plan closes approximately 51% of the existing routes within the ACEC. This alternative balances non-motorized and motorized use of designated primitive roads and trails in the area. The alternative also creates access loops incorporating the ACEC with nearby areas. The Proposed Plan could create long term impacts to current recreation use patterns within the ACEC. The Proposed Plan, by providing non-motorized trails and managing public access during nesting seasons, could reduce the impacts recreational uses have on nesting raptors.

Wildlife Habitat /Special Status Species

Issues for Analysis

- ✓ What effect will the selection of a travel network have on riparian areas and aquatic habitat, specifically, in the Hassayampa River’s Box Canyon? How will a travel network affect BLM sensitive species like the yellow-billed cuckoo, (proposed threatened species), the lowland leopard frog and the longfin dace? These species all depend on the riparian habitat and water found in Box Canyon.
- ✓ How will the Proposed Plan or its alternatives affect migratory birds nesting in washes?
- ✓ How will the Proposed Plan or its alternatives, affect the potential for public capture and removal of tortoises?
- ✓ How does the Proposed Plan or its alternatives change the existing conditions for desert tortoise habitat?

Description of Affected Environment

Appendix N lists general and special status wildlife, including endangered, threatened or sensitive species found in the planning area. BLM does not manage wildlife, but does manage wildlife habitat. This assessment is tiered off the Final Environmental Impact Statement for the *Agua Fria National Monument and Bradshaw-Harquahala RMP*. The focus of this analysis is not on wildlife specifically, but how the Proposed Plan or its alternatives affect wildlife habitat, especially for special status species. Currently, the existing network, including roads, primitive roads, and trails may affect wildlife habitat on approximately 652 acres of the BLM managed land. Table 14 lists the vegetative communities by acres on public lands in the *Wickenburg TMP*.

Acres	% of TMP	Vegetative Communities
914	0.9%	Apacherian-Chihuahuan Mesquite Upland Scrub
94,455	92.9%	Sonoran Paloverde-Mixed Cacti Desert Scrub
3,527	3.5%	Sonora-Mojave Creosotebush-White Bursage Desert Scrub
99	.10%	North American Warm Desert Riparian Woodland and Shrub land
36	.04%	North American Warm Desert Riparian Mesquite Bosque
300	.3%	Madrean Pinyon-Juniper Woodland
2,248	2.2%	Sonoran Mid-Elevation Desert Scrub
26	.03%	Developed, Open Space - Low Intensity
9	.01%	Barren Lands, Non-Specific

Table 14: Vegetative Communities

Essential to desert wildlife is the riparian vegetation associated with intermittent/ephemeral washes, perennial springs and the Hassayampa River. These communities provide forage, cover, breeding grounds and migration corridors. Riparian habitat comprises only 0.14% of the planning area, but is extremely important to most desert animals. These wet environments also are attractive to human visitation and recreation and these activities are commonly disruptive to native wildlife and destructive to the structure of these isolated pockets of habitat. The planning area includes numerous small to large washes varying in width from 20’ to 400’ in addition to the Hassayampa River that is up to 1200 feet wide in places. The wash habitat for migratory bird nesting is estimated to be about 9700 acres.

The Hassayampa River is listed as a perennial stream for approximately 1.2 miles in the vicinity of Box Canyon (approximately ½ mile of surface water is on public lands). It is also listed as perennial at the Hassayampa River Preserve, which is owned and managed by The Nature Conservancy, adjacent to the Southeast corner of the planning area. Riparian areas along the Hassayampa are used by a number of migratory birds; including the federally listed endangered Southwestern willow flycatcher and the elusive yellow-billed cuckoo, a federally proposed threatened species. Both species rely on the shrinking riparian habitat throughout Arizona. The designated critical habitat for the flycatcher is just outside the planning area in the Hassayampa River Preserve. Increasing human population in Maricopa County, coupled with the attraction of limited riparian areas for recreation, make the willow flycatcher and yellow-billed cuckoo habitat vulnerable.

Arizona Game and Fish Department’s Heritage Database has records of longfin dace (*Agosia chrysogaster chrysogaster*) and lowland leopard frogs (*Rana yavapaiensis*) in the aquatic habitat found in The Box. These two species are BLM sensitive species in Arizona. Sixty percent of the lowland leopard frog population is found in Gila, Maricopa and Yavapai counties; their habitat selection varies widely and includes man-made water structures like ditches, canals and water troughs. The lowland leopard frog will seek shelter in moist locations as a desert stream recedes. These shelter locations are often mud cracks, root masses or debris piles.

For a discussion on potential impacts to raptors see the previous section in this EA: *Vulture Mountain, Area of Critical Environmental Concern*.

The Sonoran desert tortoise (*Gopherus morafkai*) inhabits the rocky slopes and incised washes in the area. The Sonoran desert tortoise is classified as a Tier 1b “Species of Greatest Conservation Need” by the Arizona Game and Fish Department and is a candidate for the endangered species list. The tortoise spends up to 95% of its life underground. A category 2 habitat contains low to moderate tortoise density and is considered manageable. A category 3 habitat contains patches of good habitat that are isolated from each other making them difficult to manage. Most management conflicts in category 3 habitat are not resolvable.

Sonoran Desert Tortoise		
Habitat Category	Acres	% of TMP
Cat 1	0	0.0%
Cat 2	73,834	72.7%
Cat 3	10,374	10.2%
Non Habitat	17,406	17.1%

Table 15: Acres of Desert Tortoise Habitat

Riparian Habitat

The riparian areas contain just over 15.5 miles of existing routes. Another 11 miles of routes are in close proximity to these riparian areas. While Alternative A would not change current management, it is expected that route proliferation would continue, thus increasing riparian habitat reduction. Direct impacts from vehicles include compacting of soils, removal of vegetation and the physical changing of the stream channels.

The action alternatives all take similar approaches to reducing impacts to riparian habitat. They all reduce open routes to less than 2 miles, closing from 1.72 to 5.8 miles of open routes. In addition, seasonal limits are placed on approximately a mile of routes, while up to 4.5 miles of routes are limited to administrative use or non-motorized public use. Alternative F has the most open and seasonal limited routes and the least amount of closures (1.72 miles). Providing more access in Alt F could encourage use of the sensitive riparian areas. Alternative G reduces the open and seasonally limited routes and closes 5.8 miles of routes within riparian habitat. The more restrictive Alt G may also focus use on a small number of routes, producing increased impacts in these riparian areas. The Proposed Plan seeks to balance public needs with wildlife needs. Facility development in the Proposed Plan and Alt E, outside of the riparian habitat helps to draw users out of the sensitive areas. The open and limited routes in the action alternatives all employ adaptive management monitoring to determine if riparian areas are in proper functioning condition and are meeting the desired plant community objectives. This allows changes to management techniques and/or designations based on changing conditions.

Aquatic Habitat

In the Box Canyon, because of the natural sandy conditions and scouring action of high flow during monsoon season, and the current volume of vehicle traffic in the stream channel, the types of habitat used by the lowland leopard frog occur infrequently in the area. Currently, vehicle traffic often runs through the surface water having the potential to directly impact longfin dace, or the leopard frog, as well as their habitat. Alternative A would not change current conditions. The fact that sightings have been rare in the area recently does not mean that these animals couldn't populate this surface water if vehicle impacts were removed. The effects of the alternatives on the aquatic habitat are very similar to the effect on riparian habitat, discussed above. In the Proposed Plan and Alt F, prescriptions would include supplemental rules prohibiting both driving in the water and crushing plants. These actions are expected to increase riparian vegetative cover and produce more diverse ponding and channel characteristics which would improve aquatic habitat. In addition, educational media would be used to educate the public of the sensitive species within the aquatic habitat as well as the riparian areas.

Southwestern willow flycatcher Habitat

The Southwestern willow flycatcher (SWFL), while associated with riparian habitat, has only been locally associated with the riparian habitat in the Hassayampa River southeast of Wickenburg. This area is also designated critical habitat for SWFL. Most of this SWFL critical habitat is located on private land owned by the Nature Conservancy (TNC). The Proposed Plan and Alternative F would both allow the construction of four new non-motorized routes (5.77 miles) on public lands southwest of the SWFL critical habitat. These trails would be constructed only if Maricopa County Parks and Recreation and/or the Arizona Department of Transportation (ADOT) working with The Nature Conservancy construct a

trailhead off US Highway 60, southeast of Wickenburg. The proposed hiking trail system would cross SWFL critical habitat on The Nature Conservancy's Hassayampa River Preserve. If this cooperative trail system moves forward, BLM will consult with the US Fish and Wildlife Service on southwestern willow flycatcher and critical habitat prior to construction.

Yellow-billed cuckoo habitat

The yellow-billed cuckoo is a riparian obligate migratory bird species that has been detected in Box Canyon. Vehicles traveling on routes in or near Box Canyon could disturb cuckoos if they are nesting in close proximity. Increased visitor use of this area may increase the likelihood that recreational use may disturb cuckoos if they are nesting in the area. The development of the Box Canyon Trailhead and the improvement of Route 35031 for visitor use could encourage people to visit the area and explore the riparian area. Recreational hiking into the creek is likely to increase thereby increasing the likelihood of disturbance of nesting cuckoos if they are present in the area. Vehicle use in Box Canyon may disturb riparian vegetation and reduce recruitment of riparian obligate tree species that provide nesting and foraging habitat for yellow-billed cuckoos. All action alternatives would prohibit camping and wood collection which could have the effect of maximizing nesting trees and maintain habitat. Action Three includes implementation actions (listed in the plan on page 28) for management of the Box area. The majority of these actions is conservational measures, such as closing the Box area to vehicles seasonally, and would reduce impacts to yellow-billed cuckoo and its habitat.

Sonoran desert tortoise habitat

Sonoran desert tortoise habitat covers nearly 83% of the planning area (see Table 15 on page 67). Table 16 on below presents the number of routes/mile by alternative and designation.

Routes in Category-2 Tortoise Habitat												
	Open		Limit Season		Limit Admin or Non-motorized		Limit ATVs & Motorcycles (< 60" wide)		Limit Other		Closed	
	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles
Alt A	586	470.5	0	0	0	0.0	0	0.0	0	0.0	21	21.9
Alt F	271	302.9	11	5.4	58	50.9	35	38.5	10	7.4	222	87.2
Alt G	129	199.7	2	0.73	61	52.5	0	0.0	5	5.3	410	234.1
Proposed	182	239.3	7	3.53	69	56.7	14	13.2	5	5.3	330	174.3
Routes in Category-3 Tortoise Habitat												
Alt A	116	80.6	0	0	0	0.0	0	0.0	0	0.0	5	8.0
Alt F	63	50.9	0	0	27	18.6	5	4.5	0	0.0	26	14.6
Alt G	32	30.9	0	0	12	11.6	0	0.0	0	0.0	77	46.0
Proposed	44	41.5	0	0	20	18.6	2	3.0	0	0.0	55	25.6

Table 16: Routes in Tortoise Habitat

Illegal desert tortoise collection was studied by the Arizona Game and Fish Department in 2011. The analysis suggested that tortoises were most likely to be collected on maintained gravel roads by people that were not aware of the laws protecting the tortoise. These roads would remain open in all alternatives. Opportunities to distribute educational material about the protection of desert tortoise would vary by the number of facilities available for posting information.

Under Alternative A the proposed new routes would not be constructed. Alt A would not change the management of the existing route system. However, any new routes created by users would not be authorized and would be closed and rehabbed. No new facilities would be developed to provide

educational media concerning the protection of desert tortoise, therefore, no change in user ethics would be realized and collection and harassment of desert tortoise would likely continue.

Alternative F would construct all but three of the proposed new routes in Cat 2 habitat and all in Cat 3 habitat. In addition, 37% of the routes would be closed in Cat 2 habitat and 22% of existing routes in Cat 3 habitat. Routes limited to administrative and non-motorized use make up 10% of the routes in Cat 2 habitat and 23% of routes in Cat 3 habitat. Seasonal and other limits would restrict 4% of the routes in Cat 2 habitat. Therefore, Alt F could slightly reduce impacts to tortoise habitat and also reduce the opportunity for the public to capture tortoises. New facilities developed under this alternative would increase public education notices about desert tortoise protection which could have the effect of reducing desert tortoise collection and harassment.

With Alternative G, no new routes or facilities would be built. The alternative would close 70% of the routes in Cat 2 habitat and 22% in Cat 3 habitat. Routes limited to administrative or non-motorized use comprise 10% of routes in Cat 2 and Cat 3 habitat, respectively. This alternative would designate seasonal and other limits on 1% of routes in Cat 2 habitat. While Alt G has a major reduction in the route footprint in tortoise habitat, continued recreational use in the planning area would be concentrated on a much smaller number of routes. Also, the existing facilities would not adequately meet the needs of the route network, thus leading to additional user-established parking areas within tortoise habitat. Overall, this alternative could be expected to have a major positive impact on tortoise habitat, however side effects may somewhat negate the positive impacts. No new facilities would be developed to display educational media about desert tortoise protection having the same effect as Alternative A.

Under the Proposed Plan, 10 of the proposed new routes in Cat2 habitat would not be constructed. This alternative would develop several new facilities to provide parking, restrooms and educational information for the public. The Proposed Plan would close 56% of the routes in Cat 2 habitat and 47% in Cat 3 habitat. Routes limited to administrative or non-motorized use would be 12% of routes in Cat 2 habitat and 17% of routes in Cat 3 habitat. Seasonal and other limits would be placed on 2% of routes in Cat 2 habitat. The Proposed Plan would provide for a limited route network in tortoise habitat, facilities to support the network and media to educate the public about the effects of their activities on the Sonoran desert tortoise and the law protecting them. Overall, the Proposed Plan could have the same effect as Alternative E, with the exception of less habitat loss in the mountains north of the Vulture Mine since fewer motorcycle trails would be constructed.

Wash Habitat

In Alternative A, use of existing routes (See Table 17: *Routes in Washes*) during migratory bird nesting season (approximately February 15 – August 1) could disturb these nesting activities with noise and/or dust. The area of potential disturbance could be as much as 1500-1600 acres or about 16% of the wash habitat. Under this alternative, the impact on migratory bird nesting can be considered long term, but localized.

Alternative F reduces the disturbance potential by closing routes in 13% of wash habitat and limiting an additional 5% to administrative or non-motorized use. This alternative would reduce the overall area where impacts could occur, but would still be long-term.

Alternative G reduces the disturbance potential by closing routes in 38% of wash habitat and limiting routes in another 12% of wash habitat. Alt G would cut the area of disturbance in half and could limit or reduce impacts on nesting migratory birds.

The Proposed Plan reduces the disturbance potential by closing routes in 25% of wash habitat and limiting routes in another 10% of wash habitat. The Proposed Plan reduces the overall area of disturbance by 154 acres through route closures and an additional 17.5 acres through limiting the use of routes.

Routes in Washes												
	Open		Limit Season		Limit Admin or Non-motorized		Limit ATVs & Motorcycles (< 60" wide)		Limit Other		Closed	
	Routes	Acres	Routes	Acres	Routes	Acres	Routes	Acres	Routes	Acres	Routes	Acres
Alt A	326	394.4	0	0	0	0.0	0	0.0	0	0.0	14	1.8
Alt F	181	290.5	11	24.79	34	20.7	17	5.9	10	2.0	87	52.2
Alt G	96	195.1	2	2.58	34	44.3	0	0.0	10	1.9	198	152.2
Proposed	133	240.2	7	15.49	37	37.7	6	1.7	8	2.0	149	99.1

Table 17: Routes in Washes

Cumulative Effects

Reasonably Foreseeable Actions Scenarios (RFAS)

- ✓ Maricopa County’s Vulture Mountains Cooperative Recreation Management Area plan has long range development goals. Many of the proposals in that plan are 11 to 30 years in the future so many of these future facilities may or may not be developed.
- ✓ Maricopa County, working with the Arizona Department of Transportation (ADOT) and The Nature Conservancy are exploring the development of a non-motorized trailhead off US Highway-60 accessing the Hassayampa River, BLM-administered lands, and proposed trails.
- ✓ Yavapai County Trails Committee is interested in developing county-wide loop trail systems.-
- ✓ There is long term interest by ADOT and the Federal Highway Administration in creating a new interstate highway, I-11, to I-40 and Las Vegas. One alignment being discussed could go through the southern end of the planning area including portions of the CRMA, and Vulture Mine RMZ. There was also interest in a US 60 bypass around the community of Wickenburg, but the highway has already been re-routed around the downtown area. Other routes shown on the Maricopa Association of Government’s (MAG) transportation plan may cause a loss of access where primitive roads could be truncated.
- ✓ The 2012 *Arizona Restoration Design Energy Project (RDEP) EIS*, did not identify any potential solar or wind projects on BLM administered lands within the planning area. It did identify some potential Renewable Energy Development Areas (REDAs) on State and private lands near or within the planning area. These projects could require additional utility lines in the Bradshaw-Harquahala RMP-designated utility corridors that cross the planning area.
- ✓ Listing of threaten or endangered species, like the Sonoran desert tortoise can impact future travel management actions.

- ✓ There will be additional travel management planning by BLM in the public lands surrounding Wickenburg TMP.
- ✓ There are planned private land developments like Douglas Ranch and Whispering Ranch to the south of the planning area. Possible annexation of the developing Wickenburg Ranch subdivision increases pressure for recreation access.

Analysis of Cumulative Effect

This analysis looks at the collective effects of the Proposed Plan versus the aggregate of past, present (Alternative A) and reasonably foreseeable actions. The Proposed Plan, Alternatives G, and Alternative F all share basic management actions when looking at the long-term, direct and indirect cumulative impacts. These three alternatives are similar in nature, but differ in the number of miles, type of designated routes and number of facilities proposed. Route designations of “open”, “limited”, “non- motorized” and “closed” are expected to address public and administrative access needs, protect resources, promote public safety, and minimize conflicts among users. Implementing the *Wickenburg Community TMP* would help eliminate the ongoing process of resource degradation, which, if not attended to, could have long-term negative impacts on the Sonoran desert ecosystem. The geographic scope for the discussion of potential cumulative effects changes by resource. One overall factor when considering cumulative effects is the private land development and/or sale of Arizona State Trust Land for private development. These actions could cause new demand for adjacent recreation lands. Maricopa Association Governments (MAG) estimates that most of their communities could double in population by 2020¹⁵.

AIR QUALITY

The geographic scope for cumulative effects to air quality, due to wind patterns, expands beyond the planning area south to I-10 and east to Maricopa County’s Lake Pleasant Regional Park. The collective actions which may directly add to PM10 within this area are travel on roads and primitive roads, travel on un-stabilized areas (e.g. for parking construction), vacant lots, and agricultural operations. Maricopa County manages approximately 2,500 miles roadways, including nearly 700 miles of unpaved roads¹⁶. Implementation of the Proposed Plan or its action alternatives would decrease the number of routes on public lands and potentially decrease localized windblown dust. The stabilized surfaces around trailheads and other recreation facilities could also decrease dust. Depending on traffic, PM10 levels due to travel on roads and primitive roads within the planning area could remain constant or increase over the life of the Proposed Plan.

CULTURAL RESOURCES

Cultural resources are static, so the geographic scope for cumulative effects includes public, private and state lands within the planning area. In the past, the main impacts to cultural resources were due to route proliferation. While implementing the Proposed Plan should reduce proliferation, future

¹⁵ Maricopa Association of Governments, website: <http://www.azmag.gov/>

¹⁶ Maricopa County Department of Transportation (MCDOT) website: <http://www.mcdot.maricopa.gov/lvr/low-volume-roads.htm>, November 2013

actions such as development of Wickenburg Ranch subdivision could increase the potential for OHV trespass and result in negative impacts to any cultural resources found on public lands. All other reasonably foreseeable actions scenarios such as the Maricopa County Park Department's facilities or I-11 construction would require cultural inventories and possible impacts would be reviewed at that time. Implementation of the Proposed Plan or its action alternatives would not create significant cumulative impact within the geographic scope.

MINERAL MANAGEMENT

Areas of high (51,027 acres) and moderate (404,171 acres) mineral potential within and ten miles adjacent to the planning area are considered the geographic scope for cumulative effects. Mineral resources are not static, but dynamic, due to commodity pricing and worldwide demand. Future access for potential exploration and early stage development of both hard rock and aggregate resources would be negatively affected by increased activities from recreational users. Recreation is incompatible with industrial type activities, such as mineral development. In addition, future growth in the Phoenix Metropolitan Area would put increased demand for aggregate resources from public lands in the Wickenburg area. According to the Phoenix Metro master plans, growth is targeted to occur along the Highway 74 corridor, southeast of Wickenburg. Future growth along this corridor as well as the City of Wickenburg would require aggregate resources close to the area of development. Transportation costs are the largest component cost of developing aggregate resources. If the aggregate is unavailable close to development, the added transportation and mining costs could increase the total cost of future residential and commercial development. Lands that have mineral potential for aggregate resources are likely to have access reduced due to community growth and proposed freeway construction through or near the southern end of the planning area. Over the life of this plan, impacts to mineral exploration would be realized with increased costs for access along closed routes, and would require additional permitting for access through either a Notice of Intent or Plan of Operations. The implementation of the plan or its action alternatives, along with the regulatory framework of the 1872 Mining Law, would not directly prohibit the ability to mine within the area, but could reduce the ability to utilize motorized vehicle use in mineral exploration. Limited access in high mineral potential areas, which includes aggregate resources, may discourage future reconnaissance efforts and new mineral development within the planning area.

RANGELAND MANAGEMENT

The geographic scope for cumulative effects is the allotments found within and extending beyond the planning area. No actions in the Proposed Plan, its action alternatives, or anticipated future actions would limit allotment access or reduce AUM's (Animal Unit Months) on any allotment. Future best management practices for livestock grazing within riparian habitat (approximately 13 acres in the Box) on the Hassayampa Lease allotment may include seasonal use of pastures, using alternative water sources, and seasonal or long term closure of motorized travel. These future actions would have a long term impact to a small area open to grazing, but would not be considered a significant impact to livestock grazing due to no change in AUMs.

RECREATION

The geographic scope for cumulative effects to recreation is generally considered as central Arizona, specifically within two hours north or west of the Phoenix metro area. There have been population increases leading to residential housing booms each decade in the Phoenix metro area and Wickenburg. Arizona population has historically increased 25% each decade and the nearby outdoor recreation opportunities this planning area provides are a major attraction.

Since 1970, recreation vehicles have diversified, creating opportunity for new and different types of motorized recreation. Introduction of ATC/ATV/UTV/rock crawling vehicles continues today, making access to previously inaccessible routes possible. The creation of OHV laws in Arizona (1972, 1989 and 2008) placed restrictions/requirements on vehicle operators, contributing to a perceived loss of freedom or access reduction. Travel management planning by all agencies (county parks, local communities, US Forest Service and BLM) has become more commonplace and has reduced the total number of trails available for OHV recreation, but has increased designated non-motorized trails. There has also been improvement in non-motorized experiences, not only by non-motorized trail designation, but also through Wilderness designations such as Hassayampa River Canyon in 1990, just north of the planning area. These actions also reduced some motorized access. As this plan is implemented, there would be more limitations on OHVs and increased enforcement of the route designations. There would be increased management presence throughout the planning area in the form of signs, markers, law enforcement and staff and volunteer monitoring. Identifying and signing the route network through this plan would allow County, City and State agencies to work together to assure public land access. Cumulatively, there would be a reduction from 115 (Alt F), 217 (Proposed) to 292 (Alt G) miles of routes available for OHV access resulting from implementing the Proposed Plan or its action alternatives. According to MAG Land Use Maps, there could be approximately 6.1 % reduction in open space in Maricopa County. The Proposed Plan or its action alternatives would not add to this reduction, and the value of recreational trails would increase over the life of this plan countervailing the cumulative effect of open space loss.

SOCIOECONOMIC CONCERNS

Population growth primarily in the Phoenix metro area and Wickenburg would put more demand on existing trails and facilities and result in increased impacts to cultural resources and wildlife habitat. These resources and open spaces are part of the experience that tourists and recreationists are seeking. Impacts to natural and cultural resources and trails can have a negative effect on Wickenburg's economy. Implementing the Proposed Plan or its action alternatives would improve management of these resources as well as the available open space.

VULTURE MOUNTAIN AREA OF CRITICAL CONCERN

The geographic scope for cumulative impacts is the ACEC boundary (See CMap 1). No actions are anticipated that would affect the important features of the ACEC. No long term changes to the ACEC are predicted beyond those discussed in the Environmental Assessment section of this plan.

WILDLIFE HABITAT AND SPECIAL STATUS SPECIES.

Generally, the geographic scope for cumulative effects to all wildlife habitat is within and five miles adjacent to the planning area. If constructed, the development of the I-11 highway would create more localized habitat fragmentation over the life of the plan. The Proposed Plan and the action alternatives would protect wildlife habitat by reducing the number of primitive roads and trails, increasing open space and decreasing the footprint of human uses. Alternative G provides the most open space; Alternative F provides the greatest number of open routes. The Proposed Plan is intended to provide a substantial amount of resource protection while still providing an optimal travel network. It is anticipated that by reducing the number of routes through closures and rehabilitation, upland Sonoran desert habitat would be maintained by reducing impact to vegetation. However, with increased population growth, numbers of visitors and other users of the travel network would most likely increase. It is reasonable to assume that these users would be concentrated on fewer remaining “open” and “limited” routes, staging areas and trailheads. The expected development in the surrounding area, as noted in Reasonably Foreseeable Actions Scenarios, would reduce the effectiveness of any route closures or rehab efforts. However, with increased management presence, negative effects should be minimized.

The geographic scope for the Southwestern Willow Flycatcher and Yellow Billed Cuckoo includes most riparian areas within Arizona. Some estimate that riparian areas are only 0.4% of the total land area.¹⁷ A higher urban population of the state will lead to a significant increase in environmental and recreation oriented values for riparian areas.¹⁸ The Proposed Plan and the action alternatives would all implement actions protecting the existing riparian area by limiting OHV use within the Box Canyon on the Hassayampa River and by other actions such as modifying livestock grazing management within the Box. So over the long term, the plan would help maintain the scarce habitat for these species.

