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Enviromental Assessment
for the Trans Americas
Rally

DEC 1986

DRAFT

TRANS AMERICAS RALLY

ENVIRONMENTAL ASSESSMENT

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United States Department of the Interior
Bureau of Land Management
UTAH STATE OFFICE



IN REPLY REFER TO

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
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NEVADA STATE OFFICE
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Dear Reader:

Enclosed for your review and comment is the Environmental Assessment for the Utan portions of the proposed Trans Americas Rally. The Bureau is considering whether to issue permits to ECCE Productions LTD to allow that organization to stage a commercial/competitive recreation event which would begin in Mexico City on August 1, 1987, and end about a month later in northwest Canada. This EA considers the impacts of conducting such an event on public lands in Utah. Similar EAs are being prepared by BLM for each state.

We are providing a 30 day period for public review. A final decision on whether to issue the permit will be made shortly after the end of this review. Any comments you may care to make on this EA will be considered by the Bureau prior to making that decision. Please be sure to return your comments to this office no later than January 20, 1987.

Sincerely,

Robert Roberts

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Denver, CO 80225-0047

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ENVIRONMENTAL ASSESSMENT
FOR THE
TRANS AMERICAS RALLY

Prepared by

United States Department of the Interior

Bureau of Land Management

Utah State Office

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SECTION ONE ALTERNATIVES

Introduction

Ecce Productions Ltd. of Bristol, U.K., has applied through its United States executive (G.L. Wineland of Apple Valley, California) for a Special Recreation Application and Permit to conduct that portion of its proposed Trans Americas Rally that crosses public lands administered by the Bureau. Pursuant to the National Environmental Policy Act (NEPA), the Bureau has prepared Environmental Assessments which consider the impacts of conducting such an event in each of the seven western states that the Rally would cross. This EA considers impacts which would occur on BLM administered lands in Utah. The EAs which apply to each of the other states can be obtained by writing or calling the appropriate office in each state (see Appendix B). Other agencies administering lands that will be used will prepare their own assessments.

Purpose and Need

The purpose of the Trans Americas Rally would be to film for distribution a 9,000 mile, 99 entrant amateur competitive event. The rally would not be a live spectator event; rather, the event would be delivered to "spectators" through video cassettes and films to be seen on cable and public television. There are no plans at present to make this a recurring event or to designate a permanent course across public lands for that purpose. Instead, this would be a one-time-only event.



Two alternatives are addressed below: the applicant's proposed action and the no action (that is, no event) alternative. Map 1 presents a general overview of the event. Detailed maps of the route of the course in Utah can be found in Appendix A.

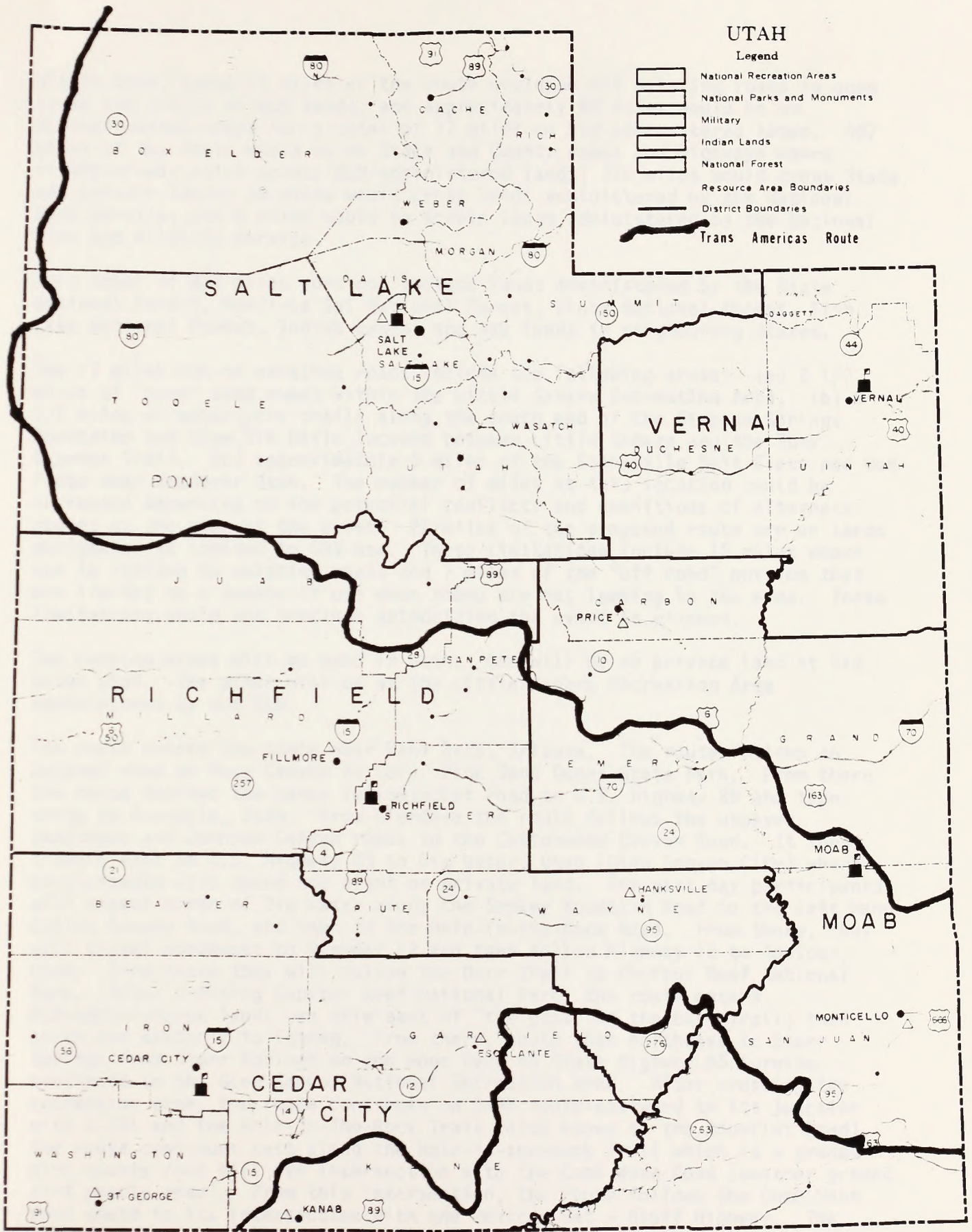
Proposed Action

The Trans Americas Rally would begin in Mexico City on August 1, 1987 and would be in Utah on or about August 6-7 1987. Entrants would ride motorcycles, most probably large-capacity trail or endurance models with between 400 and 800 cubic centimeter engines. Leaving Mexico City, the 100 entrants would proceed west to Puerto Vallarta, cross the Gulf of California to Cabo San Lucas by ferry, and proceed north through Baja California to Mexicali, where they would enter the United States. Within this country, the route would cross southeastern California, southern Nevada, central Utah, Colorado, Utah again (this time across the northern panhandle), southern Idaho, Oregon, and western Washington. The riders would cross western British Columbia, briefly enter Alaska at Tanacross, and eventually reach Inuvik on the shores of the Arctic Ocean. Doubling back to the south, they would end the rally at Dawson City in the Yukon Territory.

UTAH

Legend

-  National Recreation Areas
-  National Parks and Monuments
-  Military
-  Indian Lands
-  National Forest
-  Resource Area Boundaries
-  District Boundaries
-  Trans Americas Route



0 10 20 30 40 MILES

 DISTRICT & AREA OFFICE
 AREA OFFICE

Location Map

MAP 1

Within Utah, about 17 miles of the route would be off existing roads in open areas and trails on BLM lands, and approximately 60 miles would be on BLM-maintained roads for a total of 77 miles on BLM-administered lands. 497 miles of the route would be on State and County roads and highways where rights-of-way exist across BLM-administered lands; 220 miles would cross State and private lands; 38 miles would cross lands administered by the National Park Service; and 6 miles would be across lands administered by the National Fish and Wildlife Service.

This total of 832 miles does not include lands administered by the Dixie National Forest, Manti-La Sal National Forest, Uinta National Forest, Fish Lake National Forest, Indian Lands, and any lands in neighboring States.

The 17 miles not on existing roads include the following areas: (a) 2 1/2 miles of "open" sand dunes within the Little Sahara Recreation Area, (b) 9 1/2 miles of motorcycle trails along the south end of the Simpson Springs Mountains and Slow Elk Hills located between Little Sahara and the Pony Express Trail, (c) approximately 5 miles of the Bonneville Salt Flats and Mud Flats near Wendover Utah. The number of miles at this location could be increased depending on the potential conflicts and conditions of alternate routes at the time of the event. 22 miles of the proposed route are on lands designated as limited to ORV use. These limitations include 15 miles where use is limited to existing roads and 7 miles of the "off road" portion that are limited to a season of use when sheep are not lambing in the area. These limitations would not preclude authorizing the event as planned.

Two camping areas will be used in Utah. One will be on private land at Big Water Utah. The other will be at the Little Sahara Recreation Area administered by the BLM.

The route enters the state near Cane Beds, Arizona. The route follows an unpaved road up Rosy Canyon to Coral Pink Sand Dunes State Park. From there the route follows the paved Yellowjacket road to U.S. Highway 89 and then north to Glendale, Utah. From Glendale the route follows the unpaved Skutumpah and Johnson Canyon roads to the Cottonwood Canyon Road. It then travels east on U.S. Highway 89 to Big Water, Utah (Glen Canyon City) where participants will spend the night on private land. The next day participants will travel north of Big Water along the Smokey Mountain Road to the Left Hand Collet Canyon Road, and then to the Hole-in-the-Rock Road. From there, they will travel northwest to Highway 12 and then follow Highway 12 to Boulder, Utah. From there they will follow the Burr Trail to Capitol Reef National Park. After crossing Capitol Reef National Park, the route enters BLM-administered lands one mile east of "the post" on the Burr Trail; then south and easterly to Eggnog. From there, south then northeast to Starr Springs from Starr Springs on the Hogs Back to State Highway 95 turning southeast to the Glen Canyon National Recreation Area. After crossing the recreation area, the route continues on U-95 south-eastward to its junction with U-261 and the Hole-In-The-Rock Trail (also known as the Snowflat Road). The route continues east along the Hole-in-the-Rock Trail which is a graded dirt county road till its intersection with the Comb Wash Road (another graded dirt county road). From this intersection, the route follows the Comb Wash Road south to its intersection with the Mexican Hat - Bluff Highway. The route then heads east on paved roads through Bluff to Aneth Utah, where it heads north across Indian lands on a graded county road into Colorado.

The route enters Utah a second time through the southern end of the La Sal Mountains' portion of the Manti-La Sal National Forest. After leaving the National Forest just to the northeast of La Sal, the route briefly follows a graded county road to its intersection with U-46. The route travels west for about one-half mile on U-46 and then heads northwest on the Black Ridge Road. The first 5 miles of the Black Ridge Road is maintained by the BLM, while the remainder is a graded county road. At the junction of U.S. Highway 163, the route heads north on the highway through the Moab Valley and crosses the Colorado River just north of Moab. North of the entrance to Arches National Park, the route leaves U.S. Highway 163 and follows a partly-paved and partly-graded dirt county road north towards Seven-mile Canyon. The route then crosses U.S. Highway 163 and takes U-313 westward up Seven-mile canyon to its intersection with the Dubinky Well Road. From this intersection, the route heads northward via the graded Dubinky Well, Blue Hills, and Floy Wash roads to the I-70 interchange and heads westward to Green River (Utah) via paved county and state roads. The route crosses the Green River using the old highway bridge, goes through the town of Green River and links up with U.S. Highway 6, where it heads northward to the junction of that highway and the Cottonwood Wash BLM road. The route then follows the Cottonwood Wash Road northward to the intersection of the Cedar Mountain - Buckhorn Flat graded county road and the Fullers Bottom Road. The route follows the Fullers Bottom BLM road, crosses the San Rafael River, and heads toward the town of Ferron via the Horn Silver Gulch graded-dirt county road. The route crosses U-10 south of Ferron and heads up Ferron Creek via county road to the boundary of the Manti Division of the Manti-La Sal National Forest. After crossing portions of the Manti-La Sal National Forest and the Uinta National Forest the route next enters BLM-administered lands near Levan, Utah. From Levan, Utah, the participants would proceed west on Utah State Highway 78 three miles, then 12 miles on gravel roads through Sage Valley to Mills, Utah; then west 14 miles on gravel roads through Leamington Pass on the Fish Lake National Forest to Utah State Highway 125. North on Highway 125, 2-1/2 miles to Leamington, Utah, then north 10 miles on gravel roads to the Champlin Point entrance to the BLM-managed Little Sahara Recreation Area. Two and one half miles inside Little Sahara, the team would camp at the Jericho Campground for the night. This is the only camping that would occur on BLM-administered lands in Utah.

Within the Little Sahara Recreation Area, the participants will proceed 2 1/2 miles north and then west through the open sand dunes leaving Little Sahara to Cherry Creek, then northwest 40 miles along gravel roads and 9 1/2 miles of motorcycle trails along the south end of the Simpson Springs Mountains and Slow Elk Hills to the Pony Express Trail in Dugway Valley. Proceeding west on the Pony Express Trail (gravel road) 40 miles through Dugway Pass, Black Rock Hills, Fish Springs Flat, through Fish Springs National Wildlife Refuge, through the Fish Springs Mountains, across Snake Valley to Callao, Utah. From Callao, the route turns north, still on the route of the old Pony Express Trail, through Overland Canyon to Gold Hill and following the county road northwest to U.S. Highway Alt. 93 in Nevada.

The route reenters Utah at Wendover continuing to the Bonneville Salt Flats. From this point, one of three routes will be used depending on conditions and availability of the Salt Flats at the time of the event (see alternate routes depicted on the detailed maps in Appendix A). These alternate routes may be required by BLM due to conflicts with other events on the Salt Flats or if the proposed route is not acceptable due to water or muddy conditions existing at the time of the Trans Americas Rally. The alternate routes are generally along existing ways and would increase the total mileage by 5-15 miles. From the Bonneville Salt Flats the route is northward along the western edge of the State through Lucin, Grouse Creek and Lynn, Utah and then through the upper narrows of the Raft River and into Idaho on county roads. An alternate route may be used in the area of the Utah - Idaho State line. This route would follow a county road through Junction Valley into Idaho.

For the most part, the route would use existing roads and secondary highways. No interstate highways would be used. Off-road portions of the route would be in sandwashes, open sand dunes or on trails approved for competitive events by the Bureau with the exception of less than 1 mile of State-administered land within the Little Sahara Recreation Area. Most pit stops for refueling would be in towns or at highway service stations.

Staging areas for daily starts and finishes would be at the overnight stops. There would be no "racing"-type starts or finishes.

Signing would be minimal except in Special Test areas (see below), where visual sighting from marker to marker must be clear. Surveyors' ribbon in distinctive colors would be used wherever possible. Signing would be erected not more than two weeks prior to the event and would be stripped the following week. Ribbons on the course would be only at turns listed on the rider's route charts, and could be many miles apart.

The event as planned does not conflict with existing State, local, or Federal land use plans.

Event Procedures

Participation would be limited to 99 entrants at the start in Mexico City. The entrants would be organized into 33 national teams of three riders each. Each motorcycle would conform to either Californian or Western European legal highway status. Motorcycles would be of the dual-purpose type and would be equipped with Department of Transportation approved tires, mufflers of tested DBA rating, Forest Service approved spark arrestors, lights, and drivers license valid in each rider's country of origin. No knobby or motocross tires or tires marked "not for highway use" would be permitted. Machines would not be permitted to start each day unless mechanical and street-legal equipment is in place and operational. Other required equipment would include a personal first aid packet, water (up to two liters required), and an electronic signal beacon for emergencies. There would be no minimum age requirement, but license and skill requirements should eliminate extremely young persons. It is likely that there would be considerably less than 99 riders by the time the rally reached the United States, since the heat and rough conditions of the first week (across Baja California) are likely to force many riders to retire from the race.

Each day of the rally would begin from the overnight camp. Thirty minutes in advance of the day's start, three staff riders would leave camp to check the course to assure the course is clear and that minimal marking is in place. The participants would then leave in groups of three at approximately three minute intervals. Two hours after the last entrant left, a three-rider staff sweep crew would follow to report breakdowns and to assure that the course was clear.

The rally would be conducted as a standard endurance run (that is, an enduro), although with fewer checkpoints than most enduros and no secret checks. Each day's course would be unknown to the riders until the previous evening. At that time, participants would be given maps of the course, a list of turn-to-turn mileages, average speeds, start times, location of fuel stops, water and food, descriptions of special tests, and any other pertinent information. Average speeds would range from as low as 12 miles per hour to as high as 50 (on high-speed, paved highways).

The Rally would use a point scoring system to determine the winner. Riders would start with 50,000 points, would subtract bonus points, and would add penalty points. The team ending the rally with the fewest points would be the winner.

Time control points would regulate speeds and would be used for scoring. These points would be located at the daily start and finish areas, and at two to four points in between (depending on the length of the day's course and the need to regulate speeds in sensitive areas). Heavy scoring penalties would be invoked on any rider arriving either too early or too late at a checkpoint.

Several special tests and events would be held. Special tests would usually be either speed tests across marked sections, or timed events in which the winner would be the rider who most accurately achieved a given average speed. Special events would include such tests of skill as cliff scaling and a deep river crossing using inflatable rafts. Performance in these tests and events would earn bonus points.

Six camera crews are planned, including one working with a helicopter. Crews would be multi-national due to the requirements of various video and film markets.

Logistical Support

Logistical support vehicles would include about 40 motor homes for housing the riders, team mechanics, and team managers. There would be two mobile kitchens and a food supply truck or trailer. There would be one ambulance. These vehicles would travel by the most direct paved highways to the next overnight camp. Each team manager and mechanic would be permitted to have a motorcycle (to be used for liaison with their teams or for spare parts); however, they would not be permitted to ride with the rally participants on the course. Some of the motor homes may tow trailers for both those bikes and team machines unable to continue in the event.

Twelve to fifteen four wheel drive pickups would be used, primarily for recovery of motorcycles. These vehicles would not drive the course except in an emergency situation (to haul an unrepairable machine to the closest highway and thence to the overnight stop). Others would be used by Rally staff to reach checkpoints and to set up timing equipment for special tests. The six camera crews would use these vehicles to reach areas for filming action and scenery.

Rally staff may use ten to fifteen motorcycles similar to participant bikes. These bikes would be used by the daily course captain and his marshalls as they direct riders at potentially confusing points on the course. The bikes would be used only traveling to and from those points.

Overnight Encampments

The configuration of a typical overnight camp would vary greatly because the layout would be dependent upon the topography and availability of facilities. Figure 1 presents a hypothetical camp layout. As indicated in this figure, a typical camp would cover about two acres. Motorhomes would be congregated in one area, leaving access for emergency equipment between lines of vehicles. Mobile kitchens would be separated in order not to disturb sleeping team and staff members. All support vehicles would be bivouacked separately as well, except the ambulance (which would be placed near the motorhomes).

A repair area would be established where a generator could provide light and power at night, in a location which would not disturb sleeping crews. Since welding repairs would be common, the repair area would be at a site where the fire danger would be minimal. Facilities for a number of bikes and mechanics would be available.

Motorcycles would be pitted together under security. The helicopter would be landed at a nearby facility or open landing area. The crew would be either transported to the camp for the night, or would stay in their motor home at the landing site, depending on the distance.

The Jericho Campground within the Little Sahara Recreation Area will be reserved for the Trans Americans Rally. This facility has a large paved parking lot which can easily accommodate the support facilities furnished by the permittee.

Other Information

No spectator viewing areas are planned, and all spectating would be discouraged. Access to the participants would be provided only at several of the overnight stops, and these stops would be those on private property (including Apple Valley, California; Mt. Princeton Hot Springs near Salide, Colorado; and at the Flying M Ranch at Yamil near Portland, Oregon).

The first part of the report deals with the general situation in the country and the progress of the work done during the year. It is followed by a detailed account of the work done in each of the various departments. The report concludes with a summary of the work done and a statement of the progress made.

The second part of the report deals with the financial statement for the year. It shows the income and expenditure for each of the departments and the total for the year. It also shows the balance sheet at the beginning and end of the year.

The third part of the report deals with the work done in each of the various departments. It gives a detailed account of the work done in each department and the progress made. It also shows the results of the work done and the progress made.

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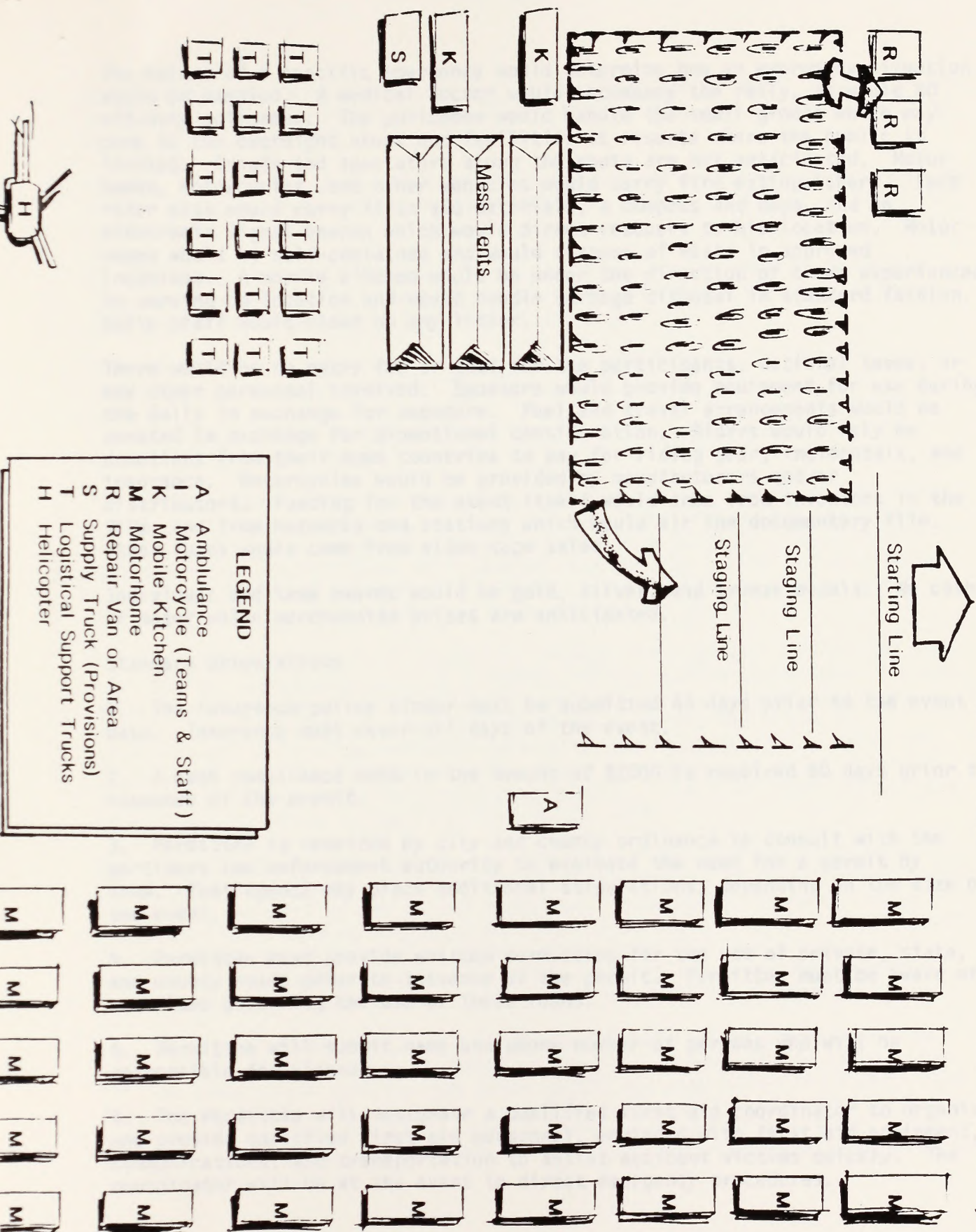
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SCHEMATIC DIAGRAM for The TRANS-AMERICAS RALLY

Overnight Bivouac (Flat, Open Ground)
 Minimum Space Requirement: 2 Acres (90,000'²)



LEGEND

- A Ambulance
- I Motorcycle (Teams & Staff)
- K Mobile Kitchen
- M Motorhome
- R Repair Van or Area
- S Supply Truck (Provisions)
- T Logistical Support Trucks
- H Helicopter

The nature of a specific emergency would determine how an emergency situation would be handled. A medical doctor would accompany the rally, as would 40 off-duty policemen. The policemen would handle the small groups which may come to the overnight stops and facilities at resorts where the public is invited. Crowds and spectators along the route are not anticipated. Motor homes, motorcycles, and other vehicles would carry fire extinguishers. Each rider also would carry first aid materials, a compass and maps, and an electronic signal beacon which would direct rescuers to his location. Motor homes would be self-contained and would dispose of waste in approved locations. A mobile kitchen would be under the direction of crews experienced in serving on location and would handle garbage disposal in standard fashion. Rally staff would clean up any litter.

