

Decision Record
For
The Sand Hills Comprehensive Travel and Transportation Management Plan
And
Associated Casper Resource Management Plan Amendment

Introduction:

The BLM is proposing to implement the Comprehensive Travel and Transportation Management Plan (CTTMP) and amend the Casper Resource Management Plan (RMP) to extend the boundary of the Sand Hills Management Area (MA). The proposed action requires two separate management decisions and both are incorporated into this document.

In accordance with 43 United States Code 1701 et seq., it is my decision to approve the preferred alternative (B) to implement the Comprehensive Travel and Transportation Management Plan and amend the Casper Resource Management Plan, based on the analysis conducted in Environmental Assessment (EA) WY-060-EA09-04 and the attendant Finding of No Significant Impact. Conditioned through mitigation measures, I find that this action will not result in significant impacts on the human environment pursuant to Title 40 Code of Federal Regulations 1508.27 (a) and (b) (1) through (10) and that an Environmental Impact Statement is not required.

RMP Implementation Decision: It is my decision to approve and implement the preferred alternative (B) as described in the Sand Hills CTTMP, including all travel management guidelines, road and trail designations, maintenance intensity levels, signing of the transportation network, and mitigation surface disturbing activities. All management activities associated with the implementation of the CTTMP will be conducted in compliance with all applicable federal, state, and county laws, regulations, and stipulations. Approval of the proposed action including individual project components is subject to the administrative requirements and the environmental protection and mitigation measures identified in the Sand Hills CTTMP are listed below and incorporated into this decision. The designated transportation network identified as Map 6 in EA WY-060-EA09-04 is attached to this decision record as Appendix 1.

Minor modifications of the network during plan implementation will be allowed without the necessity of a formal plan amendment. The Federal Land Policy and Management Act allows BLM resource management plans to be maintained as necessary to reflect minor changes in data (43CFR 1601.5-4). Plan maintenance is limited, in that it cannot result in the expansion of the scope of resource uses or restrictions, or change the terms, conditions and decisions of the approved plan. In view of these limitations, “minor realignments” of the route network are considered to be plan maintenance, and could be made within the scope of the approved plan. Expanding the Sand Hills MA boundary relating to transportation planning is greater than a minor modification, and therefore requires a RMP amendment.

RMP Amendment: It is my decision to amend the Casper Resource Management Plan to extend the boundary of the Sand Hills Management Area (MA), increasing total surface acres that are limited to “designated roads and trails”. The new boundary is depicted on map 6 of EA WY-060-EA09-04 and as Appendix 1 of this decision includes additional public lands to the west and

to the southwest of the existing Sand Hills MA. This amendment increases the public surface within the MA by 2,460 acres for a total of 20,090 acres and expands the current Off-Highway Vehicle (OHV) designation for the Sand Hills MA and would only apply to transportation and OHV use within the Sand Hills Management Area as described in the Sand Hills CTTMP. The RMP decisions for the Sand Hills Management Area would not be carried over into the proposed expanded transportation boundary.

Proposed Action:

The approval of the preferred alternative consists of a transportation system that will meet the needs of users while removing unnecessary routes in order to preserve natural resources. Under this alternative, the planning area boundary would be adjusted to include public lands located to the west and southwest increasing the MA by 2,460 acres for a total of 20,090 acres of public surface. This would require an RMP amendment as transportation planning area boundaries are defined at that level.

Preferred alternative (B) designates specific routes as open for motorized use, including OHV that are most commonly used and provides adequate motorized access across the management area. Routes designated as open for motorized use, including OHV would be available to all persons with legal access and would be signed accordingly.

The maintenance intensity level is classified as a Level 1. The management objectives for a Level 1 include, low or minimal maintenance intensity, with an emphasis given to maintaining drainage and run-off patterns as needed to protect adjacent lands. Grading, brushing, or slide removal is not performed unless drainage is being adversely affected, causing erosion, and route surface and other physical features are not maintained for regular traffic. Maintenance intensity level 1 is described as 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.

The routes designated for authorized use only would not be required to meet minimum BLM road standards and would be limited to persons who have permitted uses in the area. Maintenance would be allowed where necessary to protect adjacent lands, resource values and prevent erosion.

Non-motorized transportation would be allowed on all designated routes within the MA and non-motorized cross-country travel would be allowed as long as resource damage does not occur. The BLM would seek to obtain a right-of-way agreement across private land to allow non-motorized access to the Sand Hills MA. If successful, the BLM would construct a trail head and parking area on the public land near the access location. Currently no location has been selected nor has an existing landowner offered to negotiate with the BLM for this type of easement. Therefore, it would be necessary to complete a site specific environmental assessment before any action could be taken by the BLM in order to ensure that no significant environmental impacts would occur as a result of this management action.