The geographic scope for tortoise habitat cumulative effects covers planning area’s Tortoise Habitat Category II (681,613 acres) and III (68,134 acres) plus six tenths of a mile beyond the planning area. This scope takes in account for home territory for individual tortoises which is an estimated 220 acres. The Proposed Plan and its action alternatives would have negligible to positive effects on the habitat because of the net reduction in open routes regardless of alternative. In addition to the estimated effects of this plan, the statewide Interagency Desert Tortoise Habitat Conservation Plan (1998) also affects tortoise habitat management in the area. That plan directs the BLM to maintain a zero net loss in quantity or quality of Category I and Category II desert tortoise habitat. The Proposed Plan closes approximately 334 acres of currently open routes in desert tortoise habitat, returning them to a natural state. A few of these acres would be used to compensate for acres lost due to proposed new routes,

¹⁷Riparian Areas and Their importance, page 2, Arizona’s Riparian Areas, Arizona Cooperative Extension, College of Agriculture and Life Sciences, University of Arizona, May 2006, <http://ag.arizona.edu/extension/riparian/chapt1/p2.html>

¹⁸ Riparian Areas and Their importance, page 6, Arizona’s Riparian Areas, Arizona Cooperative Extension, College of Agriculture and Life Sciences, University of Arizona, May 2006, <http://ag.arizona.edu/extension/riparian/chapt1/p2.html>

parking areas or other facility construction prescribed in this plan. Maricopa County Parks Proposed Recreation Sites would require additional compensation. Sale of State Lands in the future can reduce the tortoise habitat by approximately 5%. Development of private lands places pressure on 1.5% of tortoise habitat within the geographic scope. Actual location of the I-11 corridor is unknown at this time, and would require additional compensation and mitigations. Whether or not a potential 6.5% loss of habitat is significant, the Proposed Plan or its action alternative would not significantly add to this loss.

Residual Impacts

People will continue to travel on the public lands within the planning area, especially to explore and recreate. Whether there will be negligible residual impacts after monitoring, mitigation and adaptive management depends on whether BLM and the visitors and users of public lands actively pursue the implementation of this plan. While funding is important, it is the team approach to travel management that creates a successful travel network for the BLM, Wickenburg Community, Maricopa and Yavapai counties and recreational users. This plan will be effective because of citizen contributions of time, talents, and commitment.



Tribes, Individuals, and Agencies Consulted

Yavapai-Prescott Indian Tribe	Bureau of Reclamation
Fort McDowell Yavapai Nation	Desert Caballeros Western Museum
Yavapai-Apache Nation	Flying E Ranch
The Hopi Tribe	Maricopa Association of Governments
Navajo Nation	Maricopa County, Board of Supervisors
Salt River Pima-Maricopa Indian Community	Maricopa County Parks and Recreation Department
Arizona Department of Transportation	Maricopa County Department of Transportation
Arizona Game and Fish Department	Maricopa County Sheriff's Office
Arizona Off-Highway Vehicle Coalition	The Nature Conservancy
Arizona OHV Coalition	Town of Wickenburg
Arizona State Lands Department	Wickenburg Chamber of Commerce
Arizona State Parks	Wickenburg Cultural and Conservation Foundation
Arizona Trail Riders	Yavapai County
BNSF Railway Company	

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Appendices

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Appendix A Executive Order 11644

In 1972, President Nixon signed Executive Order 11644, which requires all public lands to be designated as *open, closed or limited*. This applied largely to areas and specific routes in areas designated as *limited*. Areas designated as *closed* or *open* do not require the designation of individual routes and trails. The following criteria are to be applied to *limited* areas and were excerpted from EO 11644.

- a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.
- b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.
- c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.
- d) Areas and trails shall not be located in officially designated Wilderness Areas or Primitive Areas. Areas and trails shall be located in areas of the National Park system, Natural Areas, or National Wildlife Refuges and Game Ranges only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural, aesthetic, or scenic values.

This Executive Order was codified into Title 43 CFR 8340 – Off Road Vehicles. Thus, it became BLM policy and was implemented throughout those lands administered by BLM.

All BLM-managed public lands require motorized vehicle use designations, both areas and trails in accordance with Title 43 CFR 8340 – Off Road Vehicles (derived from EO 11644). The designation categories (as described in Title 43 CFR 8340.0-5 Definitions) include:

Open – “...an area where all types of vehicle use is permitted at all times, anywhere in the area subject to the operating regulations and vehicle standards...” (i.e. cross country travel is allowed)

Limited – “...an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but can generally be accommodated within the following type of categories: Numbers of vehicles; types of vehicles; time or season of vehicle use; permitted or licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions.”

Closed – “...an area where off-road vehicle uses is prohibited. Use of off-road vehicles in closed areas may be allowed for certain reasons; however, such use shall be made only with the approval of the authorized officer.”

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Appendix B Evaluation Criteria For the *Wickenburg* TMP

CAPE*

Commercial
Private property
Commercial ranching facility
Administrative uses
Mining
Officially recognized in Federal planning document and maintained
Utilities
Military facility
RS 2477
Other

RESOURCES

Area Designations

Areas of Critical Environmental Concern (ACEC)
Extensive Recreation Management Area (ERMA)
Recreation Management Zone (RMZ)
Special Recreation Management Area (SRMA)
Travel Management Area (TMA)
Visual Resource Management (VRM)
Wild burro herd area or Herd Management Area (HMA)
Designated National Wilderness Area
Wilderness Characteristics (WC)
Wildlife Habitat Area (WHA)
Wildlife Management Area (WMA)
Other management units

Cultural Resources

Cultural management areas
Known cultural area/polygon
Known cultural sites
Suspected cultural sites
Other

Ecological Concerns

Air quality

Creek or streams
Desert washes
Exemplary plant communities
Ironwoods
Riparian corridor
Sensitive plant species area/polygons
Soils
Special status plant species
Water holes (tinajas)
Other

Wildlife Resources

Bats (Generally)
Bighorn sheep
Cave Myotis
Desert tortoise
Dove
Elk
Gambel's quail
Gila Chub
Gila topminnow
Javelina
Kit fox
Lesser long-nosed bat
Mountain lions
Mule deer
Pronghorn antelope (not Sonoran)
Pygmy owl (Cactus ferruginous pygmy Owl)
Raptors
Sonoran pronghorn (T)
Southwest willow flycatcher
Unique amphibian assemblage
White -tail deer
Yellow-Billed cuckoo
Yuma Clapper rail
Other Wildlife

PUBLIC USES

Uses

2WD
4x4 (stock 4x4)
ATV
Bicycle
Equestrian
Golf carts (modified)
Hiking
Motorcycle
Mountain biking
Technical 4WD
UTV (>51")

Activities

Astronomy / night sky concerns
Birdwatching
Camping - developed
Camping - primitive/dispersed
Camping – primitive extended stay
Camping - vehicle based
Dog trials
Dual-Sport touring
General recreation access
Geocaching
Hang gliding
Historical sightseeing
Hunting
Jeep Tours
Mining (recreational)
Motorcycle trials
Mountain, rock climbing
OHV - recreational
OHV touring
Paintball
Rockhounding
Shooting
Train spotting
Vistas, sightseeing, photography
Wildlife watching

Other

Route Attributes

Adds significantly to trail system
Commercial recreation permit
Connectivity
Good loop route
Interpretation opportunity

Long distance route corridor
Motorcycle single track
Organized event use
Parking area
Permitted equestrian
Permitted motorcycle / ATV
Permitted mountain Bike
Permitted rock crawling
Popular OHV route
Portal access (potential)
Public safety concerns
Public use site access / interpretative panel
Requested by public to be closed
Requested by public to remain open
Route shows as 4x4 roads on Topo maps
Scenic overlook
Scenic route
Special recreation permit
Staging area(s)
Technical, site specific (extreme/rock crawling within a specified area, not a trail)
Technical, trail (extreme/rock crawling within trails)
Trailheads
Wilderness access

**CAPE: Provides or is concerned with
Commercial, Administrative, Private Property,
or Economic Access.*

Appendix C Example of a Route Report

Sensitive information such cultural resources have been removed from reports. Route Reports can be found on the following website: : http://www.blm.gov/az/st/en/prog/travel_mgmt/wick-trails.html

Agency Route No.:		35013																	
Facilitator: Ren Scammon		Interview Date: 9/13/2005																	
Team Members: Tom Bickauskas																			
<input checked="" type="checkbox"/> Principal Feeder/Trunk <input type="checkbox"/> Other		<input checked="" type="checkbox"/> Connector <input type="checkbox"/> Loop <input type="checkbox"/> Spur		<input type="checkbox"/> Single Track <input type="checkbox"/> Motorcycle Track <input type="checkbox"/> ATV Track <input checked="" type="checkbox"/> Dual Track <input type="checkbox"/> Graded Track															
<input type="checkbox"/> Evidence of Construction <input type="checkbox"/> Regularly Maintained <input type="checkbox"/> Infrequently Maintained <input type="checkbox"/> Maintained In Past		UTM N: 3770000 E: 346259 Length: 1.32 miles Use Level: Light Maint. # (if any):																	
Route Origin: (if known)																			
Jurisdictions: <input checked="" type="checkbox"/> BLM <input type="checkbox"/> USFS <input type="checkbox"/> State <input type="checkbox"/> Military <input checked="" type="checkbox"/> Private Property <input type="checkbox"/> Other:																			
Additional Information: Route designation applies only to those portions of the route located on public land.																			
Admin Additional Information:																			
Official Right-of-Way or Officially-Recognized County or State Route Is the route an officially-recognized right-of-way or an officially recognized County or State route? All or Part Officially-Recognized Right-of-Way All or Part Officially-Recognized County Road All or Part Officially-Recognized State Route FLMPA																			
No																			
Other Access / Uses Does the route provide other access / uses? Does the route provide commercial or private property access (e.g. via prescriptive or vested rights)? Is the route a regional route that serves more than one planning sub-region? Is the route a principal means of connectivity within a sub-region? Is the route officially recognized as part of a Federal planning document and is subject to maintenance?																			
Yes Yes No No																			
<table border="1"> <thead> <tr> <th colspan="2">Access / Uses</th> <th>Primary</th> <th>Secondary</th> <th>Tertiary</th> </tr> </thead> <tbody> <tr> <td>Commercial Ranching Facility</td> <td>In Allotment</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Private Property</td> <td>Access</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </tbody> </table>					Access / Uses		Primary	Secondary	Tertiary	Commercial Ranching Facility	In Allotment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Private Property	Access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Access / Uses		Primary	Secondary	Tertiary															
Commercial Ranching Facility	In Allotment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
Private Property	Access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>															
Special Resources Is the continued use of this route likely to impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?																			
Yes																			
<table border="1"> <thead> <tr> <th colspan="2">Impacted Resources</th> <th>Direct</th> <th>Indirect</th> </tr> </thead> <tbody> <tr> <td>Visual Resource Management (VRM)</td> <td>Class 2</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Visual Resource Management (VRM)</td> <td>Class 3</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </tbody> </table>					Impacted Resources		Direct	Indirect	Visual Resource Management (VRM)	Class 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Visual Resource Management (VRM)	Class 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Impacted Resources		Direct	Indirect																
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Visual Resource Management (VRM)	Class 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>																
Page 1 of 5																			

Range of Alternatives:

F Open Mitigate Open Limit Mitigate Limit Close

- Mitigation will be achieved by employing adaptive management monitoring of the status and/or integrity of the potentially impacted sensitive resources or resource issues identified above as they relate to various factors (e.g. climatic cycles, exotic species introduction, visitor use levels [type, intensity, season of use]).

- Other: Follow any conservation measures and best management practices for the above identified sensitive resources as identified in applicable guidance and regulations.

Permission will be necessary to cross private property. Visitors will need to seek permission from private land.

Seek volunteer cooperation to keep sign marked to avoid cross-country travel. Because route alignment will shift as the topography changes in the riverbottom, route markers will need to be regularly maintained.

- Limit by Time of Year / Season

- Other Closures / Limits

From: _____ to _____ or, more specifically: based upon rain fall.

Route would be closed for 30 days after major rain event due to public safety (e.g. standing water, running water, boggy areas (quick sand)).

43 CFR 8342.1bc No direct expected effect on sensitive plant or animal species, including desert tortoise and its moderate quality habitat. Designation would eliminate public motorized use, thus reducing the disturbance of soils that could affect air quality.

G Open Mitigate Open Limit Mitigate Limit Close

- Mitigation will be achieved by employing adaptive management monitoring of the status and/or integrity of the potentially impacted sensitive resources or resource issues identified above as they relate to various factors (e.g. climatic cycles, exotic species introduction, visitor use levels [type, intensity, season of use]).

- Other: Follow any conservation measures and best management practices for the above identified sensitive resources as identified in applicable guidance and regulations.

Permission will be necessary to cross private property. Visitors will need to seek permission from private land.

Seek volunteer cooperation to keep sign marked to avoid cross-country travel. Because route alignment will shift as the topography changes in the riverbottom, route markers will need to be regularly maintained.

- Limit User

- Motorized Administrative Use (including Federal, State and Local emergency regulatory enforcement and monitoring uses).

- Ranching Allotment Permittee

- Mining Permittee

- Utility Right-of-Way / Permittee

- Special Event Permittee

- Other Permittee:

- Private Property Access

- Limit Mode of Transportation

- Non-Motorized Only

- Non-Motorized, Non-Mechanical

- Pedestrian

- All-Terrain Vehicles

- Motorcycles

- Single Track

- Stock High Clearance Vehicles (Trucks, SUV)

- Stock 4 Wheel Drive

- Stock 4 Wheel Drive / High Clearance Vehicles

- Modified 4 Wheel Drive Vehicles

- Equestrian

- Mountain Bike

- Other

43 CFR 8342.1bc Manage as a non-motorized trail. No direct expected effect on sensitive plant or animal species, including desert tortoise and its moderate quality habitat. Designation would eliminate public motorized use, thus reducing the disturbance of soils that could affect air quality.

Agency Route No.:

35013

Pref Open Mitigate Open Limit Mitigate Limit Close

Closed to All Uses

- The route would be allowed to naturally reclaim
- The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon)

43 CFR 83.42.1(b) Direct expected enhancement of desert tortoise, its moderate quality habitat and sensitive plant species. Designation would eliminate public motorized use, thus reducing the disturbance of soils that could affect air quality.

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Appendix D Public Comment Analysis – 40 CFR 1501.7

External Scoping Meeting					
Day	Date	Type of meeting	Time	Location	Purpose
Saturday	10/30/2009	Wickenburg Trails Summit #1	Daytime (hours unknown)	Wickenburg Community Center	First joint planning with identified stakeholders
Thursday	2/4/2010	Public meeting	5:30-8:00 pm	Wickenburg Community Center	Public scoping
Saturday	3/27/2010	Public workshop / mapping open house	8:30 am-12:30 pm	Wickenburg High School	Public scoping specific to routes/facilities
Wednesday	6/9/2010	Wickenburg Trails Summit #2	10:00 am-12:00 pm	Wickenburg Middle School	Second joint planning with identified stakeholders (invitation broadened)
Wednesday	9/15/2010	Stakeholders meeting	12:30-4:00 pm	Wickenburg Community Center	Governmental / Non-Government Organizations scoping
Tuesday	12/7/2010	Stakeholders meeting	10:00 am-12:00 pm	Hassayampa River Preserve	Governmental / Non-Government Organizations scoping
Saturday	12/11/2010	Public workshop / mapping open house	9:30 am-3:00 pm	Wickenburg High School	Public scoping specific to routes/facilities
Tuesday	6/28/2011	Public meeting	6:00 -8:00 pm	Wickenburg Community Center	Public information / scoping on completeness of alternatives

Appendix D Table1: Public Meetings

During the scoping process BLM collected written and oral comments from the public, stakeholders, interested groups, local governments and other agencies. These were gathered and summarized by topic. Therefore, if five people stated that they wanted to see more ATV trails, this comment was captured once and placed in the table below, Appendix D Table 3: *Comment Table* starting on page 97.

The intended use of the following comment table is to organize the comments, identify analysis requirements, and determine if a comment is substantive according to *BLM's National Environmental Policy Act Handbook (H-1790-10.)*, Chapter 6, page 66:

Substantive comments do one or more of the following:

- Question, with reasonable basis, the accuracy of information in the EIS or EA.
- Question, with reasonable basis, the adequacy of, methodology for, or assumptions
- Used for the environmental analysis.
- Present new information relevant to the analysis.
- Present reasonable alternatives other than those analyzed in the EIS or EA.
- Cause changes or revisions in one or more of the alternatives.

Comments that are not considered substantive include the following

- Comments in favor of or against the Proposed Plan or alternatives without reasoning that meet the criteria listed above (such as "we disagree with Alternative Two and believe the BLM should select Alternative Three").
- Comments that only agree or disagree with BLM policy or resource decisions without justification or supporting data that meet the criteria listed above (such as "more grazing should be permitted").
- Comments that don't pertain to the project area or the project (such as "the government should eliminate all dams," when the project is about a grazing permit).
- Comments that take the form of vague, open-ended questions

Code/Category definitions for Comment Table		
Code	Category	Notes
1	Extraneous and/or statement of opinion or misconception	Comment can be dismissed because either the cause or effect on the resource of concern is absent. For example, a comment concerning floatplane use on Lake Pleasant may be irrelevant because such use (cause) of the lake (affected resource) is absent.
2	Outside Scope	Comment can be dismissed because it's not within the scope of actions to be considered in alternatives or covered under the purpose of and need for the <u>Proposed Plan</u> .
3	Beyond Scope	Comment can be dismissed because it beyond the Responsible Officials' authority to resolve in this specific analysis, or it is better addressed at a different scale or outside of this analysis process. For example, it may be used if we get public comments over grazing fees, global warming, etc.
4	Concern will be discussed/analyzed in the document	Comment is addressing an issue we have already covered in our <u>Proposed Plan</u> and purpose of and need for action statement or will be covered in Sections 1, 2, or 3 of the environmental document.
5	Legal Requirement and/or Management Plan Requirement	This comment addresses an issue BLM is already legally mandated to address and/or is required by an upper level Resource Management Plan.
6	Definition of Procedure	Comment is a question and/or incorrect definition of procedures and may require a follow up phone call by a specialist, team leader, NEPA coordinator or area manager.
7	Need additional analysis – possibly drive an alternative or a change to the document	A legitimate concern by the public that does not meet the above definitions. This concern could be an issue that drives an additional alternative or mitigation.

Appendix D Table 2: Comment Codes

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
1.1. Differentiate Trails – well-marked.	4	Yes	To implement plan all primitive roads and trails will be marked and permitted uses displayed (see Appendix F , Sign Plan).
1.2. Increased impact to the environment and species.	4	Yes	The effects of alternative implementation on resources are discussed in the Environmental Assessment.
1.3. Impact of growth and increased use – “The Tsunami of Phoenix.”	4	Yes	Responding to this issue is described in the Environmental Assessment.
1.4. Cost of this analysis and planning – There are other more important issues to address.	5	No	This is required by <i>Bradshaw-Harquahala RMP</i> . Also, see Purpose of and Need for the Plan (on page 10) in the Introduction.
1.5. Government regulation – a public perception that the government is regulating use.	5	No	This analysis and planning is required by <i>Bradshaw-Harquahala RMP</i> and BLM travel management policies
1.6. We don't want a trailer park – Not Quartzite.	2	No	Outside the scope of this analysis. No long-term visitor areas were identified in <i>Bradshaw-Harquahala RMP</i> .
1.7. Accommodate camping options – for equestrian and other users.	4	Yes	Dispersed camping was covered in the <i>Bradshaw-Harquahala RMP</i> . Camping in semi-developed areas is discussed in Action 2 (see page 24 in <u>Proposed Plan</u>).

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
1.8. Maintain resource qualities of the area – A place where I can take my grandkids to see what I saw.	4	Yes	The effect of alternative implementation on resources is discussed in the <i>Environmental Assessment</i> .
1.9. Enhance Wickenburg as a destination – maintain image as a Western community.	4	Yes	Analyzed in the socio-economic section of the <i>Environmental Assessment</i> .
1.10. Make the entire area all non-motorized – no motorized use.	2	No	An alternative considering all non-motorized use was considered and did not meet the purpose of and need for the plan.
1.11. Designate motorized areas – provide access for motorized uses.	4	Yes	Area designations, including motorized areas, were made in the <i>Bradshaw-Harquahala RMP</i> .
1.12. Provide parking for trailers – trailer parking for equestrians and non-equestrians.	4	Yes	Facilities are being considered in the <u>Proposed Plan</u> and <u>Alternative F</u> for parking (see Action 2, Levels of Development, page 24).
1.13. Improve relations with emergency services.	2	No	Emergency services and relationship with local service providers are part of BLMs Law enforcement mission. (see Action 1, <i>Law Enforcement</i> page 23).
1.14. Improve emergency communications – there are dead spots in the area.	2	No	Outside the scope of this analysis.
1.15. Would like shooting & archery facilities.	2	No	Outside the scope of this analysis. Those types of activities would need to be developed by the County or City of Wickenburg.
1.16. Include in a Yavapai County Loop trail system.	4	Yes	The option for a connection was considered during route evaluations and the formation of route network alternatives (see Action 1, <i>Route Designation</i> page 12).
1.17. Provide a non-motorized loop around Wickenburg.	4	Yes	This plan is limited to trails on BLM lands; The management plan presents opportunities for trail connections (see Action 1, <i>Route Designations</i> page 12).
1.18. Wickenburg is the trail/ride capital of the west.	2	No	Outside the scope of this analysis, but the needs of the Town of Wickenburg were considered during route evaluation.
1.19. Trails are being closed elsewhere outside the planning area.	2	No	Outside the scope of this analysis.
1.20. Getting entities to agree on a trail system.	4	Yes	The <u>Proposed Plan</u> and alternatives present proposals that include the results of stakeholder input including AZGFD, Town of Wickenburg and Maricopa County Parks Department. These alternatives present opportunities for trail connections (see Action 1, <i>Route Designations</i> page 12).

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
1.21. Need public information that is easily accessible – need a publication that shows where the trails are and the designated uses.	4	Yes	See <i>Route Designation</i> and implementation prescription, <i>Education and Outreach</i> (page 22).
1.22. Need an onsite management facility with a meeting room.	3	No	Beyond the scope of this analysis. No buildings other than restrooms are discussed in the plan.
2.1. Want to keep primitive facilities.	4	Yes	Some primitive facilities such as trailheads are described in the alternatives (see Action 2 page 24).
2.2. Use conflicts on the same trails – Equestrians want to be separated from ATVs.	4	Yes	Alternatives considered various user options (see Action 1 <i>Route Designation</i> page 12 and Emphasis Areas on page 5).
2.3. Unique sites – Mines are interesting and dangerous.	4	Yes	Routes accessing abandoned mine sites were considered during route evaluation.
2.4. Need to plan for use of area west of Vulture Mine Road	4	Yes	Alternatives include proposed use of that area (see Action 4, page 29 and Action 5, page 36).
2.5. Access and parking – making sure an area can accommodate and provide OHV connections.	4	Yes	Alternatives include connection trails and/or primitive roads for various uses, including OHV.
2.6. Develop facilities along the trails – Hitching posts, water, shade structures, kiosks.	4	Yes	Some of those facilities are included in the alternatives (see Action 2, page 24).
2.7. Don't develop – keep development in this area out.	4	Yes	No additional facilities are considered in the <u>Alternative A</u> and <u>Alternative G</u> .
2.8. Staging areas are mostly for non-motorized, non-horse, and ATV crowd.	4	Yes	Additional facilities are considered for both non-motorized, motorized, and combined uses in the <u>Proposed Plan</u> and <u>Alternative F</u> .
2.9. Need to designate shooting areas.	2	No	Outside the scope of this analysis. BLM policy only allows for defining areas where shooting is prohibited. No areas are proposed for closure in this plan.
2.10. Would like restrooms at trailheads.	4	Yes	Alternatives include the construction of appropriate facilities at selected trailheads (see Action 2, page 24).
2.11. Would like kiosks at all of the trailheads.	4	Yes	Alternatives include the construction of kiosks at selected trailheads (see Action 2, page 24 and Appendix F , Sign Plan).
2.12. Add trash drops.	4	No	Considered in the discussion of trailhead facilities.
2.13. Don't install trail markers – it adds adventure.	4	No	Considered under <u>Alternative A</u> .
2.14. Keep Vulture Mountain rough and for hikers only.	4	Yes	Alternatives include appropriate hiking areas for all trail users (see Action 4 page29).
2.15. Need to show the presence of law enforcement for OHV users.	4	Yes	See Action 1, <i>Implementation Prescriptions, Law Enforcement</i> , page 23.

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
2.16. Provide access south to BLM lands – from the ADOT rest area through the Hassayampa Preserve.	4	Yes	Access was considered in the <u>Proposed Plan</u> and <u>Alt F</u> , but agreement would be needed from the Hassayampa Preserve governing entity, and Arizona Department of Transportation. Actions would be taken by Maricopa County Parks Department.
2.17. Provide access to the east side – under the railroad trestle.	4	Yes	Access was considered in the <u>Proposed Plan</u> and <u>Alt F</u> , but agreement would be needed from the Hassayampa Preserve governing entity and BNSF railway.
2.18. Keep west side open for single-track motorized use.	4	Yes	Alternative route designations include a mix of motorized and non-motorized uses to meet the purpose of and need for the plan.
2.19. Provide interpretation of western heritage – mining history.	4	Yes	Interpretation and education was discussed on page 22. While western heritage was not one of the topics recognized for this travel management planning effort, other programs and project plans will address this interpretive topic and is not precluded by this plan.
2.20. State land pose problems for recreationists.	4	Yes	Alternatives provide the potential for trail connectivity, but the Arizona State Land Department must agree, because of their primary mission to generate funds for schools.
2.21. Don't mind sharing between user groups.	4	Yes	Route designation alternatives include a mix of shared and exclusive uses to meet the purpose of and need for the plan.
2.22. Connectivity – you can't get to Crown King.	4	Yes	Alternatives include options for long distance connections to other trail systems.
2.23. Add more legally designated trails and better signage.	4	Yes	The <u>Proposed Action</u> and <u>Alt F</u> include new trails, if needed, to meet the purpose of and need for the plan and provide for signage (see Appendix F , Sign Plan).
2.24. Add signage – not more trails.	4	Yes	<u>Alternative G</u> would not construct new routes. Alternatives provide for signage (see Appendix F , Sign Plan).
2.25. Provide visitor log – who and what purpose.	4	Yes	Monitoring provides for visitor logs and other methods of collecting visitor data – a good way to determine use and need.
2.26. Institute an Adopt-a-Trail program – trash pickup, patrol, and ticket users for littering.	4	Yes	The education and interpretation section discusses the need for partnerships to develop similar programs.
2.27. Would like a visitor center in the Vulture Mountain area.	3	No	Beyond the scope of this analysis.
3.1 Front Country Emphasis Zone – need to focus on 'easily accessible & smaller looping trails for smaller trips.	4	Yes	Alternatives include a mix of trail densities and lengths to meet the purpose of and need for the plan.