There would be no entry fee or cost for the participants, national teams, or any other personnel involved. Sponsors would provide equipment for use during the Rally in exchange for exposure. Fuel and travel arrangements would be donated in exchange for promotional consideration. Riders would rely on donations from their home countries to pay for riding gear, incidentals, and insurance. Motorcycles would be provided by manufacturers and/or distributors. Funding for the event itself would come from investors in the film, and from networks and stations which would air the documentary film. Other funds would come from video tape sales.

Individual and team awards would be gold, silver, and bronze medals. No cash or major value merchandise prizes are anticipated.

Standard Stipulations

1. The insurance policy binder must be submitted 45 days prior to the event date. Insurance must cover all days of the event.
2. A cash compliance bond in the amount of \$2000 is required 60 days prior to issuance of the permit.
3. Permittee is required by city and county ordinance to consult with the pertinent law enforcement authority to evaluate the need for a permit by them. That agency may place additional stipulations, depending on the size of the event.
4. Permittee must provide written permission for the use of private, state, and county roads prior to issuance of the permit. Permittee must be aware of such laws governing the use of these roads.
5. Permittee will submit name and phone number of persons who will be responsible for cleanup.
6. The Permittee will designate a qualified first aid coordinator to organize and provide qualified first aid personnel, equipped with first aid equipment, communications, and transportation to assist accident victims quickly. The coordinator will be at the event to direct emergency procedures.

7. The Permittee will distribute written instructions or will hold a pre-race briefing to inform participants of rules, regulations, safety procedures, and other necessary directives.

8. The Permittee assumes the responsibility to confine participating vehicles to the marked course. Permittee must describe how vehicles will be confined to the course.

9. The Permittee must contact a local hospital to alert them of the event, that is, type of event, number of participants, start/finish, etc. A copy of this notification should be provided to the BLM.

10. If permittee wishes to cancel the event, the Authorizing Officer should be advised as soon as possible.

11. Nothing in this permit shall be construed as permitting the sale of alcoholic beverages on public lands.

12. If any death occurs in connection with this event, including spectators, participants, or bystanders, the Permittee shall notify the BLM and other proper authorities immediately, and confirm with a death or injury report. Additionally, the Permittee shall submit such reports to the BLM within 10 days after the event covering all serious injuries (loss of limb or eye, fractured skull or back, prolonged hospitalization, etc.).

13. No change of the route is allowed without BLM approval. Permittee agrees that for all stipulated on-grade crossings of automobile routes and railroads, he will provide danger markings and flagmen who will wave each competing vehicle to a stop. The responsibility to cross safely and yield the right-of-way to oncoming vehicles rests with the rider himself. Permittee also agrees to place flagmen, or other means of warning, at other potential dangers along the routes such as mining hazards. The route must cross roads at a 90 degree angle to the direction of the road.

14. Any stipulations by agencies or individuals who grant permission for the route to cross automobile routes or railroads are made a part of these special conditions and must be met by the permittee. (CALIFORNIA EA ONLY: Note: Especially that Section 38025B of the California Vehicle Code states in part, "with respect to crossing of a highway having more than two lanes, or a highway having limited access, such motor vehicles may cross such highways, but only at a place designated by the Department of Transportation.").

15. Permittee agrees to clean up litter and remove course markings of the encampment, pit area, staging, check points, race course 50' to either side of, and other areas used for the event within one week after the event. The Authorizing Officer may require a cash bond to assure compliance of this stipulation. If a bond is required, it will be posted 60 days prior to the event and will be returned (in full or adjusted) after the post compliance by the Authorizing Officer.

16. Permittee shall observe all applicable Federal laws and regulations. In addition, Permittee shall observe all State and local laws, regulations and ordinances applicable to the premises insofar as they do not prohibit the use authorized by this permit.

17. If the Permittee does not attend the event himself, he will notify the Authorizing Officer of his substitute's name and planned headquarters for the event. If requested by the BLM, the Permittee or his representative shall accompany a BLM official at inspections before, during or after the event.

18. The Permittee will, within 10 days after the event, send to the office issuing the permit, the completed Post-Use Questionnaire.

19. If any affiliate not named on the application participates in sponsorship, management, or conduct of the event, the permit shall be null and void.

ADDITIONAL STIPULATIONS FOR BLM LANDS IN UTAH

1. Permittee is not authorized to set up support facilities or support stations along the Buckhorn Flat - Horn Silver Gulch portion of the route in Emery County Utah. Travel along this portion of the route is limited to the existing road surface and associated maintenance areas.

2. The Permittee must coordinate signing of the Bonneville Salt Flats portion of the route with the authorized Salt Lake District representative prior to posting the ribbons and markings in this area.

3. Ribbons, markings, all litter and debris in the Bonneville Salt Flats Area must be removed by 5:00 PM on Aug. 15, 1987.

4. The Permittee will coordinate one week prior to the event with the authorized Salt Lake District representative concerning use of the Bonneville Salt Flats. The area of use will be defined by BLM as well as areas of non-use. Restrictions on access will be strictly enforced to alleviate use conflicts with the scheduled 1987 Bonneville National Speed Week Trials that are planned to be in the progress of setting up for timed races. An alternate course as discussed in this EA may have to be used if BLM determines that conditions of the salt crust and mud flats would create safety hazards or Environmental Impacts at the time the event takes place.

5. If the Bonneville International Speedway is to be used a donation will be required for the preparation and maintenance of the track.

6. Event procedures require that 2 hours after the last entrant departs each day, a three-rider staff and sweep crew will follow to report breakdowns and to assure the course is clear. In Utah the BLM reserves the right to "sweep" the course with these three riders for compliance.

7. BLM in Utah reserves the right to document the case file by taking 135 MM photographs which will become part of the case file.

No Action Alternative

The Special Recreation Permit would not be issued. There would be no event across public lands.

SECTION TWO AFFECTED ENVIRONMENT

Recreation

Recreation use along most of the route is dispersed in nature; consisting primarily of motor vehicle sightseeing, access for hunters and rock hounds and other form of dispersed recreation. Exceptions to this are as follow: The 3 miles through Coral Pink Sand Dunes State Park. The portion of the State Park traversed is used primarily as an ORV play area. Approximately 10 miles of county road through Glen Canyon National Recreation area near Big Water will be traversed. This section of the Recreation Area is being managed by the U.S. Park Service as a "recreation and utilization zone". Uses permitted in this zone are scenic touring by vehicle and utility and transportation system. Recreationists travel the Burr Trail for scenery and as a short cut from Escalante to the Bullfrog Marina. Some camping and picnicking occurs along the route. The Little Sahara Recreation Area is used mostly as an ORV play area, camping, and sand play. It attracts some 120,000 visitors each year. The warmer summer time period is the lower use period. Generally August accounts for only 3% of the use for the year. Jericho Campground receives only a small portion of this total use at Little Sahara. Little Sahara is within Juab County where the Juab County Sheriff has initiated a mass gathering ordinance for all competitive events held within the county. This requires those sponsoring events to obtain a permit to ensure that proper communications, law enforcement, ambulance and medical assistance is provided.

The Bonneville Salt Flat is a special recreation management area that is intensively used during the planned time period for the commercial filming of a variety of products (generally automobiles) and high speed automotive and motorcycle trials and races. In addition to these scheduled and permitted activities, the area is also in its peak tourist season with hundreds of visits per day within the region.

The proposed type of competition does not occur regularly along the major portions of the route.

Wilderness

The proposed route does not enter any WSAs; however, the roads traveled and the associated right-of-way disturbance form a portion of the boundary for the following wilderness study areas: Moquith Mountain, Paria Hackberry, The Cockscomb, Wahweap, Burning Hills, Death Ridge, Fifty Mile Mountain, Carcass Canyon, North Escalante Canyons, The Gulch, Phipps Death Hollow, Steep Creek, Mt. Pennell, Mt. Hillers, Fish Creek, Road Canyon and Fish Springs.

Terrestrial Biology

Wildlife inventories have not been completed for the entire area traversed by the Rally. However, the habitat could support approximately 140 species of birds, 40 species of mammals and 12 species of reptiles. Game species common in the area are mule deer, cougar, cottontail rabbit and mourning dove.

Vegetation along the proposed route is primarily in the Salt Desert Shrub Community. Common species include Saltbush, Shadscale, Castle Valley Clover, various grasses such as Indian Rice Grass and Galleta. Trees include primarily Utah Juniper and Pinyon Pine.

There are no T&E plants or animals within the affected road rights-of-way or in close proximity to the route within Utah.

Soil-Air-Water

There are gypsiferous soils along a portion of the route from below Buckhorn Flat along the Red Ledges to Horn Silver Gulch. These soils have a high gypsum content, are unstable, and are subject to both wind and water erosion when disturbed. Most of these soils have the surface protected by scattered vegetation and a dense cryptogamic crust. This crust consists of fungi, mosses, and algae which protects the soil surface. The route in this area is on existing roads. No other sensitive soil types have been identified along the proposed route.

The Colorado River, Green River, San Rafael River, Sevier River, Cherry Creek and the marshes associated with the Fish Springs Bird Refuge are the only water courses on BLM lands along the route. All waters would be crossed on county or state maintained roads.

No policies of the EPA or local air quality management districts would be affected by this action.

Socio Economics

The event will pass through several of Utah's smaller communities which vary in size from 12 or so residents to approximately 6,000 residents. These are mostly small ranching communities and in a few cases no services are provided.

Cultural Resources

The southern Utah leg of the course (west to east) passes by many Anasazi cultural sites. The route passes next to Starr Springs which has been developed as a campground facility and has historical significance. This site however, is not a sensitive area.

In the northwestern part of Utah there are many different types of archaeological sites in the vicinity of the proposed route, but none fall directly on any part of the route. The proposed route does, however, follow several miles of the Pony Express Trail which is a developed gravel road in northern Juab County and southern Tooele County. Remains of Pony Express stations still exist.

The Pony Express Trail and the Starr Springs Ranch are on the National Register of Historic Places. The Pony Express Trail is also currently being reviewed for addition to the National System of Historic Trails.

SECTION THREE ENVIRONMENTAL CONSEQUENCES

Recreation

The 1986 Bonneville National Speed Trials under special recreation use permit are scheduled for the week of Aug, 15, 1987. Careful coordination and possible selection of an alternative route may be required. Other than in this area the proposed motorcycle rally would not have any significant impact on recreational activities throughout the course. The night's layover at Jericho Campground would not impact recreation activities inside Little Sahara since recreation use is very low during the month of August. All public camping and other activities could be easily accommodated at the other campgrounds within Little Sahara.

Due to the organization and nature of this event no danger is foreseen to other recreation users.

Wilderness

The proposed route is adjacent to 17 wilderness study areas (WSA). Since the participants are confined to the designated route, no impacts would occur to the adjacent WSAs. It is also doubtful if the participants would mistakenly stray from the proposed route because of the rough topography of the adjacent WSAs.

Terrestrial Biology

The proposed route would not affect any critical wildlife habitat, and no threatened or endangered species would be impacted. Therefore, there would not be a significant impact to terrestrial biology.

Soil Water and Air

The event as planned would have no lasting impact on soil water and air quality since the route is on existing roads within identified sensitive areas. Adverse soil impacts to the gypsiferous soils along the Buckhorn Flat - Horn Silver Gulch portion of the route would take place if event support activities such as fueling stations were established outside of the travel surface of the road in this area. The impacts would be increased water and wind erosion from these gypsiferous soils.

Socio-Economics

The passage of motorcyclists through Utah will not be disruptive to local inhabitants because the areas are remote with few towns or communities along the proposed course.

Because cyclists are spread out along the route, at least 3 minutes apart, few local inhabitants would likely be aware of the event taking place. For those who become aware of a rally taking place, the motorcycles going through their community would only be a momentary disruption to their mostly rural and quiet lives. Most would probably find it interesting. No lasting effects are expected.

As motor homes, motor kitchens, pickup trucks, and other support vehicles cross the State, they would use more direct paved highways to the next overnight camp.

Prior to entering the more remote areas, the rally support group could be expected to resupply at the larger communities. Logistically, the food might carry them through to Colorado and Idaho, but gasoline purchases may have to be made in small communities where limited support facilities would be available. A mass resupply for 300 people would severely strain the local service outlets in some of these towns. However, due to the way the logistics of the event are planned this is not likely to happen.

The Rally could have a positive impact on some communities if gas, food and lodging are purchased. The largest impact would be in Big Water, Utah where an overnight stop is planned. The local bar and service station could do a large business; no other services are available in the town.

Cultural Resources

Providing that rally participants stay on the marked roads and trails, there will be no affect on the cultural resources in the vicinity of the proposed route.

Other Resource Values

The following resource values were considered, and it was determined there would be no adverse impacts on these resources:

- a. Flood plains and wetlands.
- b. Areas of critical environmental concern
- c. Paleontological resources
- d. Prime or unique farmlands.
- e. Wild and scenic rivers.
- f. Visual resources.

No Action Alternative

It would be difficult to run the rally as proposed across the State without using public lands administered by the Bureau of Land Management. Denial of using public lands for the event would probably necessitate cancelling the Trans Americas rally. If the proposed action does not occur there would be no impacts to resource values. Socio-economic benefits would not be realized.

SECTION FOUR CONSULTATION AND COORDINATION

Public Involvement

A meeting was held on April 7, 1986, for the purpose of involving the team captains for the Utah portion of the Rally, various State officials and the Forest Service. The purpose of this meeting was to provide information about the Rally and provide opportunity for concerns to be expressed.

List of Agencies and Persons Contacted

Bureau of Land Management, Utah Districts and Resource Areas through which the event will pass.

Dan Bringard
Delta, Utah

Cliff Blake
U. S. Forest Service
Region 4

Gawyn Horrocks
Page, AZ

Bob Nielsen
Field Bureau
Utah Highway Patrol

Scott C. Flandro
Field Bureau, Utah Highway Patrol

Preston Gerber
Div. of State Lands and Forestry

Dick Warberton
Director of Emergency Service Bureau

National Park Service
Salt Lake City Office

Officials who Will Oversee the Proposed Action in Utah

Larry Lee
Outdoor Rereation Planner
Utah State Office

Greg Morgan
Outdoor Recreation Planner
Pony Express Resource Area

Larry Royer
Outdoor Recreation Planner
Cedar City District Office

Ferris Clegg
Outdoor Recreation Planner
Richfield District Office

Russ Von Koch
Outdoor Recreation Planner
Moab District Office

EA Mailing List

Dan Bringard
340 So. Center
Delta, Utah 84624

Cliff Blake
U.S. Forest Service
324 25th Street
Ogden, Utah 84401

Major Bob J. Nielsen
Field Bureau Chief
Utah Highway Patrol
4501 South 2700 West
Salt Lake City, Utah 84119

Scott C. Flandro
Div of State Lands & Forestry
3 Triad Center Suite 400
Salt Lake City, Utah 84180

Preston Gerber
12717 South East
Draper, Utah 84020

Bob Sherwood
Bureau of Local Health Service
Dept. of Health
P.O. Box 16700
Salt Lake City, Utah 84116

Dick Warberton
Director of Emergency Services Bureau
P.O. Box 16660
Salt Lake City, Utah 84116

Kane County Commission
Kanab, Utah 84741

San Juan County Commission
San Juan County Courthouse
Monticello, Utah 84535

Emery County Commission
Emery County Courthouse
Castle Dale, Utah 84513

Juab County Commission
P.O. Box 48
Eureka, Utah

Box Elder County Commission
Box Elder County Courthouse
Brigham City, Utah 84302

Capitol Reef National Park
Torrey, Utah 84775

Coral Pink San Dunes State Park
P.O. Box 95
Kanab, Utah 84741

Southern Utah Wilderness Alliance
Box 347
Springdale, Utah 84767

Bonneville Nationals Inc.
c/o Monte Wolfe
3825 East Oakdale Ave.
Pasadena, CA. 91107

Sheriff Dave Carter
25 South 100 West
Nephi, Utah 84648

Doug Bodereo
Dept. of Public Safety
4501 South 2700 West
Salt Lake City, Utah 84119

Ted Wooley
State Parks and Recreation Division
1636 West North Temple
Salt Lake City, Utah 84116

Garfield County Commission
115 North Main
Panguitch, Utah 84759

Grand County Commission
Box 1030
Moab, Utah 84532

Sanpete County Commission
Manti, Utah 84642

Tooele County Commission
Tooele County Courthouse
Tooele, Utah 84074

Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Utah Travel Council
Council Hall
300 North State
Salt Lake City, Utah 84114

Grand County Travel Council
805 Noarth Main
Moab, Utah 84532

Utah Wilderness Association
400 South B-40
Salt Lake City, Utah 84111

Mayor Glen Beck
P.O. Box 326
Wendover, Utah

Senator Jack M. Bangerter
1177 East 5th North
Bountiful, Utah 84010

Forest Supervisor
Dixie National Forest
500 South Main
Cedar City, Utah 84720

Forest Supervisor
Manti-Lasal National Forest
350 East Main Street
Price, Utah 84501

Forest Supervisor
Fishlake National Forest
170 North Main Street
Richfield, Utah 84701

Joe Bauman
Deseret News
City Desk
Salt Lake City, Utah 84111

Fred Swanson
Utah Wildlands Coalition
625 South 300 East

Frank Nielson
Amco
P.O. Box 800
Denver, CO 80201

Booth C. Wallentine
Utah Farm Bureau
5300 South 360 West
Salt Lake City, Utah 84107

Jane Whalen
Southwest Resource Council
P.O. Box 1182
Hurricane, Utah 84737

Jim Pissot
Utah Audubon Society
Wilderness & Public Lands Chairman
P.O. Box 9419
Salt Lake City, Utah 84109

Brent Griggs
SOS
Route 1, Box 141H
Price, Utah

Gary Macfarlane
Utah Wilderness Association
455 East 400 South, B-40
Salt Lake City, Utah 84111

Forest Supervisor
Uinta National Forest
P.O. Box 1428
Provo, Utah 84601

Fish Springs National Wildlife Refuge
Dugway, Utah 84022

Jim Catlin
1120 South Windsor St.
Salt Lake City, Utah 84105

Utah Chapter Sierra Club
Box 8393
Salt Lake City, Utah 84108

State Data Center
State Planning Coordinating Office
116 State Capitol Bldg.
Salt Lake City, Utah 84114

Coordinator A-95
Environmental Programs
State Clearing House
116 State Capitol Bldg.
Salt Lake City, Utah 84114

Sierra Club
Suite 6A
3201 North 16th Street
Phoenix, Arizona 85010

Mike Sibbett
Utah Cattlemen's Association
150 South 6th East
Salt Lake City, Utah 84102

Clair Acord
Utah Woolgrowers
415 Judge Bldg.
Salt Lake City, Utah 84111

James A. Holtkamp
Attorney at Law
Van Cott, Bagley, Cornwall & McCarthy
Suite 1600 - 50 South Main Street
Salt Lake City, Utah 84144

Utah Mining Association
825 Kearns Building
Salt Lake City, Utah 84111

Utah Petroleum Association
56 East 300 S. #200
Salt Lake City, Utah 84111-2202

Utah Wildlife Federation
P.O. Box 15636
Salt Lake City, Utah 84115

Navajo Nation
Window Rock, AZ. 86515

Gawyn Horrocks
P.O. Box 3281
Page, AZ. 86040

Ms. Debbie Sease
Sierra Club
330 Pennsylvania Avenue, S.D.
Washington, D.C. 20003

David Alberswerth
National Wildlife Federation
1325 Massachusetts Avenue, N.W.
Washington, D.C. 20005

Brock Evans
National Audubon Society
645 Pennsylvania Avenue, S.E.,
3rd Floor
Washington, D.C. 20003

Clifton R. Merritt
American Wilderness Alliance
7600 E. Arapahoe Road
Suite 114
Englewood, Colorado 80112

Colorado Open Space Council
2239 East Colfax Avenue
Denver, Colorado 80206

Oregon State Office
825 Northeast Multnomah Street
P.O. Box 2965
Portland, Or 97208

Southern Utah Wilderness Alliance
P.O. Box 347
Springdale, Utah 84767

Michael Skolnick
Room 115
State Capitol
Salt Lake City, Utah 84114

Callao Town Council
Star Route
Callao Utah Via Wendover Ut 84083

Alex Joseph
Big Water, Utah

John Skibinski
California State Office
Federal Office Building
2800 Cottage Way
Sacramento, CA 95825