Surface disturbing activities (e.g., road maintenance) would be evaluated in a separate site-specific NEPA document. New rights-of-way authorized for the development of existing leases

would be approved at the lowest maintenance level necessary to protect soils and existing vegetation and would use the designated transportation system to the greatest extent possible. Rights-of-way would be shared whenever possible and would be reclaimed when no longer necessary. In order to accurately analyze the impacts of alternative B, all inventoried routes from the analysis area have been included in the totals regardless of surface ownership. On public surface, alternative B would designate 28 miles of primitive roads open to motorized use, including OHV. Additionally, 12 miles of primitive roads would be limited to authorized use only, and 8 miles of the existing travel routes on BLM administered lands would be closed. A total of 34 miles of primitive roads located within the analysis area, but outside the management area would not be impacted by this alternative.

The BLM would work with the Office of State Land and Investments to reduce the overall number of roads on adjoining State lands. The intention of working more closely with the Office of State Land and Investments would be to maintain the integrity of the transportation network, meet user needs, and reduce the overall impacts to the existing environment.

Recommendations for motorized use of State lands, under alternative B would include limiting motorized travel on one mile of ways to authorized use only, designating 13 miles of existing routes as open to motorized use, including OHV, and closures on 7 miles. The remaining 9 miles of existing routes on State lands would have no designation recommendations provided by the BLM. Map 6 of EA WY-060-EA09-04 and located in Appendix 1 of this decision depicts the transportation system as described under preferred alternative (B).

Project Components:

The Sand Hills CTTMP includes all the following components as described in the following management guidelines and mitigation measures. Due to the fragile nature of the Sand Hills, specifically the presence of both stabilized and un-stabilized sand dunes and slopes greater than 25 percent, mitigation is a critical component of any project in area. Mitigation measures specific to surface impacts will include:

Travel Management Guidelines

1. Designated roads and trails will be available for use by both motorized and non-motorized means of transportation unless otherwise indicated at site location (*RMP decisions 6041, 6075*).
2. Cross-country or off-route travel *is allowed* to occur in the Sand Hills area for the following activities, so long as new routes are not created and resource damage does not occur.
 - a. Motorized travel up to 300 feet from roads for camping, recovering game animals, collecting firewood, picnicking, or other uses that do not require specific authorizations or permits (*RMP decisions 6038, 6075*).
 - b. During the hunting season, individuals possessing a valid WGFD “Disabled Hunter Permit” or “Disabled Hunter Companion Permit” will be allowed to use an OHV to hunt and retrieve harvested big game and trophy game animals beyond 300 feet without additional authorization (*RMP decision 6041*).

- c. Muscle-powered activities such as hiking, back-packing, and snow-shoeing are allowed to occur off existing routes (*RMP decision 6040*).
 - d. Over-snow vehicles are allowed when snow cover is sufficient to prevent resource damage (*RMP decision 6041*).
 - e. Other necessary tasks that require OHV off-route travel will be allowed as long as resource damage does not occur. These tasks include, but are not limited to, activities such as maintaining range improvements, animal husbandry activities by the grazing lessee and his or her agents, and surveying ROW or other work-related tasks authorized by, or which lead to the issuance, of a permit or authorization. The authorized officer may allow necessary tasks without issuance of a formal permit (*RMP decision 6075*).
3. All permitted surface-disturbing activities and permits which include off-road travel will include the mitigation measures outlined.
 4. Travel on roads designated as limited to authorized use only will be restricted to permitted users having authorization for use of specific routes.
 5. The historic Bozeman Trail ruts on BLM-administered public lands (historic trails will be inventoried and closed to OHV use as they are identified as having integrity of trail) will be closed (*RMP decision 6075*).
 6. Pursue obtaining legal public access and limit use of that access to non-motorized activities (*RMP decision 6075*). This decision will be applicable to all alternatives. Motorized OHV use will be allowed on all designated routes but any new public access routes will be limited to non-motorized use.
 7. The BLM will provide law enforcement as available for patrols and will increase patrols in the area during the hunting season. The number of patrols will be limited to available personnel and the demands placed on law enforcement throughout the field office.
 8. Important access points will be signed explaining that OHV use is limited to “designated routes”. Designated roads will be signed using the white arrow system and closed routes will be signed accordingly and barricaded when necessary. Reclamation will be completed as needed when natural reseeding does not occur. Seed mixtures may vary depending on location in order to improve the probability of success.