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
3.2. Have predominately equestrian emphasis zones – the Red Top Trail System Horse Front Country Zone and the Antelope Creek Horse Front Country Zone.	4	Yes	Alternatives include a mix of emphasis zones/areas to meet the purpose of and need for the plan. However, emphasis areas do not denote exclusive use.
4.1. The BLM and the County should consider the economic impact of OHV recreation.	4	Yes	Economic impact is discussed in the socio-economic section of the <i>Environmental Assessment</i> .
4.2. The land seems little used and should receive the same level of management.	4	Yes	The <u>Proposed Plan</u> and the alternatives discuss the level of management to meet the purpose of and need for the plan
4.3. Build an OHV staging area on Constellation Road – to keep people from parking in the desert.	4	Yes	The <u>Proposed Plan</u> and <u>Alt F</u> , include additional facilities appropriate to the type and intensity of use (see Action 2, page 24).
4.4. Keep Box Canyon open to motorized use.	4	Yes	The <i>Bradshaw-Harquahala RMP's</i> desired future conditions require BLM to manage The Box for non-motorized recreation. Alternatives include different approaches and extent to this RMP requirement.
4.5. There are many Jeep trails west of the Vulture Mine area in the lower hills – they provide good opportunities for ATV & motorcycle riding.	4	Yes	Alternatives include a mix of uses including racing to meet the purpose of and need for the plan.
5.1. Support Alt C – with additions proposed by the AZ Off Highway Coalition.	4	No	Alternatives include a mix of uses to meet the purpose of and need for the plan.
5.2. It must be in writing that the BLM and only the BLM can close any trails or roads in the planning area.	4	Yes	This analysis and plan is being developed for BLM management and is applicable to BLM lands only.
5.3. The plan is also land locking ASLD land on the SE corner by Gates Rd.; while there is West side access, the BLM should leave the road to the south open to complete a loop plus it is a long way from Vulture Peak.	4	Yes	Access areas appropriate to the type and intensity of use are included in the alternatives. The plan is being developed to manage BLM lands only. Opportunities for connecting routes through state land are included.

Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
5.4. Restricting trails to equestrians, hikers and vehicles 60 inches or less severely dampens our ability to provide patrol, SAR, and law enforcement activities, while limiting access to those able-bodied not addressed by the ADA (With maps suggesting needed trails).	4	Yes	Alternatives include a mix of trail types and uses to meet the purpose of and need for the plan and provide for appropriate emergency services access. The <i>Bradshaw-Harquahala RMP</i> Travel Management page 51 TM- allows for cross-country travel (including closed routes) for “public health, safety, and law enforcement emergencies”. While this would not provide for patrol, it addresses public safety.
5.5. Keep all existing ATV routes open.	2	No	This does not meet the purpose of and need for the plan.
5.6. Establish speed limits near houses.	4	Yes	Alternatives include this mitigation where appropriate.
5.7. I believe the alternative action to take no action is best.	2	No	<u>Alternative A</u> is required and serves as a baseline for comparison with the action alternatives.
5.8. How will limiting roads and trails historically, as well as currently, utilized by vehicles in excess of 60 inches in width, enhance OHV recreation values?	4	Yes	The action alternatives consider a more diverse variety of recreational experiences, both motorized and non-motorized.
5.9. Route 40014 should remain open to create more mileage for competitive events.	4	Yes	Alternatives include a mix of trail types and uses to meet the purpose of and need for the plan.
5.10. A number of comments concerning facility development including campgrounds were received.	4	Yes	The <u>Proposed Plan</u> and <u>Alt F</u> discuss facilities in Action 2 page 24. A county-operated camping area was discussed and is addressed in detail in Maricopa County Park’s companion planning effort.
5.11. Place large development of non-motorized facilities east and north of Vulture Peak.	4	Yes	Alternatives include a mix of facilities to meet the purpose of and need for the plan. Maricopa County Park’s Plan also addresses facilities, including non-motorized facilities.
5.12. OHV routes should never be closed or converted to allow new non-motorized routes except ACEC and riparian resource considerations.	4	Yes	Alternatives include a mix of trail types and uses to meet the purpose of and need for the plan.
5.13. Maintain OHV route connectivity if some routes are closed because of new development.	4	Yes	Alternatives include a mix of routes and uses to meet the purpose of and need for the plan. Long distance corridors are discussed in Action One, Public Access Needed (Page 20). Further, specific connections are considered in the Box RMZ that connects to the edges of the planning area.
5.14. Long distance trails must be included to ensure access to road and routes to BLM areas to the west and east.	4	Yes	Alternatives include a mix of routes and uses to meet the purpose of and need for the plan. Long distance connecting routes are discussed under <i>Travel Management Prescriptions</i> , page 20.

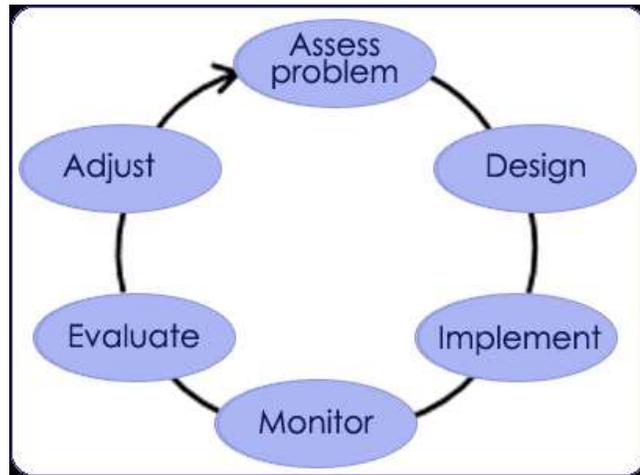
Comment Table			
Comments or Concerns	Category of Comment #	Substantive Yes/ No	BLM Response
5.15. Non-motorized users should choose between a developed trails system that they have to stay on like OHV, or a system of no developed trails and allow cross country travel.	2	No	Cross-country travel on foot or horse is permitted on all BLM lands unless specified otherwise for public safety or resource protection. Bikes are considered vehicles and must stay on designated trails.
5.16. Construct new trails or re-route trails before closing others.	4	Yes	Alternatives include phased construction and closures to meet the purpose of and need for the plan.
5.17. A large number of comments concerning specific individual routes and maps were received.	4	Yes	The <u>Proposed Plan</u> and/or its alternatives include a mix of routes and uses. Routes were reviewed on-the-ground and where BLM thought a route could meet the purpose of and need for the plan, it was included in either the <u>Proposed Plan</u> or an alternative.

Appendix D Table 3: Comment Table

Appendix E Adaptive Management

“Adaptive management is a tool designed after the scientific research process which requires a measurable objective, monitoring to determine the effectiveness of the management practices in achieving the objective, evaluation to determine if the objective is being reached, and adaptation based on the results.”¹⁹

Adaptive management focuses on changing conditions that could affect the route designations proposed in this plan. Possible changes might be to create new roads to access private property, mining claims, or public utilities; user-created route proliferation; the listing of additional special status plant and animal species; the discovery of additional cultural or historic resources and the availability of funding. Applying this principle of adaptive management is an essential component of travel planning. Throughout the life of this travel management plan, the BLM would rely on monitoring data to improve the plan. See the two sections below titled: *Plan Revisions* and *Amendment and Standard Operating Procedures* for the type of changes that may be initiated.



Appendix E Figure 1 Adaptive Management

In applying adaptive management, the objectives are targets based on best available information. Unless otherwise specified, the time frames in the objectives are discussed in the form of phases: Phase-I (1-2 years), Phase-II (3-5 years), and Phase-III (5-10 years). Sufficient monitoring is planned to determine whether adequate progress is being made towards the objectives. If progress is insufficient to achieve the objectives in a realistic period of time, management actions will be revised.

¹⁹ Adaptive Management, BLM presentation; Ron Huntsinger, Peg Sorsensen (date unknown). www.blm.gov/pgdata/etc/medialib/blm/wo/Planning_and_Renewable_Resources/presentations.Par.83536.File.pdf/Adaptive_Management_2.pdf

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Appendix F Wickenburg TMP Sign Plan

The BLM *Sign Guidebook (2004)* states: “A sign plan provides for the systematic and uniform development and maintenance of a sign system for a given area.” A good sign plan ensures that there is ample information for visitors to comply with BLM’s regulations and route designations. Effective signs discourage off-network travel and other misuses by making the open routes and trail more obvious and attractive. The Wickenburg TMP sign plan is based on this guidance, previous Phoenix District Office signing efforts and the area’s specific needs. This is not a static plan, but will be updated as signing needs are identified.

The sign plan includes the following sections:

- Route markers and numbering
- Estimated costs for initial implementation
- Signs and Proposed Locations
- Maintenance and monitoring,
- Catalog of potential sign designs

Route markers refer to the type of sign shown in Figure 1 and will have a route number displayed. *Signs* displaying more specific or detailed information are discussed the “Signs and Proposed Locations” section below.

Route Markers and Numbering



Appendix F - Figure 1 - Examples of Fiberglass Marker Layouts

The navigation number or route ID will be used for marking the routes on the ground and on published travel guide maps. Each route ID will come from a pre-assigned block of numbers specific to the Hassayampa Field Office for the Wickenburg TMP. The numbers will be between 9000 and 9999.

Signing will be kept to the minimum necessary for visitor management and assistance and as a tool for resource protection, regulatory and informational purposes. Initially, all routes will be signed at intersections, then every one-half mile beyond that and at other points to prevent confusion. Signing will be designed to provide users with clear and correct information to avoid off-network travel and prevent user conflict.

Through monitoring and ongoing public input, strategies will be developed to improve signing effectiveness. Maintenance procedures and schedules will be developed for signs and markers, including anticipated replacement needs. A sign inventory and database will be created to facilitate tracking of sign location and maintenance. It is expected that during the first 5 years many signs will be removed or destroyed, and will be replaced or updated, using better communication or engineering techniques.

The majority of primitive roads and trails will be marked with brown 5' 6" by 3.75" fiberglass posts. Appendix F -Figure 1 provides four examples of layouts for route markers. All numbers and/or decals should be placed within the top three feet of the post. At the top of each post there will be an American flag followed by an agency symbol, then an international symbol indicating the primary use. Below that, a route number, and at the bottom an international symbol with the red slash across the symbol to indicate restrictions.

At each intersection, open routes will be identified by a number. Two routes may be identified on one post using of arrow symbols and by using both sides of the fiberglass posts. When adding a route name or where more than two international symbols are needed to convey a restriction or use, BLM may develop specific decals, which clearly state the message or trail name. If a volunteer group adopts a route they may also be allowed to develop a decal to place on the markers. Trail names or "Trail Adopters" may also be identified and labeled on the post above the route number. Not all route markers need both route name and numeric route identifiers.

At some lesser access locations, where a route enters/ leaves public lands, a white two-sided fiberglass marker, as shown on this page, will be placed informing the user of the change in land status. These markers do not have to be surveyed in but can be placed using GPS. This type of boundary marker will explain that BLM does not provide permission for the public to enter private land. On the side entering public land the notice will state that the marker location is not surveyed and cannot be used as a legal boundary (see Appendix F, Figure 2).



Appendix F - Figure 2: Examples of Potential Boundary Marker. Wording may change.

Estimated Costs for Route Marker Installation

The estimate in Appendix F Table 1 below is based on the number of intersections, routes over a mile long, "end of trail" or trailhead locations, and places where routes cross private/ public land boundaries. Using these estimates, an initial cost for materials to mark the primitive roads and trails in the planning area was derived. Labor costs are not included.

Material Cost Estimate for Trail Markers					
	Number of Locations	Est. Markers per Location	Total Est. Markers needed.	Est. cost per-post (with basic Decals)	Est. Total Cost
Intersections	899	2	1798	\$23.56	\$42,360.88
Routes over mile Long	69	1	69	\$16.76	\$1,156.44
Route ends.	46	1	46	\$15.46	\$711.16
Private Property / BLM Jurisdiction Lines	167	1	167	\$15.46	\$2,581.82
				Total	\$46,810.30

Appendix F Table 1- Est. Initial Cost of Marking Routes

Posting route markers (i.e. navigation signs) and regulatory signs stating, "All vehicles must stay on designated and posted routes" will have highest priority. These markers will be placed during the initial phase of plan implementation. The first marker will establish that one is entering public land, and the second, further down the road or trail will be a guide marker with the route number and/or name and other

pertinent information. This follows the BLM Sign Guidebook principle that messages should not be mixed.

Signs and Proposed Locations

Map 10 is a general location map for proposed signs (does not include marker locations) to be placed under this plan. These signs will be placed on an as-needed basis for resource protection, and visitor information and compliance during the life of this plan. All signs will be developed according to the *BLM Sign Guidebook*. This guidebook can be found on the web at:

<http://www.blm.gov/pgdata/etc/medialib/blm/wy/signs/docs.Par.61916.File.dat/guidebook.pdf>

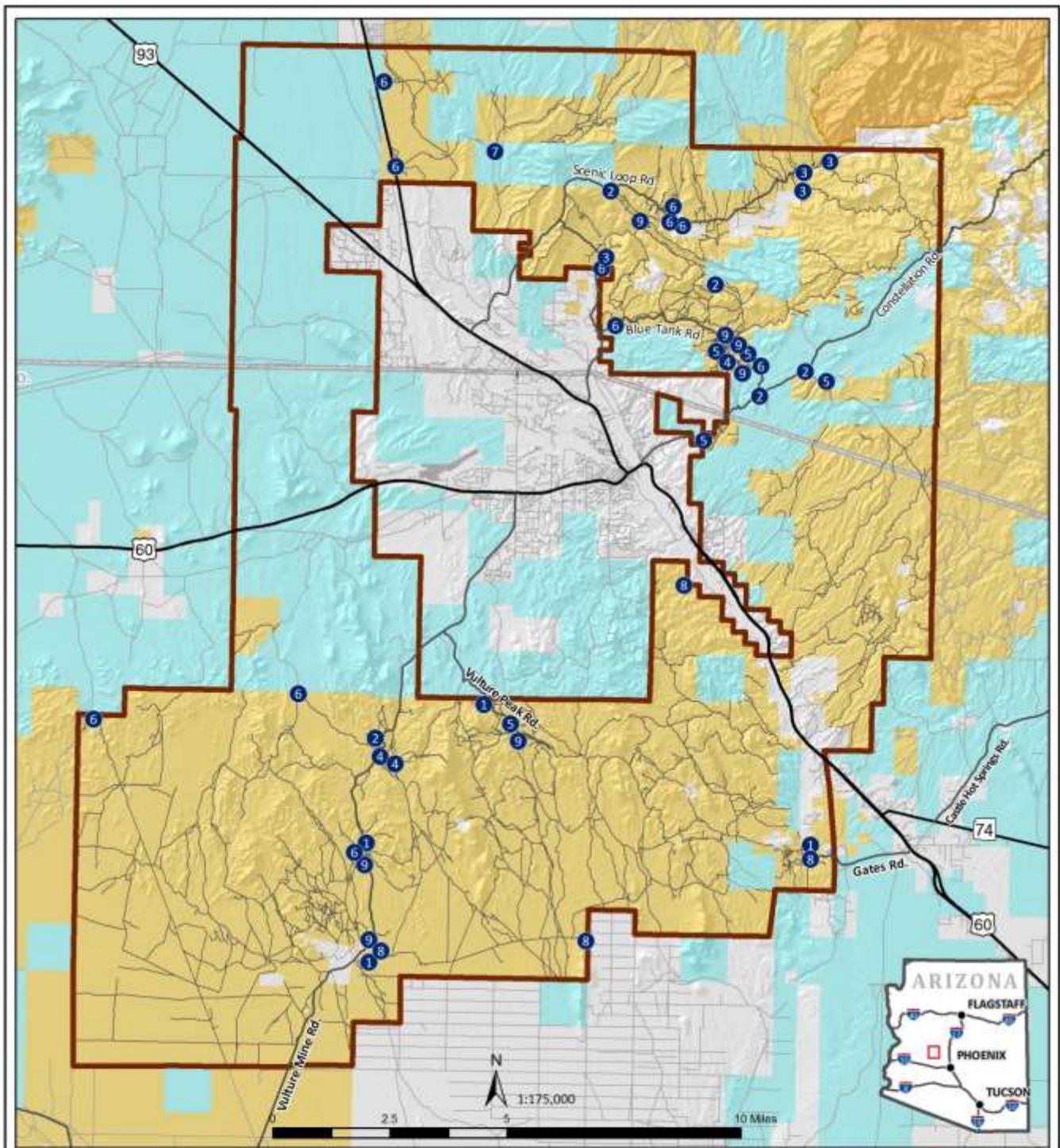
The attached nine worksheets are typical of the signs that will be used within the planning area:

1. Air Quality – Dust Reductions Sign
2. Directional Sign
3. Information Sign- Deep Sand/River Hazards
4. Kiosk Board with Map or Interpretive (Existing)
5. Kiosk Board with Map
6. Primary Access – Boundary Sign with BLM Rules
7. Public Land Access- Boundary Sign with BLM Rules (AZ State Trust Land)
8. Secondary Access
9. Truncated Sign – Recreation Site

Additional worksheets will be added as needed. These are examples, and each type of sign and /or its content may be modified to fit the exact location or message. The objective is to provide the visitor with signs that clearly indicate that the area is managed by BLM, and are adapted to provide the needed information for the specific location or use.



Recreation facilities like this interpretive site are not part of this sign plan.



ARS 12/10/2013

Wickenburg TMP Sign Plan

- | | | |
|---|---|------------------------------|
| ① Information Sign - Dust Reduction | ⑥ Primary Access - Boundary Sign with BLM Rules | — County Road |
| ② Guide Sign | ⑦ Public Land Access Route Sign (AZ State Trust Land) | — BLM Route In Planning Area |
| ③ Information Sign - Deep Sand/River Hazards | ⑧ Secondary Access - Boundary Sign with BLM Rules | — Other Routes |
| ④ Kiosk Board with Map or Interpretive (Existing) | ⑨ Truncated Sign - Recreation Site | ▭ Travel Management Area |
| ⑤ Kiosk Board with Map | | |

While every effort has been made to ensure the accuracy of this information, the BLM makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Maintenance and Monitoring of Travel Management Signs

Generally, maintenance will be done according to BLM's Sign Guidebook, Chapter 5. An inventory will be incorporated into this Sign Plan and maintained annually. Existing markers and signs should be inventoried as soon as possible after of the Travel Management Plan Record of Decision is approved. The inventory database should include the following information:

- GPS Location
- Date installed (On larger signs installation dates should be placed on back of the sign),
- Date inventoried
- Name of person conducting installation / inventory
- All language on the sign
- Sign layout –
 - ✓ Height and length
 - ✓ color
 - ✓ shape (Truncated, rectangle, square, marker)
- Lettering
 - ✓ Size
 - ✓ color
 - ✓ font
- Sign and post materials
- Condition of the sign: Good, Fair; Needs Repair or Replacement
- Number of times sign has been replaced.
- All photos of signs should be linked to the GPS location and maintained in database subfolders by year.

Visitors should be encouraged to report missing or damaged signs. Volunteers will be recruited to help install, monitor and replace route markers and signs. The cost of replacement signs will be a line item in annual budget projections. These costs will be identified through the database.

At each site, care will be taken to visually insure that, when possible, the message is positive, simple and easy to read. When planning a sign, the following questions should be addressed

- Is the sign or message needed?
- Is the location of the sign appropriate?
- Is the sign complementary to the rest of the signs in the area?
- Are there too many signs/ messages in one area? (Avoid sign clutter.)
- Are the signs appropriate for year-round conditions, protection from vandalism, etc.?

Wickenburg Community Travel Management Plan Sign Worksheets

Sign 1 description: Information Sign-Air Quality Dust Reductions Sign



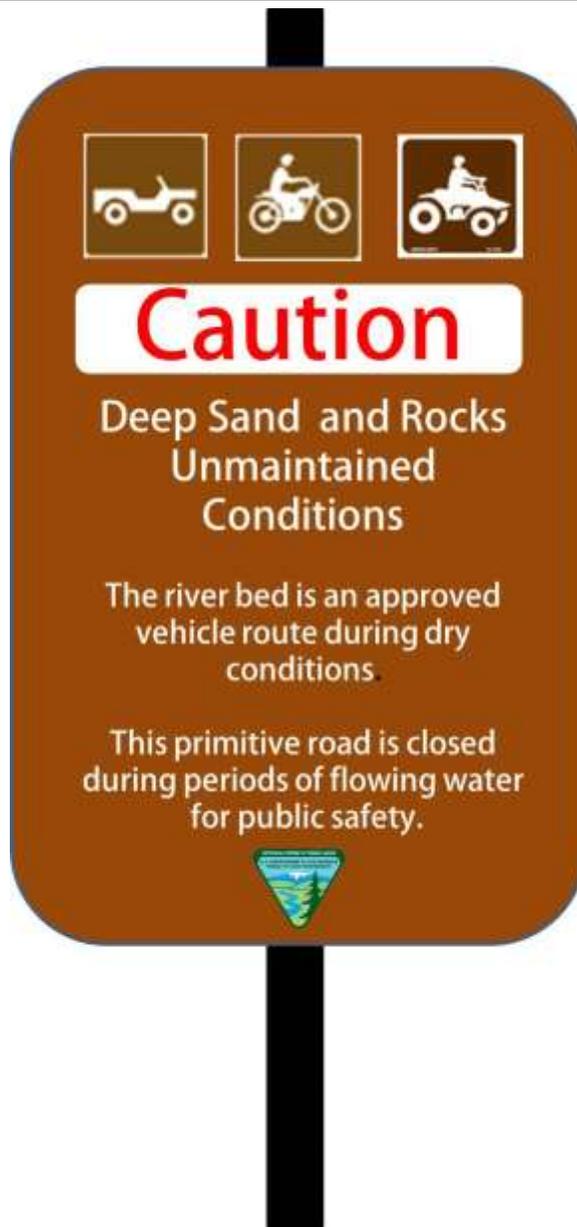
Size:	12" x 12"	Shape:	Square	Field Colors:	Brown/White
Sign Substrates:	Aluminum			Mounting/Posts:	Channel post
Est. Reading Speed:	5 to 35 mph	Lettering Est. Size:	2 1/2", 1"	Lettering/Colors	White / Red
Text:	See above.				
Notes:	Placed in high traffic areas where soils are highly disturbed.				
Est. # Needed:	4	Est. Costs per Unit :	\$35	Est. Total Cost:	\$140.00

Sign 2 Description: *Guide Sign*



Size:	36"x 14"	Shape:	Truncated	Field Colors:	Brown
Sign Substrates:	Wood			Mounting/Posts:	4 Bolts/2 Channel posts
15-26	15 to 35 mph	Lettering Est. Size:	2.5"	Lettering/Colors	White
Text:	Picture is an example, wording varies at each site				
Notes:	Specific letter sizing is determined by the WY sign shop based on driving speed				
Est. # Needed:	5	Est. Costs per Unit :	\$200	Est. Total Cost:	\$1,000.00

Sign 3 description: Information Sign- Deep Sand/River Hazards



Size:	18" w x 24" h	Shape:	Rectangular	Field Colors:	BLM brown / white
Sign Substrates:	Aluminum			Mounting/Posts:	U-Channel
Est. Reading Speed:	15 mph	Lettering Est. Size:	1" -> 3"	Lettering/Colors	White and red
Text:	See Above				
Notes:	Specific letter sizing is determined by the WY sign shop based on driving speed				
Est. # Needed:	4	Est. Costs per Unit :	\$35	Est. Total Cost:	\$140.00

Sign 4 description: *Kiosk Board(s) with Map and Interpretive (Existing)*



Size:	Depends on site.	Shape:	See above	Field Colors:	Brown
Sign Substrates:	Wood			Mounting/Posts:	Wooden Posts
Est. Reading Speed:	Stop and Read	Lettering Est. Size:		Lettering/Colors	Routed /Yellow
Text:	Information (top line), Bureau of Land Management				
Notes:					
Est. # Needed:	3	Est. Costs per Unit :	\$4500.00	Est. Total Cost:	\$13,500.00 (replacement)

Sign 5 description: *Kiosk Board with Map*



Size:	Depends on Site	Shape:	See picture above	Field Colors:	Brown
Sign Substrates:	Wood			Mounting/Posts:	Wooden
Est. Reading Speed:	Stop and read	Lettering Est. Size:	3" or 4"	Lettering/Colors	Yellow
Text:	Top line: <i>Information</i> Bottom line: <i>Bureau of Land Management</i>				
Notes:	Plexiglas cover needed for informational area. This is a standard single Kiosk.				
Est. # Needed:	5	Est. Costs per Unit :	\$3000.00	Est. Total Cost:	\$15,000

Sign 6 description: *Primary Access – Boundary Sign with BLM Rules*



Size:	40" w x 30" h	Shape:	Truncated	Field Colors:	Desert Tan
Sign Substrates:	Wood or Aluminum			Mounting/Posts:	2 Wooden Posts
Est. Reading Speed:	5-35 mph	Lettering Est. Size:	2" > 3"	Lettering/Colors	Black
Text:	The above text is "standard" but may be changed depending on need at access point.				
Notes:	The above is an example of potential layout final layout will be developed by the sign shop.				
Est. # Needed:	12	Est. Costs per Unit :	\$450.00	Est. Total Cost:	\$5,400.00

Sign 7 description: Information Sign-Public Land Access- Boundary Sign with BLM Rules (AZ State Trust Land)