Arizona State Office
3707 North 7th Street
P.O. Box 16563
Phoenix, AZ 85011

Colorado State Office
2850 Youngfield Street
Lakewood, CO 80215

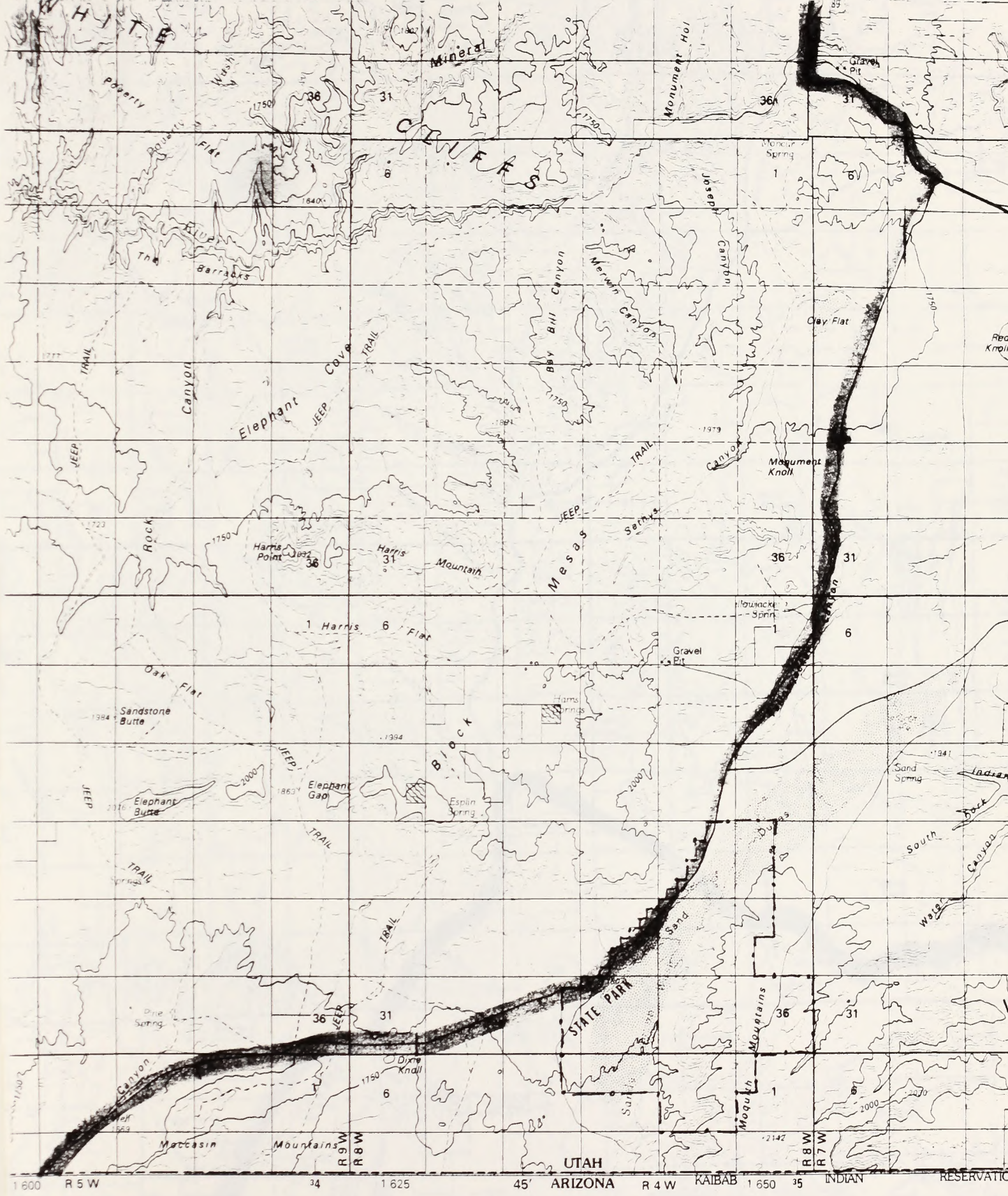
Idaho State Office
3380 Americana Terrace
Boise, ID 83706

Nevada State Office
850 Harvard Way
P.O. Box 12000
Reno, NV 89520

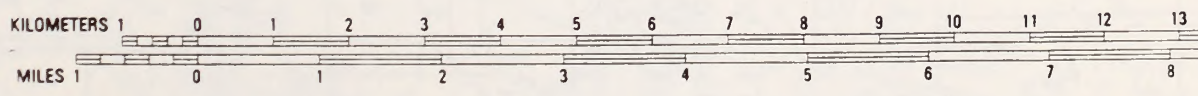
APPENDIX A
APPENDICES
DETAILED WASTE WAYS

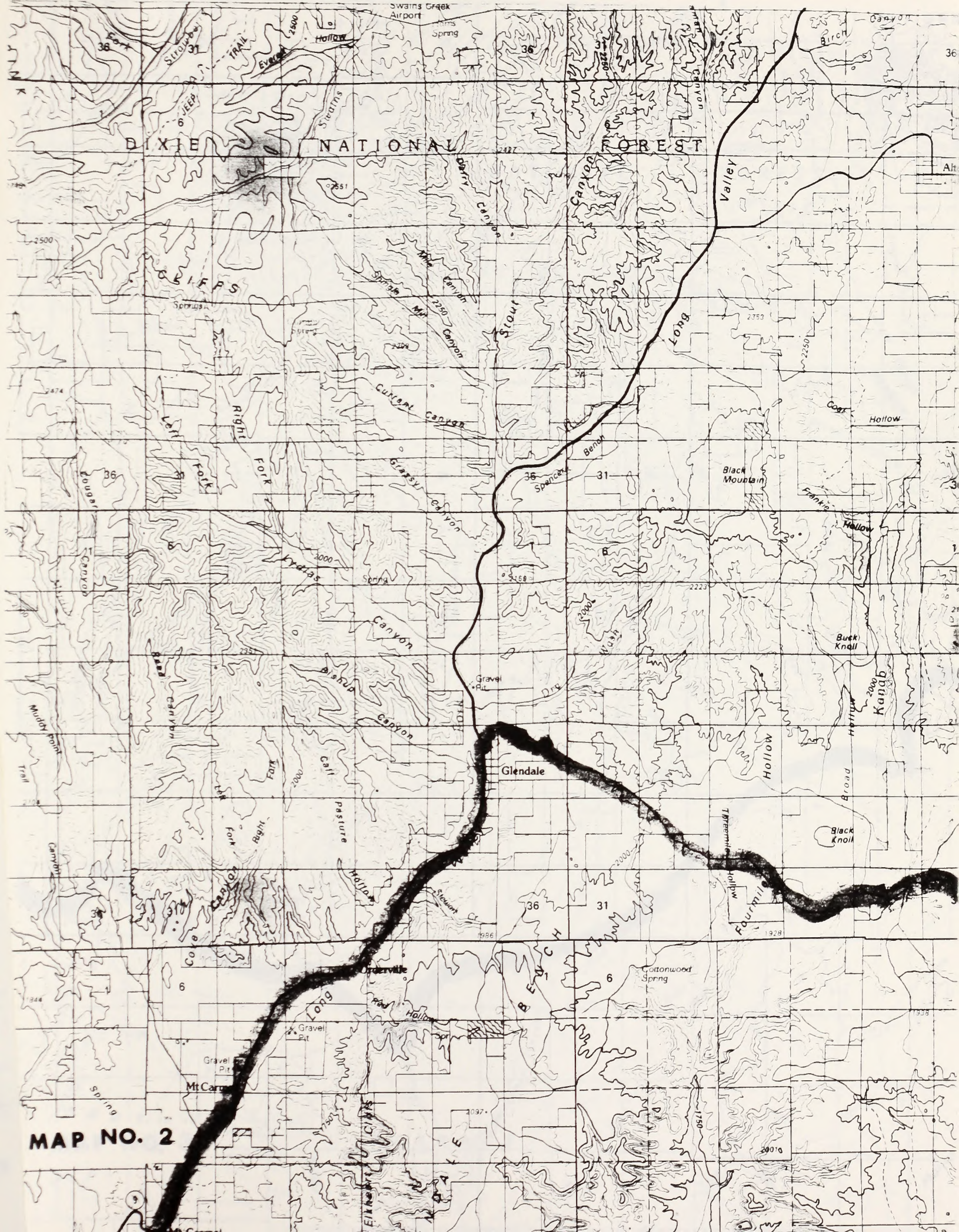
APPENDIX A
DETAILED ROUTE MAPS

APPENDIX A
DETAILED WASTE MAP

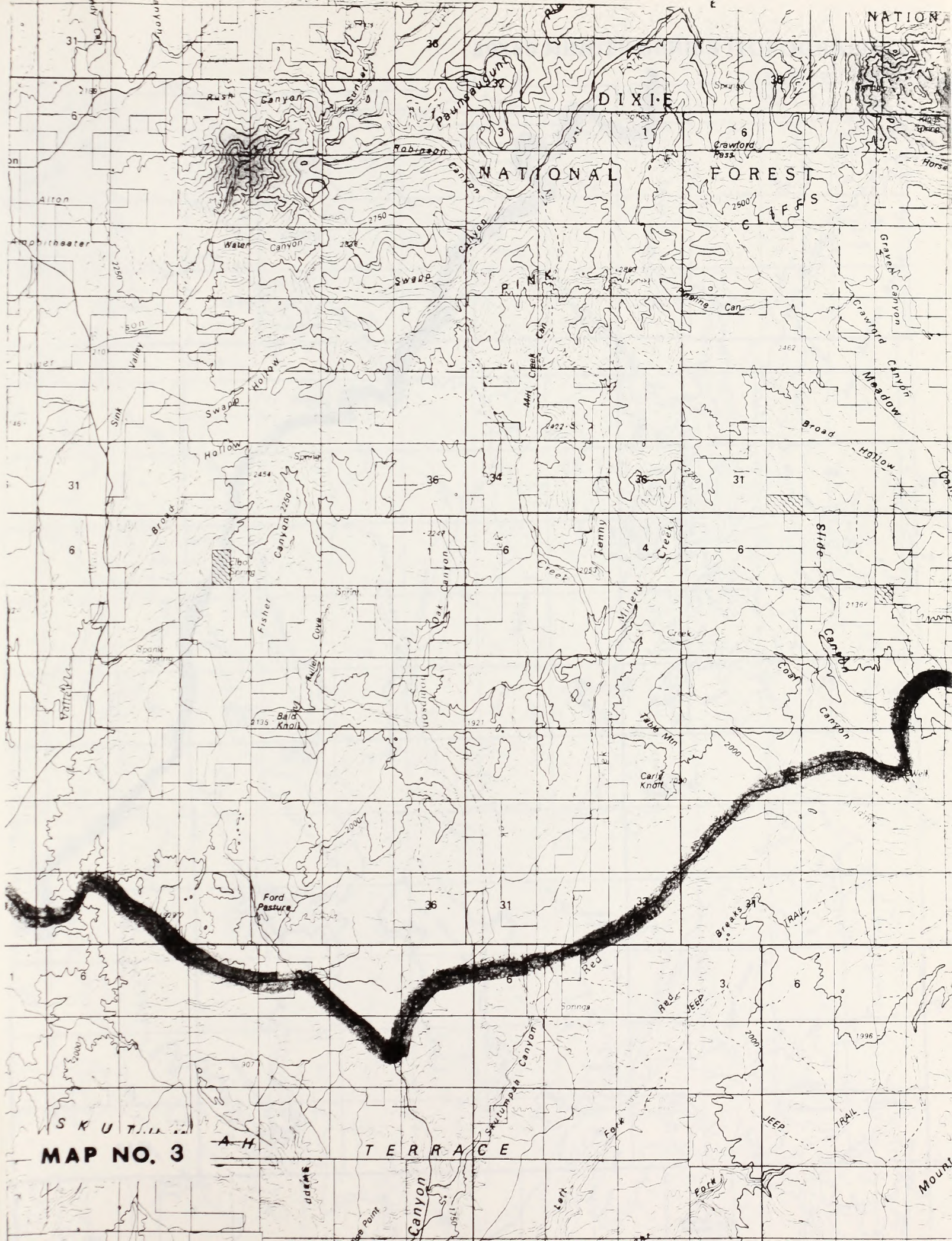


MAP NO. 1





MAP NO. 2



MAP NO. 3

A-H

TERRACE

NATION

DIXIE

NATIONAL FOREST

CLIFFS

SKUTUMPAH

SKUTUMPAH CANYON

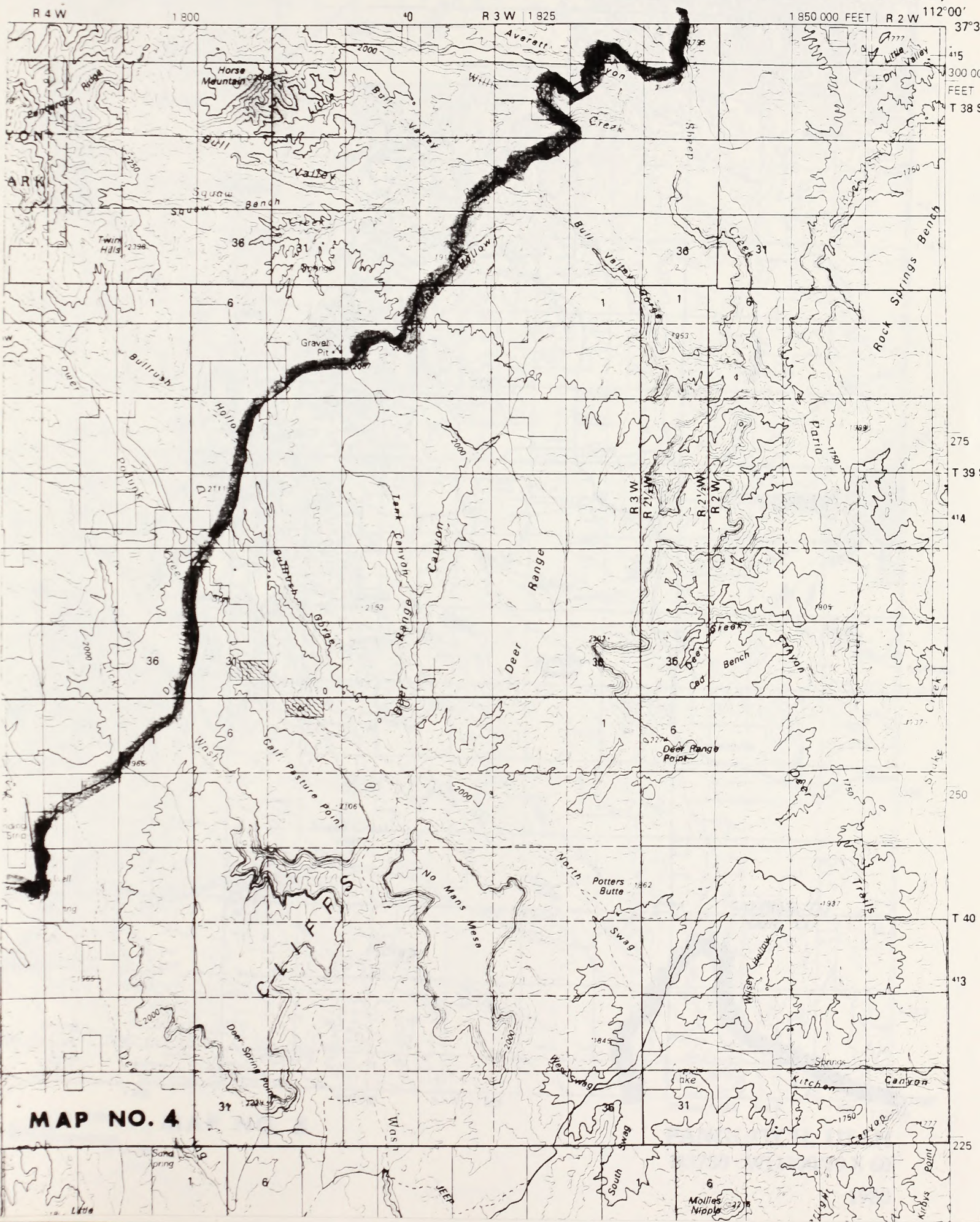
CANYON

FORK

FORK

MOUNT

30X60 MINUTE SERIES (TOPOGRAPHIC)



MAP NO. 4



W 1 800 400000E R 3 W 1 825 Printed 1984 R 2 W 1 850 112°00' 37°30'

20 000 METERS
70 000 FEET

MAP NO. 5

PANGUITCH, UTAH
N3730-W11200/30 X 60

1980



MAP NO. 6

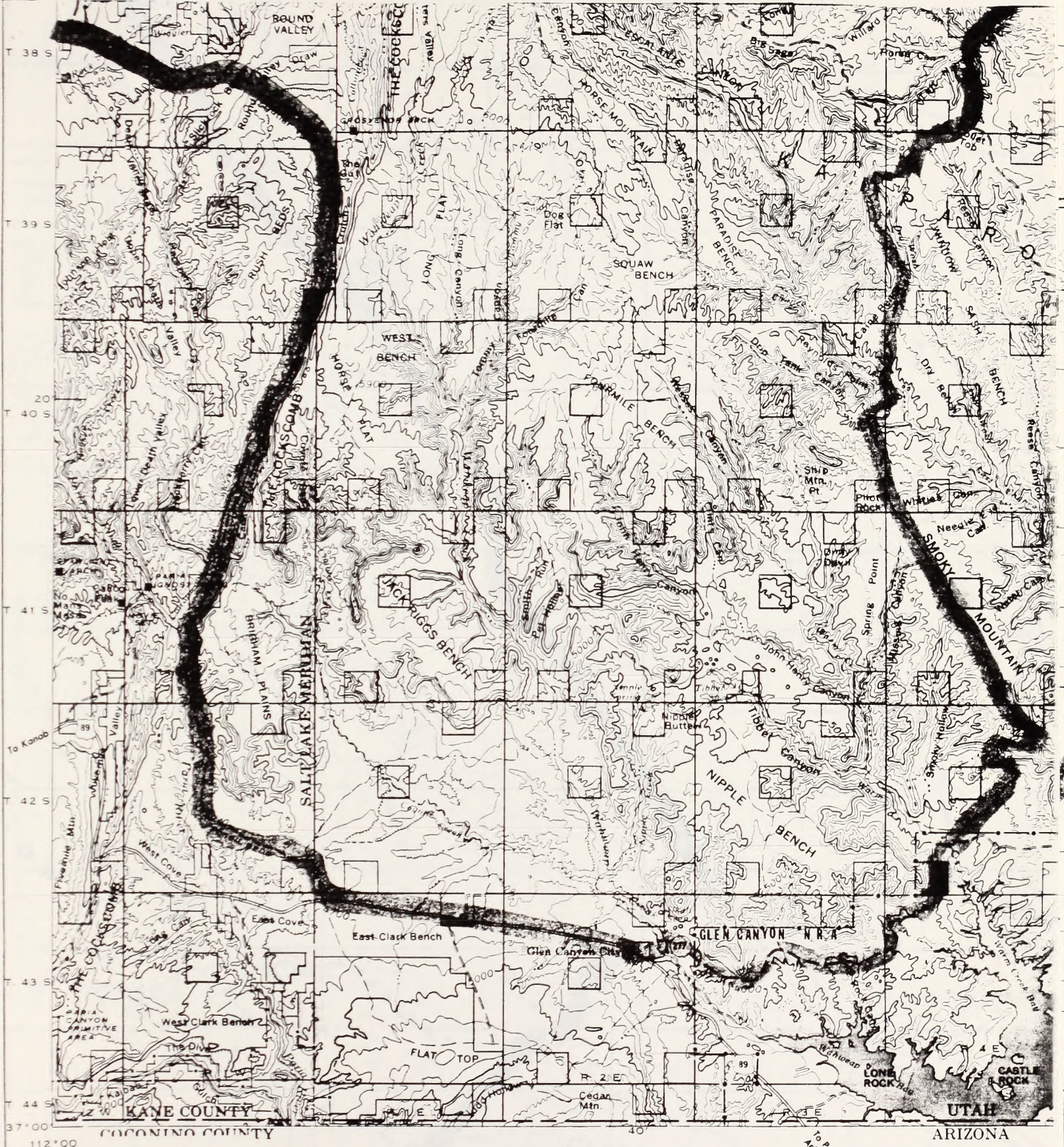
T 38 S
37° 30'
112° 00' R 2 W

1 875 000 FEET 42

R 1 W

1 900

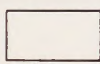
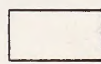
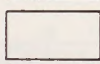


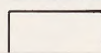
R 1 E 43

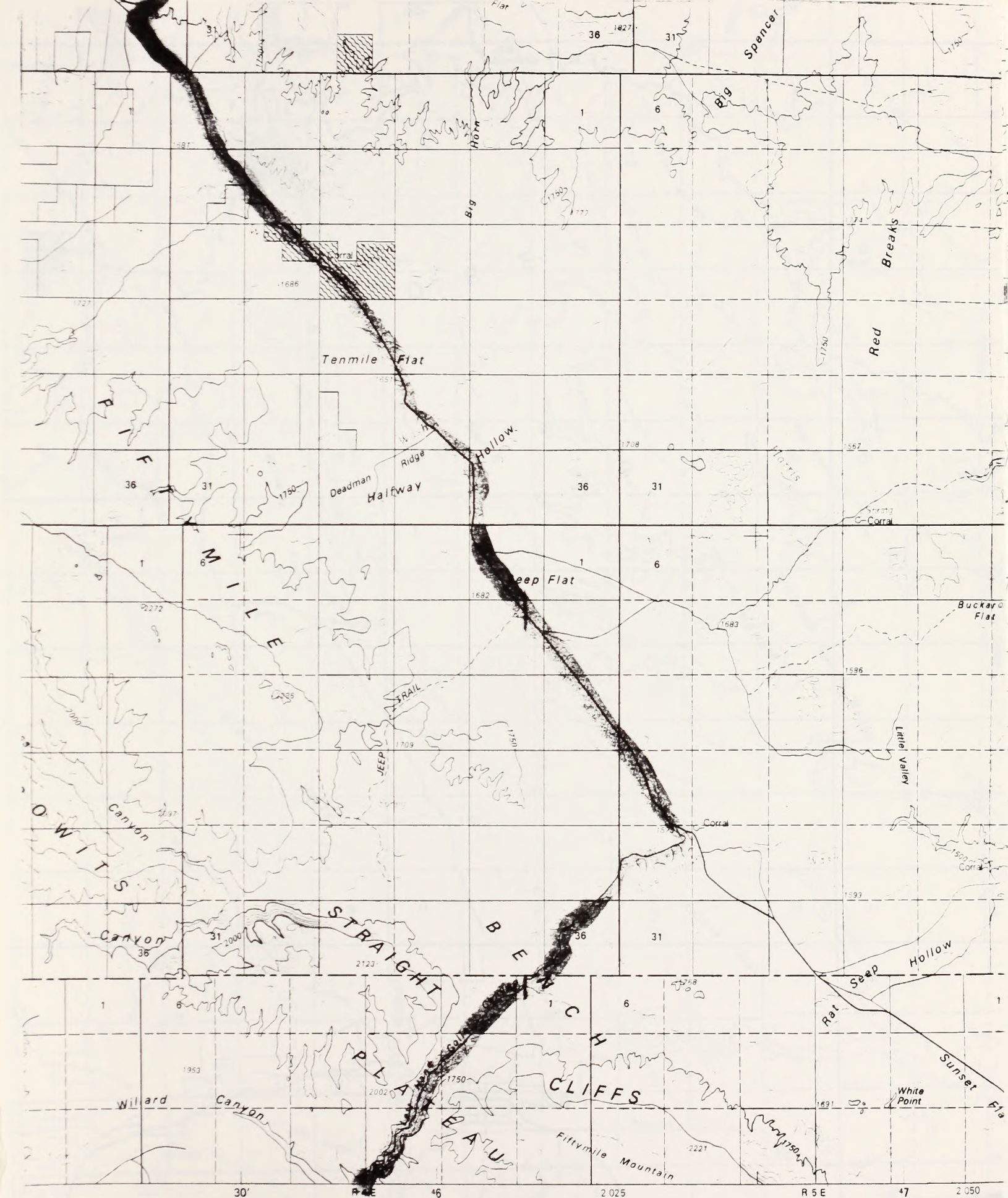


MAP NO. 7

LEGEND

The base grid was compiled by the Bureau of Land Management from the official records of cadastral surveys. Map information was taken from maps prepared by the Army Map Service (FSGE), Corps of Engineers, U.S. Army, Washington, D.C., and quadrangles prepared by the U.S. Geological Survey.