Mitigation Guidelines for Surface Disturbing Activities

- Development of existing leases would require the establishment of consolidated production facilities to reduce the overall footprint and disturbance associated with the activity.
- Wells developed within the Sand Hills Management Area would be remote monitored to reduce unnecessary travel in the area.

- All pipelines and power lines constructed within the Sand Hills Management Area would be buried and should follow established roads.
- To minimize the miles of road within the Sand Hills Management Area, operators would utilize and share use of existing roads to the extent possible
- To avoid excessive soil movement, no new roads would be established in areas of active dunes or where destabilizing sand dunes would likely cause active movement
- All new roads would follow the natural topographic contour to the extent possible
- All new roads would remain as primitive as possible to still accommodate permitted activity.
- To minimize erosion, road crossings would be constructed at a right angle to all drainages.
- All surface disturbing activities would be constructed in a manner to retain the existing natural character to the extent possible.
- To prevent loss and degradation of important habitats, surface disturbing activities would be sited in a manner to avoid habitat for sensitive species.
- All drainage ditches and culverts would be kept clear and free flowing, and would also be maintained in accordance with the original construction standards. If any additional erosion occurs during the life of the project, the company needs to control it through additional culverts or wing ditches.
- The existing and new access roads would be maintained in a safe and usable condition. A regular maintenance program may include, but is not limited to: grading, repairing, and maintaining the road surface, ditches, culverts, and cattle guards. Weeds would be controlled on disturbed areas within the limits of the road corridor.
- Culverts would be located, and aligned as specified in the site plans. Culverts shall have a minimum of 12" of fill or 1/2 the pipe diameter, whichever is greater, placed on top of the culvert, and would be of length sufficient to allow at least 24" of culvert to extend from the fill slope face. The inlet & outlet would be set at the gradient of the native ground or aligned with the existing channel. The entire length of pipe would be bedded on native material before backfilling. Backfilling would be completed using unfrozen material & rocks no larger than two inches in diameter. Care would be exercised to thoroughly compact the backfill around and under the culvert. The backfill would be brought up evenly in 6" lifts on both sides of the culvert and compacted. A permanent marker would be installed at both ends of the culvert to help prevent traffic from damaging the culvert.

- Cattleguards would be a minimum of 16 feet wide and 8 feet long and would be designed to minimum AASHTO H-20 standards. Cattleguards would be set-on timber, precast concrete, or cast-in-place concrete bases at right angles to the roadway. Backfill around the cattleguard would be thoroughly compacted. A 16 foot wide bypass gate would be built adjacent to the cattleguard structure. Fence end panels on either side of the cattleguard would be constructed using 3 posts with braces.
- If soils along the access route are dry during road construction, water would be applied to the road surface to minimize soil loss as a result of wind erosion.
- Surface disturbance would be prohibited in any of the following areas or conditions. Construction with frozen material or during periods when the soil material is saturated, or when watershed damage is likely to occur. Exception, waiver, or modification of this limitation may be approved in writing, including documented supporting analysis, by the BLM Authorized Officer, with an acceptable plan for mitigation of anticipated impacts.
- Construction-related traffic would be restricted to routes approved by the BLM Authorized Officer. New access roads or cross-country vehicle travel would not be permitted unless prior written approval is given by the BLM Authorized Officer.
- When off-route OHV use is approved for development or operation of a project the following mitigation measures would apply:
 - When motorized off-route travel is required, OHVs must be safely operated in such a manner as to insure that no undue environmental damage is caused. Should the Authorized Officer determine that any vehicle operations are causing undue vegetative or soil disturbance, such operations would be immediately suspended.
 - Vehicle traffic would be directed toward the interdunal valley bottoms as opposed to stabilized sand dunes.
 - The operator would avoid damaging or removal of stabilizing vegetation on sand dunes (via spinning tires) through the use of 1) the environmentally appropriate staking and 2) suitable equipment. Tire slippage is a definite problem and should be avoided. If undue or excessive damage to vegetation/sand dunes occurs all operations would be suspended by the Authorized Officer.
 - The operator would conduct no vehicle operations during periods of saturated ground conditions when surface rutting could occur except in sand dune areas where soil may be more stable when wet.
 - Off-road vehicle traffic shall be minimized and no new roads or trails shall be established solely as a result of off-route vehicle use.
 - The operator shall reclaim and reseed any areas where their operations have caused surface rutting or have otherwise removed all of the surface vegetation as directed by the Authorized Officer.