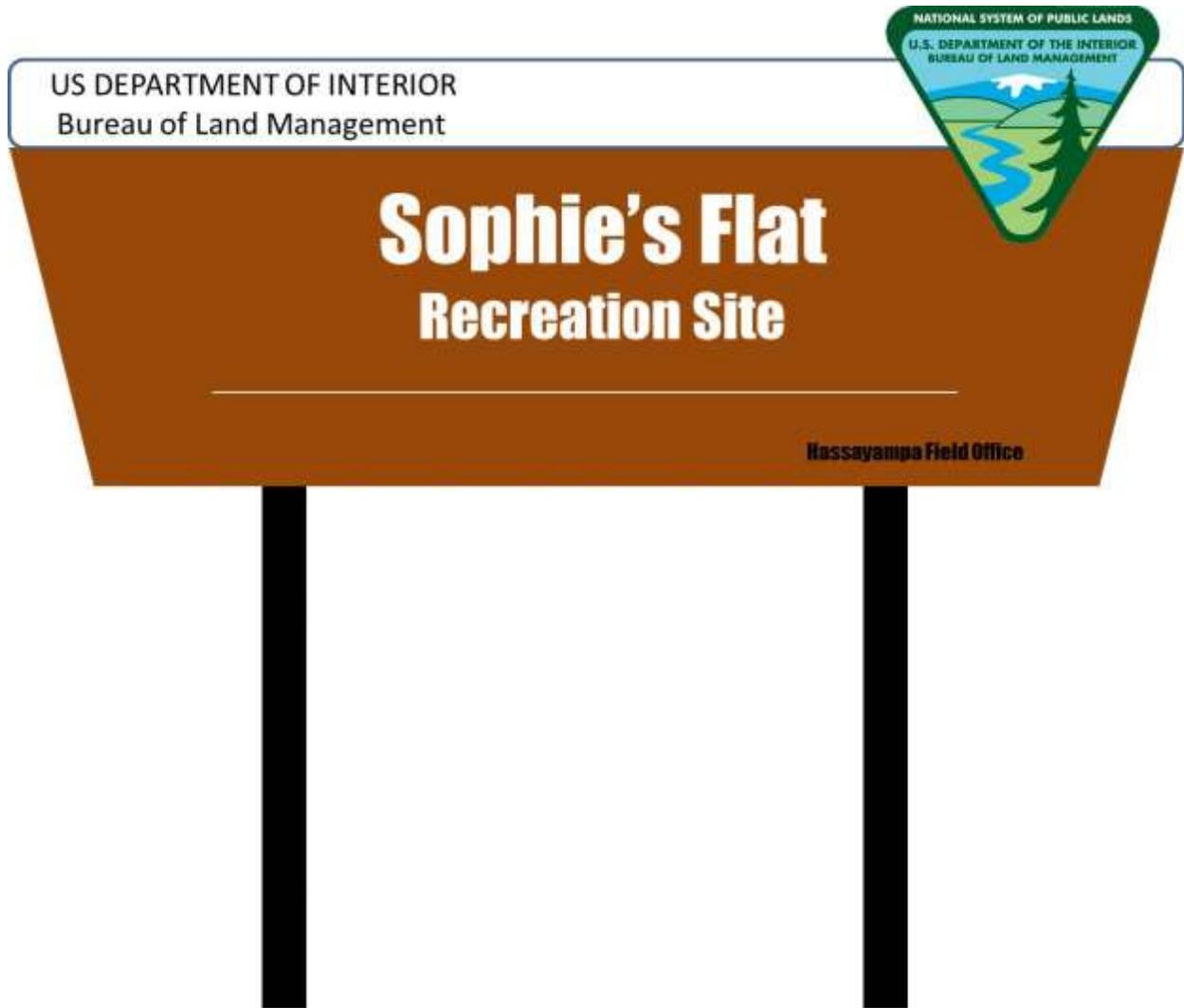
Size:	18x24"	Shape:	Rectangular	Field Colors:	Brown/White/Black
Sign Substrates:	Aluminum			Mounting/Posts:	U-Channel
Est. Reading Speed:	15 mph	Lettering Est. Size:		Lettering/Colors	White and Black
Text:	See above				
Notes:	Specific letter sizing is determined by the WY sign shop based on driving speed				
Est. # Needed:	1	Est. Costs per Unit :	\$40.00	Est. Total Cost:	\$40.00

Sign 8 description: Information Sign-Secondary Access



Size:	12" X 16"	Shape:	Rectangle	Field Colors:	Brown/white
Sign Substrates:	Aluminum			Mounting/Posts:	Channel post
Est. Reading Speed:	15 - 35 mph	Lettering Est. Size:	¾" - 2 ½ "	Lettering/Colors	White/Black
Text:	See above.				
Notes:	Specific letter sizing is determined by the WY sign shop based on driving speed.				
Est. # Needed:	4	Est. Costs per Unit :	\$40.00	Est. Total Cost:	\$160.00

Sign 9 description: *Truncated Sign – Recreation Site*



Size:	48" x 24" est.	Shape:	Truncated	Field Colors:	Brown
Sign Substrates:	Wood			Mounting/Posts:	Metal or wooden posts
Est. Reading Speed:	5 – 45 MPH	Lettering Est. Size:		Lettering/Colors	
Text:					
Notes:	Sign dimensions and text size determined by WY sign shop based on reading speed.				
Est. # Needed:		Est. Costs per Unit :	\$600	Est. Total Cost:	

Sign # description: **Blank Template.**

Sign Illustration Here

Size:		Shape:		Field Colors:	
Sign Substrates:				Mounting/Posts:	
Est. Reading Speed:		Lettering Est. Size:		Lettering/Colors	
Text:					
Notes:					
Est. # Needed:		Est. Costs per Unit :		Est. Total Cost:	

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Appendix G Management Objective Form: Road, Primitive Road and Trail

ROAD/PRIMITIVE ROAD/TRAIL MANAGEMENT OBJECTIVE FORM							
RMO___/ PRMO___/TMO___							
Primitive Road Name _____		Official Route Number _____			FAMS # _____		
Designated for use by :		2WD	4WD	ATV	OHV	BICYCLE	HORSE HIKING
Use level expected:		Recreational -			Heavy	Moderate	Light
		Commercial / Administrative -			Heavy	Moderate	Light
		Special Rec Permit-			Heavy	Moderate	Light
Restrictions Noted:		_____					
Route experience:		Main Access	Loop	Destination			
Expected driving condition:		Easiest	More Difficult (not a rating)		Most Difficult	Very Difficult	
Primitive Road Specifications:		Tread Width _____			Grade %: Avg. _____ Max _____		
		Sub-grade width _____					
Length (miles) _____		Clearance needed:			Width _____ ft. Height _____ ft.		
		Surface obstacles:			Smooth	Moderate	Rough
		Drainage structures			Yes	No	
		Cut / Fill:			1/2	3/4	full bench
		Back Slope:			1/1	2/1	1/2
Operations, Patrol, Monitoring:		<u>Who will patrol or monitor:</u>		Agency	Volunteer	How Often _____	
				Host	Adopt-a-Trail		
		<u>Type of Patrol:</u>		Law Enforcement		Maintenance	
				Monitoring		Visitor Services	
Maintenance:		<u>Frequency:</u>		Monthly	Yearly	Other _____	
		<u>Maintained by:</u>		Agency	Contract	Volunteer	Hardening / Dust suppression
		<u>Method:</u>		Grading		Spot Maintenance Drag/Raking	
Facilities:		Signs:		Fiberglass	Metal on post	Portal	
		Drainage Structures:		Drain dips	Ditches	Culverts	
		Other:		Bridges	Retaining Walls		
Notes / Monitoring Site Locations:		Photo #:		_____			
		UTM		N	E		
Submitted by:		Authorized by:		RMO Form Sept2013 V:\tbickaus\TMO\Road MO form v1			

TRAVEL MANAGEMENT OBJECTIVE (TMO) FORM						
Trail / Road Name <u>(Color) Green Loop</u>	Official Route Number <u>9991</u>	FAMS # _____				
Designated for use by :	2WD <input type="checkbox"/> <u>4WD</u> <input type="checkbox"/>	ATV <input type="checkbox"/>	OHV <input type="checkbox"/>	BICYCLE <input type="checkbox"/>	HORSE <input type="checkbox"/>	HIKING <input type="checkbox"/>
Use level expected:	Recreational - <input type="checkbox"/>	Commercial - <input type="checkbox"/>	Special Rec Permit - <input type="checkbox"/>	<u>Heavy</u> <input type="checkbox"/> Heavy <input type="checkbox"/> Heavy <input type="checkbox"/>	Moderate <input type="checkbox"/> Moderate <input type="checkbox"/> Moderate <input type="checkbox"/>	Light <input type="checkbox"/> Light <input type="checkbox"/> <u>Light</u> <input type="checkbox"/>
Restrictions Noted:	<u>200 ft shooting buffer</u>			<u>length = .4 miles E. of 9999</u>		
Route experience	Main Access <u>Loop</u>	Destination <u>length = .7 miles W. of 9999</u>				
Expected driving condition	Easiest <input type="checkbox"/>	<u>More Difficult</u> <input type="checkbox"/>	(not a rating)			
Road/Trail Specifications:		Tread Width <u>8ft</u>	Grade %: Avg <u>5%</u> Max <u>10%</u>			
<u>9991A provides alt. route to AZComined</u>		Sub-grade width <u>10ft</u>	Width <u>80</u> ft Height <u>10</u> ft			
		Clearance needed	Surface obstacles: Smooth <input type="checkbox"/> <u>Moderate</u> <input type="checkbox"/> Rough <input type="checkbox"/>			
		Drainage structures	<u>Yes</u> <input type="checkbox"/> No <input type="checkbox"/>			
		Cut / Fill:	1/2 <input type="checkbox"/> 3/4 <input type="checkbox"/> full bench <input type="checkbox"/>			
		Back Slope:	1/1 <input type="checkbox"/> 2/1 <input type="checkbox"/> 1/2 <input type="checkbox"/>			
Operations, Patrol, Monitoring:						
<u>Who will patrol or monitor</u>		<u>Agency Host</u> <input type="checkbox"/>	<u>Partner Volunteer</u> <input type="checkbox"/>	How Often _____		
<u>Type of Patrol</u>		<u>Law Enforcement Monitoring</u> <input type="checkbox"/>	<u>Adopt-a-Trail</u> <input type="checkbox"/>	<u>Maintenance</u> <input type="checkbox"/>		
					<u>Visitor Services</u> <input type="checkbox"/>	
Maintenance:						
<u>Frequency</u>		Monthly <input type="checkbox"/>	<u>Yearly</u> <input type="checkbox"/>	Other <u>As required</u> <input type="checkbox"/>		
<u>Maintained by</u>		Agency <input type="checkbox"/>	<u>Partner Contract</u> <input type="checkbox"/>	Volunteer <input type="checkbox"/> Hardening / <u>Dust suppression</u> <input type="checkbox"/>		
<u>Method</u>		Handwork <input type="checkbox"/>	<u>Mechanized</u> <input type="checkbox"/>			
Facilities:						
Signs <input type="checkbox"/>		<u>Fiberglass</u> <input type="checkbox"/>	Metal on post <input type="checkbox"/>	Portal <input type="checkbox"/>		
Drainage Structures <input type="checkbox"/>		<u>Drain dips</u> <input type="checkbox"/>	Ditches <input type="checkbox"/>	Culverts <input type="checkbox"/>		
Bridges <input type="checkbox"/>		Retaining Walls <input type="checkbox"/>				
Notes / Monitoring Site Locations:						
Notes:		<u>Photo Point West</u>				
UTM N <u>3762347</u>		E <u>394246</u> <u>East of 9999</u> <u>(under bridge at pass)</u>				
Submitted by: _____ Authorized by: _____						

IMO Form Aug 2009 V:\tbickaust\IMO form

Photo point west west of 9999

3762350 393352

The intent of green loop is to allow a medium length (hr) family trail riding experience for unlicensed OHVs. Skill level is intended to be beginner/ novice. UTVs are allowed up to 60" wide. A reroute on the ~~pass~~ line road would be prudent to reduce the needed skill level.

Appendix H Examples of Adaptive Travel Management Mitigation

The type of conflict –is underlined, under the identified issue: *Resource*, or *Social*

Typical mitigation measures—are specified best practices that respond to identified conflict

Typical mitigation is in order of possible implementation, not all measures may be used and not all may be listed. Mitigation actions taken should be triggered as a result of monitoring and reaching identified thresholds. Monitoring should be done before; during and after mitigation measures are implemented to identify trends.

Resource issues:

The physical location of a route is degrading riparian condition

1. Relocate the route to avoid the area
2. Harden or raise the route above water level if route is necessary and unable to be relocated
3. Close the route if no suitable mitigation is possible and make a plan for reclamation

Human use associated with a route is degrading riparian condition

1. Place information signs to request positive behavior (i.e. use only when dry etc.)
2. Harden and/or raise the route above water level or place barriers to keep vehicle and people on routes
3. Relocate the route to allow riparian condition to improve
4. Close the route if no suitable mitigation is possible and make a plan for reclamation

Human use associated with a route is degrading desired plant communities

1. Place signs to encourage vehicles and people to stay on routes
2. Conduct public outreach regarding noxious weeds and conserving vegetation
3. Fence the area or place barriers to manage people
4. Develop a program to improve desired plant community
5. Close the route and make a plan for reclamation

Human use associated with a route is degrading water quality

1. Review the situation to determine the source of degradation and monitor to determine severity
2. Place water control measures on the route
3. Take reasonable measures to harden/stabilize the route
4. Reroute the route
5. Close the route if no suitable mitigation is possible

Human use on a route is determined to degrade a particular habitat

1. Request certain behavior from route users through signs and other information
2. Place limitations of use on the route (time/season of use, type of use, number of users, behavioral requirements)
3. Reroute the route
4. Replace habitat to offset problems caused by human use, some methods could be:
 - a. Augment food/water sources
 - b. Place barriers along route to protect specific habitat features
 - c. Relocate or expand reproduction sites to be away from the route
5. Close route if no suitable mitigation is possible, make plan for reclamation

Human use associated with a route is determined to degrade a Special Status Species' habitat

1. Review management plans for the species and follow recommendations
Design mitigation plans to address:
 - a. Temporary conditions
 - b. Seasonal conditions
 - c. Year round conditions
2. Develop specific mitigation measures based on the site if species management plan is insufficient
3. Close route if no suitable mitigation is possible, make a plan for reclamation

Human use associated with a route is determined to degrade Sonoran Desert Tortoise habitat

1. Physically relocate habitat disturbances and/or schedule permitted activities to occur during dormant periods (Maintaining No-Net Loss habitat policy)
2. Engineer Tortoise fences and underpasses for Tortoise benefit
3. Acquire replacement habitat lands and funding for tortoise benefiting activities
4. Close unauthorized routes and make a plan for reclamation

Human use associated with a route is determined to degrade a Threatened and Endangered Species (T&E species)

1. Initiate consultation with Fish and Wildlife Service
2. Review recovery plan, implement mitigations as defined in plan
3. Close route if no suitable mitigation is possible, make a plan for reclamation

Dust caused on or near a route violates county, state or federal regulations

1. Determine a short-term solution
 - a. Monitor situation and determine severity of the problem
 - b. Close the route or area temporarily to stop dust generation
 - c. Stabilize the route using a county approved method
 - d. Place signs requesting a certain behavior (i.e. no wheel spin, reduce speed)
2. Determine a long-term solution
 - a. Change formal maintenance interval on route consistent with use level
 - b. Develop a localized outreach program
 - c. Implement new technology as part of an area wide plan
 - d. Close route if suitable dust control is not possible, make plan for reclamation

Human use associated with a route is causing unnatural erosion rates

1. Review the route to determine cause and monitor to determine severity
2. Place water control measures on the route
3. Take reasonable measure to further harden or stabilize the route
4. Reroute the route
5. Close the route if no suitable mitigation is possible

Social Issues:

Speed differential causes conflict between recreationists and/or local residents

1. Place signs to raise awareness of lawful uses of the area.
2. Monitor situation on the ground and request law enforcement support if necessary
3. Conduct public outreach in an attempt change behavior
4. Review terrain and improve sight distances if possible
5. Redesign traffic flow by separating uses or limit by type or time of use

Sound level causes conflict between recreationists and/or local residents

1. Place signs to raise awareness of sound issues
2. Monitor situation on the ground and request law enforcement support if necessary
3. Conduct public outreach in an attempt change behavior
4. Implement "Quiet Time" of use restrictions
5. Reroute traffic to minimize conflict
6. Place sound reducing barriers if applicable
7. Close route if no suitable mitigation is possible

A route causes unacceptable changes to the desired Recreation Opportunity Spectrum (ROS) setting (e.g. unplanned OHV play areas, large party sites, dumsites, and resource theft)

1. Investigate the cause and implement signage and law enforcement as necessary
2. Design mitigation plans to address:
 1. Short term conditions
 - a. Implement new signing and public outreach to explain desired setting
 - b. Implement temporary use restrictions (ex. No overnight camping)
 - c. Issue emergency closure order, address conditions during closure
 2. Long term conditions
 - a. Implement better signing and mapping protocols for this area
 - b. If no suitable mitigation is possible, amend RMP to close the area

3. Close areas near the route contributing to the unacceptable changes such as unplanned OHV play areas, large party sites, dumping sites, resource theft etc.

A proposed route is out of compliance with the Visual Resource Management (VRM) classification of the area

1. Evaluate the potential for and implement a method to make the route less noticeable such as landscaping.
2. If no suitable mitigation is possible, construction would not be allowed

A route causes unacceptable impacts to cultural or archeological resources

1. Stabilize the resource and begin data recovery
2. Fence one or both sides of the route to keep vehicles from pulling off the route onto a site
3. Interpret the resource to gain public support for protection
4. Work with AZ Site Stewards program for monitoring, increase law enforcement presence
5. Reroute the route to avoid further disturbance of the site
6. Close the route if no mitigation is possible, make a plan for reclamation

Human use on a route causes unacceptable impacts to a designated wilderness (ex. vehicle trespass)

1. Improve signage along wilderness boundary
2. Implement short sections of fence in problem areas
3. Use technology to gather information for more detailed action
4. Use volunteers and law enforcement to improve compliance along boundaries
5. Place time of use limits on the route to encourage lawful use (i.e. daytime use only)
6. Close the route if no mitigation is possible

Human use on a route outside wilderness causes unacceptable impacts to a designated wilderness (e.g. vehicle trespass)

1. Improve signage along wilderness boundary
2. Secure funding and resources to rehabilitate areas attracting trespass
3. Implement short sections of fence in problem areas
4. Use technology such as remote cameras and infrared counters to gather data for more detailed action
5. Engage volunteers and law enforcement to improve compliance along boundaries

The following tables are initial mitigations for open primitive roads and trails, which were identified during the route evaluation process. These only apply to the Proposed Plan.

Types of Mitigation Recommended for Proposed Action	
Mit. #	Description
1	Adaptive Management. (see Travel Management Mitigation)
2	Install stay on designated routes sign(s).
3	Install stay on designated routes sign(s). Has spurs that go down to wash, which are also limited to ATV so long as no driving up and down the wash occur. Install signage regarding no driving in wash.
4	Follow any conservation measures and best management practices for the above-identified sensitive resources as identified in applicable guidance and regulations.
5	Follow any conservation measures and best management practices for the above-identified sensitive resources as identified in applicable guidance and regulations. Install signage at intersection with 37031 regarding locked gate ahead.
6	Follow any conservation measures and best management practices for the above-identified sensitive resources as identified in applicable guidance and regulations. Install stay on designated routes sign(s).
7	Follow any conservation measures and best management practices for the above-identified sensitive resources as identified in applicable guidance and regulations. Install stay on designated routes sign(s). Permission to access via or through private property must be granted by private property landowner. Gate at Private property and place "Locked Gate Ahead xx miles ahead" at intersection with 34093.
8	Follow any conservation measures and best management practices for the above identified sensitive resources as identified in applicable guidance and regulations. Install water gap or other form of water and people safe barrier at the eastern terminus. Consider interpretative signage.
9	Follow any conservation measures and best management practices for the above-identified sensitive resources as identified in applicable guidance and regulations. Address any prescriptive rights that may be in existence for the private property.
10	Follow the Tortoise guidelines in the RMP, and other applicable guidance.
11	Install barrier to motorized traffic (e.g. dirt mounds). Follow the Tortoise guidelines in the RMP, and other applicable guidance.
12	Mitigate for potential impacts to tortoise
13	Mitigate for potential impacts to tortoise and raptors.
14	Mitigate for potential impacts to tortoise.
15	Mitigate for potential impacts to tortoise. Sign that this is a high challenge obstacle with narrow slots ahead. Not recommended for full sized vehicles.
16	Mitigate for potential impacts to tortoise. Acquire legal public access or construct bypass. Acquire access across state land.
17	Mitigate for potential impacts to tortoise.
18	Mitigation - monitor for activity that would be bad for raptors (i.e. target shooting/lead, long shooting towards nests, fireworks)
19	Mitigation is to place a sign telling drivers entering Vulture Mine Rd to watch for traffic. This side road enters on a sweeping curve. Visibility is good, but speeds exceed the speed limit frequently.
20	Mitigation will include signage stating end of route at wash. The amount of use mapped in the area in washes is close to complete cross-country travel, therefore good signage, barriers and enforcement will be required.

Appendix G -Table 1 List of the Types of Mitigation Recommended in the Proposed Plan.

Route Mitigation Identified During Evaluation									
Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type
17100	1	33003	1	34008	6	35054	1	35149	1
17101	13	33006	1	34010	1	35056	4	35150	1
17102	13	33007	1	34011	6	35064	4	35151	10
17103	13	33010	1	34013	1	35066	9	35154	1
17107	1	33018	6	34016	1	35067	4	35155	12
17115	10	33019	1	34017	4	35068	1	37005	3
17116	10	33020	1	34095	6	35069	1	37006	6
17125	1	33025	6	34097	6	35070	1	37007	2
17126	14	33026	6	34100	1	35072	1	37028	6
17129	1	33027	6	35001	1	35073	1	37042	1
17130	1	33030	1	35004	1	35074	1	37069	4
17131	1	33033	1	35005	1	35076	4	37082	1
17132	13	33034	1	35006	6	35077	4	37092	1
17135	1	33106	1	35007	4	35084	11	37102	1
17136	1	33116	1	35008	1	35086	4	37104	1
17137	1	33121	1	35009	4	35094	1	37107	4
17139	1	33129	1	35010	1	35099	4	37169	1
17140	14	33132	6	35011	1	35103	4	37180	6
17146	10	33137	1	35012	4	35104	10	37182	5
17147	1	33138	1	35017	4	35108	4	37206	1
17149	18	33146	6	35018	4	35109	4	37214	1
17150	14	33148	6	35019	4	35110	4	37217	4
32074	1	33174	1	35019a	8	35111	4	37222	1
32075	1	33176	1	35022	1	35114	1	37224	4
32076	1	33179	1	35024	4	35118	4	37230	1
32077	1	33182	1	35027	1	35122	1	37242	6
32078	1	33190	1	35031	1	35124	10	37244	10
32085	1	33193	1	35032	1	35126	10	37252	1
32139	1	33309	6	35038	1	35135	4	37260	20
32140	1	34001	7	35039	4	35137	10	38001	1
32141	1	34002	6	35044	4	35138	10	38002	1
32166	1	34005	1	35045	6	35139	1	38003	1
33002	1	34007	10	35047	1	35143	6	38004	1

Appendix G Table 2: Route Mitigation Identified During Evaluation

Route Mitigation Identified During Evaluation									
Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type	Route #	Mit. Type
38005	14	38077	14	39159	10	40084	1	40160	1
38006	1	38078	14	40003	1	40088	10	40171	1
38007	1	38081	1	40004	14	40089	10	40174	1
38008	1	38084	1	40005	1	40095	1	40175	1
38009	1	38087	1	40006	1	40098	10	40179	1
38010	12	38088	1	40007	1	40100	10	40180	1
38011	1	38100	1	40008	1	40102	1	40181	1
38013	1	38102	1	40010	1	40103	1	40185	14
38018	17	38105	1	40011	1	40104	1	40187	14
38019	14	38107	1	40012	1	40108	1	40193	14
38022	1	38114	1	40013	1	40111	1	40199	1
38023	1	38115	1	40014	1	40112	1	40206	1
38024	1	38128	1	40015	1	40113	10	40208	14
38025	12	38129	1	40016	15	40117	1	40215	14
38026	1	38152	17	40017	1	40121	10	40216	14
38028	14	38159	1	40023	1	40123	1	40220	14
38029	1	38166	14	40024	1	40129	14	40224	14
38030	1	38168	1	40025	14	40130	14	40225	14
38031	1	38169	1	40026	1	40132	14	40226	14
38038	14	38170	1	40027	1	40135	1	40229	1
38041	14	38184	14	40028	1	40137	14		
38045	1	38188	14	40029	14	40138	1		
38048	14	38191	1	40030	14	40139	14		
38049	16	38192	19	40032	1	40141	1		
38050	1	38193	1	40034	14	40143	1		
38053	10	38195	14	40048	1	40145	1		
38054	10	38198	1	40056	14	40146	1		
38055	1	38199	1	40058	1	40148	1		
38061	1	38200	1	40059	1	40150	1		
38065	14	38201	1	40060	1	40151	1		
38066	14	38202	1	40063	1	40152	1		
38068	14	39026	1	40064	14	40153	1		
38074	14	39153	14	40081	1	40157	1		

Appendix G -Table 2: Continuation

Appendix I Reclamation Prescriptions by Route Analysis Numbers

The majority of the closed routes initially will be allowed to naturally reclaim. Four routes were identified for using reclamation techniques (shaded cells). Monitoring will identify where natural reclamation is not enough and additional techniques needed.