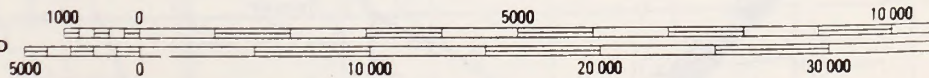
- | | | | |
|---|-----------------------|---|--------------|
|  | PUBLIC LAND |  | STATE LAND |
|  | PRIVATE LAND |  | NATIONAL FOR |
|  | NATIONAL PARKS & MON. |  | INDIAN LAND |

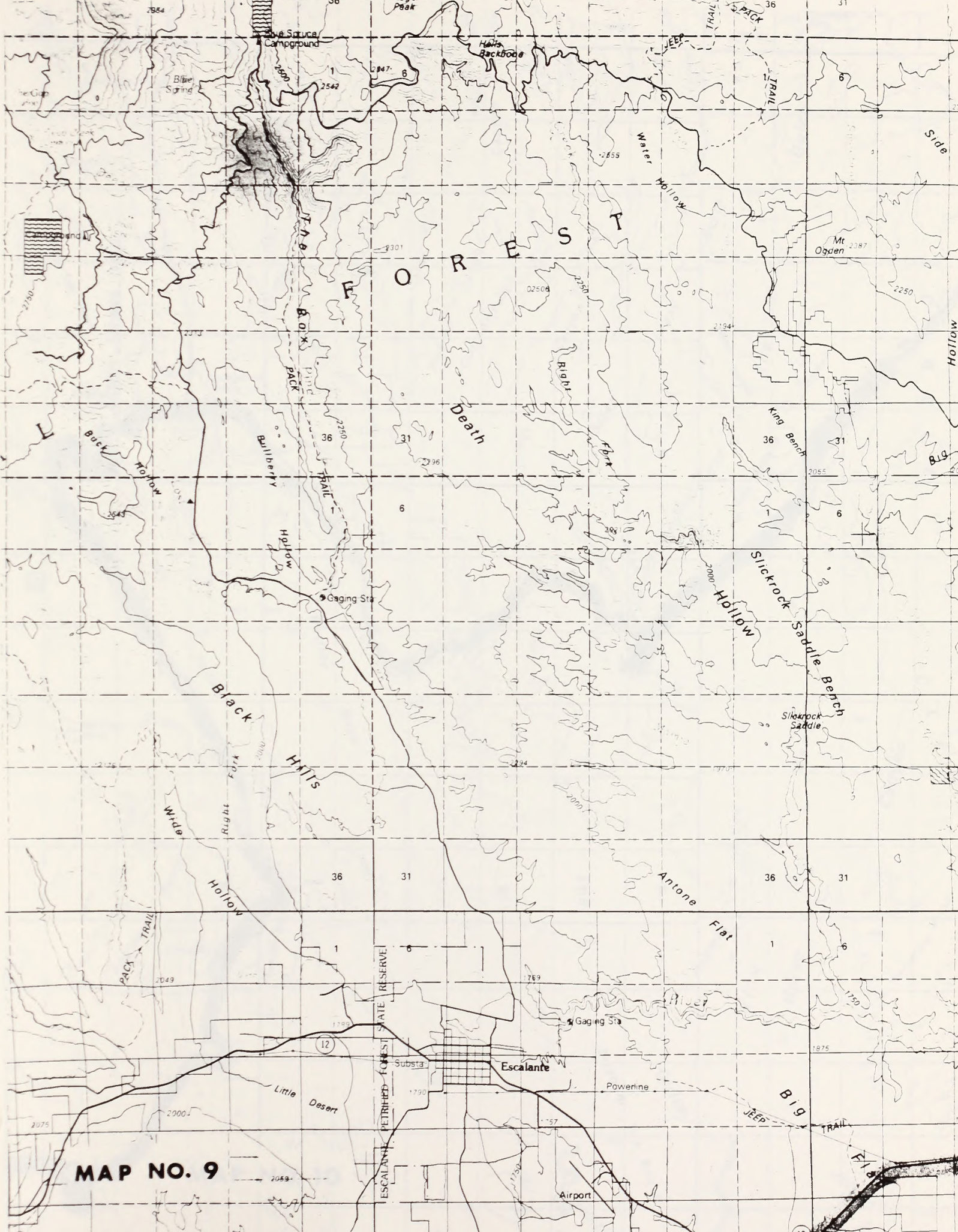


MAP NO. 8

SCALE 1:100 000

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 CONTOUR INTERVAL 50 METERS

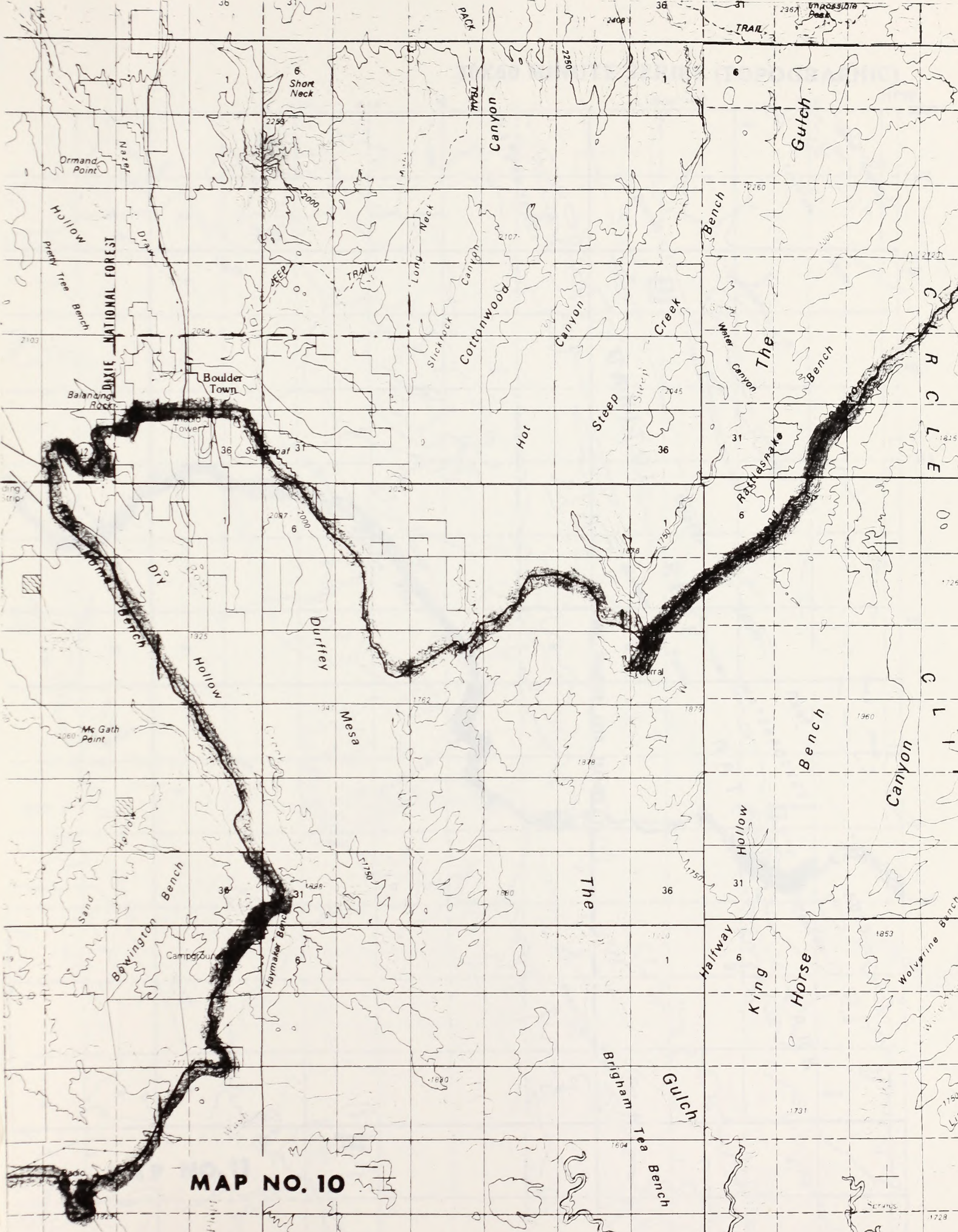




MAP NO. 9

ESCALANTE PETRIFIED FOREST STATE RESERVE

12



MAP NO. 10

30X60 MINUTE SERIES (TOPOGRAPHIC)

2 100 R 7 E 19

2 125 000 FEET

R 8 E

111°00'

38°00'

T 32 S

475 000
FEET

420

T 33 S

450

450

419

419

T 34 S

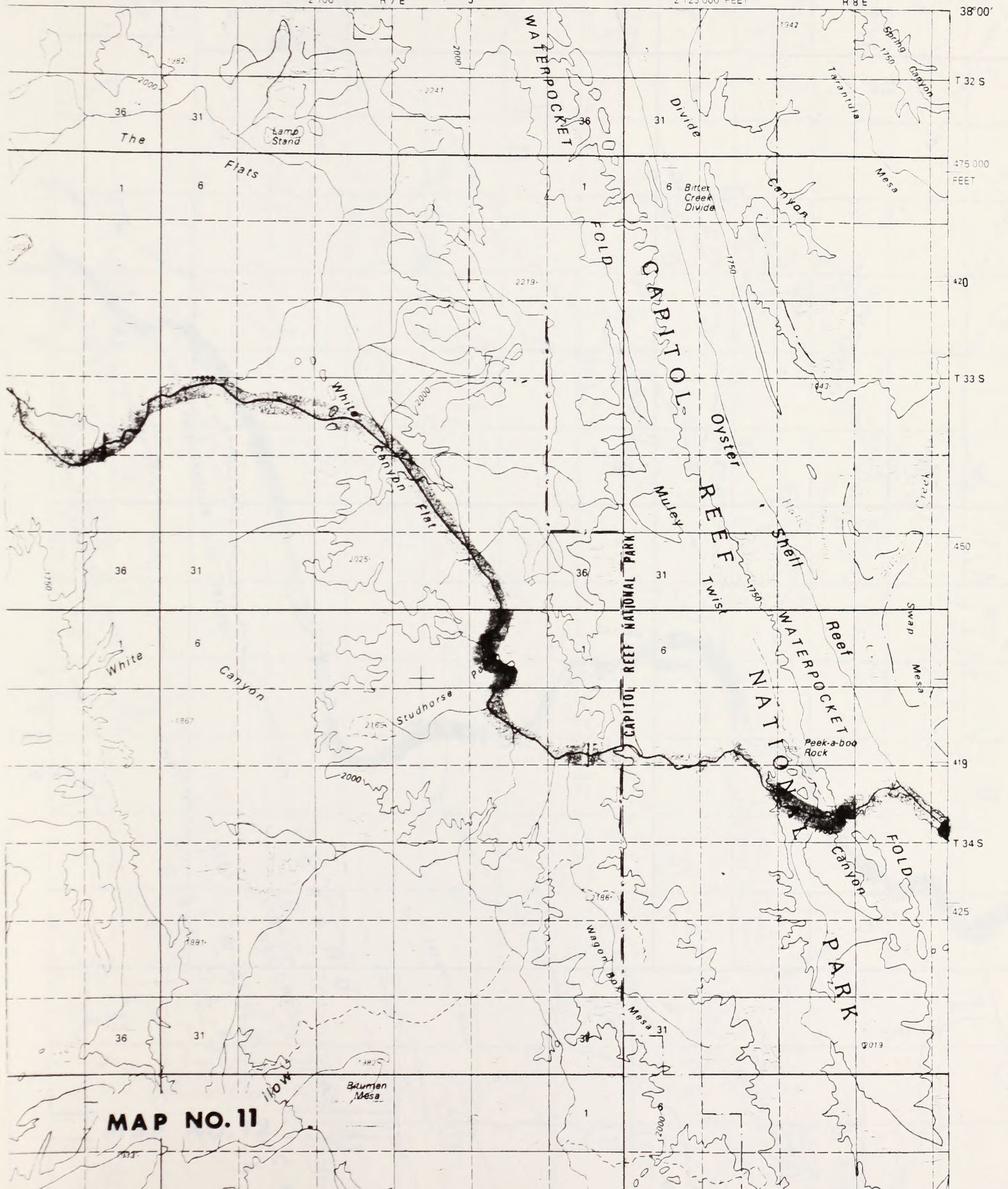
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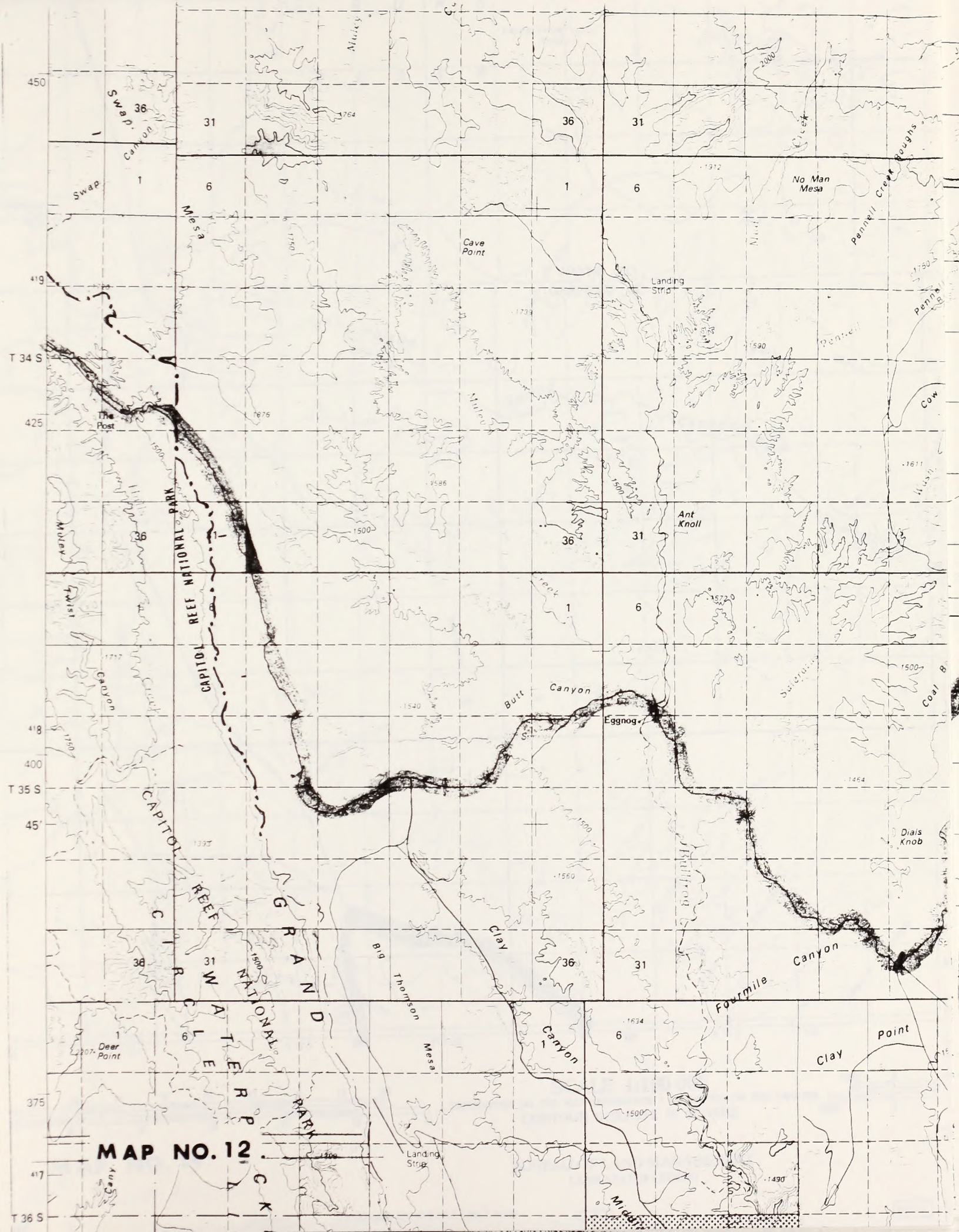
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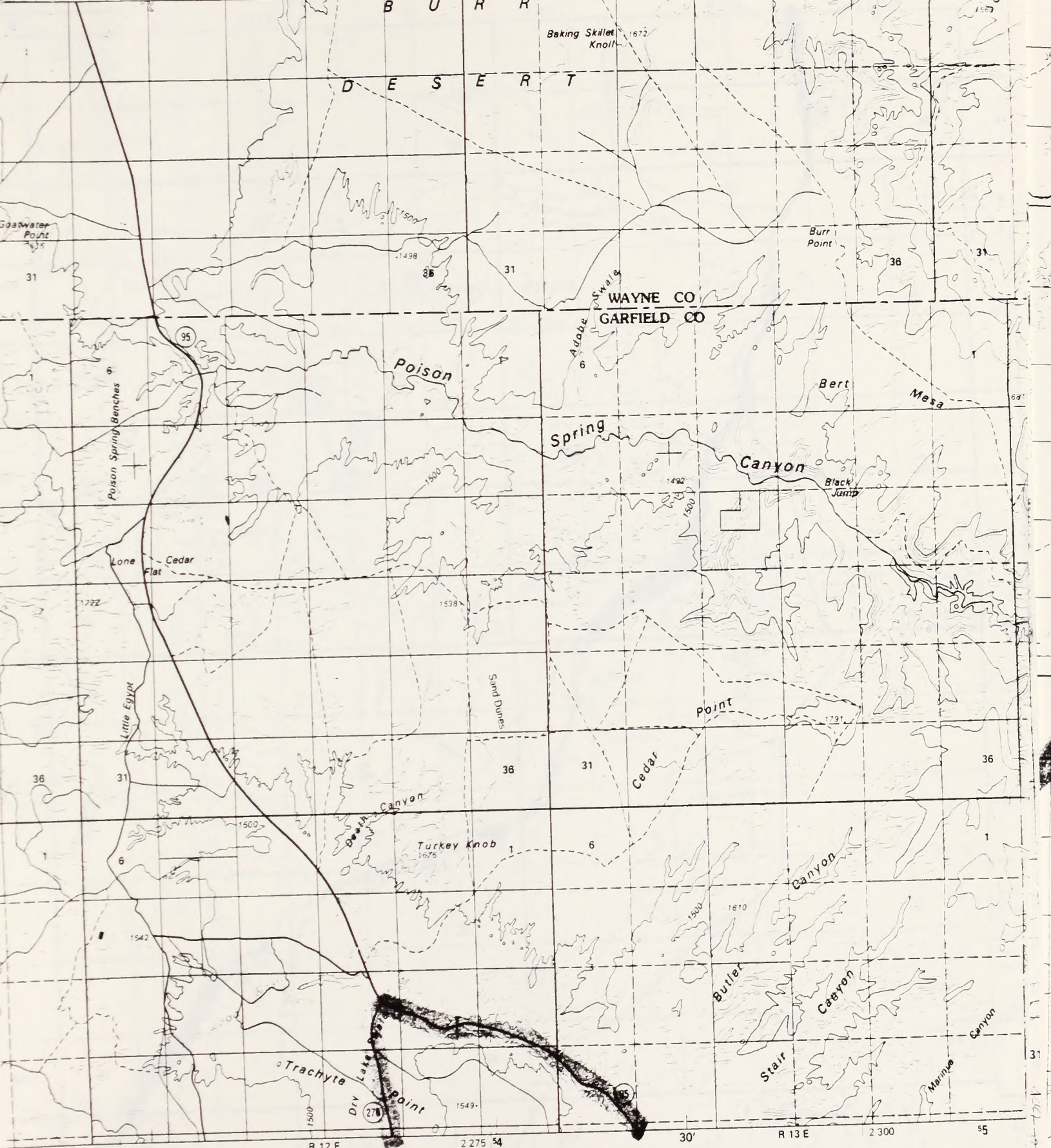
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MAP NO. 11

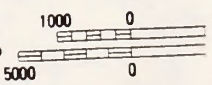
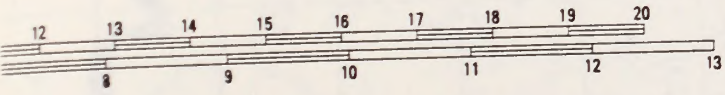


MAP NO. 12



SCALE 1:100 000

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 CONTOUR INTERVAL 50 METERS



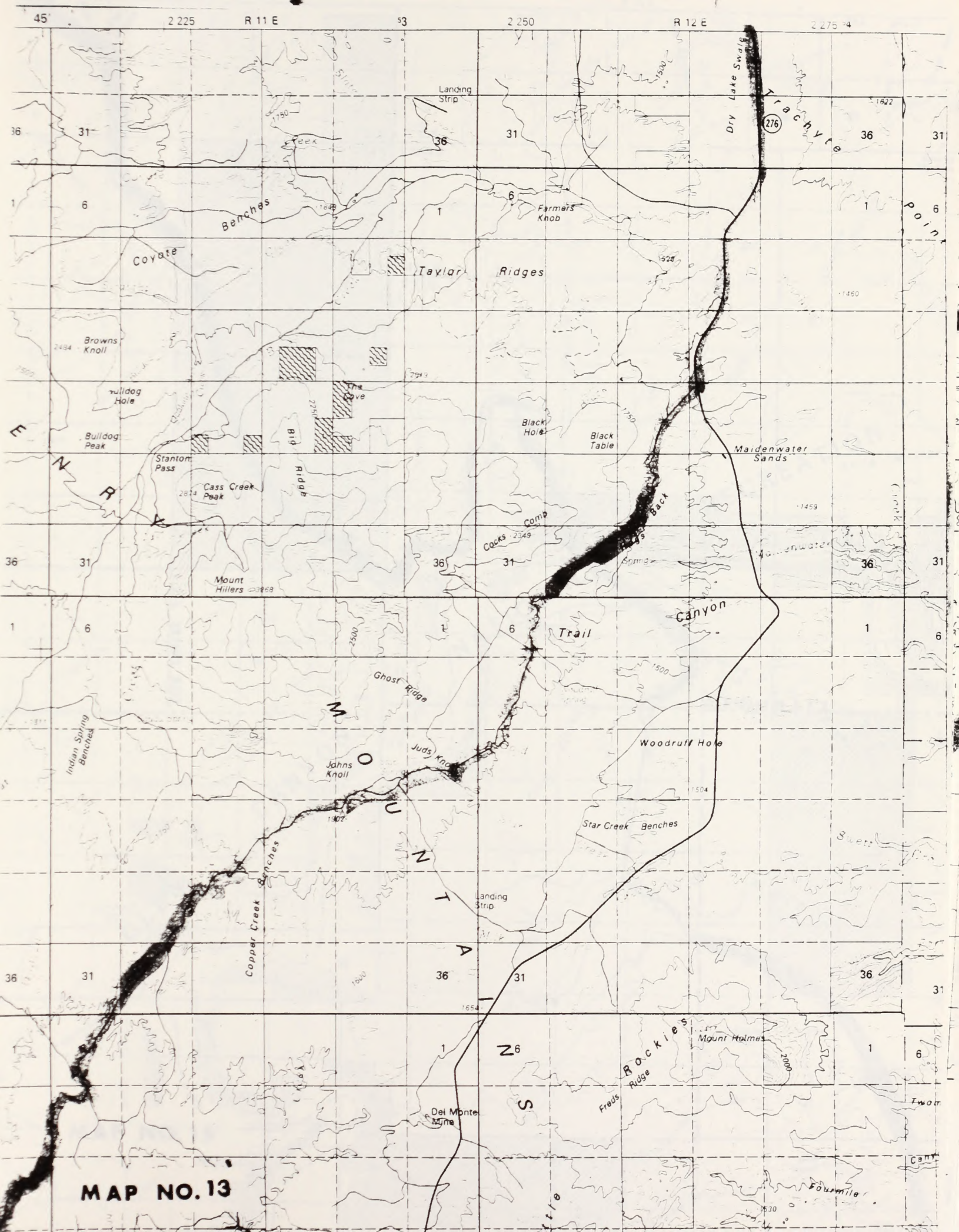
MAP NO. 14

**BUREAU OF LAND MANAGEMENT
 LAND STATUS LEGEND**

Bankhead-Jones Land Use Lands

[NONE]