- No vehicle traffic would be allowed within 100 feet of sparsely vegetated sand (less than 20% vegetative cover) associated with active wind redeposition near active sand dunes.
- All buggy and/or conventional drill operations would be limited to slopes of 25% or less where vegetative cover is sparse, less than 30% ground cover.
- The operator would ensure that off-road vehicle traffic does not drive the same track as another vehicle, terrain permitting.

Public Involvement:

To encourage public involvement and ensure that all interested parties were given an opportunity to participate in this planning process, the BLM, Casper Field Office mailed 128 letters and sent 32 email notifications requesting scoping comments. A public scoping meeting was held at the Casper Field Office on April 12, 2007. A total of 15 letters, emails, and completed comment forms were received prior to the end of the public scoping period on April 29, 2007.

On January 12, 2009 the BLM sent out the EA analyzing the Sand Hills Comprehensive Travel & Transportation Management Plan and the Casper Resource Management Plan amendment to all interested parties for public review and comment.

Public comments were taken from letters, phone calls and emails received during the 30 day public comment period. Comments have been paraphrased and grouped by topic so that all relative topics could be addressed in an organized and concise manner and located in Appendix D of the EA. Full comment letters are part of the public record and are available at the Casper Field Office, 2987 Prospector Drive, Casper Wyoming, 82604.

Comments received with reference to the Sand Hills Comprehensive Travel and Transportation Management Plan contributed new information, which resulted in slight changes to the EA. While changes were made to the Sand Hills CTTMP EA, these changes resulted in only minor clarifications regarding the no action alternative and a recommendation for a road designation located on Wyoming trust lands. These changes resulted in two additional miles of primitive roads being recommended as designated for motorized use and a reduction to the recommended total number of miles of primitive roads closed by one mile. All changes were minor and have been reviewed by the interdisciplinary team, and do not require an additional public comment period.

Rationale:

I have reviewed the environmental assessment (WY-060-EA09-04) which documents the potential effects of the before mentioned decisions. The analysis of the preferred alternative (B) including the defined mitigation measures resulted in a Finding of No Significant Impact. After consideration of the environmental effects described in the EA, I have determined that the preferred alternative (B), with the proposed restrictions to off-route travel, will not significantly affect the quality of the human environment and that an Environmental Impact Statement is not required.

My decision recognizes that the area provides dispersed recreation opportunities and that there are other important resources and values within the area which require consideration and protection from unnecessary or undue degradation. My decision to approve the preferred alternative (B) analyzed in the EA for the implementation of the CTTMP and for the amendment to the Casper RMP for the Sand Hills MA takes into account information received both during the public scoping and comment period.

Appeal and Protest Opportunities:

BLM policy, outlined in its Land Use Planning Handbook (BLM 2005a), specifies the types of decisions that are considered land use planning decisions and those that are considered implementation level decisions. Land use planning decisions are subject to protest, in accordance with land use planning regulations (43 CFR 1610.5-2). These regulations state that the decision of the BLM Director on protests is the final decision for the Department of the Interior and is not subject to further administrative appeal.

All decisions covered by this Decision Record, except for the amendment to the Casper RMP are subject to administrative appeal, as described by 43 CFR 4.4 and below. The amendment to the RMP is a land use planning decision that is subject to protest, as described by 43 CFR 1610.5-2 and below.

RMP Implementation Decision: Implements the Sand Hills Comprehensive Travel and Transportation Management Plan, including all travel management guidelines, road and trail designations, maintenance intensity levels, signing of the transportation network, and mitigation surface disturbing activities. All management activities associated with the implementation of the CTTMP will be conducted in compliance with all applicable federal, state, and county laws, regulations, and stipulations. This decision is appealable, as described below.