Route Number	Closure Method	Route Number	Closure Method	Route Number	Closure Method
17104	Naturally Reclaim	33014	Naturally Reclaim	34003	Naturally Reclaim
17105	Naturally Reclaim	33015	Naturally Reclaim	34004	Naturally Reclaim
17106	Naturally Reclaim	33016	Naturally Reclaim	34006	Naturally Reclaim
17108	Naturally Reclaim	33017	Naturally Reclaim	34070	Naturally Reclaim
17109	Naturally Reclaim	33021	Naturally Reclaim	34071	Naturally Reclaim
17110	Naturally Reclaim	33022	Naturally Reclaim	34094	Naturally Reclaim
17111	Naturally Reclaim	33032	Naturally Reclaim	34098	Naturally Reclaim
17112	Naturally Reclaim	33105	Naturally Reclaim	34099	Naturally Reclaim
17113	Naturally Reclaim	33107	Naturally Reclaim	35013	Naturally Reclaim
17114	Naturally Reclaim	33110	Naturally Reclaim	35014	Naturally Reclaim
17117	Naturally Reclaim	33111	Naturally Reclaim	35015	Naturally Reclaim
17118	Naturally Reclaim	33112	Naturally Reclaim	35016	Naturally Reclaim
17121	Naturally Reclaim	33117	Naturally Reclaim	35020	Naturally Reclaim
17122	Naturally Reclaim	33118	Naturally Reclaim	35021	Naturally Reclaim
17123	Naturally Reclaim	33122	Naturally Reclaim	35023	Naturally Reclaim
17124	Naturally Reclaim	33134	Use Reclamation techniques	35025	Naturally Reclaim
17127	Naturally Reclaim	33135	Naturally Reclaim	35026	Naturally Reclaim
17128	Naturally Reclaim	33136	Naturally Reclaim	35028	Naturally Reclaim
17133	Use Reclamation techniques	33139	Naturally Reclaim	35029	Naturally Reclaim
17144	Naturally Reclaim	33149	Naturally Reclaim	35030	Naturally Reclaim
17145	Naturally Reclaim	33150	Naturally Reclaim	35033	Naturally Reclaim
17148	Naturally Reclaim	33151	Naturally Reclaim	35034	Naturally Reclaim
31338	Naturally Reclaim	33152	Naturally Reclaim	35035	Naturally Reclaim
32081	Naturally Reclaim	33153	Naturally Reclaim	35036	Naturally Reclaim
32082	Naturally Reclaim	33154	Naturally Reclaim	35037	Naturally Reclaim
32083	Naturally Reclaim	33162	Naturally Reclaim	35040	Naturally Reclaim
32086	Naturally Reclaim	33164	Naturally Reclaim	35041	Naturally Reclaim
32087	Naturally Reclaim	33165	Naturally Reclaim	35043	Naturally Reclaim
32088	Naturally Reclaim	33177	Naturally Reclaim	35046	Naturally Reclaim
32089	Naturally Reclaim	33178	Naturally Reclaim	35051	Naturally Reclaim
32126	Naturally Reclaim	33180	Naturally Reclaim	35053	Naturally Reclaim
32143	Naturally Reclaim	33181	Naturally Reclaim	35057	Naturally Reclaim
33001	Naturally Reclaim	33184	Naturally Reclaim	35058	Naturally Reclaim
33004	Naturally Reclaim	33185	Naturally Reclaim	35059	Naturally Reclaim
33005	Naturally Reclaim	33187	Naturally Reclaim	35061	Naturally Reclaim

Route Number	Closure Method	Route Number	Closure Method	Route Number	Closure Method
33008	Naturally Reclaim	33188	Naturally Reclaim	35062	Naturally Reclaim
33009	Naturally Reclaim	33189	Naturally Reclaim	35065	Naturally Reclaim
33011	Naturally Reclaim	33191	Naturally Reclaim	35071	Naturally Reclaim
33012	Naturally Reclaim	33192	Naturally Reclaim	35078	Naturally Reclaim
33013	Naturally Reclaim	33194	Naturally Reclaim	35079	Naturally Reclaim
35082	Naturally Reclaim	37097	Naturally Reclaim	37262	Naturally Reclaim
35088	Naturally Reclaim	37099	Naturally Reclaim	38012	Naturally Reclaim
35090	Naturally Reclaim	37100	Naturally Reclaim	38014	Naturally Reclaim
35091	Naturally Reclaim	37101	Naturally Reclaim	38015	Naturally Reclaim
35092	Naturally Reclaim	37103	Naturally Reclaim	38016	Naturally Reclaim
35098	Naturally Reclaim	37166	Naturally Reclaim	38017	Naturally Reclaim
35106	Naturally Reclaim	37183	Naturally Reclaim	38020	Naturally Reclaim
35107	Use Reclamation techniques	37184	Naturally Reclaim	38021	Naturally Reclaim
35112	Naturally Reclaim	37187	Naturally Reclaim	38027	Naturally Reclaim
35113	Naturally Reclaim	37204	Naturally Reclaim	38032	Naturally Reclaim
35115	Naturally Reclaim	37207	Naturally Reclaim	38033	Naturally Reclaim
35116	Naturally Reclaim	37209	Naturally Reclaim	38034	Naturally Reclaim
35117	Naturally Reclaim	37211	Naturally Reclaim	38035	Naturally Reclaim
35119	Naturally Reclaim	37213	Naturally Reclaim	38036	Naturally Reclaim
35120	Naturally Reclaim	37216	Naturally Reclaim	38037	Naturally Reclaim
35125	Naturally Reclaim	37218	Naturally Reclaim	38039	Naturally Reclaim
35136	Naturally Reclaim	37219	Naturally Reclaim	38040	Naturally Reclaim
35144	Naturally Reclaim	37226	Naturally Reclaim	38042	Naturally Reclaim
35145	Naturally Reclaim	37227	Naturally Reclaim	38043	Naturally Reclaim
35148	Naturally Reclaim	37228	Naturally Reclaim	38044	Naturally Reclaim
35152	Naturally Reclaim	37229	Naturally Reclaim	38046	Naturally Reclaim
35153	Naturally Reclaim	37231	Naturally Reclaim	38047	Naturally Reclaim
37023	Naturally Reclaim	37232	Naturally Reclaim	38051	Naturally Reclaim
37025	Naturally Reclaim	37234	Naturally Reclaim	38052	Naturally Reclaim
37031	Naturally Reclaim	37235	Naturally Reclaim	38056	Naturally Reclaim
37039	Naturally Reclaim	37236	Naturally Reclaim	38057	Naturally Reclaim
37041	Naturally Reclaim	37237	Naturally Reclaim	38058	Naturally Reclaim
37044	Naturally Reclaim	37238	Naturally Reclaim	38059	Naturally Reclaim
37068	Naturally Reclaim	37239	Naturally Reclaim	38060	Naturally Reclaim
37070	Naturally Reclaim	37240	Naturally Reclaim	38062	Naturally Reclaim
37071	Naturally Reclaim	37241	Naturally Reclaim	38063	Naturally Reclaim
37073	Naturally Reclaim	37243	Naturally Reclaim	38064	Naturally Reclaim
37074	Naturally Reclaim	37245	Naturally Reclaim	38067	Naturally Reclaim
37075	Naturally Reclaim	37247	Naturally Reclaim	38069	Naturally Reclaim
37077	Naturally Reclaim	37248	Naturally Reclaim	38070	Naturally Reclaim
37079	Naturally Reclaim	37253	Naturally Reclaim	38072	Naturally Reclaim

Route Number	Closure Method	Route Number	Closure Method	Route Number	Closure Method
37086	Use Reclamation techniques	37257	Naturally Reclaim	38073	Naturally Reclaim
37089	Naturally Reclaim	37258	Naturally Reclaim	38075	Naturally Reclaim
37093	Naturally Reclaim	37259	Naturally Reclaim	38076	Naturally Reclaim
37094	Naturally Reclaim	37261	Naturally Reclaim	38079	Naturally Reclaim
38082	Naturally Reclaim	38158	Naturally Reclaim	40033	Naturally Reclaim
38083	Naturally Reclaim	38160	Naturally Reclaim	40035	Naturally Reclaim
38085	Naturally Reclaim	38161	Naturally Reclaim	40036	Naturally Reclaim
38086	Naturally Reclaim	38162	Naturally Reclaim	40037	Naturally Reclaim
38089	Naturally Reclaim	38163	Naturally Reclaim	40038	Naturally Reclaim
38090	Naturally Reclaim	38164	Naturally Reclaim	40039	Naturally Reclaim
38091	Naturally Reclaim	38165	Naturally Reclaim	40041	Naturally Reclaim
38092	Naturally Reclaim	38167	Naturally Reclaim	40043	Naturally Reclaim
38093	Naturally Reclaim	38176	Naturally Reclaim	40057	Naturally Reclaim
38094	Naturally Reclaim	38177	Naturally Reclaim	40061	Naturally Reclaim
38096	Naturally Reclaim	38179	Naturally Reclaim	40062	Naturally Reclaim
38097	Naturally Reclaim	38180	Naturally Reclaim	40075	Naturally Reclaim
38098	Naturally Reclaim	38181	Naturally Reclaim	40076	Naturally Reclaim
38099	Naturally Reclaim	38182	Naturally Reclaim	40085	Naturally Reclaim
38101	Naturally Reclaim	38185	Naturally Reclaim	40086	Naturally Reclaim
38103	Naturally Reclaim	38186	Naturally Reclaim	40090	Naturally Reclaim
38104	Naturally Reclaim	38187	Naturally Reclaim	40091	Naturally Reclaim
38106	Naturally Reclaim	38190	Naturally Reclaim	40092	Naturally Reclaim
38108	Naturally Reclaim	38194	Naturally Reclaim	40093	Naturally Reclaim
38109	Naturally Reclaim	38196	Naturally Reclaim	40094	Naturally Reclaim
38110	Naturally Reclaim	39017	Naturally Reclaim	40096	Naturally Reclaim
38111	Naturally Reclaim	39019	Naturally Reclaim	40097	Naturally Reclaim
38112	Naturally Reclaim	39020	Naturally Reclaim	40099	Naturally Reclaim
38113	Naturally Reclaim	39021	Naturally Reclaim	40101	Naturally Reclaim
38116	Naturally Reclaim	39022	Naturally Reclaim	40105	Naturally Reclaim
38117	Naturally Reclaim	39023	Naturally Reclaim	40106	Naturally Reclaim
38119	Naturally Reclaim	39024	Naturally Reclaim	40107	Naturally Reclaim
38120	Naturally Reclaim	39025	Naturally Reclaim	40114	Naturally Reclaim
38121	Naturally Reclaim	39028	Naturally Reclaim	40115	Naturally Reclaim
38122	Naturally Reclaim	39030	Naturally Reclaim	40116	Naturally Reclaim
38123	Naturally Reclaim	39152	Naturally Reclaim	40118	Naturally Reclaim
38124	Naturally Reclaim	39154	Naturally Reclaim		
38125	Naturally Reclaim	39155	Naturally Reclaim		
38126	Naturally Reclaim	39157	Naturally Reclaim		
38127	Naturally Reclaim	39158	Naturally Reclaim		
38153	Naturally Reclaim	39160	Naturally Reclaim		
38154	Naturally Reclaim	39161	Naturally Reclaim		

Route Number	Closure Method	Route Number	Closure Method	Route Number	Closure Method
38155	Naturally Reclaim	39162	Naturally Reclaim		
38156	Naturally Reclaim	40009	Naturally Reclaim		
38157	Naturally Reclaim	40119	Naturally Reclaim		
40147	Naturally Reclaim	40120	Naturally Reclaim		
40149	Naturally Reclaim	40131	Naturally Reclaim		
40154	Naturally Reclaim	40133	Naturally Reclaim		
40155	Naturally Reclaim	40119	Naturally Reclaim		
40031	Naturally Reclaim	40120	Naturally Reclaim		
40134	Naturally Reclaim	40031	Naturally Reclaim		
40136	Naturally Reclaim	40134	Naturally Reclaim		
40140	Naturally Reclaim	40136	Naturally Reclaim		
40142	Naturally Reclaim	40140	Naturally Reclaim		
40144	Naturally Reclaim	40142	Naturally Reclaim		
40209	Naturally Reclaim	40144	Naturally Reclaim		
40210	Naturally Reclaim	40202	Naturally Reclaim		
40211	Naturally Reclaim	40189	Naturally Reclaim		
40212	Naturally Reclaim	40191	Naturally Reclaim		
40213	Naturally Reclaim	40192	Naturally Reclaim		
40217	Naturally Reclaim	40194	Naturally Reclaim		
40218	Naturally Reclaim	40197	Naturally Reclaim		
40219	Naturally Reclaim				
40221	Naturally Reclaim				
40222	Naturally Reclaim				
40227	Naturally Reclaim				
40201	Naturally Reclaim				
40202	Naturally Reclaim				
40203	Naturally Reclaim				
40201	Naturally Reclaim				

Appendix J Possible Easement Locations

Listed below are potential areas where BLM and its partners will consider acquiring easements or access rights for the public across private land on open primitive roads or trails. The location description is given as a legal description.

#	DESCRIPTION OF NEEDED ACCESS ACROSS PRIVATE LAND	Length (mi)	Aliquot Part	SECTION	Township -Range	Meridian
1	Public motor vehicle access on existing road - west of Gates Rd	0.09	NW1/4, NW1/4	21	06N04W	Gila & Salt River
2	Public motor vehicle access on existing road - west of Gates Rd	0.02	NE1/4, NE 1/4	22	06N04W	Gila & Salt River
3	Public motor vehicle access on existing road - near Mammoth Spar Mine	0.27	SW 1/4, SW1/4	8	06N04W	Gila & Salt River
4	Public motor vehicle access on existing road - near Mammoth Spar Mine	0.12	NW1/4, NW1/4	17	06N04W	Gila & Salt River
5	Public non-motorized trail on existing roads and trails - saddle east of Vulture Peak	0.07	SW 1/4	16	06N05W	Gila & Salt River
6	Public motor vehicle access on existing road - access to public land east of Vulture Mine Rd	0.18	SW 1/4	31	06N05W	Gila & Salt River
7	Public motor vehicle access on existing road -Whispering Ranch mailbox road	0.03	SW 1/4	31	06N05W	Gila & Salt River
8	Public motor vehicle access on existing road -Access to Jimmy Wash from Vulture Mine Rd	0.05	SE1/4, SW 1/4	36	06N06W	Gila & Salt River
9	Public motor vehicle access on existing road - access to San Domingo Wash from US 60	0.48	SE 1/4	03	06N04W	Gila & Salt River
10	Public motor vehicle access on existing road - access to San Domingo Wash from US 60	0.16	NW 1/4, SW 1/4	02	06N04W	Gila & Salt River
11	Public motor vehicle access on existing road - access to Monarch Wash from US60	0.52	SE 1/4	28	07N04W	Gila & Salt River
12	Public motor vehicle access on existing road - access to public land from US60	0.14	NE 1/4	28	07N04W	Gila & Salt River
13	Public non-motorized trail on existing trail - NE of Oro Grande Mine	0.06	NE1/4, SW1/4	13	08N05W	Gila & Salt River
14	Public motor vehicle access on existing road - access to Box Canyon from Scenic Loop Rd	0.21	SW 1/4	07	08N04W	Gila & Salt River
15	Public non-motorized trail on existing trail - in Hassayampa River bed near Box Canyon	0.82	S 1/2, S 1/2	07	08N04W	Gila & Salt River
16	Public motor vehicle access on existing road - access to public land north of Scenic Loop Rd	0.01	NW 1/4, SW 1/4	07	08N04W	Gila & Salt River
17	Public motor vehicle access on existing road - Scenic Loop Rd	0.28	N 1/2, S 1/2	07	08N04W	Gila & Salt River
18	Public motor vehicle access on existing road - Scenic Loop Rd	0.11	NW 1/4, SE 1/4	08	08N04W	Gila & Salt River

#	DESCRIPTION OF NEEDED ACCESS ACROSS PRIVATE LAND	Length (mi)	Aliquot Part	SECTION	Township -Range	Meridian
19	Public motor vehicle access on existing road - access to Fools Canyon	0.07	NE 1/4, NW 1/4	03	08N04W	Gila & Salt River
20	Public motor vehicle access on existing road - access to Fools Canyon	0.08	NW 1/4, NE 1/4	03	08N04W	Gila & Salt River

Appendix J Table 1 Description Of Needed Access Across Private Land

Listed below are potential areas, which BLM and its partners will consider acquiring access rights for the public across State Trust Lands on open primitive roads or trails.

DESCRIPTION OF PUBLIC ACCESS NEEDED ACROSS ARIZONA STATE TRUST LANDS							
#	BLM ASSET TYPE	LENGTH	DESCRIPTION	SECTION	Township-Range	MERIDIAN	PRIORITY
1	Primitive Road	0.01	Short segment along west section line	21	06N04W	Gila & Salt River	3
2	Primitive Road	0.06	Short segment along west section line	21	06N04W	Gila & Salt River	3
3	Primitive Road	0.15	Segment along west section line	21	06N04W	Gila & Salt River	3
4	Road	0.14	Constellation Road	06	07N04W	Gila & Salt River	1
5	Primitive Road	0.56	Primitive Road in NE 1/4	16	07N04W	Gila & Salt River	3
6	Road	0.53	Vulture Peak Road	29	07N05W	Gila & Salt River	1
7	Road	0.79	Vulture Peak Road	32	07N05W	Gila & Salt River	1
8	Road	0.69	Vulture Peak Road	33	07N05W	Gila & Salt River	1
9	Primitive Road	0.27	Primitive Road in SE 1/4	27	07N06W	Gila & Salt River	3
10	Primitive Road	0.41	Primitive Road in NE 1/4	34	07N06W	Gila & Salt River	3
11	Primitive Road	0.84	Primitive Road along west section line	34	07N06W	Gila & Salt River	3
12	Primitive Road	0.92	Prim Road in W 1/2	35	07N06W	Gila & Salt River	3
13	Primitive Road	0.27	Primitive Road in NE 1/4	05	08N04W	Gila & Salt River	2
14	Primitive Road	1.03	N-S Primitive road in W 1/2	05	08N04W	Gila & Salt River	2
15	Road	1.31	Constellation Road	13	08N04W	Gila & Salt River	1
16	Primitive Road	0.17	Primitive Road in SW 1/4	14	08N04W	Gila & Salt River	2
17	Road	0.03	Constellation Road	14	08N04W	Gila & Salt River	1
18	Primitive Road	0.35	Equestrian Trail along S section line	16	08N04W	Gila & Salt River	2
19	Primitive Road	0.09	Primitive Road in SW 1/4	16	08N04W	Gila & Salt River	2
20	Primitive Road	1.11	Primitive Road in S 1/2	17	08N04W	Gila & Salt River	2
21	Primitive Road	0.51	Equestrian Trail in SW 1/4	17	08N04W	Gila & Salt River	2
22	Primitive Road	0.82	Equestrian Trail along N section line	21	08N04W	Gila & Salt River	2
23	Trail	0.34	Equestrian Trail in NW 1/4	21	08N04W	Gila & Salt River	2
24	Primitive Road	0.22	Primitive Road in SW 1/4	22	08N04W	Gila & Salt River	2
25	Primitive Road	0.50	Primitive Road in wash in N 1/2 of S 1/2	22	08N04W	Gila & Salt River	2
26	Primitive Road	0.26	Primitive Road in SW 1/4	22	08N04W	Gila & Salt River	2
27	Primitive Road	0.30	Primitive Road in SW 1/4	22	08N04W	Gila & Salt River	2
28	Trail	0.25	Equestrian Trail in S 1/2	22	08N04W	Gila & Salt River	2
29	Primitive Road	0.58	Primitive Road in NW 1/4	23	08N04W	Gila & Salt River	2
30	Road	1.23	Constellation Road	23	08N04W	Gila & Salt River	1

DESCRIPTION OF PUBLIC ACCESS NEEDED ACROSS ARIZONA STATE TRUST LANDS							
#	BLM ASSET TYPE	LENGTH	DESCRIPTION	SECTION	Township-Range	MERIDIAN	PRIORITY
31	Primitive Road	0.32	Primitive Road in W 1/2 of W 1/2	25	08N04W	Gila & Salt River	2
32	Primitive Road	1.20	Primitive Road in N 1/2	26	08N04W	Gila & Salt River	2
33	Road	0.49	Constellation Road	26	08N04W	Gila & Salt River	1
34	Primitive Road	0.13	Primitive Road in NE 1/4 of NE 1/4	27	08N04W	Gila & Salt River	2
35	Road	1.37	Constellation Road	27	08N04W	Gila & Salt River	1
36	Trail	0.65	Equestrian Trail from SW to NE	27	08N04W	Gila & Salt River	2
37	Primitive Road	0.30	Old Stage Road	27	08N04W	Gila & Salt River	2
38	Trail	1.22	Equestrian Trail in N 1/2	28	08N04W	Gila & Salt River	2
39	Road	0.27	Blue Tank Road	28	08N04W	Gila & Salt River	1
40	Road	0.70	Constellation Road	28	08N04W	Gila & Salt River	1
41	Road	0.67	Constellation Road	32	08N04W	Gila & Salt River	1
42	Road	0.48	Blue Tank Road	33	08N04W	Gila & Salt River	1
43	Road	1.11	Constellation Road	33	08N04W	Gila & Salt River	1
44	Primitive Road	0.54	Old Stage Road	34	08N04W	Gila & Salt River	2
45	Primitive Road	0.81	Old Stage Road	35	08N04W	Gila & Salt River	3
46	Primitive Road	1.96	N-S Primitive Road in E 1/2	36	08N04W	Gila & Salt River	2
47	Primitive Road	0.86	Scenic Loop Road	02	08N05W	Gila & Salt River	1
48	Primitive Road	0.36	Primitive Road in W 1/2	02	08N05W	Gila & Salt River	3
49	Primitive Road	0.43	Primitive Road in SW 1/4	02	08N05W	Gila & Salt River	3
50	Primitive Road	0.63	Primitive Road along S section line	03	08N05W	Gila & Salt River	3
51	Road	0.09	Scenic Loop Road	03	08N05W	Gila & Salt River	1
52	Primitive Road	0.23	Primitive Road in NE 1/4	03	08N05W	Gila & Salt River	3
53	Primitive Road	1.20	Antelope Creek Primitive Road	04	08N05W	Gila & Salt River	3
54	Road	0.43	Haul Road to Antelope Creek	04	08N05W	Gila & Salt River	3
55	Primitive Road	0.00	Scenic Loop Road	10	08N05W	Gila & Salt River	1
56	Primitive Road	0.00	Scenic Loop Road	10	08N05W	Gila & Salt River	1
57	Road	0.06	Blue Tank Road	25	08N05W	Gila & Salt River	1
58	Road	0.26	Blue Tank Rd	26	08N05W	Gila & Salt River	1
59	Primitive Road	1.08	N-S Primitive Road through center of section	04	09N05W	Gila & Salt River	3
60	Primitive Road	0.24	Primitive Road in NW 1/4	04	09N05W	Gila & Salt River	3
61	Primitive Road	1.12	N-S Primitive road in W 1/2	26	09N05W	Gila & Salt River	3
62	Primitive Road	1.39	Primitive Road from west section boundary to south section line boundary	28	09N05W	Gila & Salt River	3
63	Primitive Road	0.04	E-W Primitive Road in E 1/2	29	09N05W	Gila & Salt River	3
64	Primitive Road	0.57	Primitive Road in SE 1/4	32	09N05W	Gila & Salt River	3
65	Primitive Road	0.85	Primitive Road in N 1/2	36	09N05W	Gila & Salt River	3

Note: A layman's description of the road location is used since there may be multiple roads or trails in a section of land. A GIS representation of these routes is on file at BLM.

Appendix J Table 2 Description Of Public Access Needed Across Arizona State Trust Lands

The following table is an estimate of locations where private landowners may want to acquire a Right of Way (ROW) from BLM. Landowners have the right to use open routes just as other users. An ROW will be required if the private landowner wants to change the designation, and conditions or quality of the BLM route that accesses their private lands.

ACCESS ROUTES ACROSS BLM LAND FOR PRIVATE LAND ACCESS			
Private property needing legal access*	Road segment length (mi)	Access road Located in township-range	Section
1	0.09	08N04W	03
	0.15	08N04W	03
	0.54	08N04W	04
2	1.41	09N04W	34
	1.28	08N05W	11
3	0.23	08N03W	07
	0.32	08N04W	01
	0.95	08N04W	02
3	1.39	08N04W	12
4	0.21	08N04W	34
5	0.21	08N04W	34
	0.24	08N04W	34
	0.23	08N04W	35
6	0.01	07N03W	19
	0.63	07N04W	24
7	0.71	07N04W	24
8	0.93	06N04W	22
9	0.93	06N04W	22
	0.62	06N04W	16
	1.28	06N04W	17
	0.37	06N04W	21
10	0.20	06N05W	16
	0.60	06N05W	17
	1.16	06N05W	19
	1.49	06N05W	20

*GIS map layer is on file at BLM for spatial location of these routes.

Appendix J Table 3 Access Routes Across Public Lands For Private Land Access

Appendix K OHV Racing Special Recreation Permit SOPs

Officials are directed to 43 CFR Part 2930, the BLM Manual 2930, and the H-2930-1 Recreation Permit Administration Handbook for detailed guidance on issuance of special recreation permits. Below is a summary of the procedures required for issuing an SRP for OHV racing. The summary has references to where specific information can be found in the handbook.

The steps include, but are not limited to:

- ◆ Cost recovery - If more than 50 hours of staff time are required for processing and managing a permit, cost recovery of direct expenses related to the permit will be charged. In this case, recovery of costs begins with the first hour, and the estimated cost recovery charge is paid by the applicant in advance of permit processing. Direct expenses charged to cost recovery include monitoring and law enforcement costs for managing participants and spectators at events (Chapter 1.III.H.I).
- ◆ National Environmental Policy Act - The issuance of an SRP is a Federal action and subject to NEPA analysis (Chapter 1.III.B.3).
- ◆ Permit stipulation - General terms that are applicable to and should be included with all SRPs are listed in H-2930-1 (Chapter 1.III.L). For effectiveness in permit administration, additional permit stipulations may be developed by state or local offices. A copy of the permit terms and stipulations signed and dated by the permittees shall be included in the permit file.
- ◆ Operating plan - A signed operating plan must be submitted for commercial and competitive SRPs, and may be required for other types of permits (Chapter 1.III.C). An operating plan must contain specific information relevant to the specific application, and implementation becomes a condition of the permit,
 - Operating plans must include detailed information such as the structure of the event/activity, maps, equipment, resource protection measures, participant and spectator safety, event monitoring personnel, hazard identification and mitigation measures, parking areas, pit area procedures, sanitation, communications, fire, emergency procedures, or other elements, depending on the type of activity (see Sample Operating Plan below).
- ◆ Monitoring - Permits are monitored by the BLM for compliance with stipulations, terms and conditions. Permits for commercial, competitive, and large group events typically require pre-event monitoring, compliance monitoring during the event, and post use monitoring (Chapter 1.111.0).
- ◆ Insurance - A specified level of insurance must be obtained by a permittee, and a copy of the insurance policy or certificate of insurance must be on file 10 days prior to the authorized use (Chapter 1.III.N). The policy shall list the U.S. Department of the Interior, Bureau of Land Management as an additional insured.
- ◆ Bonding - The authorized officer shall require the posting of a bond sufficient to defray the costs of anticipated rehabilitation or repair of resource or government facility damage if such damage is expected to be caused by the permittee's actions (Chapter 1.III.M).
- ◆ Estimated fees - Fees are to be estimated by the BLM and paid by the permit applicant in advance of any authorized use (Chapter 1.III.H.2).

- ◆ Compliance - Violation of permit terms, stipulations, operating plans, or other regulations can result in administrative or criminal penalties (43 CFR 2932.57). Information about violations shall be made a part of a permittee's performance evaluation. Permittees are required to provide post-use reports to the BLM (Chapter I.III.0.3).
- ◆ Performance evaluation - A performance evaluation is completed by BLM for all commercial and competitive permittees. The permittees will be given written notice of results of performance evaluations no later than 90 days after the conclusion of the operating season or permitted use. For multi-year permits, an annual evaluation is required. Three performance levels are recognized: acceptable, probationary, and unacceptable (Chapter 1.111.0.2).
- ◆ Documentation/Record Keeping - The official file includes a copy of the permit and stipulations, insurance certificate, fee payment records, correspondence (including email), telephone conversation logs, maps, NEPA documentation, operating plan, advertisements, monitoring, post-use reports, and annual evaluation. Case files must be kept neat and up-to-date, and secured in a centralized location when not in use (Chapter 5).