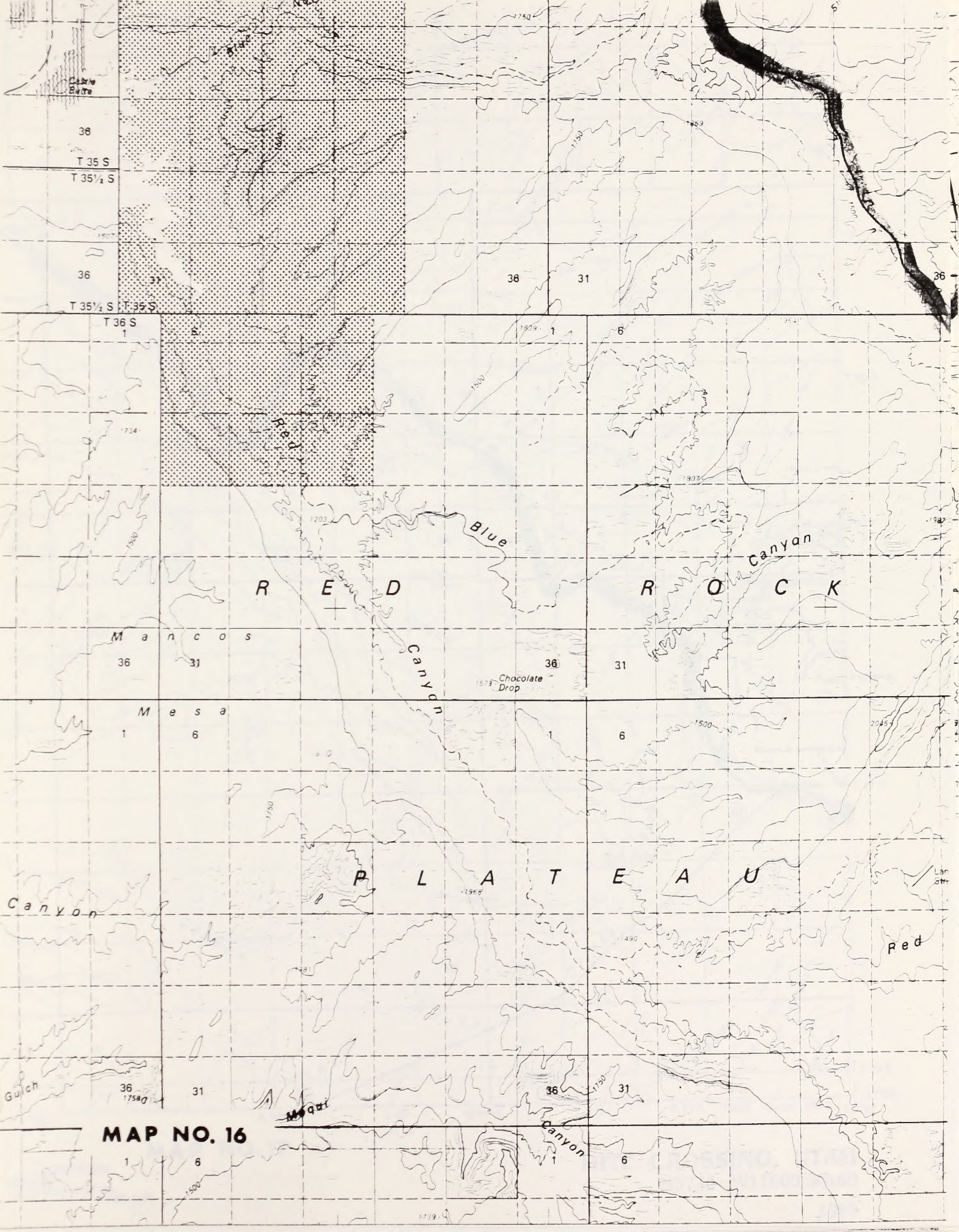
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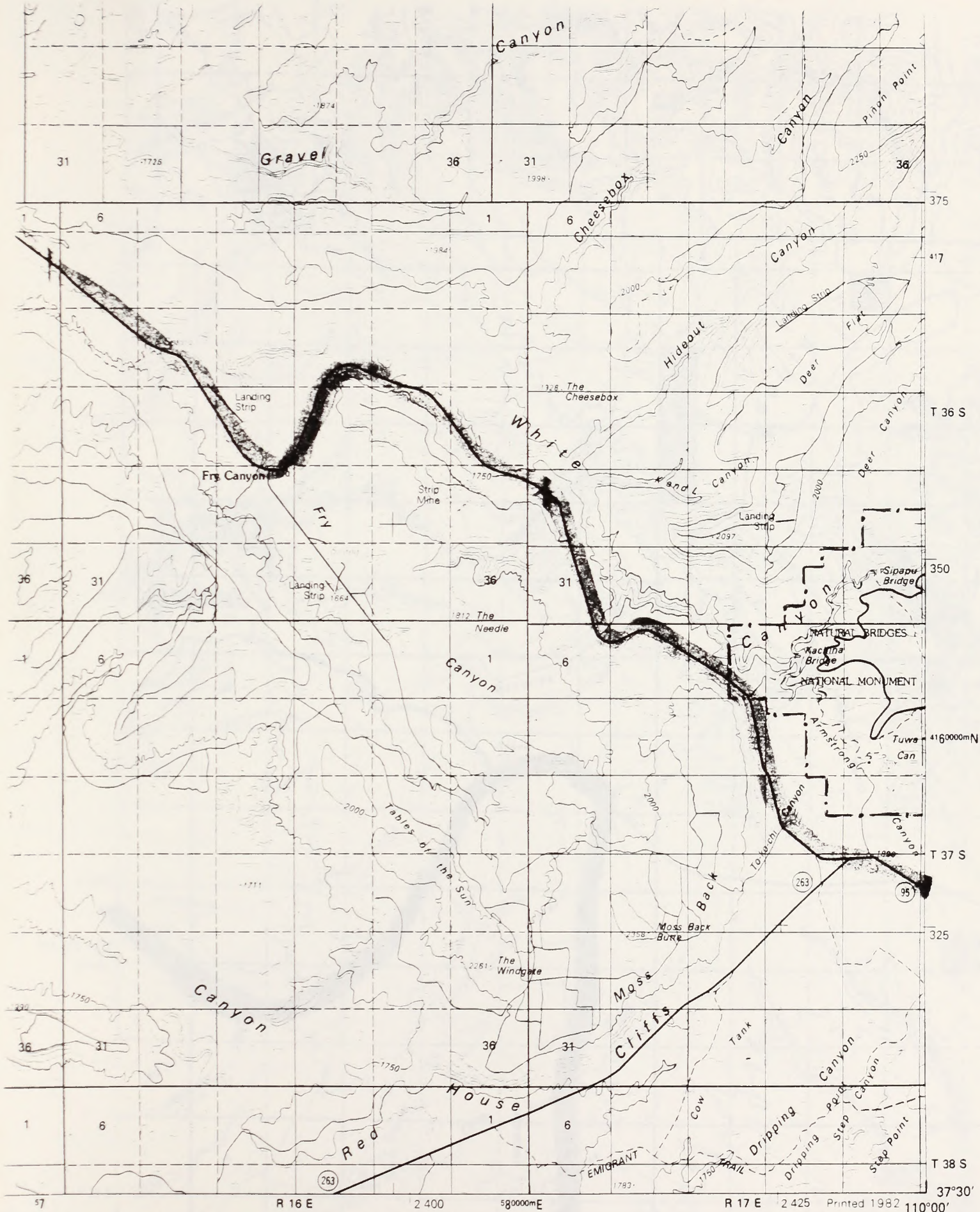
MAP NO. 13



MAP NO. 15



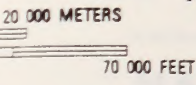
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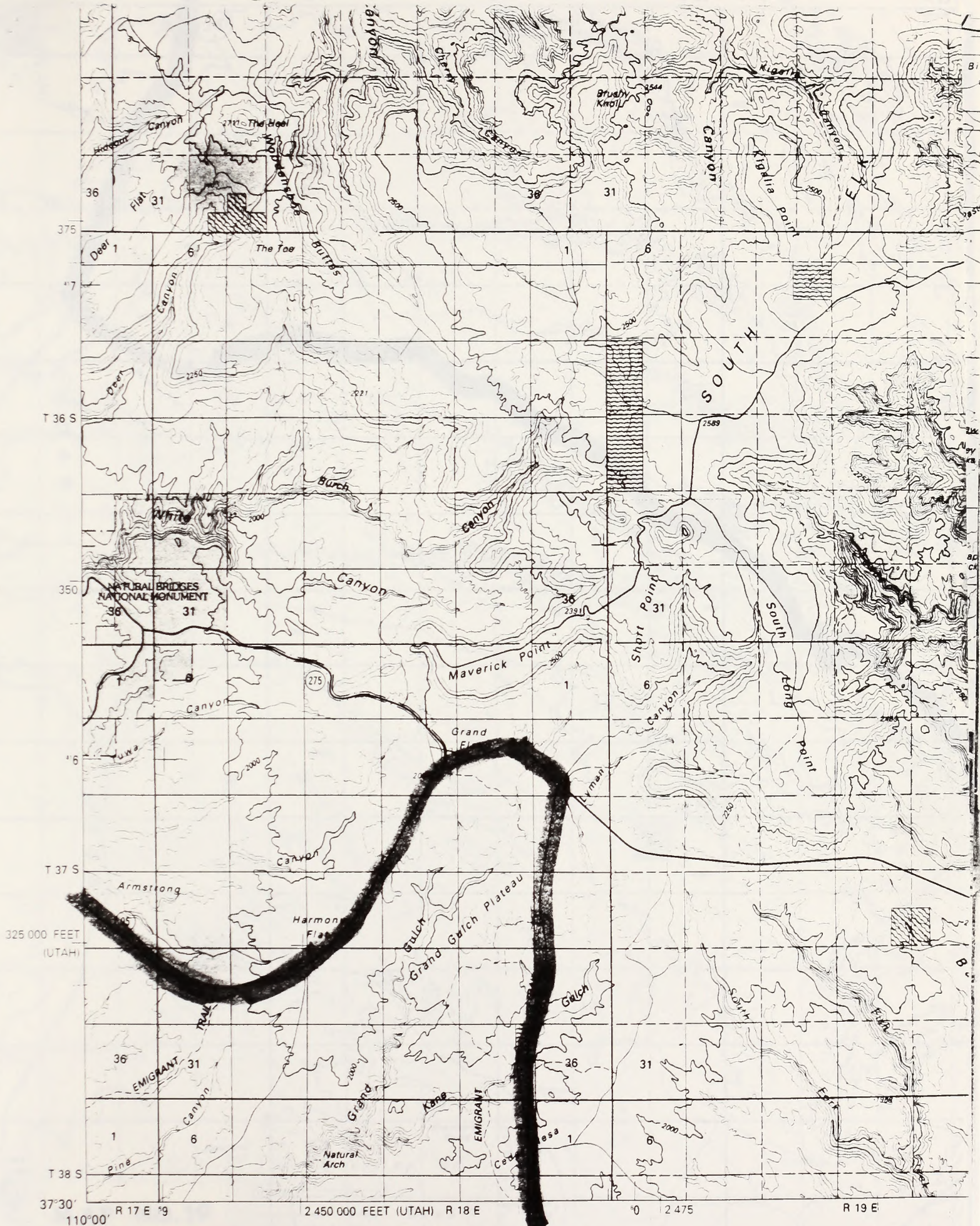
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HITE CROSSING, UTAH
 N3730 - W11000/30x60

1980

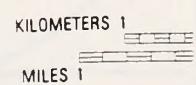


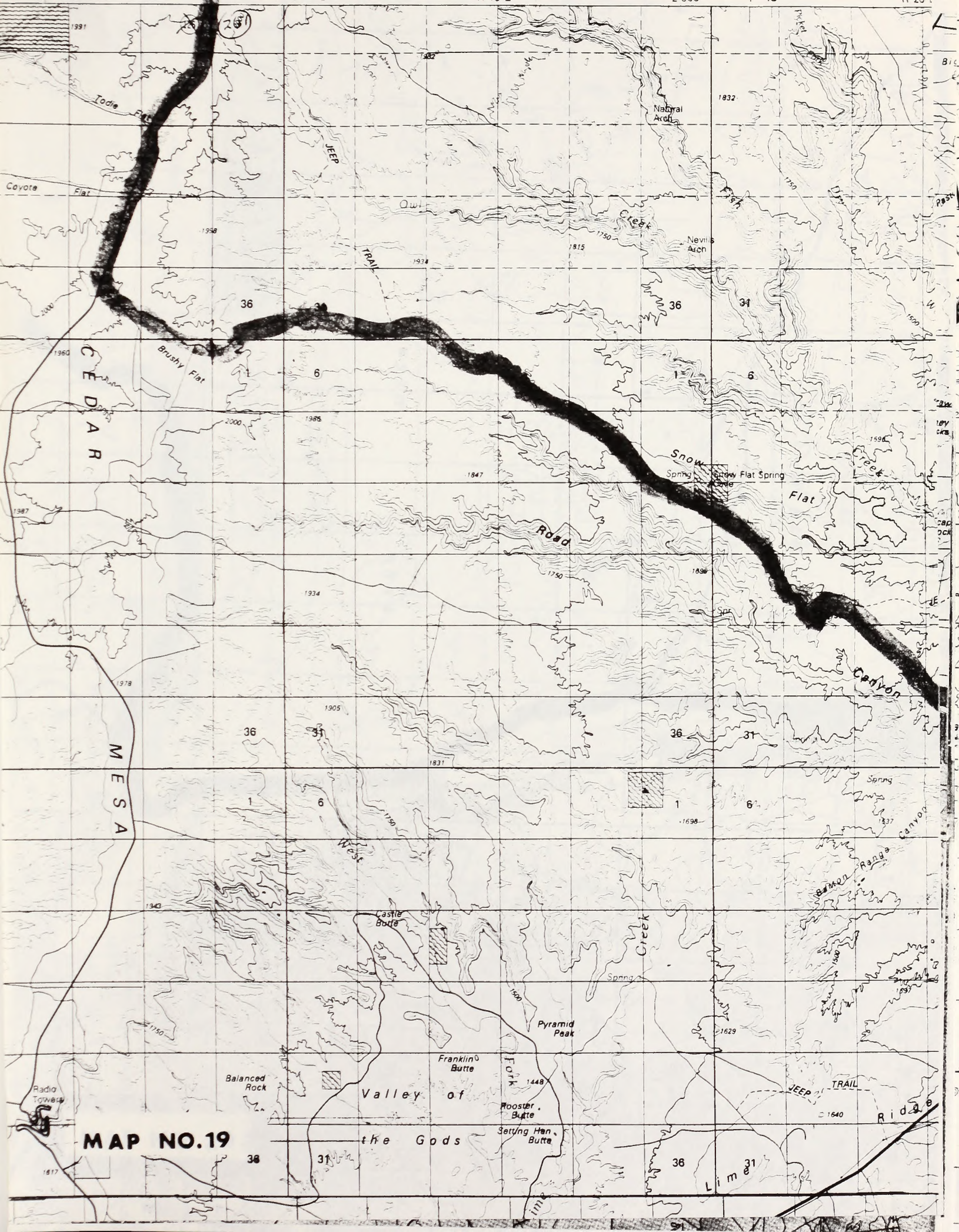
Printed 1982 110°00'



INTERIOR—GEOLOGICAL SURVEY RESTON, VIRGINIA—1984

MAP NO. 18





1991

261

1832

Natural Arch

JEEP TRAIL

Owl Creek

Nevill's Arch

36

6

36

31

CEDAR MESA

Brushy Flat

2000

1985

1847

Snow Spring

Snow Flat Spring

Flat

Road

1750

1896

Canyon

MESA

36

31

36

31

6

1

6

1340

Castle Butte

Creek

Spring

Banded Range Canyon

Pyramid Peak

1629

Radio Towers

Balanced Rock

Valley of the Gods

Franklin Butte

Fork

Rooster Butte

Setting Hen Butte

JEEP TRAIL

Ridge

MAP NO. 19

38

31

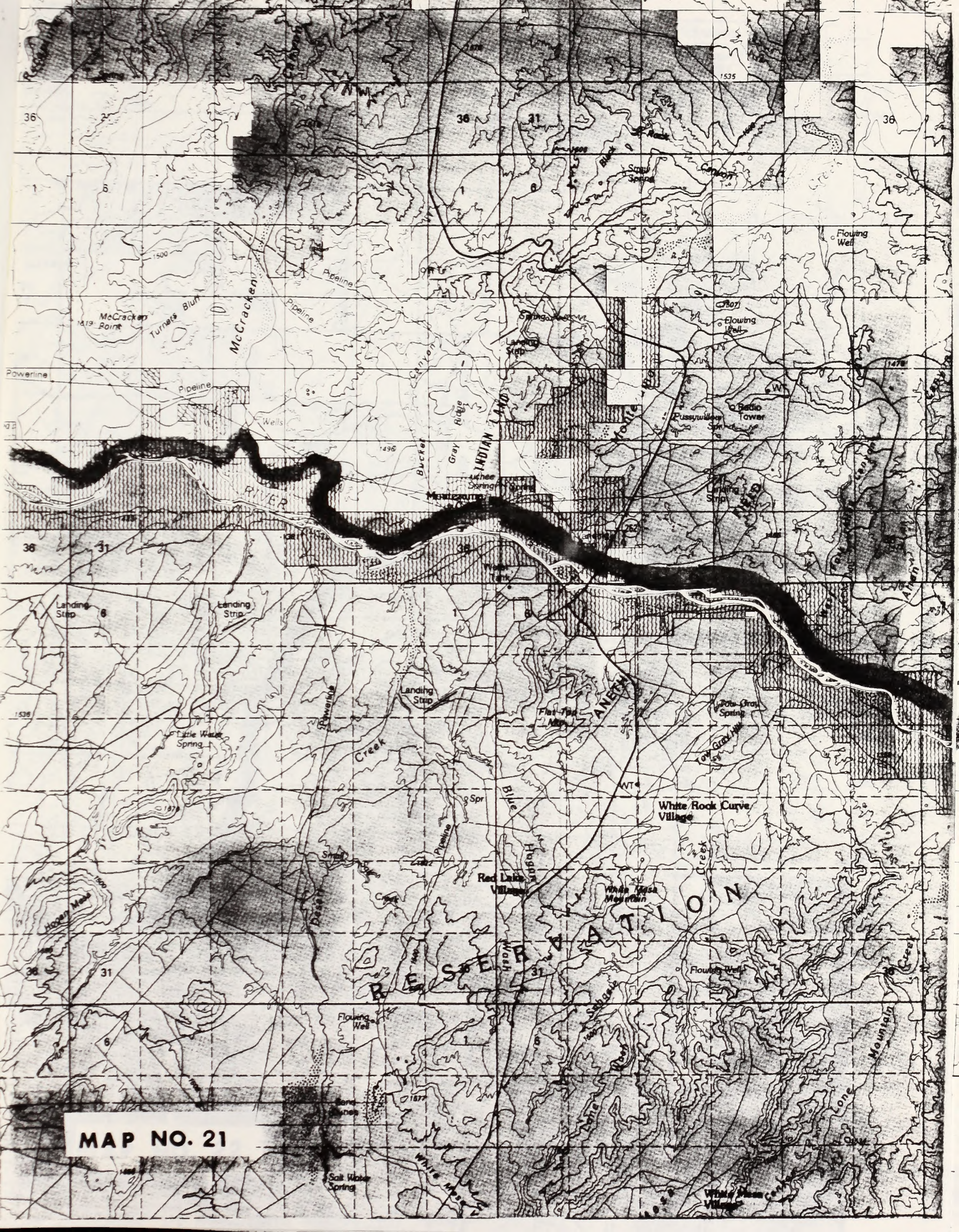
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31

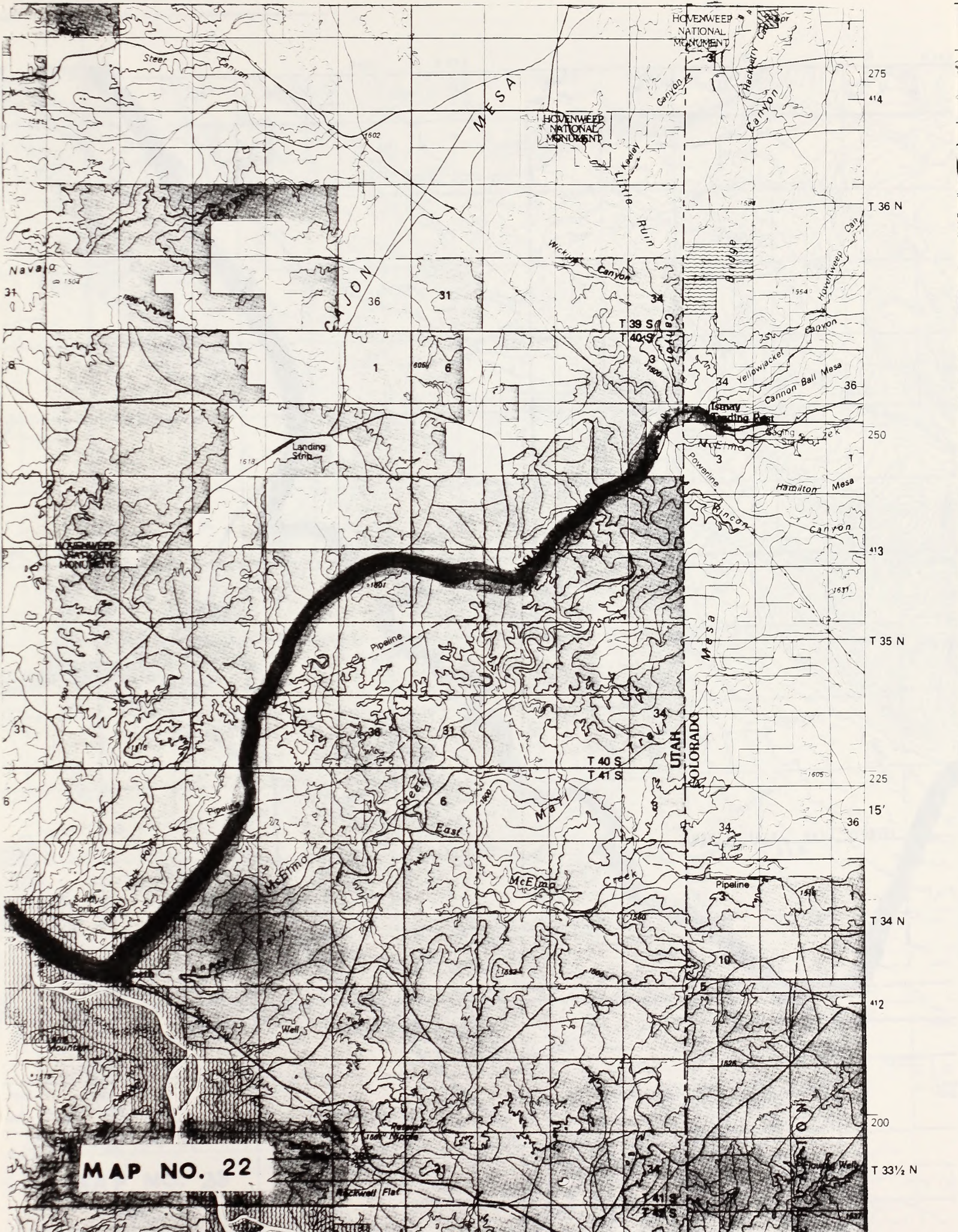
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MAP NO. 20