Appeal:

Any party who is adversely affected by this decision has a right to appeal to the Interior Board of Land Appeals, in accordance with the provisions described in 43 Code of Federal Regulations (CFR) Part 4.410. A person who wishes to appeal must file notice with the Field Manager, Bureau of Land Management, Casper Field Office, 2987 Prospector Drive, Casper, WY 82604, within thirty (30) days of publication of the decision. The *Notice of Appeal* must identify the decision being appealed, and may include a statement of reasons for and any argument the appellant wishes to make. If the notice does not include any statement of reasons for the appeal, the appellant shall file such a statement with the Interior Board of Land Appeals, Office of Hearings and Appeals, 801 North Quincy Street, Arlington, Virginia 22203, within 30 days after the notice of appeal was filed. The appellant shall serve a copy of the *Notice of Appeal* and any statement of reasons, written arguments, or briefs on each adverse party named in the decision from which the appeal is taken and on the Regional Solicitor, Rocky Mountain Region, U.S. Department of the Interior, P.O. Box 25007 D-105, Denver Federal Center, Denver, CO 80225 not later than 15 days after filing the document. Service of the copy may be made by delivering the copy personally or by sending it by registered or certified mail, return receipt requested.

Request for Stay

If you wish to file a petition (pursuant to regulation 43 CFR 4.21) for a stay (suspension) of the effectiveness of this decision during the time that your appeal is being reviewed by the Board, the petition for a stay must accompany your *Notice of Appeal*.

A petition for a stay is required to show sufficient justification based on the following standards:

- i. The relative harm to the parties if the stay is granted or denied;
- ii. The likelihood of appellant's success on the merits;
- iii. The likelihood of immediate and irreparable harm if the stay is not granted, and
- iv. Whether the public interest favors granting the stay.

The appellant requesting the stay bears the burden of proof to demonstrate that a stay should be granted. The appellant shall serve copies of the *Notice of Appeal* and petition for a stay on each party named in this decision from which the appeal is taken, and on the Appeals Board to which the appeal is taken.

Casper Resource Management Plan Amendment: Amends the RMP to extend the boundary of the Sand Hills Management Area (MA), and increases the total surface acres that are limited to "designated roads and trails". The new boundary is depicted on map 6 of the EA WY-060-EA09-04 and located in Appendix 1 includes additional public lands to the west and to the southwest of the existing Sand Hills MA. This amendment increases the public surface within the Sand Hills MA by 2,460 acres for a total of 20, 090 acres and expands the current Off-Highway Vehicle (OHV) designation for the Sand Hills Management Area and would only apply to transportation and OHV use within the Sand Hills MA as described in the Sand Hills CTTMP. The RMP decisions for the Sand Hills MA would not be carried over into the proposed expanded transportation boundary. This decision is subject to protest, as described below.

Protest Procedure:

The following provides guidance for filing a protest for the RMP amendment decision to extend the boundary of the Sand Hills Transportation Management Area only. Pursuant to BLM's planning regulations at 43 CFR 1610.5-2, any person who participated in the planning process for this amendment and has an interest which is or may be adversely affected by the planning decision may protest approval of the planning decision within 30 days from the date the Environmental Protection Agency publishes the Notice of Availability in the *Federal Register*. Listed below are the protest regulations specifying the required elements for filing a valid protest. Interested parties should take care to document all relevant facts. As much as possible, specific planning documents or available planning records (e.g. meeting minutes or summaries, correspondence, etc.) should be referenced or cited. To aid in ensuring the completeness of your protest, a protest Critical Item Checklist is also detailed below.

E-mailed and faxed protests will not be accepted as valid protests unless the protesting party also provides the original letter by either regular or overnight mail postmarked by the close of the protest period. Under these conditions, the BLM will consider the e-mailed or faxed protest as an advance copy and will afford it full consideration. If you wish to provide the BLM with such advance notification, please direct faxed protests to the attention of Brenda Hudgens-

Williams, BLM protest coordinator at 202-452-5112, and e-mailed protests to: Brenda_Hudgens-Williams@blm.gov.

All protests, including the follow-up letter (if e-mailing or faxing) must be in writing and mailed to the following address:

Regular Mail:

Director (210)
Attention: Brenda Williams
P.O. Box 66538
Washington, D.C. 20035

Overnight Mail (non-USPS delivery service):

Director (210)
Attention: Brenda Williams
1620 L Street, N.W., Suite 1075
Washington, D.C. 20036

Before including your address, phone number, e-mail address, or other personal identifying information in your protest, be advised that your entire protest – including your personal identifying information – may be made publicly available at any time. While you can ask us in your protest to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

The BLM Director will make every attempt to promptly render a decision on each protest. The decision will be in writing and will be sent to the protesting party by certified mail, return receipt requested. The decision of the BLM Director shall be the final decision of the Department of the Interior.