Sample OHV Racing Operating Plan

Note: This is a non-inclusive working list and may be revised depending upon event type.

General

1. Estimated number of participants.
2. Estimated number of spectators.
3. Type of event, layout, number of laps, start time, course location.
4. Location of start/finish/pits/fuels stops.
5. Equipment to do deal with fuel leaks/hazardous material.
6. Toilet, trash and other facility locations.
7. Location of sign age and flagging.
8. Resource protection procedures.
9. Timing of course set up and take down.
10. Vehicle parking and camping locations.

Course Hazard Identification and Mitigation Measures

11. No one enters the racecourse without race promoter or designee granting permission. (Note: This would not enforceable by the BLM unless a Federal Register Notice has been issued).
12. Race promoter is in charge of maintaining control of the racecourse at all times. Race promoter will have adequate staff to ensure that all rules are followed.
13. Flag Workers will be used at all road crossings.
14. Mandatory and documented drivers meeting where all drivers and/or co drivers will sign in. If a driver/co driver is not signed in, they will not race.
15. Agenda for drivers meeting.
16. Set speed limit through Start / Finish and Pit areas. (Between 40 and 50 mph).
17. Set speed limit of at all road crossing, starting at road crossing marking to past crossing. (40 mph).
18. At any time, before, during and after the race, the speed limit within 50 feet of a person shall be 15 mph. Promoter may consider spectator control instead of speed limit on racers.

Communications Plan / Emergency Medical Plan

19. The promoter will designate a point of contact for the BLM to communicate with regarding the event and method of communication.
20. The promoter will provide the BLM with a medical plan to address response to and transportation of any injured participants or spectators. This plan will include number of emergency response staff, level of training of staff, type of medical equipment on site (ambulance/air ambulance).
21. List Safety Network Personnel - The Safety Network is comprised of fire and EMS first responders. They are versed in the vehicle type per class, its safety construction, and driver history. A Safety Crew member, may be trained in race car shut down procedures, extrication, firefighting, EMS, high speed impact medicals, rapid trauma assessments, wild land firefighting, driver safety restraints, hazardous materials, ICS systems, and methanol fuel fires).
22. Fourteen days prior to the event Arizona Interagency Dispatch Center (AIDC) and the Maricopa County Sheriff Department will be notified of the upcoming event.
23. Identify the *On Scene Incident Commander* to BLM, AIDC and County Sheriff Department the on-scene incident commander is designated prior to the start of the event. The OSIC is in control of the incident until it is cleared or is relieved by a higher authority.

Pit Safety Plan and Fire Plan

24. Set maximum speed limit on all pit access roads is 15 mph and in all pit areas for all vehicles.
25. Designated Pit Captains to maintain safety, monitor participant speed. Pre-determine the pitting locations and distances from track edge. (All pit supplies must be at least 50 feet from the edge of the racecourse to the racetrack side of race vehicle. No pit may be in the first 50 feet leading into and the first 100 feet leading out of a turn.)
26. All pits must have the equivalent of a UL approved two 10-lb. ABC fire extinguisher at all times; the extinguisher(s) must be manned during all pit stops. This capability may be accomplished using fire extinguishers of any combination (minimum 5-lb. extinguisher) that equals 20 pounds. (Two 10 lb. or four 5 lb.). If 5-pound extinguishers are to be utilized, then the pit crew must man two fire extinguishers and be at the ready. All pit fire extinguishers must have current (less than one year old) seal in place, and be fully charged.
27. Fire extinguishers are required in all race vehicles.
28. Welding and use of open flames needs to be monitored and confined to open areas to prevent the ignition of the vegetation in the surrounding areas.
29. All spectators will be advised of current conditions, fire restrictions and regulations in effect. Special emphasis should be placed on any prohibition of smoking and campfire using solid fuels (wood, charcoal, etc.).

Crowd or Spectator Control Plan

30. Spectator locations: Distances from track. These areas may be identified by the use of snow fence or ropes, road delineators, setbacks and personnel to monitor said areas.
31. Spectator viewing areas will be identified on attached map.
32. Handouts with maps of spectator areas and rules will be posted at entry to area and issued to all spectators.

Examples of type of spectator safety rules:

- Do not stand within 200 feet of the course.
- Spectators and their vehicles are required to stay within the marked viewing areas.
- The use of ATVs /motorcycles except for participating in the event is not permitted.
- Pets must be on 6-foot leash at all times.
- Children (under 16) must be with an adult at all times.
- The speed limit around the pits, spectator-viewing areas and in all camping areas is 15 MPH.
- No Open Fires.
- .Campsites will be kept clean and no dumping of waste is permitted.

Appendix L Alternative Designation Targets

Alternative Designation Targets			
Issue	Alt F	Alt G	Proposed
Creating Loop Routes (recreation experiences).	Maximize the potential of travel loops.	Reduce route density in desert tortoise habitat by increasing the loop size and decreasing cross-connecting routes.	Reduce vehicular loop routes in The Box RMZ and north of Wickenburg to minimize conflict with equestrians. Concentrate, vehicle travel going north of Wickenburg on routes that access San Domingo RMZ and Stanton SRMA. Emphasize horse trail connectivity in The Box and areas north such as Sayer Station. Create vehicular loops in Vulture Mine RMZ. Balance recreation and administrative access requirements east of Vulture Mine Rd.
Vehicle access to wildlife waters.	Allow public vehicle access to all.	Limit access to admin vehicles only where AGFD or BLM believes doing so will improve habitat.	Generally allow vehicle access to waters, but limit if BLM/AGFD believes that a site-specific restriction will benefit wildlife.
The use of trails in washes as vehicle routes.	Allow where consistent with RMP.	Avoid using washes as routes to explore the possibility of creating a route system with only upland routes.	Allow where consistent with RMP.
Protection of ACEC values such as nesting raptors.	Keep existing vehicle routes open near nests; rely on enforcement and education to protect raptors in ACEC.	Close existing vehicle routes near cliff nest sites, convert roads to non-motor uses if it benefits non-motorized experiences.	Balance vehicle access near raptor nests with non-motorized opportunities and permitted/administrative access needs. Create new non-motorized trail opportunities if possible and not in conflict with ACEC.
Create a travel network that can enhance visitor satisfaction.	Include public submissions for new routes and suggested loop trails.	Meet RMP requirements without new route or facility construction.	Route choices should balance between use and protection. Adopt public submissions into

Alternative Designation Targets			
Issue	Alt F	Alt G	Proposed
			the plan where it makes sense to do so.
Provide access to campsites.	Keep access to all that are legal, unless there is a resource issue that only closure can resolve.	Minimize campsite spur routes in areas where wildlife habitat can be improved by closing roads.	Keep some spur roads where camping is desirable and not in conflict with resource conditions. Allow camping along any road up to 100ft away per RMP.
Providing access to routes from private land (public and private landowner access to public land).	Allow most existing access points where public access is currently permitted.	Only allow where general public use will be permitted and integrates with the route system, considering the other constraints for this alternative such as avoiding washes.	Only allow where public use will be authorized through landowner concurrence or is currently tolerated and BLM has confidence access will remain open on a permissive basis by the landowner.
Providing access to private property (for landowner access on BLM).	Open at least one route. Designate access so it minimizes effects to recreation goals of connectivity and scarce opportunities.	Limit access to administrative use if public use is generally not allowed in an area for the reasons of habitat improvement.	Open at least one route. Designate access so it minimizes effects to recreation goals of connectivity and scarce opportunities.
Providing new roads or trails.	Maximize the potential for new trails	No new trails will be authorized.	Balance between use and protection.
Routes identified providing access to permitted range facilities.	Provide access unless a resource conflict exists. Resolve through grazing permit.	Same	Same
Providing access to mining claims.	Provide access where consistent with allowing recreation. If possible maintain existing condition to minimize effects to small miners.	Only retain access where wildlife or resource values could not be improved by closure. Miners will need to use NOI and MPO more often.	Balance recreation and mining claim access. Co-locate where possible. In areas of high claim density, provide at least main route access to claim blocks to minimize the need for NOI and MPO and minimize bond costs.

Alternative Designation Targets			
Issue	Alt F	Alt G	Proposed
Improve desert tortoise habitat.	Close routes where tortoise habitat could be improved and recreation use in the SRMA will still be maximized. When constructing new routes/facilities, compensate for tortoise habitat through route closures.	Close routes to make large areas for tortoise habitat with an emphasis on providing a benefit to tortoise to the extent that recreation benefits in SRMA can be achieved to the minimum standard.	Balance improvement of tortoise habitat through route closures and other prescriptions with recreation goals. When constructing new routes/facilities, compensate for tortoise habitat through route closures.
In areas of high route concentration route designation will address network needs.	Simplify the route system so that public can comply with route designations while allowing as much access as is safe and meets plan goals for recreation and permitted access.	Emphasize simplifying the route system so the public can understand it and comply easily.	Routes are open to vehicles where significant gains in access are realized and meet plan goals while emphasizing ease of understanding for compliance.
Maintain air quality through route designation.	Close routes in Area A (east of Vulture Peak Rd) if doing so will improve conditions while meeting recreation and administrative goals.	Close routes in Area A (east of Vulture Peak Rd) if doing so will improve conditions while meeting recreation / administrative goals.	Close routes in Area A (east of Vulture Peak Rd) if doing so will improve conditions while meeting recreation / administrative goals.
Vehicle use of the Hassayampa riverbed.	Allow where resources such as riparian and air quality can be managed (mainly Gates Rd and Box Canyon areas).	Generally disallow driving in riverbed to improve riparian and air quality conditions (mainly in Gates Rd and Box Canyon areas).	Allow where resources such as riparian and air quality can be managed (mainly in Gates Rd and Box Canyon areas). Consider closing routes to vehicles if public access across state and private land cannot be secured by BLM.
Access to public roadways.	Generally allow the current conditions to continue.	Be more proactive about reducing the entry of slow moving vehicles onto county roads.	Reduce the risk for drivers by restricting access from side roads where BLM staff believes a significant hazard exists.
Maintain soil and water quality.	Close steep routes and hill climbs where soil loss cannot be mitigated.	Close steep routes and hill climbs.	Close steep routes and hill climbs where soil loss cannot be mitigated.

Alternative Designation Targets			
Issue	Alt F	Alt G	Proposed
Core habitat area enlargement.	Consider closing routes where motorized recreation and permitted uses will not be affected.	Emphasize enlargement of habitat areas, especially for desert tortoise.	Emphasize enlargement of habitat areas east of Vulture Mine Rd and in the Monarch Wash area by closing parallel routes.
Improving manageability and ease of navigation.	Create loop routes from dead end routes where doing so will improve recreation.	Close spur routes and branches of routes that will improve BLM's ability to manage the route system and simplify the route system to make the route system easier to understand.	Close routes where core habitat area enlargement and areas with where route system simplification could be co-located. Emphasize areas east of Vulture Peak and Monarch Wash.

Appendix M Arizona Resource Advisory Council OHV Guidelines

The Arizona BLM oversees a Resource Advisory Council (RAC) comprised of citizens from around the state representing various interests and geographic areas. The RAC formed a subcommittee to study policy and create suggested guidelines to address recreation management. The extent possible and considering current policy, Arizona BLM attempts to use these guidelines in the preparation of plans such as Travel Management Plans. The following guidelines represent the recommendations from the RAC that have been incorporated into BLM's planning.

Arizona BLM Guidelines for Off-Highway Vehicle (OHV) Recreation Management February 24, 2007

Introduction

Off-Highway Vehicle (OHV) recreation, as well as commercial use, has become increasingly more popular and prevalent on public lands. Arizona's population growth has placed ever-greater demands on outdoor recreation opportunities, and BLM managed public lands are frequently the premier outdoor destination for both urban and rural recreational users. The range of OHV users includes not only the dirt bike, all-terrain vehicle (ATV), and four-wheel drive jeep riders, but also recreationists such as hikers, hunters, and birders who use OHVs such as sport utility vehicles (SUVs) and pickup trucks to access their favorite hiking, hunting, or bird watching destination. Thus, OHV recreation spans virtually all recreational uses of the public lands. Recognizing the growing significance of OHV use, the Bureau of Land Management, Washington, DC office, published the National Strategy for Motorized Off-Highway Vehicle Use on Public Lands, dated January 2001. The National Strategy emphasizes that the BLM should be proactive in seeking motorized OHV management solutions that conserve natural resources while providing for appropriate motorized recreation opportunities. Soon after publication of the 2001 Strategy, BLM realized that it must manage all modes of travel. Public land users travel by a variety of modes: motorized, mechanized, animal, pedestrian and over water and snow. However, the most critical travel management priority currently facing the Arizona BLM is OHV recreation. Thus, this set of guidelines will deal primarily with OHV recreational use and actions necessary to assure rangeland health, as well as broader, more strategic OHV recreation management implementation strategies.

These guidelines were developed in a collaborative process with the Arizona Resource Advisory Council (RAC) similar to the process that resulted in the Standards for Rangeland Health and Guidelines for Grazing Administration (USDI 1997) (copy included at the Appendix to these OHV Guidelines).

The OHV guidelines are presented in two sections. The first section addresses OHV guidelines that directly relate to the Arizona BLM rangeland health standards. Each standard is listed along with its associated OHV guidelines. As a comparison, see Appendix that defines the Grazing Guidelines, developed in 1997. These OHV guidelines deal primarily with on-the-ground actions necessary to assure that OHV use and travel activities are managed in a manner to assure achievement of the rangeland health standards, or that significant progress is being made toward attainment. Inherent in the application of these guidelines is the need to conduct monitoring and evaluation of their effectiveness. Through adaptive management, new or modified guidelines may be required to enable attainment of the rangeland health standards. Specific application of the rangeland health standards and OHV guidelines will be governed by the Resource Management Plan.

The second section addresses a broader and more strategic set of OHV recreation management implementation strategies that are largely derived from the BLM National OHV Strategy (USDI 2001)

and consider OHV “best practices” adopted by other western states. These strategies identify successful practices for managing OHV recreation; including user education and outreach, land use planning considerations, OHV partnerships, route maintenance, law enforcement, monitoring, and visitor services information.

These guidelines and implementation strategies are intended to provide an initial toolbox for management of OHV recreation on Arizona BLM public lands. Recognizing the dynamic nature of OHV recreation, this document may be modified or augmented in the future as dictated by lessons learned from field offices’ implementation.

I. Arizona Standards for Rangeland Health and Guidelines for Management of OHV Use

A. Standard 1: Upland Sites

Upland soils exhibit infiltration, permeability, and erosion rates that are appropriate to soil type, climate and landform (ecological site).

Criteria for meeting Standard 1:

Soil conditions support proper functioning of hydrologic, energy, and nutrient cycles. Many factors interact to maintain stable soils and healthy soil conditions, including appropriate amounts of vegetative cover, litter, and soil porosity and organic matter. Under proper functioning conditions, rates of soil loss and infiltration are consistent with the potential of the site. Ground cover in the form of plants, litter or rock is present in pattern, kind, and amount sufficient to prevent accelerated erosion for the ecological site; or ground cover is increasing as determined by monitoring over an established period of time.

Signs of accelerated erosion are minimal or diminishing for the ecological site as determined by monitoring over an established period of time. As indicated by such factors as:

- Ground Cover
- Litter
- Live vegetation, amount and type (e.g., grass, shrubs, trees, etc.)
- Rock
- Signs of erosion
- Flow pattern
- Gullies
- Rills
- Plant pedestaling

Exceptions and exemptions (where applicable): none

OHV Guidelines:

1-1. Route Design and Location

Locate and manage OHV travel use to conserve soil functionality, vegetative cover, and watershed health. Consider the following factors when designing and locating roads, primitive roads, and trails (hereafter referred to as routes) or when approving/designating existing routes for inclusion in a transportation plan:

- Grade: Routes should be designed to cross any slopes rather than go straight up or down the fall line. Grade should not exceed 50% of the cross slope of the area being crossed to avoid

channeling water. To the extent practicable, route grade should change frequently enough to diminish or dissipate the erosive energy of overland water flow.

- **Water Control:** Water control structures should be incorporated into the route grade. Construct or reconstruct routes with rolling dips, undulating route design or route grade breaks.
- **Location:** Main route networks should disperse users away from environmentally sensitive or heavily used areas. Locate routes on stable soils and avoid areas with highly erosive soils. Avoid route proliferation by designing routes with adequate mileage distance, suitable access to desired destinations, and diversity of experiences. Use signs and barriers to delineate approved routes.
- **Curves and Switchbacks:** Turns and curves can be used as a design feature to reduce sight distances, increase difficulty and therefore control speed. When multiple turns are necessary to gain elevation in steep country, use climbing turns rather than switchbacks if possible. Climbing turns have a longer radius, are preferentially used to maintain route integrity and soil stability, and provide for a more useable and enjoyable turn.
- **Vegetation and Clearing:** The type of clearing on a route can also be used to maintain route integrity, control speed or increase the level of difficulty on a route. To protect against erosion and to maintain natural conditions, leave trees and woody vegetation in place where possible. Narrow routes provide a better rider experience and minimize loss of soil cover and vegetation.

1-2. Route Maintenance

Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting desired soil conditions. Erosion problems such as headcuts should be addressed early on and may require route re-construction or rehabilitation.

1-3. Route Stabilization and Hardening

Use stabilization materials to repair and improve tread integrity.

1-4. Re-vegetation (or Reclamation)

Where land use plan/implementation decisions dictate closure of non-system routes, re-vegetate closed routes using natural materials. Employ vertical mulching to the visual horizon, where appropriate.

B. Standard 2: Riparian-Wetland Sites

Riparian-wetland areas are in properly functioning condition. Criteria for meeting Standard 2: Stream channel morphology and functions are appropriate for proper functioning condition for existing climate, landform, and channel reach characteristics. Riparian-wetland areas are functioning properly when adequate vegetation, land form, or large woody debris is present to dissipate stream energy associated with high water flows. Riparian-wetland functioning condition assessments are based on examination of hydrologic, vegetative, soil and erosion deposition factors. BLM has developed a standard checklist to address these factors and make functional assessments. Riparian-wetland areas are functioning properly as indicated by the results of the application of the appropriate checklist.

The checklist for riparian areas is in Technical Reference 1737-9 *Process for Assessing Proper Functioning Condition.* The checklist for wetlands is in Technical Reference 1737-11 *Process for Assessing Proper Functioning Condition for Lentic Riparian-Wetland Areas*, as indicated by such factors as:

- Gradient

- Width/depth ratio
- Channel roughness and sinuosity of stream channel
- Bank stabilization
- Reduced erosion
- Captured sediment
- Ground-water recharge
- Dissipation of energy by vegetation

Exceptions and exemptions (where applicable): Dirt tanks, wells, and other water facilities constructed or placed at a location for the purpose of providing water for livestock and/or wildlife and which have not been determined through local planning efforts to provide for riparian or wetland habitat are exempt. Water impoundments permitted for construction, mining, or other similar activities are exempt.

OHV Guidelines:

2-1. Route Design and Location

Routes should be located, or relocated, to avoid/minimally impact sensitive areas such as riparian and wetland areas. Avoid placement of routes longitudinally along riparian-wetland areas. Perpendicular crossings are acceptable as long as the size or frequency of crossings does not significantly affect proper functioning condition or where effect can be mitigated, e.g. with hardening or bridging the crossing to reduce sediment delivery.

2-2. Route Maintenance

Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting stream bank stabilization. Erosion problems such as headcuts should be addressed early on and may require route re-construction or rehabilitation.

2-3. Route Stabilization and Hardening

Use stabilization materials to repair and improve tread integrity.

2-4. Re-vegetation (or Reclamation)

Where land use plan decisions dictate closure of non-system (i.e. non-designated) routes, re-vegetate closed routes using natural materials in order to retard erosion and stabilize soils. Employ vertical mulching to the visual horizon, where appropriate.

2-5. OHV Facilities (e.g., staging areas and campgrounds)

New facilities should be located away from riparian-wetland areas if they conflict with achieving or maintaining riparian wetland function. Existing facilities must be used in a way that does not adversely impact riparian-wetland functions and will be relocated/or modified when incompatible with proper riparian wetland functions. Ensure that facilities are not located in a flood zone.

C. Standard 3: Desired Resource Conditions

Productive and diverse upland and riparian-wetland plant communities of native species exist and are maintained.

Criteria for meeting Standard 3:

Upland and riparian-wetland plant communities meet desired plant community objectives. Plant community objectives are determined with consideration for all multiple uses. Objectives also address

native species, and the requirements of the Taylor Grazing Act, Federal Land Policy and Management Act, Endangered Species Act, Clean Water Act, and appropriate laws, regulations, and policies.

Desired plant community objectives will be developed to assure that soil conditions and ecosystem function described in Standards 1 and 2 are met. They detail a site-specific plant community, which when obtained, will assure rangeland health, State water quality standards, and habitat for endangered, threatened, and sensitive species. Thus, desired plant community objectives will be used as an indicator of ecosystem function and rangeland health. As indicated by such factors as:

- Composition
- Structure
- Distribution

Exceptions and exemptions (where applicable): Ecological sites or stream reaches on which a change in existing vegetation is physically, biologically, or economically impractical.

OHV Guidelines:

3-1. As appropriate, manage OHV travel use by type, season, intensity, distribution, and/or duration to minimize the impact on plant and animal habitats, especially those containing threatened, endangered or candidate species. If seasonal closures become appropriate to minimize adverse OHV travel impacts on public lands resources, designate alternative routes to preserve public access where possible. Provide clear and timely information to the public when closures, seasonal use, and other regulations or limits are placed on OHV travel on public lands.

3-2. Protect wildlife and/or habitat by:

- Preserving connectivity and minimizing fragmentation during design or approval of transportation systems.
- Using kiosks, signs, maps, and barriers to delineate approved routes and to educate users about sensitive areas.
- Managing OHV travel activities to minimize interference with critical wildlife stages such as nesting, reproduction, or seasonal concentration areas/ wildlife waters.
- Avoiding creation of artificial attractions such as the intentional and un-intentional feeding of wild animals or improper disposal of garbage.

3-3. Avoid or minimize the establishment and/or spread of noxious or other weeds from intensive recreation, including the use of riding and pack animals, hiking, motorized, or other mechanized vehicles.

Conduct an educational campaign to inform recreational users about the damage caused by noxious weeds and how their spread can be minimized.

Where appropriate, apply restrictions, e.g. don't permit surface disturbing activities.

3-4. Assign higher priority to route monitoring and law enforcement, especially during high-use times such as hunting seasons and holiday periods. Work to coordinate and improve enforcement to deter violations.

3-5. Manage OHV travel activities to conserve watershed and water quality. Manage recreational uses in coordination with other uses on public lands to meet or exceed applicable water quality standards. Control water quality impacts resulting from recreational use, such as erosion, bank degradation, human waste, trash, and other elements. Monitor non-point source pollution particularly in high use areas.

3-6. Manage OHV travel activities to preserve significant cultural, historical, archaeological, traditional, and paleontological resources. Use information and interpretative services as major tools to protect cultural resources. As appropriate, improve public knowledge by locating kiosks, interpretive signs, and visitor information facilities at visitor contact points. Design OHV routes for placement at an adequate distance away from sensitive sites to reduce/eliminate potential damage.

II. OHV Recreation Management Implementation Strategies

A. Coordination, Communications, and Collaboration.

Successful management of OHV recreation relies on pro-active outreach and collaboration with OHV users. Field offices should form local coordinating groups comprised of OHV users and other interested parties to address OHV issues and develop collaborative solutions.

B. Education and Training.

Expand and improve educational efforts to foster responsible-use ethics among OHV users. Use resources from national organizations, such as the National Off-Highway Vehicle Conservation Council, Tread Lightly, Inc., and Leave No Trace. The Bureau has signed National Memoranda of Understanding with Leave No Trace (2001) and Tread Lightly! (1998). BLM is committed to abiding by and instructing public land users to likewise abide by these land use ethics principles.

Disseminate information about regulations, penalties, consequences for irresponsible behavior, and impacts to resources from inappropriate use. Utilize high use areas and special events such as OHV dealer expositions to maximize the dissemination of responsible use education materials and concepts to the public and OHV dealers. Set up a booth and greet visitors at entry routes to popular OHV destinations to disseminate educational information and maps/brochures. Incorporate information about public land values and user ethics into the terms and conditions of permits and land use authorizations.

Provide OHV management and land use ethics education and training for managers, staff, partners, and volunteers.

C. Land Use Planning (see USDI 2005: Appendix C, p. 17-8).

Place a high priority on analysis of OHV travel issues, including user needs, trends, and resource impacts during the land use planning process. Collaborate with the public, including OHV users and other interest groups, when conducting and evaluating route inventories and developing the transportation system and OHV designations, i.e., *open*, *closed*, or *limited* per 43 Code of Federal Regulations 8342. In this regard, the Arizona BLM endorses the use of a systematic route evaluation process that is fully informed by systematic and comprehensive input from the public when preparing transportation plans.

Identify easements and acquisitions where appropriate and necessary to resolve lack of legal access to BLM lands.

Consider designating new OHV use areas, route systems, and camping areas (with adequate support facilities) where appropriate to focus OHV use away from sensitive areas, to disperse heavy OHV use

concentrated in too small an area, to provide a diversity of experiences for different types of OHV users, and to meet current and future demands, especially in the urban interface areas. As stated in the National Strategy (USDI 2001: p. 18), where demand exists and land resources can accommodate OHV use, field offices should provide OHV recreation sites to be used for destination-type facilities.

Include in land use plans, social/economic effects of OHV recreational use, including special recreation events (USDI 2001: p.12-13).

Plan and locate OHV travel activities to minimize user conflicts and to segregate motorized from non-motorized recreational uses. For example, OHV travel activities should be located to avoid or minimize contact with non-motorized trail users such as birders, hikers, or equestrians who desire a quiet, natural environment to enjoy their recreational pursuits. Also, establish appropriate speed limits on the designated transportation network to enable safe travel by all users.

D. Partnerships and Volunteers.

Leverage the use of volunteers through challenge cost-share projects. Seek OHV grant funding available through Arizona State Parks such as the Recreation Trails Program.

Develop partnerships with user groups to assist with route maintenance and monitoring through the Adopt-A-Trail program. Enhance opportunities for citizen involvement in OHV management issues by working directly with the public, local communities, user groups, and partnership organizations such as the National Off-Highway Vehicle Conservation Council. Consider use of prison crews to complete planned projects.

E. Route Maintenance.

As stated in the National OHV Strategy USDI 2001, route design, maintenance, and reclamation techniques need to be improved to enhance resource conditions and visitor experiences on public lands. Document deferred maintenance needs and seeks partnerships with other agencies and user groups to address critical issues.