MAP NO. 21



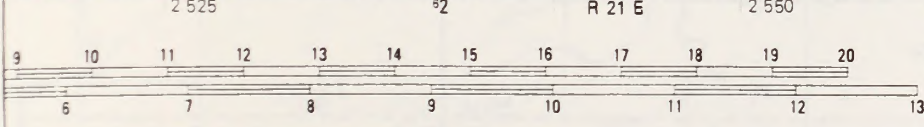
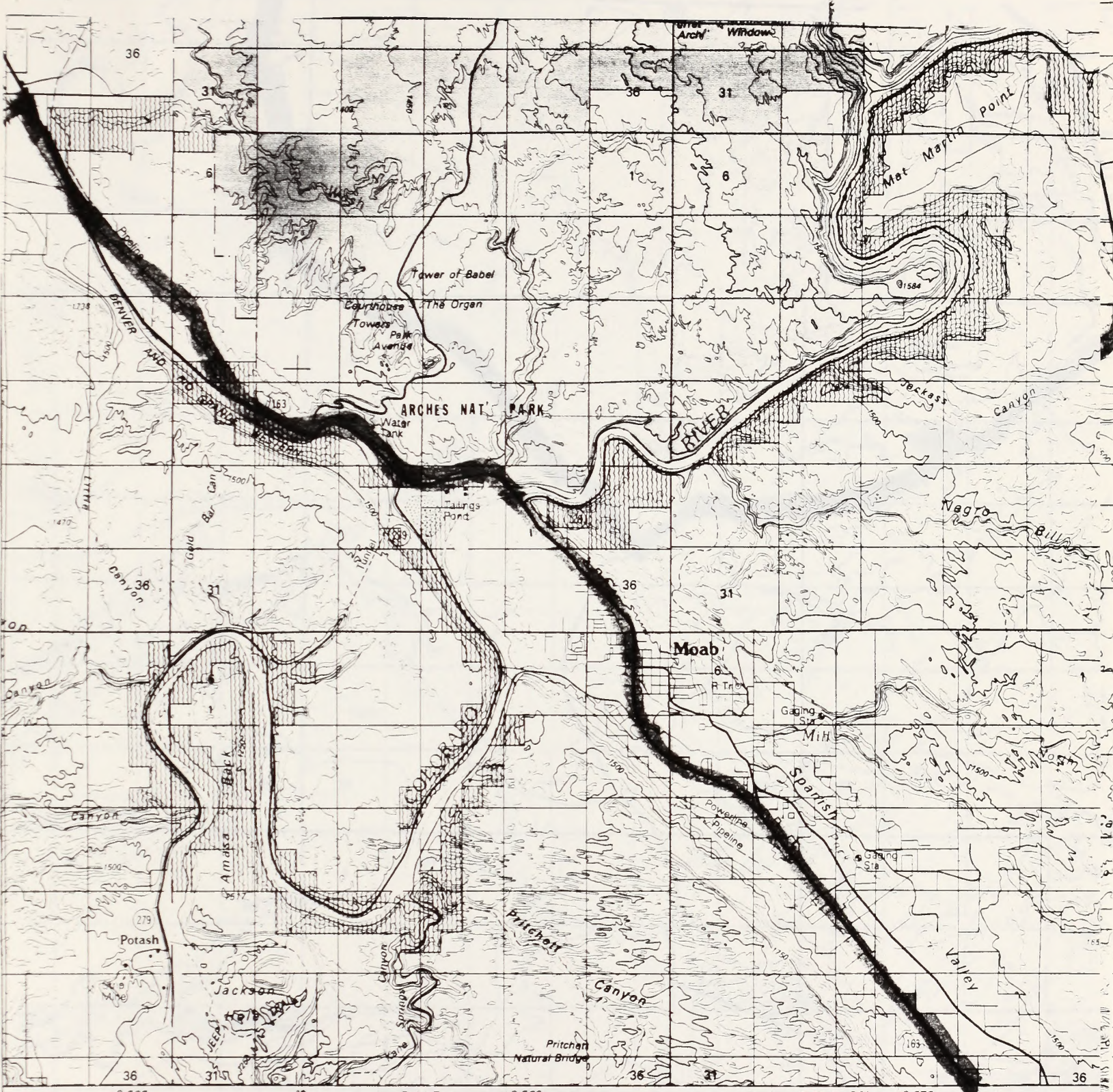
275
414
T 36 N
250
413
T 35 N
225
15'
36
T 34 N
412
200
T 33½ N

MAP NO. 22



MAP NO. 23

Land Strip



SCALE 1:100 000

1 CENTIMETER ON THE MAP REPRESENTS 1 KILOMETER ON THE GROUND

CONTOUR INTERVAL 50 METERS

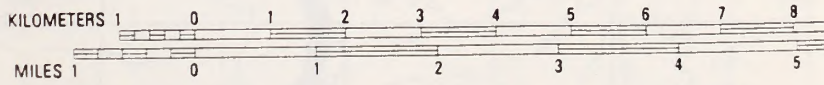
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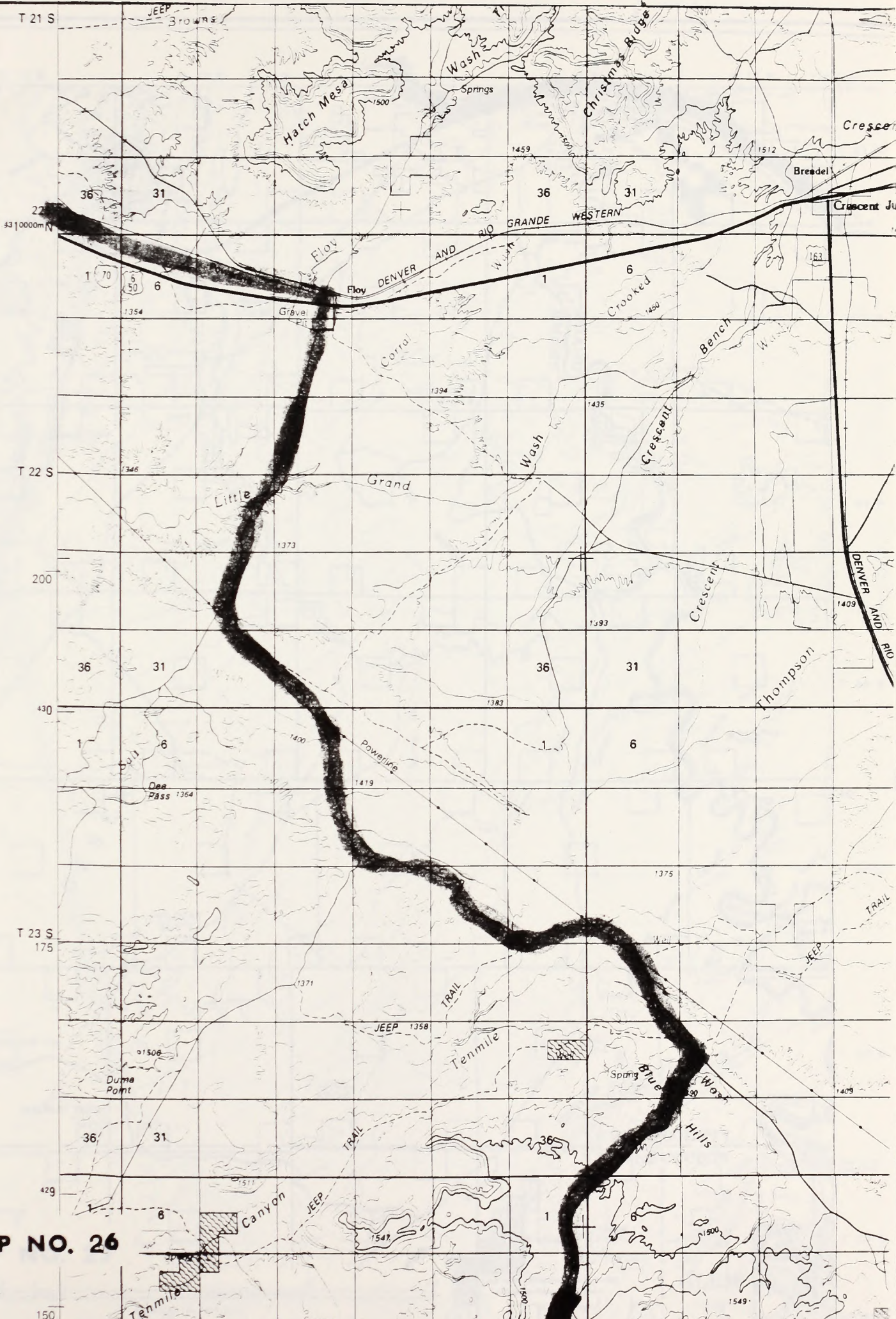
**BUREAU OF LAND MANAGEMENT
LAND STATUS LEGEND**

<input type="checkbox"/>	National Parks and Monuments	<input type="checkbox"/>	Bankhead-Jones Land Use Lands (L.U. Lands)	<input type="checkbox"/>	NONE	<input type="checkbox"/>	Bureau of Reclamation
<input type="checkbox"/>	NONE	<input type="checkbox"/>	Tennessee Valley Authority	<input type="checkbox"/>	NONE	<input type="checkbox"/>	Power Withdrawals and Classifications
<input type="checkbox"/>	Indian Lands or Reservations	<input type="checkbox"/>	Patented Lands	<input type="checkbox"/>	NONE	<input type="checkbox"/>	Federal Agency Protective Withdrawals
<input type="checkbox"/>	Military Reservations and Withdrawals Corps of Engineers	<input type="checkbox"/>		<input type="checkbox"/>	NONE		

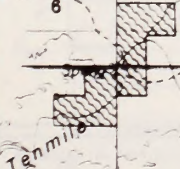


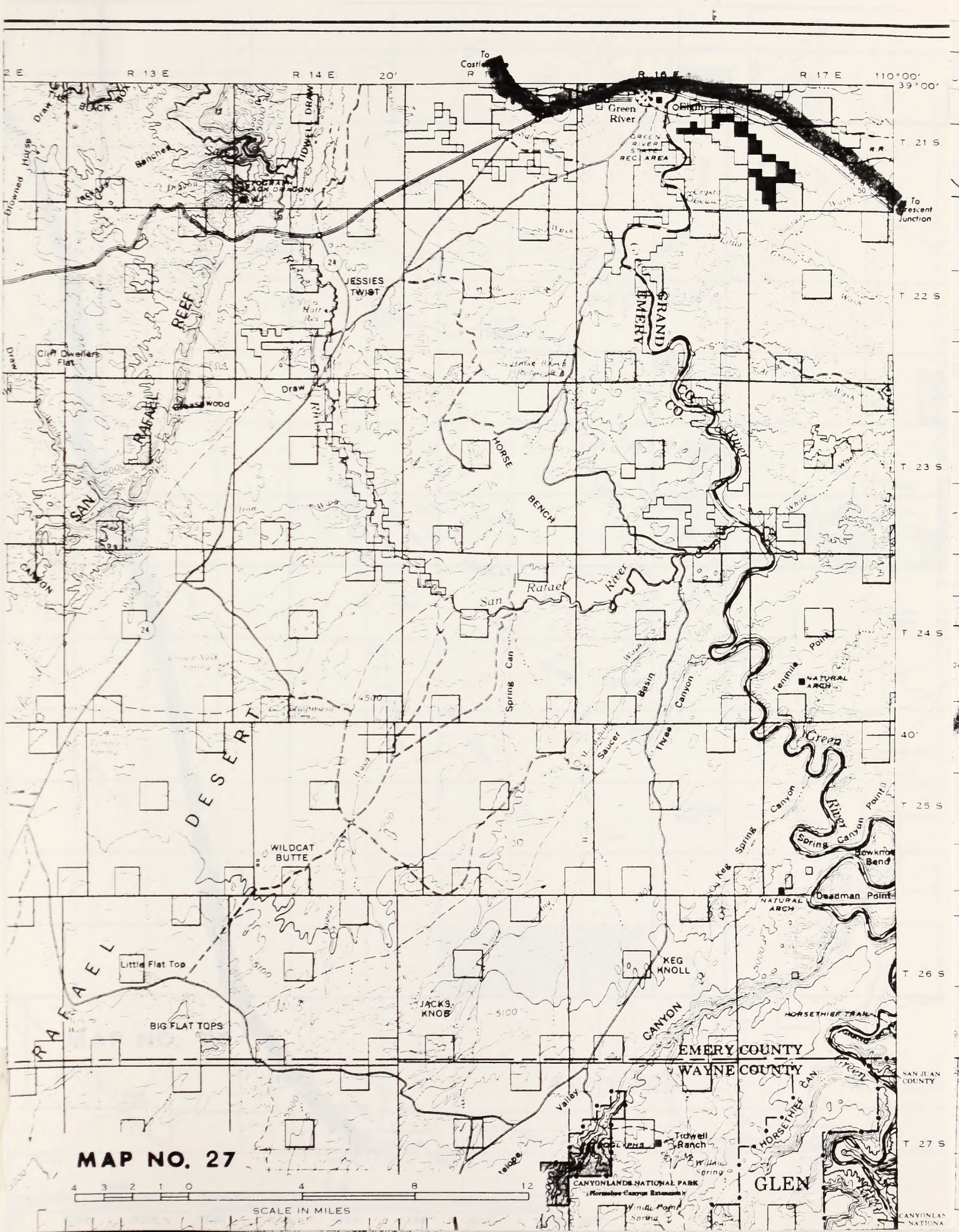
MAP NO. 25





MAP NO. 26





MAP NO. 27

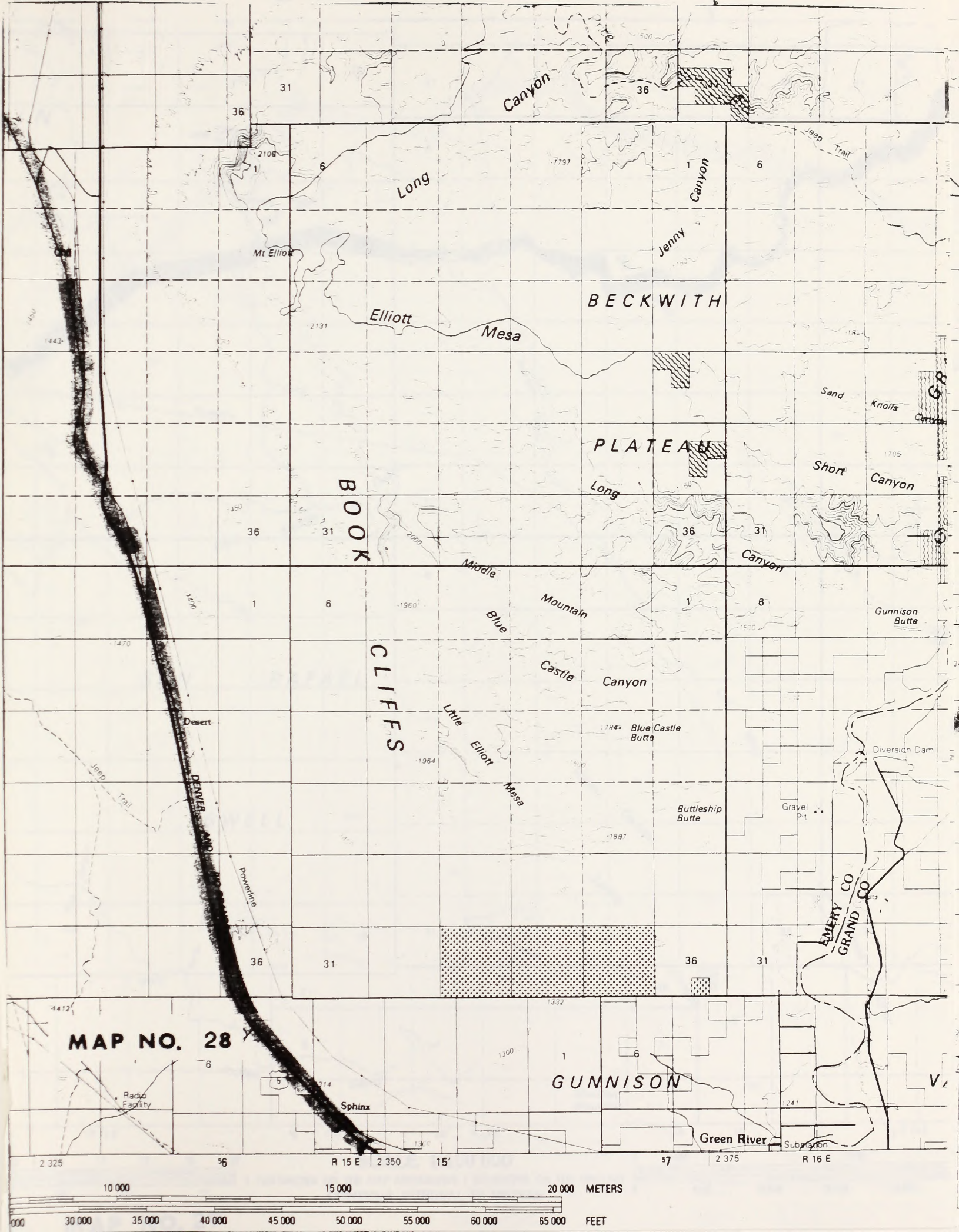
SCALE IN MILES

EMERY COUNTY
WAYNE COUNTY

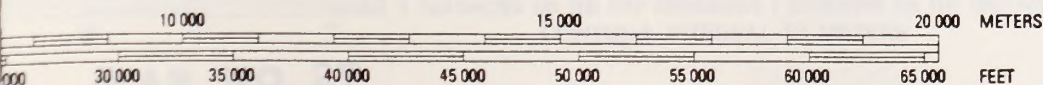
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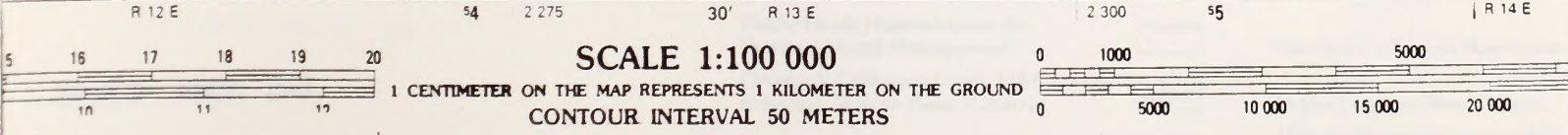
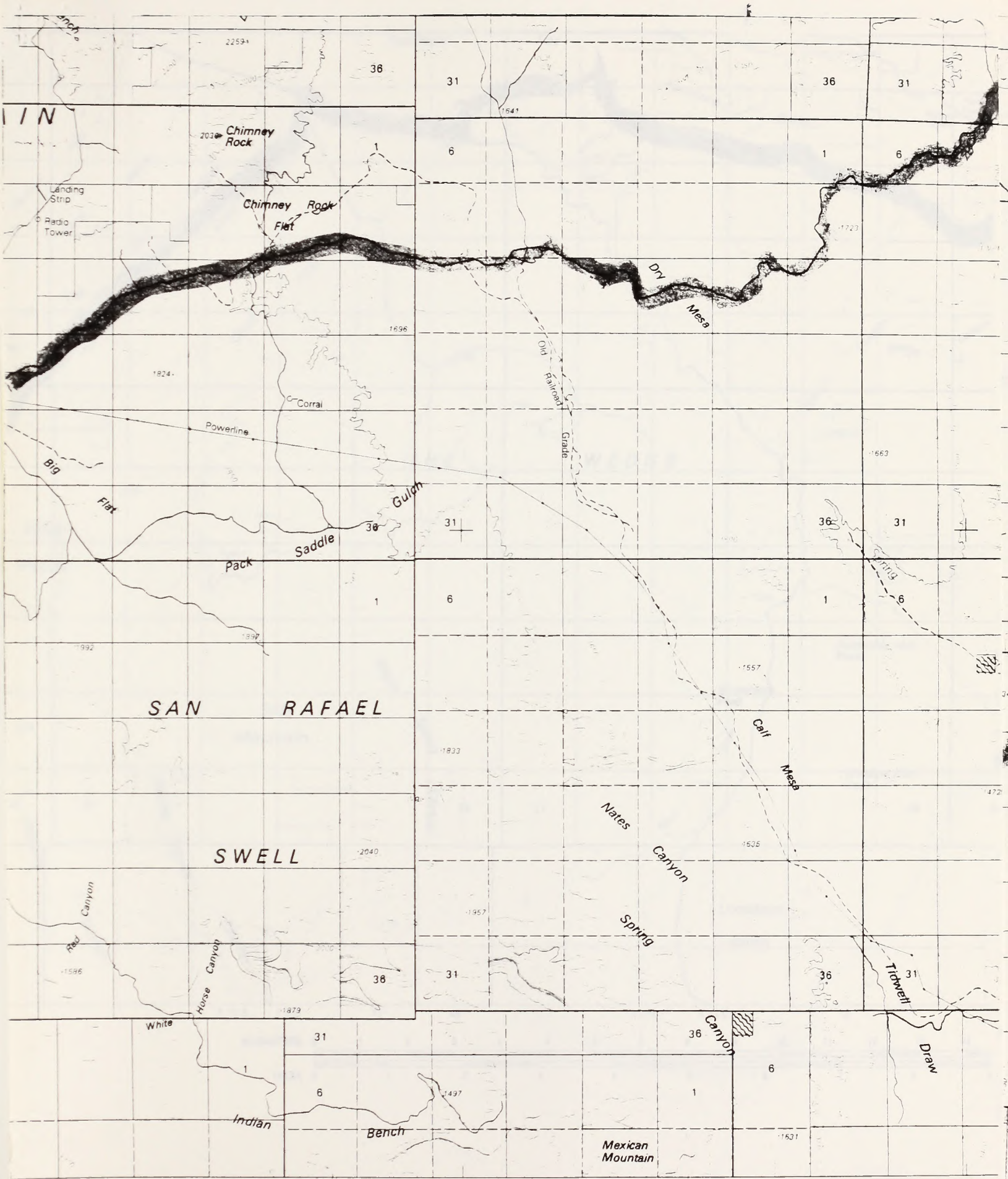
CANYONLANDS NATIONAL PARK
(Mojave Canyon Extension)