Unlike land use planning decisions, implementation decisions are not subject to protest under the BLM planning regulations, but are subject to an administrative review process, through appeals to the Office of Hearings and Appeals (OHA), Interior Board of Land Appeals (IBLA) pursuant to 43 CFR, Part 4 Subpart E. Implementation decisions generally constitute the BLM's final approval allowing on-the ground actions to proceed. Where implementation decisions are made as part of the land use planning process, they are still subject to the appeals process or other administrative review as prescribed by specific resource program regulations. The approved RMP and ROD will therefore identify the implementation decisions made in the plan that may be appealed to the Office of Hearing and Appeals.

Regulations for Filing a Valid Protest

43CFR1610.5-2 Protest procedures

(a) Any person who participated in the planning process and has an interest which is or may be adversely affected by the approval or amendment of a resource management plan may protest such approval or amendment. A protest may raise only those issues which were submitted for the record during the planning process.

(1) The protest shall be in writing and shall be filed with the Director. The protest shall be filed within 30 days of the date the Environmental Protection Agency published the notice

of receipt of the final environmental impact statement containing the plan or amendment in the Federal Register. For an amendment not requiring the preparation of an environmental impact statement, the protest shall be filed within 30 days of the publication of the notice of its effective date.

(2) The protest shall contain:

- (i) The name, mailing address, telephone number and interest of the person filing the protest;
- (ii) A statement of the issue or issues being protested;
- (iii) A statement of the part or parts of the plan or amendment being protested;
- (iv) A copy of all documents addressing the issue or issues that were submitted during the planning process by the protesting party or an indication of the date the issue or issues were discussed for the record; and
- (v) A concise statement explaining why the State Director's decision is believed to be wrong.

(3) The Director shall promptly render a decision on the protest. The decision shall be in writing and shall set forth the reasons for the decision. The decision shall be sent to the protesting party by certified mail, return receipt requested.

(b) The decision of the Director shall be the final decision of the Department of the Interior.

Resource Management Plan Protest Critical Item Checklist

The following items *must* be included to constitute a valid protest whether using this optional format, or a narrative letter (refer to 43 CFR 1610.5-2).

Before including your address, phone number, e-mail address, or other personal identifying information in your protest, be advised that your entire protest - including your personal identifying information--may be made publicly available at any time. While you can ask us in your protest to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. All submissions from organizations and businesses, and from individuals identifying themselves as representatives or officials of organizations and businesses, will be available for public inspection in their entirety.

- Name of Resource Management Plan (RMP) or Amendment (RMPA) being protested
- Protester's Name
- Address
- Phone Number
- Your interest in filing this protest (how will you be adversely affected by the approval or amendment of this plan?)
- Issue or issues being protested
- Statement of the part or parts of the plan being protested (including Chapter, Section, Page, and/or Map)
- Attach copies of all documents addressing the issue(s) that were submitted during the planning process by the protesting party, OR an indication of the date the issue(s) were discussed for the record (including dates)
- A concise statement explaining why the State Director's decision is believed to be wrong.

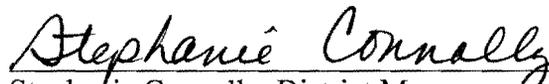
Field Manager's Recommendation: Having considered a full range of alternatives, associated effects, and public input, I recommend adoption of the implementation decision for the Sand Hills Comprehensive Travel and Transportation Plan and the RMP amendment to extend the boundary of the Sand Hills Management Area, as described in this decision record.



Joseph F. Meyer, Field Manger
Casper Field Office

Date Signed: 11-5-09

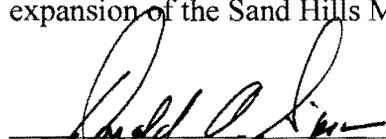
District Manager's Concurrence: Having considered a full range of alternatives, associated effects, and public input, I concur with the Field Manager's recommendation for the adoption of the implementation decision for the Sand Hills Comprehensive Travel and Transportation Plan and the RMP amendment to extend the boundary of the Sand Hills Management Area, as described in this decision record.



Stephanie Connolly, District Manger
High Plains District Office

Date Signed: 11-9-09

Approval: Having considered a full range of reasonable alternatives, associated effects, and public input, I approve the implementation of the Sand Hills Comprehensive Travel and Transportation Plan and the Casper Resource Management Plan Amendment for the boundary expansion of the Sand Hills Management Area.



Donald A. Simpson, State Director
Wyoming State Office

Date Signed: 2/10/10

**Appendix 1,
Decision Record for Sand Hills CTTMP
And Associated Casper RMP Amendment**

*The Sand Hills
Comprehensive
Travel and Transportation Plan*

Alternative B "Preferred"