Document deferred maintenance budget requirements and identifies resource impacts if not addressed. The Adopt-a-Trail program is one way to get maintenance done by volunteers and it develops some rider “ownership” in the route. Volunteer workdays are an effective way to get larger projects done.

Partnerships with user groups and environmental organizations can provide volunteers to help reclaim and restore closed routes.

F. Law Enforcement.

Strengthen on-the-ground presence of law enforcement personnel to monitor compliance with OHV regulations and speed limits, particularly during high use periods. Where illegal equipment is suspected, check vehicles for compliance with federal and Arizona state regulations, such as presence of spark arresters and mufflers that comply with sound limits.

G. Monitoring and Adaptive Management

Use volunteers to patrol the designated transportation network to greet visitors and disseminate information in a positive, less threatening environment. Increase on-the-ground presence and encourage the use of volunteer trail patrols. Develop patrol standards and facilitate education of OHV user groups.

Encourage organized OHV groups and responsible users to provide peer pressure to educate non-compliant users and help mitigate adverse resource impacts.

Monitoring forms the basis of “adaptive management”. Areas that experience heavy or illegal use will be closely monitored and given priority for law enforcement patrols. If irresponsible use is creating resource damage, then management is adapted to compensate. It is important to intervene and mitigate early before a growing pattern of illegal use is established. OHV travel routes may be restricted, relocated, or even closed to deal with adverse impacts. Use signs to explain closures for mitigation of resource damage. Install additional signs and/or barriers to steer use away from inappropriate areas. Generally, management actions should be taken sequentially in a gradual fashion ranging from minor/temporary to major/permanent restrictions until the problem is resolved or mitigated. There may be instances when proper function has degraded and immediate action is necessary to correct the problem.

Monitoring objectives should include, but not be limited to:

- meeting land health standards (e.g. watershed conditions)
- condition assessment (e.g. erosion, washouts, vegetation)
- use (e.g. intensity, type, consistency with planned use)

H. Signs, Maps, and Brochures.

Users are frequently confused about the appropriate use of their vehicles on public lands because of inadequate signs, maps, brochures, and other interpretive products. Field offices should disseminate visitor services information (i.e. appropriate vehicle use) through kiosks, signs, maps, brochures, and other publications.

Provide travel information on websites with downloadable mapping capabilities for at-home trip planning.

Cooperate and coordinate with adjacent land managers so that there is seamless travel management transition among land jurisdictions.

I. Congressionally Designated Wilderness Areas.

OHV routes that are located near or adjacent to designated wilderness areas may pose special challenges. Some wilderness areas are accessed by OHV routes that are legally cherry-stemmed and surrounded by wilderness. In some cases, OHV routes lay alongside the boundaries of wilderness areas. These routes may be part of an approved transportation plan; however, adequate signing of wilderness boundaries is critical to ensure users are aware of the legal limits of motorized travel.

If OHV use is in trespass of a wilderness boundary, early intervention with increased law enforcement, monitoring, and mitigation of resource damage will help prevent a potentially growing pattern of illegal trespass. Where there are dead-end OHV routes that lead only to a wilderness trailhead or campsite (example is the spur route to Brittlebush Trailhead at the boundary of the North Maricopa Mountains Wilderness), it may be appropriate to manage OHV use by type, e.g., exclude use by non-street legal dirt bikes, ATVs, and sand rails.

Collaboration with OHV users and the general public should be done before restrictions are imposed. Notification and education should also be conducted in an effort to reduce and avoid closures

J. Noxious Weed Abatement.

Avoid or minimize route location in areas vulnerable to invasive species, particularly in riparian areas and washes that show such conditions.

Require vehicle wash protocols for permitted events, where appropriate and practicable.

Require vehicle wash protocols in areas vulnerable to invasive species where appropriate and practicable.

References

USDI, Bureau of Land Management

1997 *Arizona Standards for Rangeland Health and Guidelines for Grazing Administration.*

2001 *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands.*

2005 *Handbook 1601-1, Land Use Planning Handbook*

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Appendix N Affected Environment/Environmental Effect Background

Below are background sections that can provide more detailed information on the following:

- General Resource Topics
- Air Quality and Soils
- Cultural Resources
- Mineral Management
- Recreation
- Wildlife

General

Resource Topics Considered	Present In Planning Area?	Potentially Impacted by the action alternatives or no action.
Air Quality/ Soils	Yes	Yes. See Environmental Consequences
Abandoned Mine Lands	Yes	Yes. For brevity AML is discussed with minerals in Environmental Consequences.
Cultural	Yes	Yes. See Environmental Consequences.
Environmental justice	Yes	Environmental justice issues were addressed in enough detail in the EIS for the RMP.
Farm Lands	No	No. All Farm lands found within the planning area are on private lands.
Flood plains	Yes	No. The planning area includes Hassayampa River No further analysis is conducted in the EA as it is expected that the plan (or lack thereof), will not adversely the river's flood plain.
Human Health, Public Safety,	Yes	Yes. Public safety issues voiced were related to use of the travel network. For brevity safety is discussed with recreation.
Hazardous or solid waste	Yes	No further analysis is conducted in the EA as it is expected that the plan (or lack thereof), will not adversely impact the current conditions beyond those discussed in the RMP.
Lands and Realty	Yes	Lands and Realty issues was addressed in the EIS for the RMP. Additional evaluation would be addressed if and when access is acquired or the public requests ROW from the BLM.
Rangeland Management	Yes	Yes. See Environmental Consequences
Lands with Wilderness Character	No	<i>Bradshaw-Harquahala RMP</i> didn't identify any Lands with Wilderness Character with in the planning area.
Mineral Materials and Mining	Yes	Yes. See Environmental Consequences
Paleontological Resources	No	No. There are no known paleontological sites in the planning area.
Recreation	Yes	Yes. See Environmental Consequences
Socioeconomic Resources	Yes	Yes. See Environmental Consequences
Special Designations	Yes	Vulture Peak ACEC. See Environmental Consequences.
Special Status Species	Yes	Yes, for brevity they are discussed with Wildlife Habitat in the Environmental Consequences.
Travel Management & Transportation.	Yes	For brevity travel is discussed with Recreation in the Environmental Consequences.
Tribal Interests	No	At this time, there are no known Tribal Cultural Properties within the project area according to an AZSITE site search and BLM cultural resources map check.
Vegetative Communities/Special status plants	Yes	For brevity vegetation discussed with Wildlife Habitat in Environmental Consequences
Visual Resources	Yes	No further analysis is conducted in the EA as it is expected that the plan (or lack thereof), will not change the visual resource classes with the area. All project proposals will be analyzed(i.e. Facilities)at the time of development per <i>Bradshaw-Harquahala RMP VR-6</i>
Water Resources	Yes	Issues identified for water resources were in relationship to wildlife habitat.
Weeds	Yes	No issues were voiced during scoping, no further analysis is conducted in the EA as it is expected that the plan (or lack thereof), will not adversely impact the current conditions.
Wilderness Areas	No	No Designated Wilderness Areas are found in the planning area.
Wild and Scenic Rivers	No	No Wild and Scenic Rivers are found in the planning area.
Wildlife Habitat	Yes	Yes, Wildlife Habitat includes water, vegetative communities, and special status species. See Environmental Consequences.
Wild Burros	No	No herd management areas within the area.

Appendix N Table 1 Resource Topics Considered

Air and Soil

A major factor of air quality in the Maricopa County is PM10 or coarse particulate matter. PM10 emissions are dominated by dust from two activities: the constant dust production from paved and unpaved roads, and earth moving associated with construction. PM10 is one of the seven air pollutants the Environmental Protection Agency regulates under the National Ambient Air Quality Standards (NAAQS). A non-attainment area is an area considered to have air quality worse than the NAAQS. Since 1996, thirty-one percent of Maricopa County's land area has been identified as a non-attainment area for PM-10. The Wickenburg TMP area is not part of this non-attainment area, but is part of area A.

Area A is a management boundary surrounding the Phoenix metropolitan area and was enacted by State law in 2003 to reduce particulate matter smaller than 10 microns (PM-10). Prohibition of off-highway vehicle use is required during PM-10 High Pollution Advisory days (HPA), as announced by Arizona Department of Environmental Quality (ADEQ). The boundary is defined by Arizona Revised Statute 549-1. Area A covers approximately thirty-one percent of the planning area, basically the southern half of the Wickenburg Community RMZ.

According to the Valley Metro website there were only six HPA days for PM-10 in 2012. Fine-particle-pollution levels spike during winter months and high wind days. The focus of this analysis is the fugitive dust created by off-road recreational vehicles, travel on unpaved parking lots and/or generally unpaved roads (trails). This was approximately 32% of the Maricopa County Air Quality Department 2008 Periodic Emissions Inventory (PEI) for PM-10 for the Non-attainment Area.

The fugitive dust interpretation rates the vulnerability of a soil for eroded soil particles to go into suspension during a windstorm. The soil properties and qualities that affect fugitive dust are size of surface soil particles, rock fragment content, organic matter content, calcium carbonate equivalent, aggregate stability and presence of a stable soil crust. Most soils in the planning area are rated "moderately resistant" to generating fugitive dust, because of coarse textures and relatively high gravel and rock content. The average wind speed in the planning area is around 17.03 mph (record wind speed 58 mph in 2013); with the average wind direction from North to North East.

Cultural

Factors threatening the cultural resources include disturbance or destruction by various development projects or land uses, natural erosion, route proliferation, and unauthorized excavation and artifact collecting by vandals or uninformed recreational users. Proliferation of unauthorized travel routes within the planning areas has increased over the last few years to the point that a number of cultural resources, formerly considered to be in remote locations with difficult access, have become easy to access by vehicle. In many cases, routes were discovered leading to sites or cutting through site areas. These additional routes, and the overall increases in all-terrain vehicle (ATV) use, have led to higher rates of vehicle damage to many sites and increased site visitation and disturbance.

The BLM has responded to these threats with several strategies. One of the most successful is systematic site monitoring through the statewide Site Steward Program. Physical protection measures are employed when damage or threats are perceived. Barriers to limit access and signs to inform visitors about laws protecting sites are installed as needed.

Administrative measures, such as road closures or special management designations have also been used to protect cultural resources. Another successful way to provide protection to selected sites is to develop them for public interpretation. Interpretive site development includes intensive planning and installation of protective measures and interpretive media that enhances visitor experiences and educates the public to the impact they and others have on the cultural resources.

Another effective cultural resource management strategy is avoidance. The development of recreational facilities or allowing surface-disturbing activities in areas known to have cultural resources can pose adverse impacts to known cultural resource sites that are eligible for the National Register of Historic Places.

The planning area encompasses approximately 101,614 acres of BLM administered public lands. A significant portion of those lands, measuring 92,100 acres or 90% of the planning area, are categorized as part of the Wickenburg/Vulture Special Cultural Resource Management Area (SCRMA). A SCRMA is defined as: *an area containing cultural resources (archaeological sites, historic sites or places of traditional cultural importance) that are particularly important for public use, scientific use, traditional use or other uses as defined in BLM Manual 8110.4.*

The BLM conducted a Class I cultural literature search to identify known sites within the *Wickenburg TMP* Planning area. The study area or area of potential effect (APE) for the route evaluation is defined as the routes, roads or trails plus the surrounding ¼-mile. Although somewhat arbitrary, it has been shown in limited studies that the average person has the potential to wander approximately ¼-mile off trail. In addition ¼-mile is also a common search boundary used in conducting Class I literature searches in Arizona. Cultural and historic sites or areas are not recorded on maps or in the route reports for the planning area due to the sensitivity of the information. The Class I literature survey resulted in the identification of 61 cultural resource sites within the planning area. Of the 61 sites, 35 sites were identified as being eligible for the National Register of Historic Places (NHRP) and are either directly or indirectly impacted by inventoried roads, primitive roads and trails.

BLM consulted with five tribal governments that have cultural affiliation to the planning area. Out of the five consulted only one responded requesting continued consultation, with the remaining tribal governments requiring no additional consultation. In the event of inadvertent discoveries or proposed impacts to cultural resources identified as being eligible for the National Register additional consultation will be initiated.

Directly Affected Eligible Cultural Resource Sites within Planning Area						
Site No.	Site Name	Site Period	Alt F	Alt G	Proposed	New Route
AZ T:1:36(ASM)	Vulture Mine Road	Historic	Open	Open	Open	-
AZ N:14:6(BLM)	Un-Assigned	Historic	Seasonal Closure	Seasonal Closure	Seasonal Closure	-
AZ :3:32(ASM)	Santa Fe-Prescott & Phoenix RR	Historic	ML-Trans1 -Other	Closed	ML-Trans1 -Other	X
AZ T:1:1(ASM)	Vulture Mine	Historic	Open	Closed	Open	-
AZ T:1:36(ASM)	Vulture Mine Road	Historic	Open	Closed	Closed	-
AZ T:2:1(ASM)	Allah Springs	Prehistoric/ Historic	ML-Trans1 -Other	Closed	ML-Trans1 -Other	X
AZ T:2:4(BLM)	Un-Assigned	Historic	Open	Open	Open	-

Directly Affected Eligible Cultural Resource Sites within Planning Area						
Site No.	Site Name	Site Period	Alt F	Alt G	Proposed	New Route
AZ T:2:7(ASM)	Un-Assigned	Historic	Open	Closed	Closed	-
AZ T:2:10(ASM)	Un-Assigned	Historic	Open	Admin Use Only	Admin Use Only	-
AZ T:2:18(ASM)	Un-Assigned	Historic	Closed	Closed	Closed	-
AZ T:2:20(ASM)	Un-Assigned	Historic	Closed	Closed	Closed	-
AZ T:2:21(ASM)	Un-Assigned	Historic	Closed	Closed	Closed	-
AZ T:2:23(ASM)	Un-Assigned	Historic	Open	Open	Open	-
AZ T:2:26(ASM)	Un-Assigned	Historic	Open	Open	Open	-

Appendix N Table 2: Directly Affected Eligible Cultural Resources

Indirectly Affected Eligible Cultural Resource Sites within Planning Area						
Site No.	Site Name	Site Period	Alt F	Alt G	Proposed	New Route
AZ T:1:36(ASM)	Vulture Mine Road	Euro-American Late Historic	Limited to 24" Vehicles	Closed	ML-Trans1 -Other	X
AZ N:3:32(ASM)	Santa Fe-Prescott & Phoenix RR	Euro-American Late Historic	Limited to 24" Vehicles	Closed	ML-Trans1 -Other	X
AZ N:13:01(BLM)	Un-Assigned	Unknown	Open	Open	Open	-
AZ N:14:23(ASM)	Un-Assigned	Prehistoric	Open	Closed	Open	-
AZ T:1:1(BLM)	Un-Assigned	Euro-American Late Historic	Open	Closed	Open	-
AZ T:1:5(BLM)	Un-Assigned	Prehistoric	Open	Open	Open	-
AZ T:1:8(BLM)	Un-Assigned	Prehistoric	Open	Open	Open	-
AZ T:1:9(BLM)	Un-Assigned	Prehistoric	Open	Open	Open	-
AZ T:2:01(ASM)	Allah Springs	Prehistoric/ Historic	Limited to 24" Vehicles	Closed	ML-Trans1 -Other	X
AZ T:2:06(ASM)	Un-Assigned	Prehistoric	Closed	Closed	Closed	-
AZ T:2:08(ASM)	Un-Assigned	Euro-American Late Historic	Closed	Closed	Closed	-
AZ T:2:11(ASM)	Un-Assigned	Euro-American Late Historic	Open	Closed	Admin Use Only	-
AZ T:2:13(ASM)	Un-Assigned	Euro-American Late Historic	Open	Closed	Admin Use Only	-
AZ T:2:14(ASM)	Un-Assigned	Prehistoric	Closed	Closed	Closed	-
AZ T:2:24(ASM)	Un-Assigned	Euro-American Late Historic	Open	Open	Open	-
AZ T:2:25(ASM)	Black Jack Mine	Euro-American Late Historic	Closed	Closed	Closed	-
AZ T:2:27(ASM)	Seymour III	Prehistoric/ Historic	Open	Closed	Admin Use Only	-
AZ T:2:28(ASM)	Un-Assigned	Prehistoric	Limited to 24" Vehicles	Closed	ML-Trans1 -Other	X
AZ T:2:65(ASM)	Un-Assigned	Prehistoric	Open	Closed	Closed	-
AZ T:2:74(ASM)	Un-Assigned	Prehistoric	Open	Closed	Closed	-

Appendix N Table 3: Indirectly Affected Eligible Cultural Resources

Minerals

There are three basic types of minerals on Federal lands:

1. Locatable, i.e. gold, silver, etc. (subject to the General Mining Law of 1872, as amended).
2. Leasable, i.e. oil, gas, coal etc. (subject to the various Mineral Leasing Acts).
3. Salable, i.e. sand and gravel etc. (subject to mineral materials disposed of under the Materials Act of 1947, as amended)

Under federal mining laws, casual use for mineral exploration and mining is defined as activity ordinarily resulting in negligible surface disturbance. This includes any disturbance associated with establishing a claim. Actions are considered casual use if they do not involve the use of explosives, mechanized earthmoving equipment or motorized vehicles in areas designated as closed to vehicles. There is no requirement for notifying the BLM of casual use activities. Beyond casual use either a Notice of Intent (Notice) for activities covering five acres or less, or a Plan of Operations (Plan) for activities over five acres is required. Both a notice and plan of operation require a reclamation bond and approved plan. Under a notice, estimated bond for developing access is a minimum of \$2,235.00 for the first 100 linear feet, and \$6.00/ft. thereafter. The operator also has to cover the cost of cultural and/or wildlife surveys and administrative costs for processing the Notice or Plan of Operation. The public has a conditional right to cross mining claims or sites for recreational and other purposes and to access Federal lands beyond the claim boundaries. For more information on filing a mining claim see BLM's *Claims and Sites on Federal Lands* on the internet at:

http://www.blm.gov/pgdata/etc/medialib/blm/wo/MINERALS_REALTY_AND_RESOURCE_PROTECTION/energy.Par.28664.File.dat/MiningClaims.pdf

Mineral District Routes	Open		Limit Admin & Mining		Limit Other (Non-Motorized)		Closed *	
	Routes	Miles	Routes	Miles	Routes	Miles	Routes	Miles
Alt A	280	117.06	0	0	0	0	10	5.24
Alt F	132	69.25	9	4.61	38	16.87	111	31.57
Alt G	65	46.19	12	3.58	11	4.14	202	68.39
Proposed Plan	91	54.87	12	4.63	30	13.49	157	49.31

Appendix N Table 4 Mineral District Routes

Number of Routes Accessing Mine Sites				
Alternatives	Open	Limit Admin & Mining	Limit Other (Non-Motorized)	Closed *
Alt A	111	0	0	3
Alt F	66	2	15	31
Alt G	39	3	3	69
Proposed Plan	49	2	11	52
Number of Routes Accessing AML Sites				
Alt A	163	0	0	6
Alt F	81	5	20	63
Alt G	44	5	3	117
Proposed Plan	62	4	9	94

Appendix N Table 5 Number of Routes Accessing Mine and AML Sites

Recreation

The northwestward movement of the Phoenix metro area has created more encounters between motorized and non-motorized users and the potential for conflicts (e.g. speeding vehicles on trails being used by horses or hikers). The planning area is divided into three Recreation Management Zones or RMZs: Vulture Mine RMZ, Wickenburg Community RMZ, and The Box RMZ (see Map 3: Recreation Management Zones). The focus of management for Vulture Mine RMZ is a semi-primitive, but motorized experience, and includes OHV racing opportunities. The focus for The Box RMZ is non-motorized and includes the designated equestrian Red Top Trail system. The Wickenburg Community RMZ focuses on exploration and touring, and provides longer and shared trails for both motorized and non-motorized recreational pursuits. During scoping, recreational groups helped identify recreational emphasis areas, marking the experiences they want BLM to provide within the planning area (see Map 2).

Summary of Survey Findings (10/20/09 *Arizona Trails 2010—Executive Summary, page xv*)

- The telephone survey results show that 68.6% of Arizonans have used a trail for recreation during their time in Arizona; 31.4% of residents do not use trails for recreational purposes.
- Statewide, 63.7% of respondents indicated that they had engaged in non-motorized activities on trails at some point during their time in Arizona, and 58% of trail users indicated that the majority of their trail use is non-motorized
- Statewide, 21.5% of respondents indicated that they had engaged in motorized activities on trails at some point during their time in Arizona, and 10.7% of trail users said that motorized use accounted for the majority of their trail use.
- The percentage of non-motorized trail users ranged from a high of 68.3% in Coconino County to a low of 34.6% in Yuma, La Paz, and Mohave Counties. The percentage of motorized trail users ranged from a high of 22.2% in Yuma, La Paz, and Mohave Counties to a low of 7.9% in Pima County.
- Overall, 87% of respondents are either very satisfied or satisfied with non-motorized trails in Arizona, and 65% are either very satisfied or satisfied with motorized trails.
- The most common non-motorized trail activities for non-motorized trail users are: trail hiking, backpacking, mountain biking, and horseback riding.
- The most common motorized pursuits for motorized users are: all-terrain vehicle driving, four wheel driving or other high clearance vehicle driving, and motorized biking/dirt biking.
- Overall, the top three areas of environmental concern for all trail users are litter or trash dumping, decreased wildlife sightings, and erosion of trails. The top three concerns for motorized users are litter or trash dumping, damage to vegetation, and decreased wildlife sightings. The top three environmental concerns for non-motorized users are litter or trash dumping, erosion of trails, and decreased wildlife sightings.
- Overall, the top concerns about social conditions for all trail users are vandalism, urban development limiting trail access or use, and lack of trail ethics by other users. The top three concerns about social conditions for motorized users are urban development limiting trail access or use, vandalism, and closure of trails. The top three concerns about social conditions for non-motorized users are vandalism, urban development limiting trail access or use, and lack of trail ethics by other users.

- The top three trail planning and management priorities for motorized users are acquiring land for trails and trail access, keeping existing trails in good condition, and mitigating damage to environment surrounding trails. The top three issues for non-motorized users are keeping existing trails in good condition, mitigating damage to environment surrounding trails, and enforcing existing rules and regulations in trail areas.
- When asked, given limited funding, which one management priority is the most important, motorized trail users indicated acquiring land for trails and access (20%) was most important, whereas non-motorized users replied keeping existing trails in good condition (32%).
- Non-motorized users are more likely to respond that trails should be designated for multiple activities but with motorized and non-motorized users separated, or trails should be designated for a single activity.
- Both motorized and non-motorized users tend to use trails in groups of 1-5 people, although motorized users were more likely to recreate in groups of 5 or more.
- Nearly half of motorized users (44.4%) believe that access to off-highway vehicle roads and trails has declined in the last five years. In contrast just 11% of both groups believe that access to non-motorized trails has declined.
- On non-motorized trails, both groups tend to prefer social environments with very few or some other people around but not dense social settings with lots of other people present.
- The three most important desired OHV trail features for motorized users are loop trails, trails that offer challenge and technical driving opportunity, and cross-country travel areas (where riding anywhere is permitted).
- The results indicate that, by and large, respondents do not experience recreation conflict with other trail users, although there are some areas of potential concern. For instance, 13.7% of non-motorized users reported experiencing conflict with mountain bikers somewhat or very often. Also, 33.4% of motorized trail users experienced conflict with all-terrain vehicle or quad riders somewhat or very often.
- More than 50% of motorized users and more than 40% of non-motorized users are willing to volunteer their time to build or maintain trails in Arizona. To encourage volunteerism, the most important consideration is providing information about when and where to show up.

Wildlife and Special Status Species

General wildlife (non-special status) species

Wildlife species that occur in the planning area vary depending on the vegetation, substrate type and topography. Wildlife species that can be found in the upland areas include but are not limited to mule deer, javelina, coyote, gray fox, mountain lion, bobcat, striped skunk, kangaroo rats, wood rats, pocket mice, Gambel's quail, mourning dove, red-tailed hawk, prairie falcon, great horned owl, western diamondback rattlesnakes and various other snakes, lizards, small mammals and birds. The riparian area along the Hassayampa River is used by a wide variety of wildlife. Many of the upland species use riparian habitat periodically for water, cover and forage. Riparian obligate species in the planning area include many migratory bird species such as Bell's vireo, summer tanager and yellow warbler.

Special Status Species

Special status species include all federally listed species, candidate species, proposed species, delisted species in the 5 years following their delisting, and BLM sensitive species.

BLM Special Status Species in the Hassayampa Field Office		
Common Name	Scientific Name	Status
Murphey agave	Agave murpheyi	BLM Sensitive
California Flannelbush	Fremontodendron californica	BLM Sensitive
Tumamoc Globeberry	Tumamoca macdougalii	BLM Sensitive
Arizona Sonoran Rosewood	Vauquelinia californica ssp sonorensis	BLM Sensitive
Giant Sedge	Carex spissa var. ultra	BLM Sensitive
Longfin Dace	Agosia chrysogaster	BLM Sensitive
Desert Sucker	Catostomus clarki	BLM Sensitive
Great Plains Narrow-mouthed Toad	Gastrophryne olivacea	BLM Sensitive
Sonoran Desert Tortoise	Gopherus morafkai	ESA Candidate
Sonora Mud Turtle	Kinosternon sonoriense sonoriense	BLM Sensitive
Lowland Leopard Frog	Rana yavapaiensis	BLM Sensitive
Speckled Dace	Rhinichthys osculus	BLM Sensitive
Lowland Burrowing Treefrog	Smilisca fodiens	BLM Sensitive
Golden Eagle	Aquila chrysaetos	Bald and Golden Eagle Protection Act; BLM Sensitive
Western Burrowing Owl	Athene cunicularia hypugaea	BLM Sensitive
Ferruginous Hawk (breeding population only)	Buteo regalis	BLM Sensitive
Yellow-billed Cuckoo (Western U.S. DPS)	Coccyzus americanus	Proposed Threatened
Gilded Flicker	Colaptes chrysoides	BLM Sensitive
Southwestern Willow Flycatcher	Empidonax traillii extimus	ESA Endangered
American Peregrine Falcon	Falco peregrinus anatum	BLM Sensitive
Desert Purple Martin	Progne subis hesperia	BLM Sensitive
Le Conte's Thrasher	Toxostoma lecontei	BLM Sensitive
Greater Western Mastiff Bat	Eumops perotis californicus	BLM Sensitive
California Leaf-nosed Bat	Macrotus californicus	BLM Sensitive
Cave Myotis	Myotis velifer	BLM Sensitive

Appendix N Table 6 BLM Special Status Species in the Hassayampa Field Office

Appendix O Desert Tortoise Policy and Mitigation

In 1988 the strategic plan, *Desert Tortoise Habitat Management on Public Lands: A Range-wide Plan* was signed by the BLM Director. This range -wide plan set the stage for BLM tortoise habitat management priorities to this day.