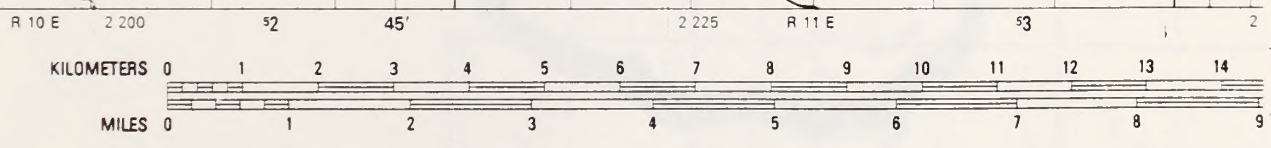
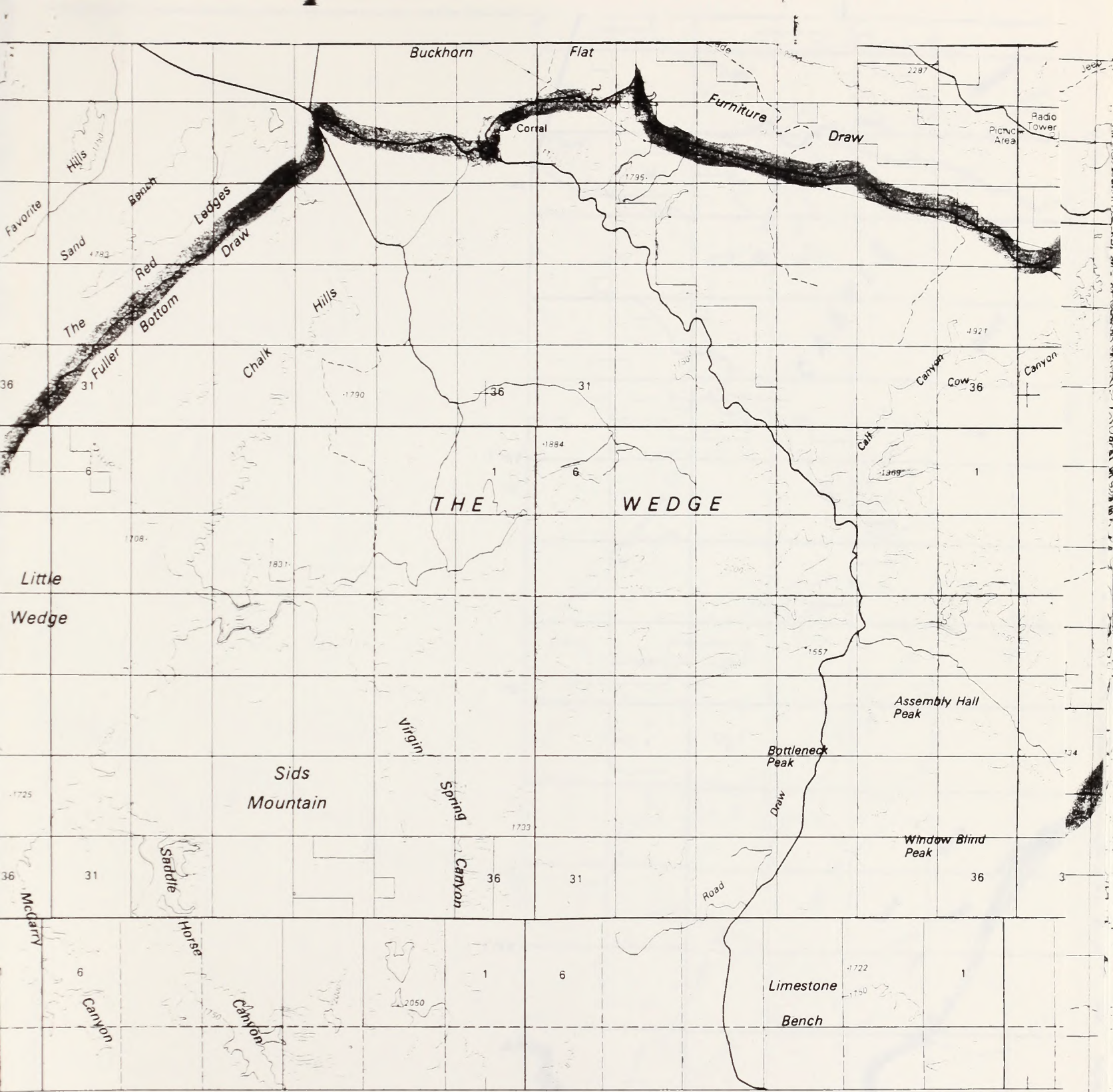
CANYONLANDS NATIONAL



MAP NO. 28

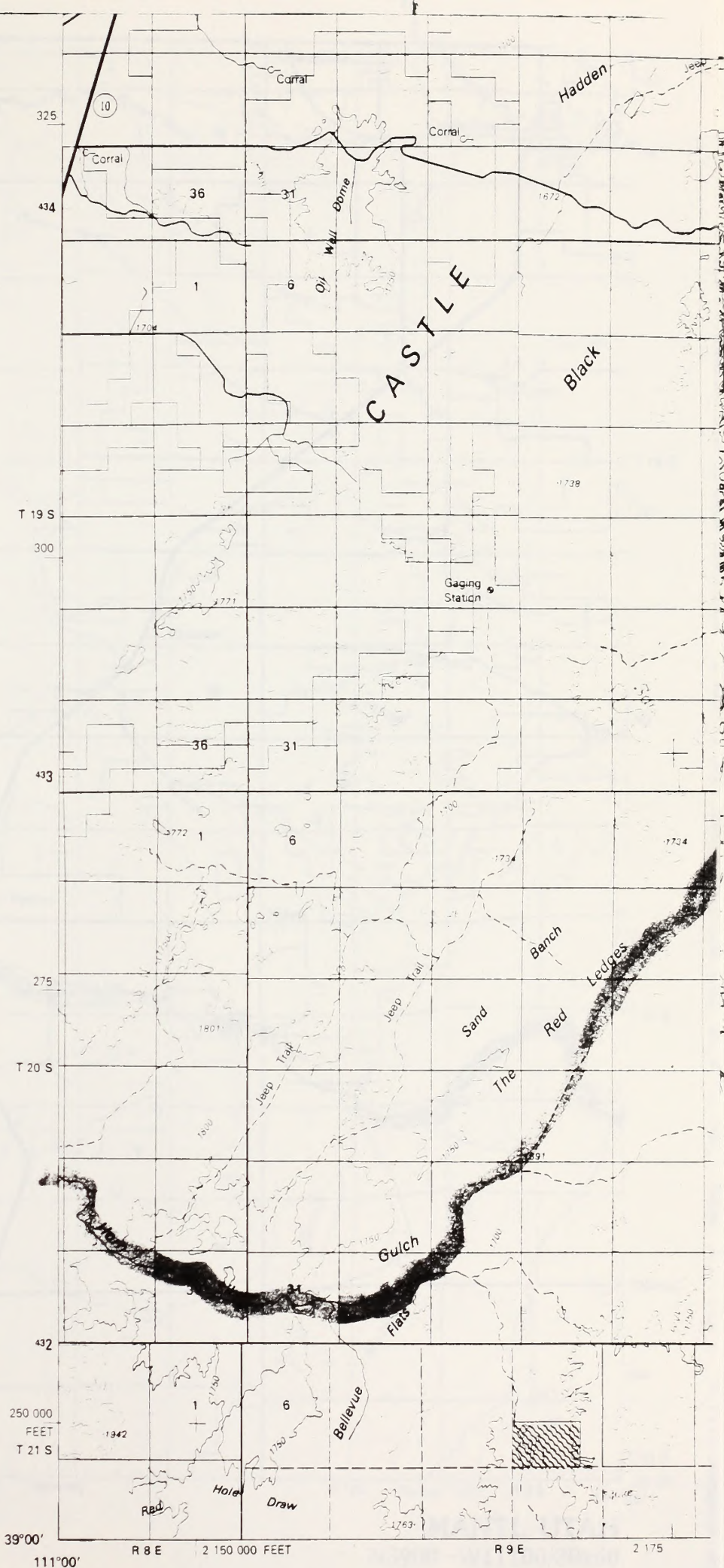






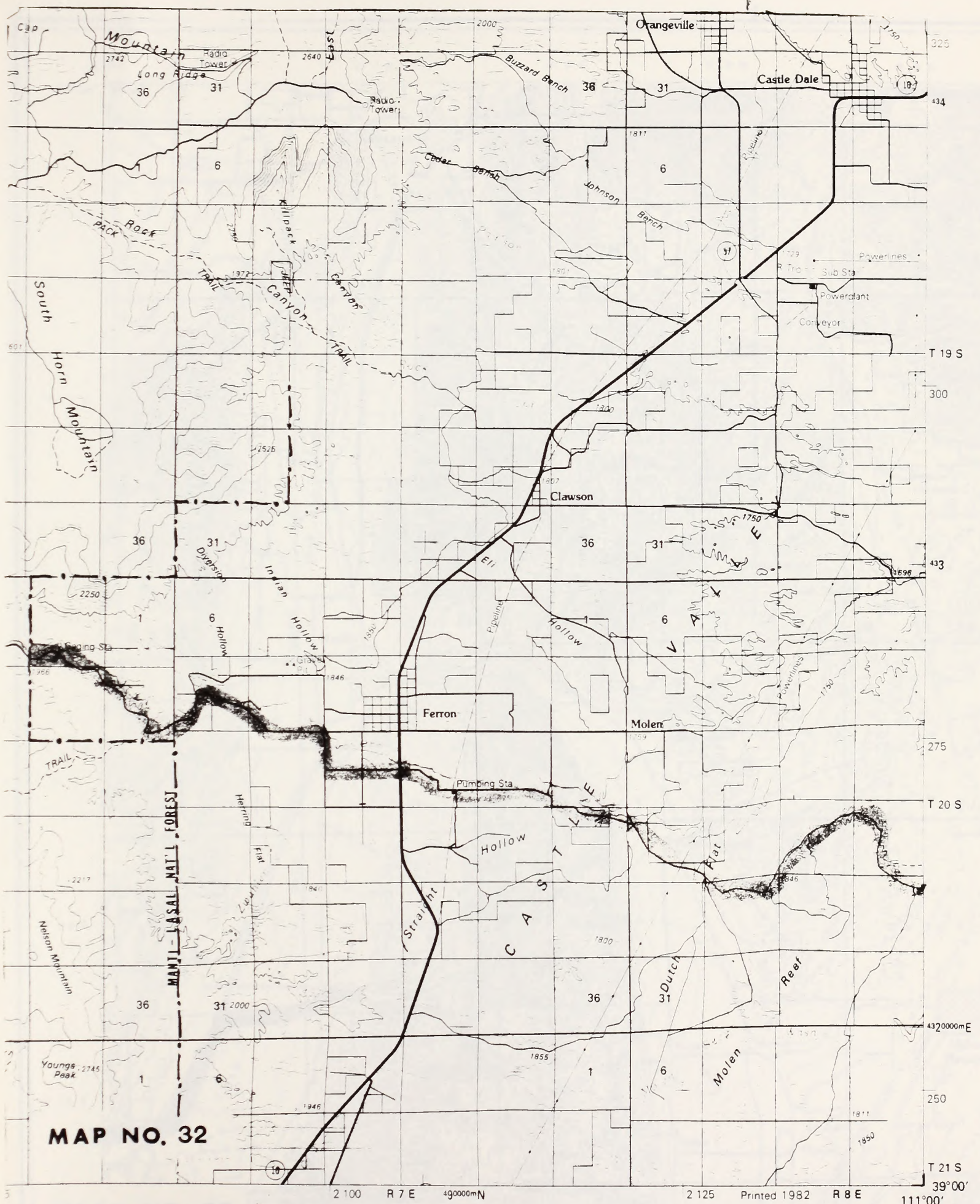
MAP NO. 30

- | | | |
|--|--------------------------|---|
| Public Lands (Administered By Bureau of Land Management) | <input type="checkbox"/> | National Parks and Monument |
| Oregon & California Lands (O&C Lands) Coos Bay Wagon Road (CBWR) | <input type="checkbox"/> | Indian Lands or Reservations |
| National Forest | <input type="checkbox"/> | Military Reservations and Witt Corps of Engineers |

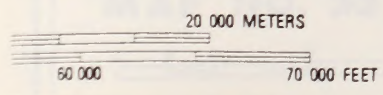


MAP NO. 32

MAP NO. 31



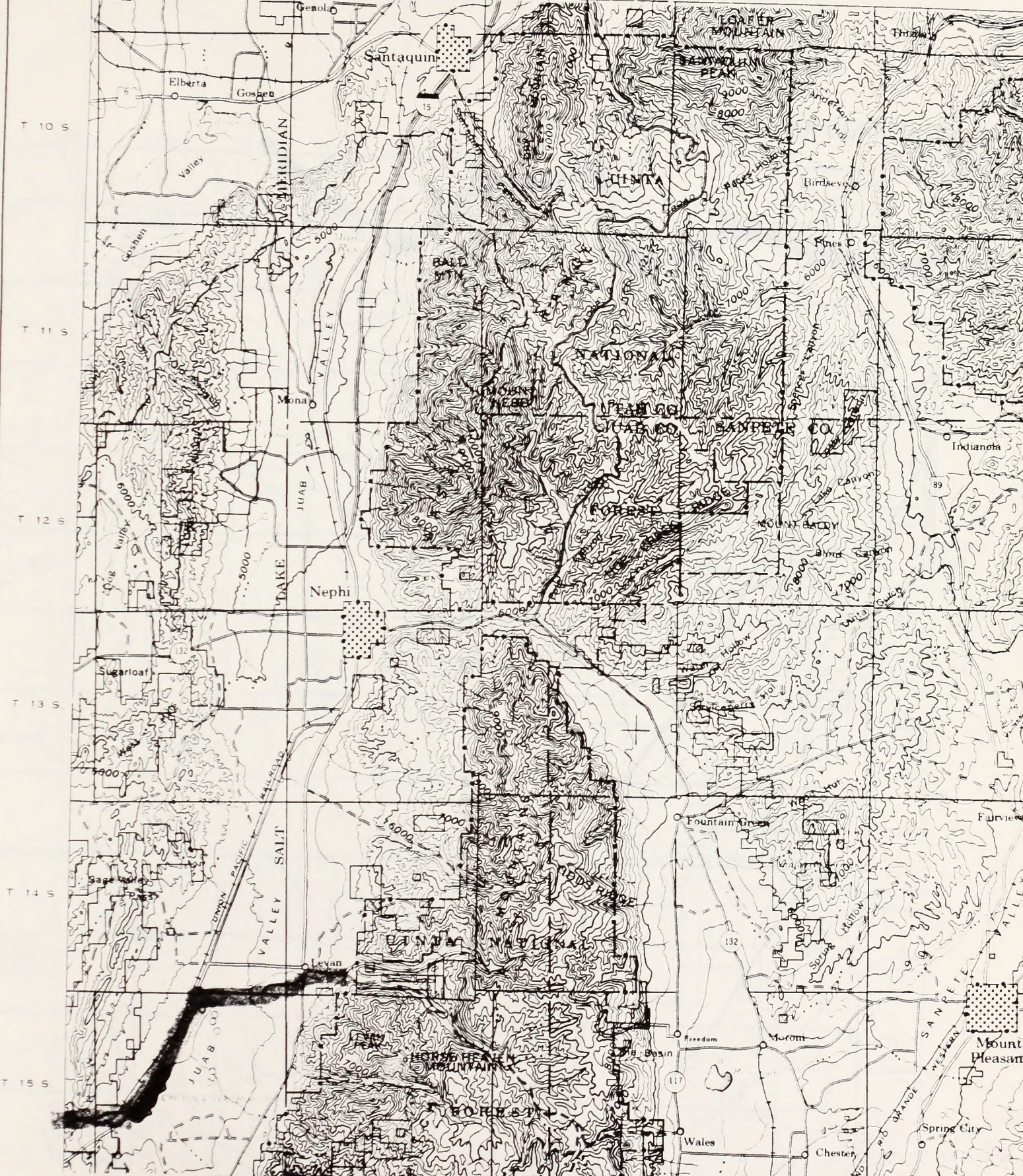
MAP NO. 32



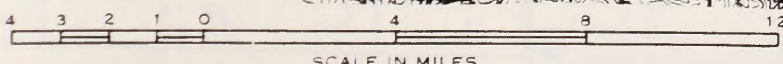
MANTI, UTAH
N3900-W11100/30x60

Printed 1982 R 8 E 111°00'

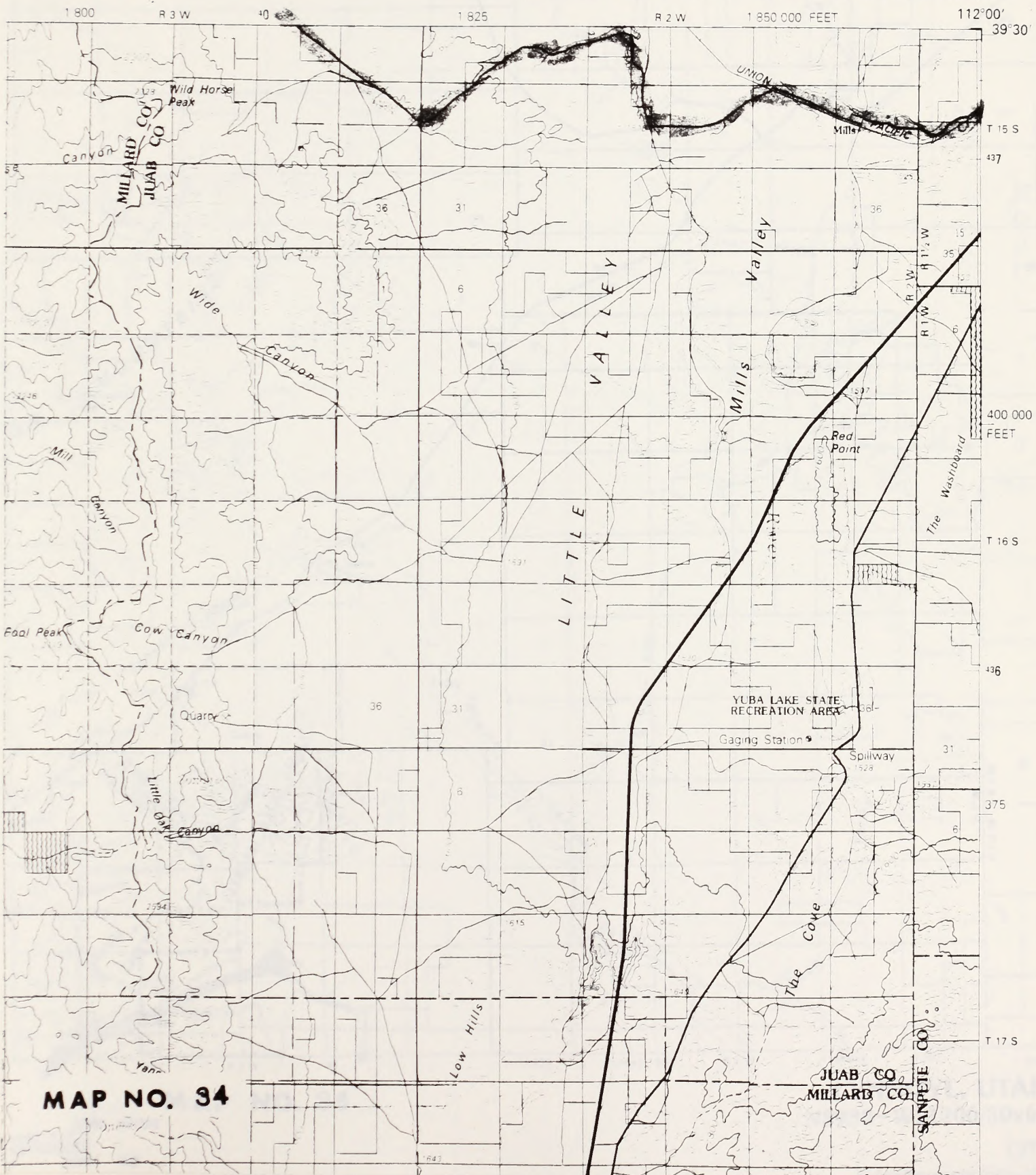
112°00' R 1 W R 1 E R 2 E R 3 E R 4 E
40°00'



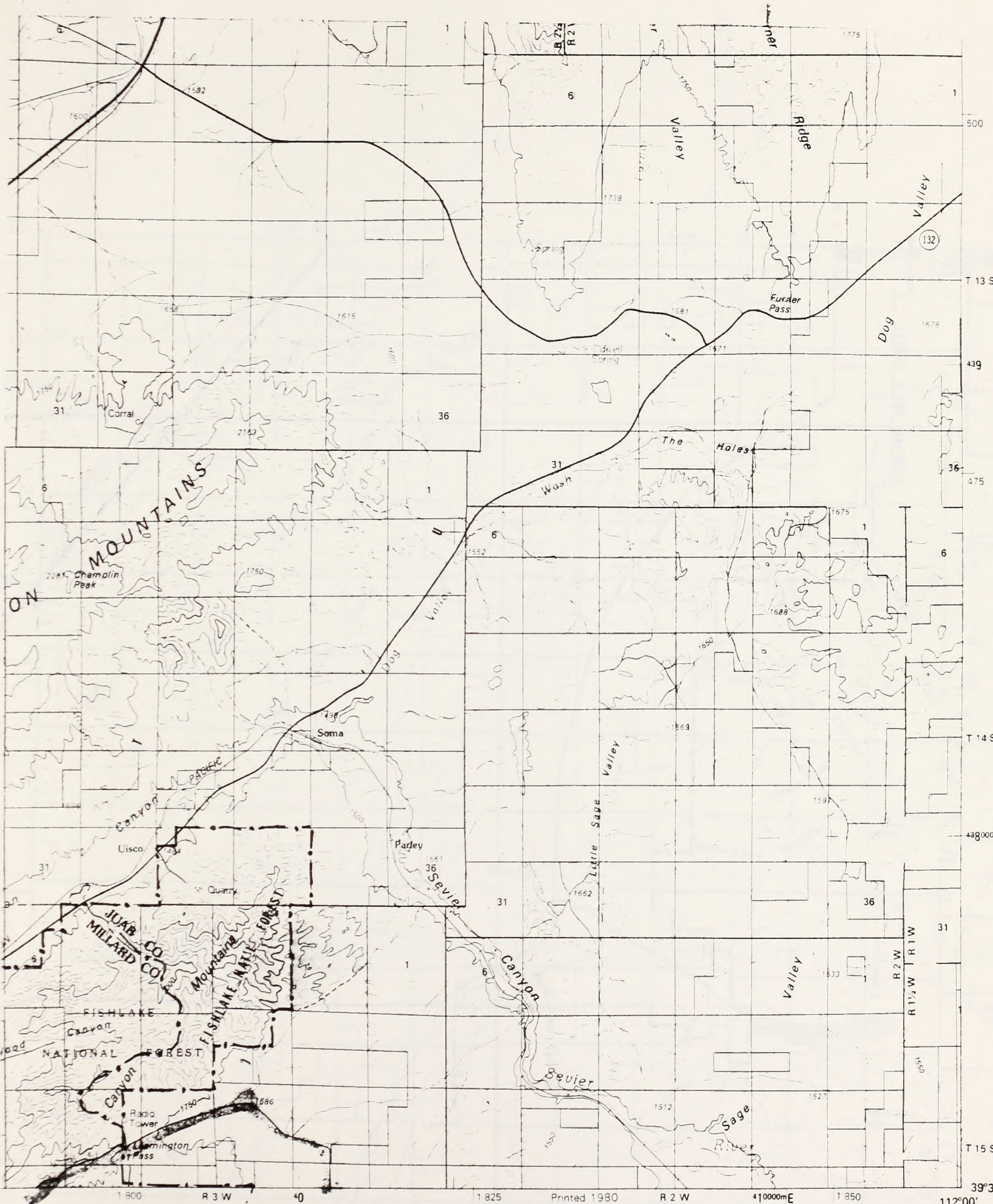
MAP NO. 33



30X60 MINUTE SERIES (TOPOGRAPHIC)