The plan set goals and habitat criteria used by BLM to categorize all desert tortoise habitats on public lands. BLM also committed to maintaining viable tortoise populations in Category I and II habitats. The plan established a policy as follows: *Where practicable, allow no net loss in quantity or quality of important (Category I and II) desert tortoise habitat.* To achieve this *no net loss* mandate, the NEPA process required an adequate impact assessment of the proposed action as well as adherence to the definition of mitigation in the CEQ’s guidelines (40 CFR 1508.20). There are 73,834 acres of Category II tortoise habitat covering 72% percent of the *Wickenburg TMP* planning area.

To implement the *Range-wide Plan*, the following documents were issued by the BLM and associated agencies:

- 1991, *Compensation For the Desert Tortoise*, the Desert Tortoise Oversight Group (BLM, US Fish and Wildlife, State Wildlife management agencies from Arizona, Nevada, Utah and California) a key component of the Range-wide Plan.
- 1992, the *Strategy for Desert Tortoise Habitat Management on Public Lands in Arizona – New Guidance on Compensation for the Desert Tortoise (Compensation Report)* IM No. AZ-92-46.
- 2008, *Supplemental Guidance for Desert Tortoise Compensation*. IM No AZ-99-008. (BLM guidance on off-site mitigation/compensation including in-kind, out-of-kind and in-lieu fee.)
- 2009, *Desert Tortoise Mitigation Policy* IM AZ-2009-010, (updating existing desert tortoise mitigation policies for Arizona)

Disturbance in desert tortoise habitat as a result of the proposed action.	# of Routes	Miles	Acres
Routes Closed in Category 2 Habitat (10ft. wide)	320	119.38	144.70
Routes Closed in Category 3 Habitat (10ft. wide)	55	16.14	19.56
New Routes in Category 2 Habitat (Open & M-Open*) (10ft. wide)	3	1.15	1.39
New Routes in Category 3 Habitat (Open & M-Open) (10ft. wide)	0	0	0
New Routes in Category 2 Habitat (Limit & M-Limit) (3ft. wide)	10	8.42	8.29
New Routes in Category 3 Habitat (Limit & M-Limit) (5ft. wide)	5	7.99	2.91
New Routes in Category 3 Habitat (M-Limit (5ft. wide)	1	.83	.50
Total New Routes in Category 2 Habitat	13	9.57	4.45
Total New Routes in Category 3 Habitat	6	8.82	3.41
New Trailheads in Category 2 Habitat	n/a	n/a	1.21
New Trailheads in Category 3 Habitat	n/a	n/a	0.33
Total New Disturbance in Category 2 Habitat	n/a	n/a	5.66
Total New Disturbance in Category 2 Habitat	n/a	n/a	3.74
* M-Open= Manage Open or M-Limit Manage Limited			

Appendix O Table 7 Disturbance In Desert Tortoise Habitat.

Tortoise Residual Impacts and Compensation Formula for the Proposed Plan

For Category II desert tortoise habitat:

$C + T + E + G + A =$ Compensation Rate applied to acres of new impact

$$2 + 1 + 1 + 0.5 + 0 = 4.5$$

C = Habitat Category

T = Term of Effect, Short Term (< 10 years) = 0, Long Term (> 10 years) = 1

E = Existing Disturbance, Moderate to Heavy = 0, Little or No = 1

G = Growth Inducing, Likely = 0.5, Not Likely = 0

A = Adjacent Habitat Impacts, Affected = 0.5, Not Affected = 0

5.66 acres total new disturbance will occur in Category II desert tortoise habitat as a result of the Final Decision, as adjusted from the Proposed Plan.

4.5 compensation rate X 13.2 acres new Category II desert tortoise habitat disturbance = 25.47 acres category II habitat replacement needed.

In the travel management plan 144.70 acres of Category II tortoise habitat is reclaimed resulting in a net increase of 119.23 acres of desert tortoise habitat available.

For Category III desert tortoise habitat:

The compensation rate for Category III tortoise habitat is 1:1

3.74 acres of new disturbance will occur in Category III desert tortoise habitat as a result of the Final Decision, as adjusted from the Proposed Plan.

In the travel management plan 19.56 acres of Category III tortoise habitat will be reclaimed resulting in a net increase of 15.82 acres of desert tortoise habitat available.

Appendix P Glossary

Access Points: Designated areas and passageways that allow the public to reach a road, primitive road, or trail from adjacent streets or community facilities.

Adaptive Management: A process for continually improving management policies and practices by learning from the outcomes of operational programs and new scientific information. Under adaptive management, plans and activities are treated as working hypotheses rather than final solutions to complex problems.

Allotment: An area of land where one or more livestock operators graze their livestock. Allotments generally consist of BLM lands but may also include other federal managed and private lands. An allotment may include one or more separated pastures. Livestock numbers and periods of use are specified for each allotment.

All-Terrain Vehicle (ATV): A wheeled or tracked vehicle, designed primarily for recreational use or for the transportation of property or equipment exclusively on trails, undeveloped road rights-of-way, marshland, open country, or other unprepared surfaces.

Aliquot Part: The standard subdivisions of a section, such as a half section, quarter section, or quarter-quarter section.

Back country: A recreation setting classification which is characterized by a naturally appearing landscape with human modifications not readily noticeable.

Casual Use: Is defined in various places in 43 CFR and is uniformly based on the principal that the activity will “not ordinarily lead to appreciable disturbance or damage to lands, resources or improvements.”

Code of Federal Regulations (CFR): The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Collector Roads: usually double-lane, graded, drained and surfaced with a 20 to 24 foot travel way. They serve large land areas and are the major access route into development areas.

Commercial Use

Commercial use is defined as recreational use of the public lands and related waters for business or financial gain. Financial gain includes gratuities, donations, gifts, bartering, etc.

When any person, group, or organization makes or attempts to make a profit, receive money, amortize equipment, or obtain goods or services, as compensation for recreational activities occurring on public lands, the use is considered commercial. Non-profit status of any group or organization does not, in itself, determine whether an event or activity arranged by such a group or organization is noncommercial. Profit-making organizations are automatically classified as commercial, even if that part of their activity covered by the permit is not profit making. (BLM H-2930-1)

Common impact (effects) terms:

Negligible impacts: No changes to sensitive resources would occur. Effects on activities, opportunities realized, specific sites, eligible assets, individuals, populations, or habitat would be at or below the level of detection or if detected, the effects would be considered slight.

Minor Impacts: Changes to sensitive resources would be measurable, although the changes would be small, short-term (less than seven consecutive days), and local. Mitigation measures would not be necessary.

Moderate Impacts: Changes to sensitive resources would be measurable and would have appreciable consequences, although the effect would be relatively local. Mitigating measures would be necessary, but would most likely be successful.

Major Impacts: Changes to sensitive resources would be measurable, have substantial consequences, and be noticed regionally. Mitigating measures would be necessary, and their success would be uncertain.

Short-Term Impacts are those effects that are not permanent or can be changed or remediated back to a prior condition in a short amount of time.

Long-Term Impacts are those permanent or unchangeable effects such as the loss of a resource and other than permanent or unchangeable that cannot be changed or remediated back to a prior condition in a short amount of time.

Competitive Use: Competitive use means any organized, sanctioned, or structured use, event, or activity on public land in which two or more contestants compete and either of the following elements applies: 1. Participants register, enter, or complete an application for the event; or 2. a predetermined course or area is designated. One or more individuals contesting an established record such as speed or endurance is also considered to be a competitive use. Examples of competitive events include off-highway vehicle races, horse endurance rides, mountain bike races, rodeos, poker runs, orienteering, land speed records, and Eco-Challenge events. **Note:** Competitive events may also be commercial (BLM H-2930-1).

Cross-Country Travel: Travel not on a road, primitive road, or trail.

Cumulative Impact: See “Cumulative Effect.”

Decision Record (DR): The BLM document associated with an Environmental Assessment that describes the action to be taken when the analysis supports a finding of no significant impact.

Dispersed Recreation: Various kinds of recreation occurring in individual, scattered, and unstructured settings throughout a large area (i.e. not confined to a specific place or developed facilities).

Effects (or Impacts): The biological, physical, social, or economic consequences resulting from a Proposed Plan or its alternatives. Effects may be adverse (detrimental) or beneficial, and cumulative, direct, or indirect.

Effects, Cumulative: The impact on the environment which results from the incremental impact of the action when added to other past, present, or reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions taking place over a period of time.

Effects, Direct: Effects on the environment which occur at the same time and place as the initial cause or action.

Effects, Indirect: Effects also caused by the action, but occurring later or further removed in distance.
Environmental Impact: The positive or negative effect of any action upon a given area or source.

Environmental Assessment (EA): An environmental assessment is a tool for determining the “significance” of environmental impacts; it provides a basis for rational decision making.

Evaluation Criteria: These are factors that managers and interdisciplinary teams develop to form judgments about decision making, analysis, and data collection during planning. Evaluation criteria streamline and simplify the resource management planning actions to ensure that the actions are tailored to the issue(s) previously identified and to ensure that unnecessary data collection and analysis are avoided.

Evaluation Number: Identification number for routes assigned during evaluation process. The evaluation number could be a continuation of the inventory number, or changed to completely new number to clarify the proposed network of routes. See also **Inventory Number** or **Navigation Number**.

Executive Order (EO): A presidential policy directive that implements or interprets a federal statute, a constitutional provision, or a treaty. To have the effect of law, executive orders must appear in the Federal Register, the daily publication of federal rules and regulations. The president's power to issue executive orders comes from Congress and the U.S. Constitution. Executive orders differ from presidential proclamations, which are used largely for ceremonial and honorary purposes

Facility Asset Management System (FAMS): The BLM’s official database for the management of transportation system assets.

Federal Register: Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

Federal Land Policy and Management Act (FLPMA): Was passed in 1976 by congress for the purposes of establishing a unified, comprehensive, and systematic approach to managing and preserving public lands.

Field Office: It is the administrative subdivision whose manager has primary responsibility for day-to-day resource management activities and resource use allocations and is, in most instances, the area for which resource management plans are prepared and maintained.

Finding of No Significant Impact (FONSI): A finding that explains that an action will not have a significant effect on the environment and, therefore, an Environmental Impact Statement will not be required (40 CFR 1508.13).

Four-Wheel Drive Vehicle (4WD): A passenger vehicle or light truck having power available to all wheels.

Goal(s): Statement(s) of what a plan or action in a plan hopes to accomplish in the long term. Goals state the preferred situation, and usually are not quantifiable and may not have established time frames for achievement.

Geographic Information System (GIS): A system of computer hardware, software, data, people and applications that capture, store, edit, analyze, and graphically display a potentially wide array of geospatial information.

Implementation Plan: A site-specific plan written to implement decisions made in a land use plan. An implementation plan usually selects and applies best management practices to meet land use plan objectives. Implementation plans are synonymous with “activity” plans.

Indian Tribe: See “Tribe.”

Instruction Memorandum (IM): A temporary directive that supplements the Bureau Manual Sections. IMs contain new policy or procedures that must reach BLM employees quickly, interpret existing policies, or provide one-time instructions.

Inventory numbers: Identification number for linear features assigned in the field or during the inventory process. See also **Evaluation Number** or **Navigation Number**.

Land Use Plan (LUP): A set of decisions that establishes management direction for land within an administrative area, as prescribed under the planning provisions of the Federal Land Policy Management Act of 1976; an assimilation of land use plan-level decisions developed through the planning process outlined in 43 CFR 1600, regardless of the scale at which the decisions were developed.

Legal Description: A legal description/land description is the method of locating or describing land in relation to the public land survey system. Land is broken down into areas called townships. Townships are for the most part 6 miles square. Each township is broken down into 36 sections; each section is usually 640 acres. For more information on how to read a legal description at: <http://homestead.org/NeilShelton/Legals/HowToReadLandDescriptions2.htm>.

Limited Area: As defined in Title 43 Part 8340, means an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but can generally be accommodated within the following type of categories: Numbers of vehicles; types of vehicles; time or season of vehicle use; permitted or licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions.

Limited OHV Designations: The *limited* designation is an area allocation made in the Resource Management Plan and is used where OHV use must be restricted to meet specific resource management objectives. Examples of limitations include: number or type of vehicles; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or other limitations if restrictions are necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations (see 43 CFR 8340.05).

Linear Disturbance: Term utilized to identify man-made linear features that are not part of the BLM’s transportation system. Linear disturbances may include engineered (planned) as well as unplanned single and two-track linear features that are not part of the BLM’s transportation system.

Maintenance Intensity: provide guidance for appropriate “standards of care” to recognized routes within the BLM.

Management Area: An area selected for management of an emphasized natural resource, and common management objectives.

Mining Claim: Any unpatented mining claim, mill site, or tunnel site which is authorized by the U.S. mining laws.

Mining Operations: All functions, work, facilities, and activities in connection with the prospecting, development, extraction, and processing of mineral deposits and all uses reasonably incident thereto including the construction and maintenance of means of access to and across lands subject to 43 CFR 3800 et seq., whether the operations take place on or off the claim.

Mitigation: Measures or procedures which could reduce or avoid adverse impacts and have not been incorporated into the Proposed Plan or an alternative. Mitigation can be applied to reduce or avoid adverse effects to biological, physical, or socioeconomic resources.

Monitoring: Collecting and assessing data to evaluate the effectiveness of planning decisions

Motorized Travel: Moving by means of vehicles that are propelled by motors such as cars, trucks, OHVs, motorcycles, and boats.

Motorized Vehicle: Synonymous with off-highway vehicle. Examples of this type of vehicle include all-terrain vehicles (ATV), Sport Utility Vehicle (SUV), motorcycle, and snowmobiles.

Multiple Use: The management of the public lands and their various resource values so that they are utilized in the combination that will best meet the present and future needs of the American people;... that takes into account the long-term needs of future generations for renewable and non-renewable resources, including recreation, range, timber, minerals, watershed, wildlife, and fish; natural scenic, scientific, and historical values; and harmonious and coordinated management of the various resources without permanent impairment of the productivity of the land ... (FLMPA, 42 U.S.C. 1702, Sec. 103 [c]).

National Environmental Policy Act (NEPA): Federal law (established by Congress in 1969), which requires that every Federal agency with public involvement assess the environmental impacts of all federal actions, evaluate if there will be any significant environmental impacts of the proposed project, and disclose the findings to the public.

Native American Tribe: See “Tribe.”

Navigation Number: Final identification number assigned to designated road, primitive road, or trail to be used on public maps and route signs or markers. This number is assigned to meet a statewide numbering standard for open routes. See also **Inventory Number** or **Evaluation Number**.

Non-motorized travel: Moving by foot, stock or pack animal, boat, or mechanized vehicle such as a bicycle.

Off-Highway Vehicle (OHV): OHV is synonymous with Off-Road Vehicles (ORV). ORV is defined in 43 CFR 8340.0-5 (a): Off-road vehicle means any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: 1) Any non-amphibious registered motorboat; 2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; 3) Any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; 4) Vehicles in official use; and 5) Any combat or combat support vehicle when used in times of national defense emergencies. OHVs generally include dirt motorcycles, dune buggies, jeeps, 4-wheel drive vehicles, snowmobiles, and ATVs.

OHV Area Designations: Used by federal agencies in the management of OHVs on public lands. This refers to the land use plan decisions that permit, establish conditions, or prohibit OHV activities on specific areas of public lands. All public lands are required to have OHV designations (43 CFR 8342.1). The CFR requires all BLM-managed public lands to be designated as *open*, *limited*, or *closed* to off-road vehicles and provides guidelines for designation. The definitions of *open*, *limited*, and *closed* are provided in 43 CFR 8340.0-5 (f), (g), and (h), respectively.

OHV Recreation: All uses of motorized vehicles on public lands are not considered OHV recreation. Commercial use of motorized vehicles, such as haul trucks and utility company vehicles are not motorized recreation. OHV recreation is more closely associated with the use of specialized two, three and four wheel vehicles, intended for recreation or racing uses, i.e. dirt bikes, quads, go carts, utility terrain vehicles (UTV's or side-by-sides) and specially prepared 4x4 units. This form of motorized use is more correctly categorized as OHV recreation, particularly when the specialized vehicle is used to test ones abilities or equipment or is specifically brought to the area to ride for the pleasure of the ride itself.

Organized Group Use: Organized group or event permits are intended for group outdoor recreation activities or events which are neither commercial nor competitive. A group is loosely defined as more than one person participating in a recreation activity or event. The threshold, if any, must be determined for each area (for example, 10 people in a sensitive riparian area may constitute an organized group, but a less sensitive upland area may be able to handle 200 people without the need for special management). Thresholds must be based upon planning, resource concerns, potential user conflicts, and public health and safety. Field Offices are encouraged to develop thresholds through land use planning for when permits are required for organized groups and events for specific types of recreation activities, land areas, or resource settings. (BLM H-2930-1)

PM10: Particulate matter pollution consists of small liquid and solid particles floating in the air. These particles are less than 10 microns in diameter (about 1/7th the thickness of a human hair) and are known as PM10.

Recreation Opportunity Spectrum (ROS): The distinguishing recreational qualities of any landscape, objectively defined along a continuum ranging from primitive to urban landscapes, expressed in terms of the nature of the component parts of its physical, social and administrative attributes. These recreational qualities can be both classified and mapped. The Wickenburg Community planning area has recreation settings ranging from rural to semi-primitive:

Semi-primitive non-motorized: Some opportunity for isolation from man-made sights, sounds, and management controls in a predominantly unmodified environment. There is an opportunity to have a high degree of interaction with the natural environment, to have moderate challenge and risk, and to use outdoor

skills. Concentration of visitors is low, but evidence of users is often present, On-site managerial controls are subtle. Facilities are provided for resource protection and the safety of users. Motorized use is prohibited.

Semi-primitive motorized: Some opportunity for isolation from man-made sights, sounds and management controls in a predominantly unmodified environment. There is opportunity to have a high degree of interaction with the natural environment, to have moderate challenge and risk, and use outdoor skills. Concentration of visitors is low, but evidence of other area users is present. On-site managerial controls are subtle. Facilities are provided for resource protection and the safety of users. Motorized use is permitted.

Roaded Natural: Mostly equal opportunities to affiliate with other groups or be isolated from sights and sounds of man. The landscape is generally natural with modifications moderately evident. Concentration of users is low to moderate, but facilities for group activities may be present. Challenge and risk opportunities are generally not important in this class. Opportunities for both motorized and non-motorized activities are present. Construction standards and facility design incorporate conventional motorized uses.

Roaded Modified: Similar to the Roaded Natural setting, except this area has been heavily modified (roads or recreation facilities). This class still offers opportunity to have a high degree of interaction with the natural environment and to have moderate challenge and risk and to use outdoor skills.

Rural: Area is characterized by a substantially modified natural environment. Opportunities to affiliate with others are prevalent. The convenience of recreation sites and opportunities are more important than a natural landscape or setting. Sights and sounds of man are readily evident, and the concentration of users is often moderate to high. Developed sites, roads, and trails are designed for moderate to high uses.

Primitive Roads: A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not formally meet any BLM road design standards.

Proposed Plan: This is the proposition for the BLM to authorize, recommend, or implement an action to which will address a clear purpose of and needed for actions required for managing public lands. A proposal may be generated internally or externally.

Public: Individuals, including consumer organizations, public land resource users, corporations and other business entities, environmental organizations and other special interest groups, and officials of State, local, and Indian tribal governments affected or interested in public land management decisions.

Public Land: Any land and interest in land owned by the United States and administered by the Secretary of the Interior through the Bureau of Land Management.

Recreation, Developed: Outdoor recreation requiring significant capital investment in facilities to handle a concentration of visitors on a relatively small area. Examples are ski areas, resorts, trailheads, and campgrounds.

Recreation, Dispersed: Outdoor recreation activities that occur outside of developed recreation facilities in which visitors are diffused over relatively large areas away from maintained roads. This type of recreation is also referred to as unstructured recreation. Where facilities or developments are provided, they are more for access and protection of the environment than for the comfort or convenience of the people.

Recreation Management Area: Recreation management areas are sub-units of resource areas that are the basic land units of recreation management. Each area is identified and managed as a unit based on similar or interdependent recreation values, homogenous or interrelated recreation use, land tenure and use patterns, or administrative efficiency. There are two types of recreation management areas, Extensive and Special

Recreation Management Zones (RMZ): Subunits within a Special Recreation Management Area managed for distinctly different recreation opportunities, the natural resource and community settings within which they occur.

Resource Damage: Significant undue damage or disturbance including erosion or water pollution, creating undue degradation of wildlife or vegetative resources (including the spread of noxious weeds). This definition of resource damage applies to areas designated as *open*, *limited* or *closed* to ORV use. The on-the-ground determination of whether resource damage has occurred is left to the discretion of the authorized officer.

Resource Management Plan (RMP): The BLM considers Resource Management Plans synonymous with land use plans (as defined previously), so the terms may be used interchangeably. Land use plan decisions made in RMPs establish goals and objectives for resource management (such as desired future conditions), the measures needed to achieve these goals and objectives, and parameters for using public lands. Land use planning decisions are usually made on a broad scale and customarily guide subsequent site-specific implementation decisions.

Resource Road: local roads are low-volume, single-lane roads. They normally have a 12 to 14 foot travel way with “invisible turnouts,” as appropriate, where approaching drivers have a clear view of the section of road between the two turnouts and can pull off to the side to let the approaching driver pass. They are usually used for dry weather, but may be surfaced, drained, and maintained for all-weather use. These roads connect terminal facilities, such as a well site, to collector, local, arterial, or other higher class. They serve low average daily traffic (ADT) and are located on the basis of the specific resource activity need rather than travel efficiency. These roads collect traffic from resource or local roads or terminal facilities and are connected to arterial roads or public highways.

Rights-of-Way (ROW): A linear corridor of land held in fee simple title or as an easement over another's land, for use as a public utility (highway, road, railroad, trail, utilities, etc.) for a public purpose. Usually includes a designated amount of land on either side that serves as a buffer for adjacent land uses.

Roaded-natural: See Recreation Opportunity Spectrum (ROS)

Roads: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. These may include ROW roads granted by the BLM to other entities.

Road and Trail Identification: For the purposes of this guidance, road and trail identification refers to the on-the-ground process (including signs, maps, and other means of informing the public about requirements) of implementing the road and trail network selected in the land use plan or implementation plan. Guidance on the identification requirements is in 43 CFR 8342.2 (c).

Routes: Multiple roads, trails, and primitive roads; a group or set of roads, trails, and primitive roads that represents less than 100% of the BLM transportation system. Generically, components of the transportation system are described as “routes.”

Rural: See Recreation Opportunity Spectrum (ROS)

Scoping: This is a process that the BLM solicits internal and external input on the issues and concerns on the effects of proposed project or plan. This process includes discussion of how these issues should be addressed in the project and its alternatives or in a National Environmental Policy Act document.

Sediment: Solid material that originates mostly from disintegrated rocks and is transported by, suspended in, or deposited from water. Sediment includes chemical and biochemical precipitates and decomposed organic material such as humus.

Semi- primitive motorized setting or Semi-primitive non-motorized setting: See Recreation Opportunity Spectrum (ROS)

Sensitive species: Includes proposed species or candidate species under the Endangered Species Act; state-listed species; and BLM State Director-designated sensitive species (see BLM Manual 6840, Special Status Species Policy).

Single Track: Trails wide enough for just one vehicle at a time, usually 18 inches wide.

Significant Impact: The effects of sufficient context and intensity that an environmental impact statement is required. The CEQ regulations at 40 CFR 1508.27(b) include ten considerations for evaluating intensity.

Special Recreation Permit (SRP): A permit issued under established laws and regulations to an individual, organization, or company for occupancy or use of federal lands for some special purpose such as a motorcycle race, outfitter guide, etc.

Special Status Species: Includes proposed species, listed species, and candidate species under the Endangered Species Act; state-listed species; and BLM State Director-designated sensitive species (see BLM Manual 6840, Special Status Species Policy). Definition from USDO I BLM 2005.

Standard(s): A statement and/or illustration describing a design recommendation or principle that recommends a preferred development technique for use as a rule or basis of comparison in measuring maximum or ideal requirements, quantity, quality, value, etc.

Sustainable (Sustainability): Use of natural resources in a way that allows for long term use while minimizing impacts to resources and need for continuing maintenance.

Trail: Linear routes managed for human-powered, stock, or Off Highway Vehicles forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Trailhead: An access point to a trail or trail system often accompanied by various public facilities, such as hitching posts for horses, a horse or OHV unloading dock or chute, parking areas, toilets, water, directional and informational signs, and a trail use register. Designed and managed for those embarking on an overnight or long-distance trip, whereas a staging area caters to trail day use.

Travel Planning Area (TPA): TPAs are polygons or delineated areas where travel management (either motorized or non-motorized) needs particular focus. These areas may be designated as *open*, *closed*, or *limited* to motorized use and will typically have an identified or designated network of roads, trails, ways,

and other routes that provide for public access and travel across the planning area. All designated travel routes within TPAs should have a clearly identified need and purpose as well as clearly defined activity types, modes of travel, and seasons or times for allowable access or other limitations.

Travel Network (TN): The network of roads, primitive roads, and trails (motorized and non-motorized) that are selected (recognized, designated, or authorized) for use through the comprehensive travel and transportation planning process.

Travel Management Plan: The document that describes the process and decisions related to the selection and management of the Transportation Network.

Tribe: Any Indian group in the conterminous United States that the Secretary of the Interior recognizes as possessing Tribal status.

Utility Type (or Terrain) Vehicle (UTV): Any recreational motor vehicle other than an ATV, motorbike or snowmobile designed for and capable of travel over designated unpaved roads, traveling on four (4) or more low-pressure tires of twenty (20) psi or less, maximum width less than seventy-four (74) inches, maximum weight less than two thousand (2,000) pounds, or having a wheelbase of ninety-four (94) inches or less. Utility type vehicle does not include golf carts, vehicles specially designed to carry a disabled person, implements of husband.

Appendix Q Alternative Maps.

The attached four 21.5 x 21.5 maps are display the alternative proposed designation for the network within *Wickenburg TMP*. Route numbers displayed are evaluation number which correlates to the Route Evaluation Reports (see Appendix C).

Within a year of the signing of the Decision Record for this Plan, a new access guide/map will be published on the web (<http://www.blm.gov>) with the navigation numbers. These numbers will correlate to the fiberglass markers on the ground.