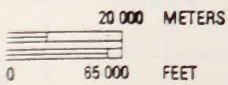
MAP NO. 34



MAP NO. 35

LYNNDYL, UTAH
N3930-W11200/30x60

1979



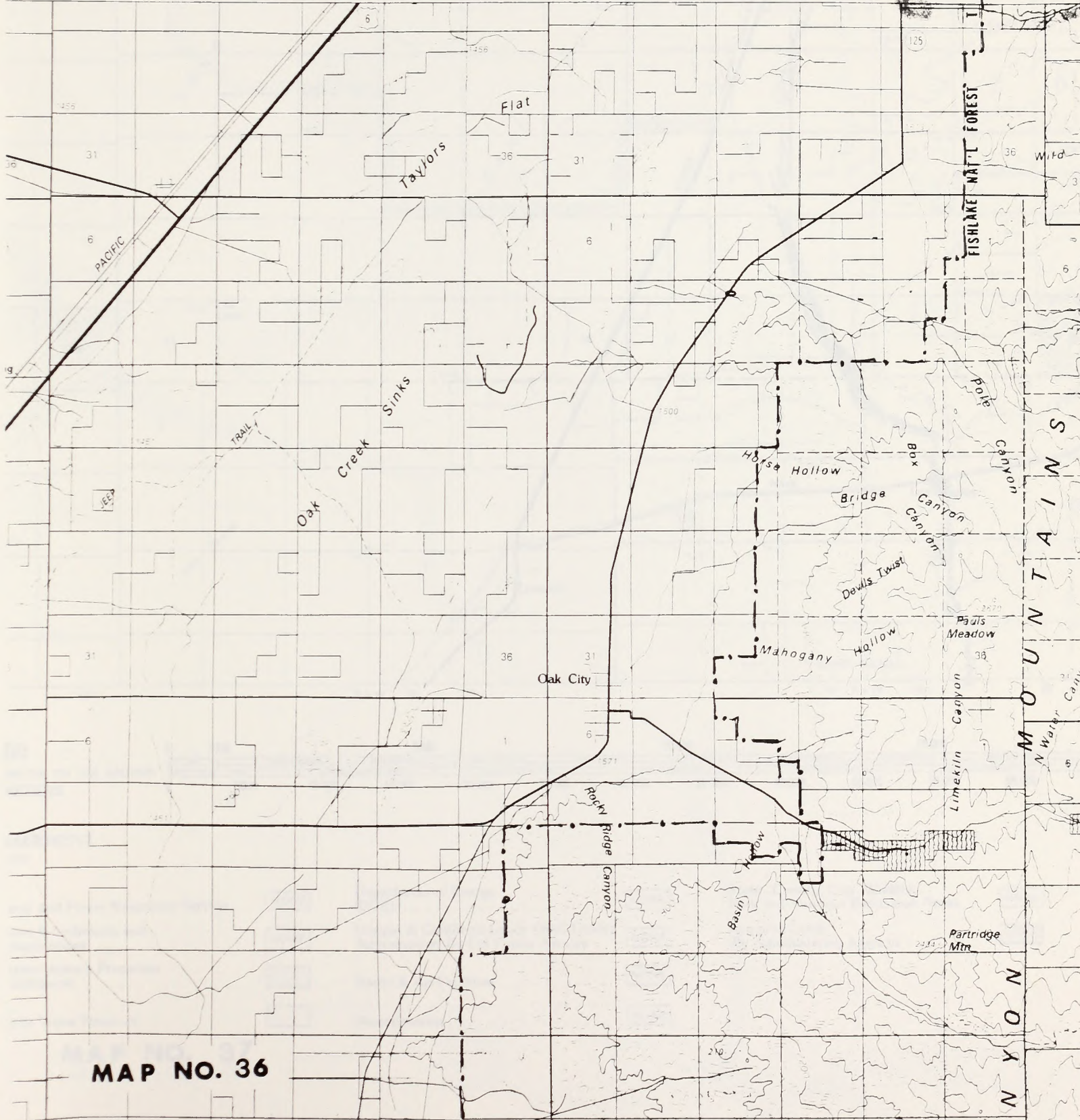
725

R 5 W 38

1 750

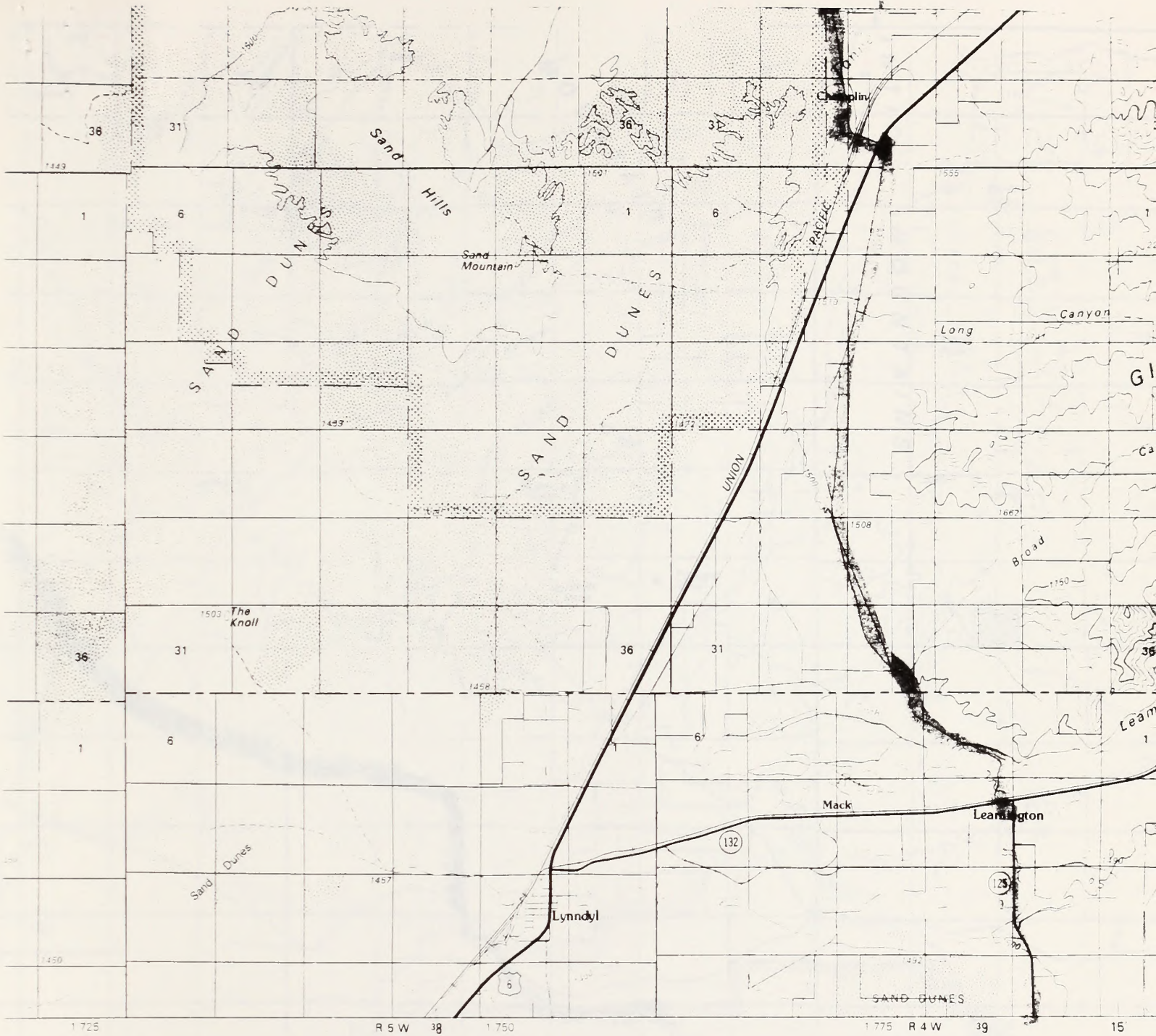
R 4 W 1 775

39



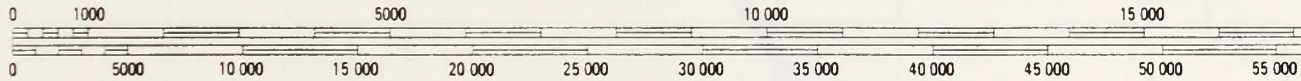
MAP NO. 36

MOUNTAIN S
N Y O N



00

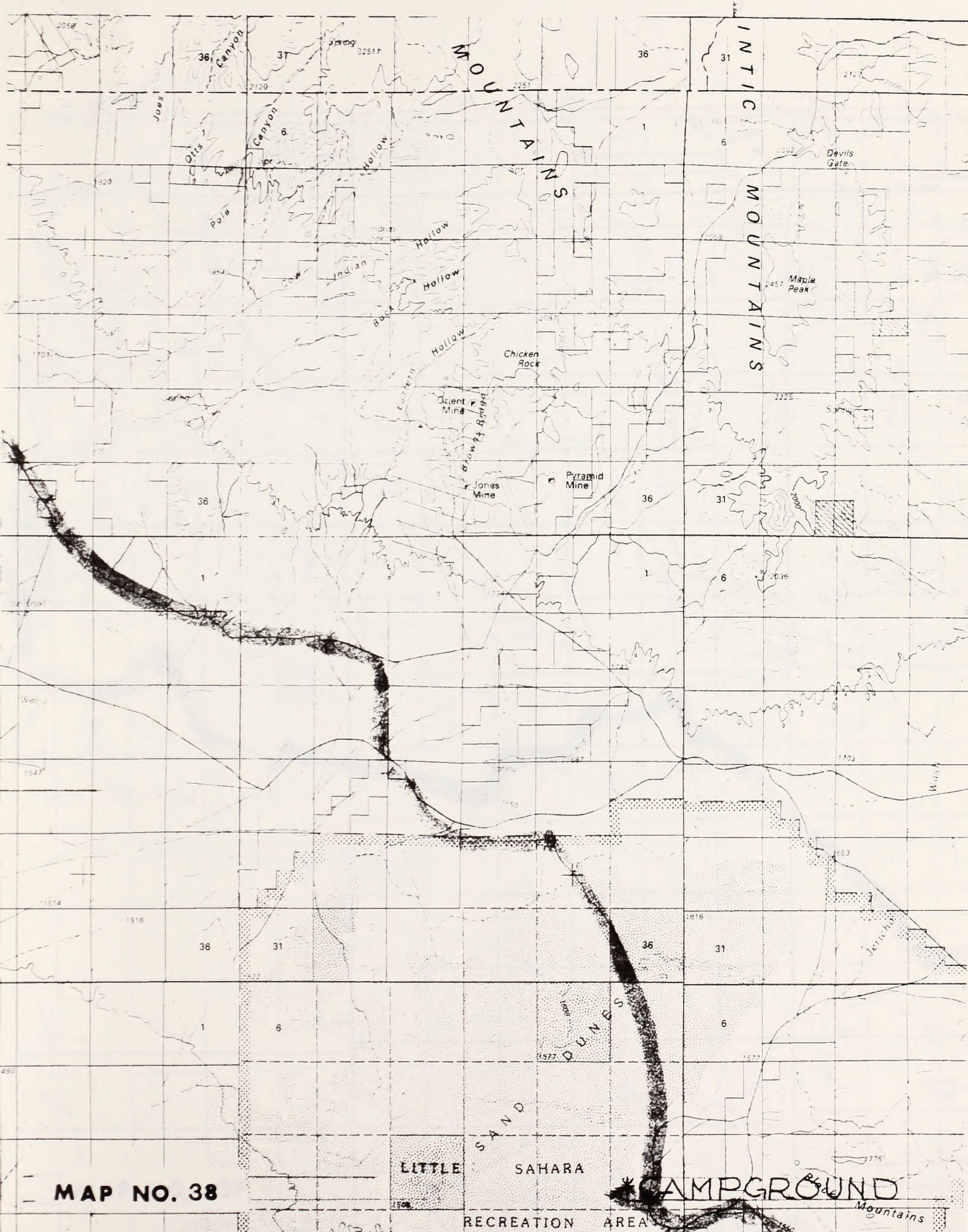
METER ON THE GROUND
METERS



MANAGEMENT
LEGEND

Water and Power Resources Service	<input type="checkbox"/> NONE	Department of Energy (DOE).	<input type="checkbox"/> NONE	State, County, City, Wildlife, Park and Outdoor Recreation Areas.	<input type="checkbox"/> NONE
Water Withdrawals and Classifications.	<input type="checkbox"/> NONE	Oregon & California Lands (O&C Lands) Administered By US Forest Service	<input type="checkbox"/> NONE	Acquired Lands (By Administering Agency)	
Federal Agency Protective Withdrawals.		Radio & Air Facilities	<input type="checkbox"/> NONE		
Public Water Reserves.		Miscellaneous	<input type="checkbox"/> NONE		

MAP NO. 37



MAP NO. 38

LITTLE SAHARA

RECREATION AREA

CAMPGROUND

INTIC MOUNTAINS

MOUNTAINS

SAND DUNES

Mountains

35 45' R 8 W

1 675

36 R 7 W

1 700



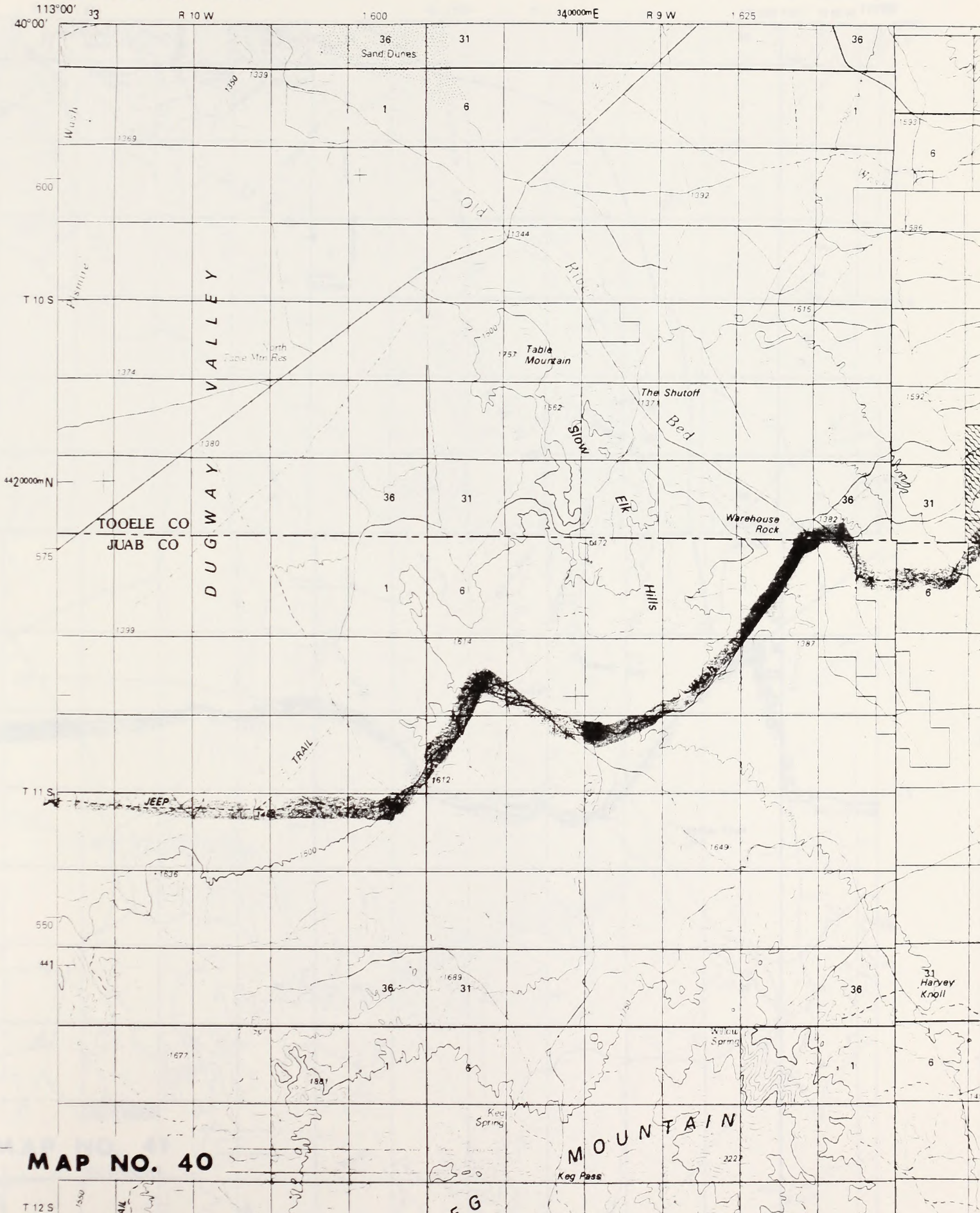
MAP NO. 39

River Bed Reservoir No 2

Desert Mtn Pass

LYNNDYL, UTAH

30x60 MINUTE SERIES (TOPOGRAPHIC)



MAP NO. 40

T 12 S

E G

30X60 MINUTE SERIES (TOPOGRAPHIC)

R 12 W 1525

32 1550

R 11 W

1 575 000 FEET R 10 W 113°00'

40°00'

T 9 S

600 000
FEET

T 10 S

442

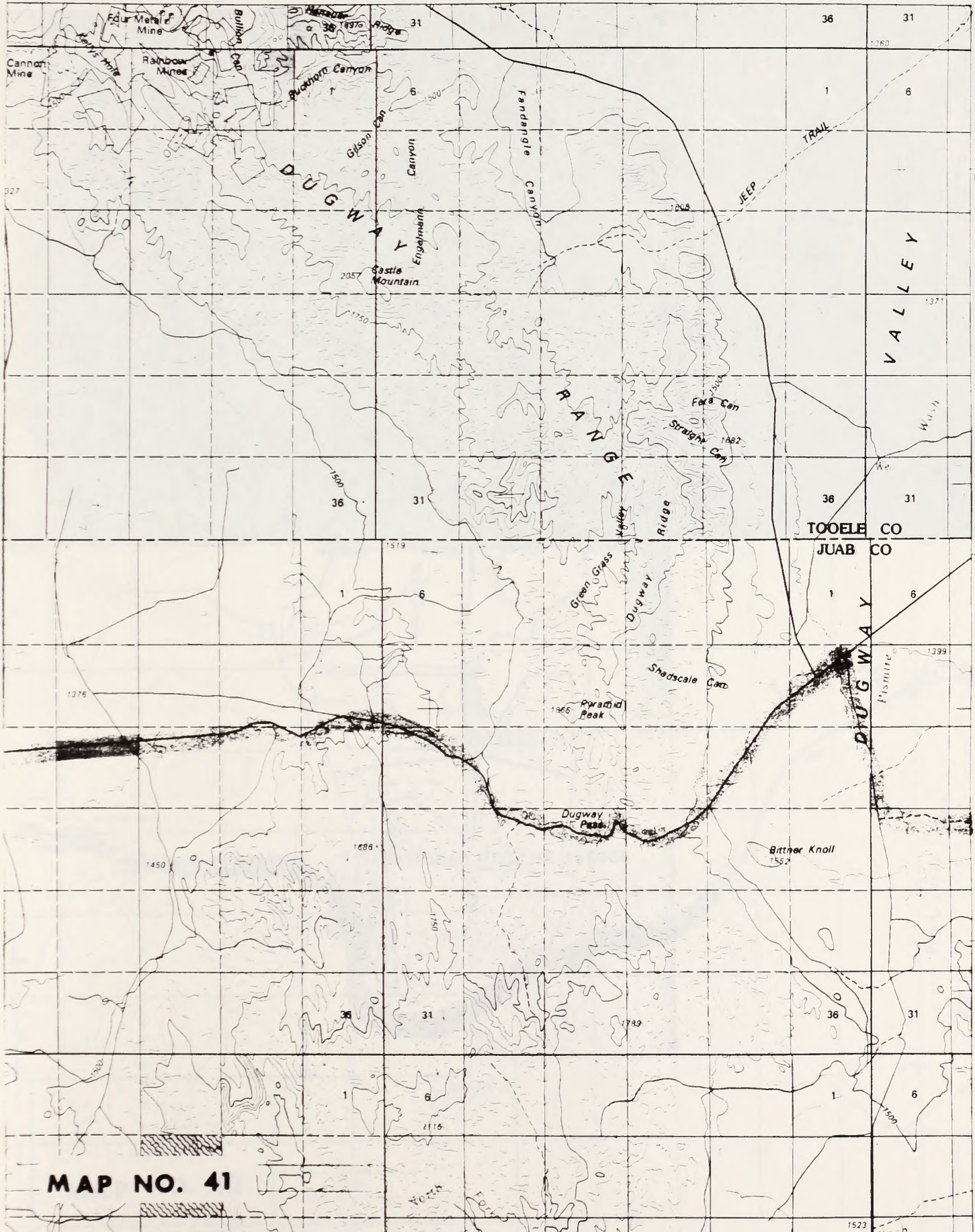
575

T 11 S

550

441

1523



MAP NO. 41

1 450 29 R 14 W 1 475 30 R 13 W 1 500 15

KE DESERT
PROVING GROUND

M O D E L A

MILITARY RESERVE ZONE BOUNDARY

NATIONAL WILDLIFE REFUGE

Wash

FISH SPRINGS

NATIONAL WILDLIFE REFUGE

F L A T

Black Rock

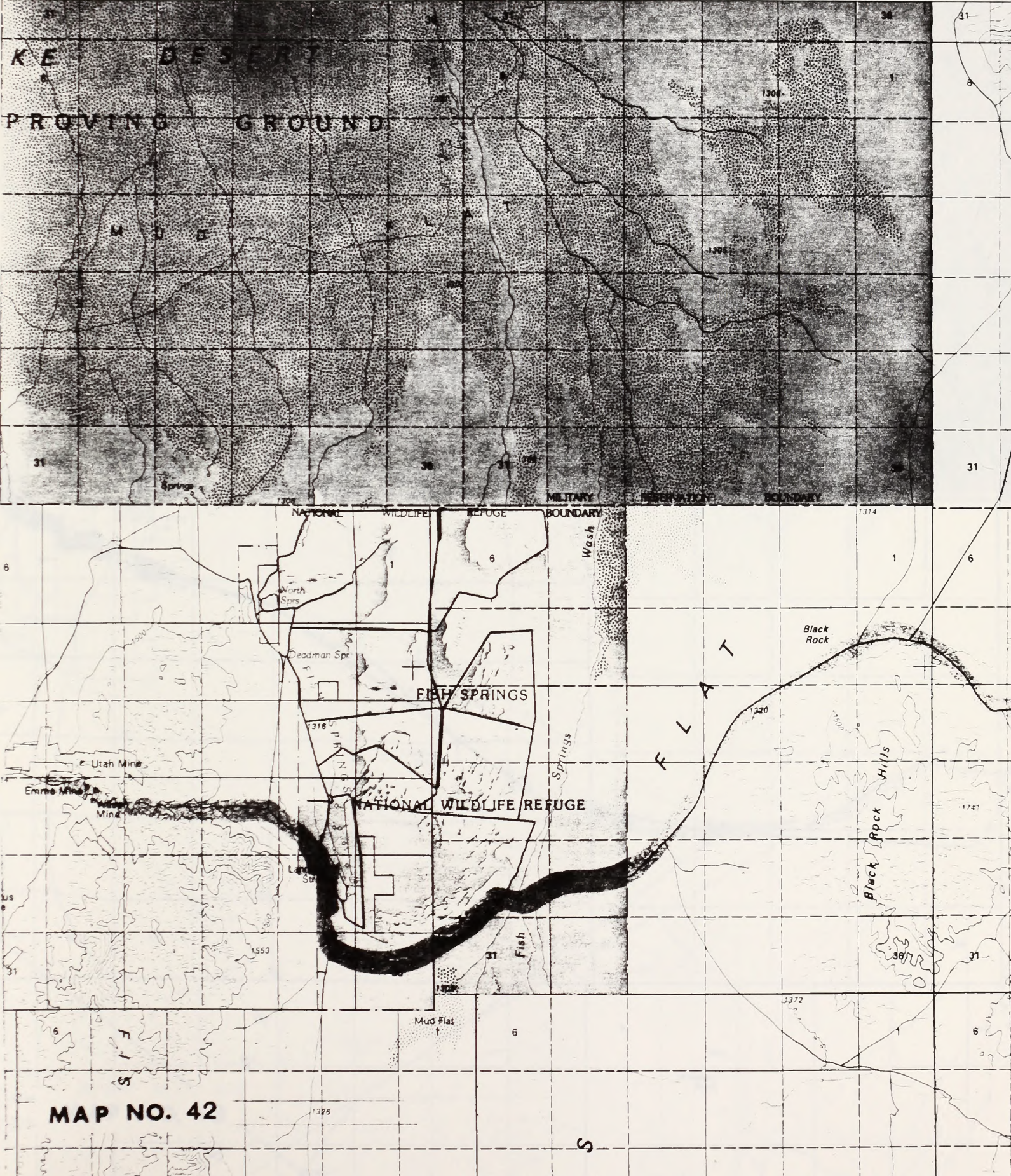
Black Rock Hills

Fish

Mud Flat

MAP NO. 42

S



375

27

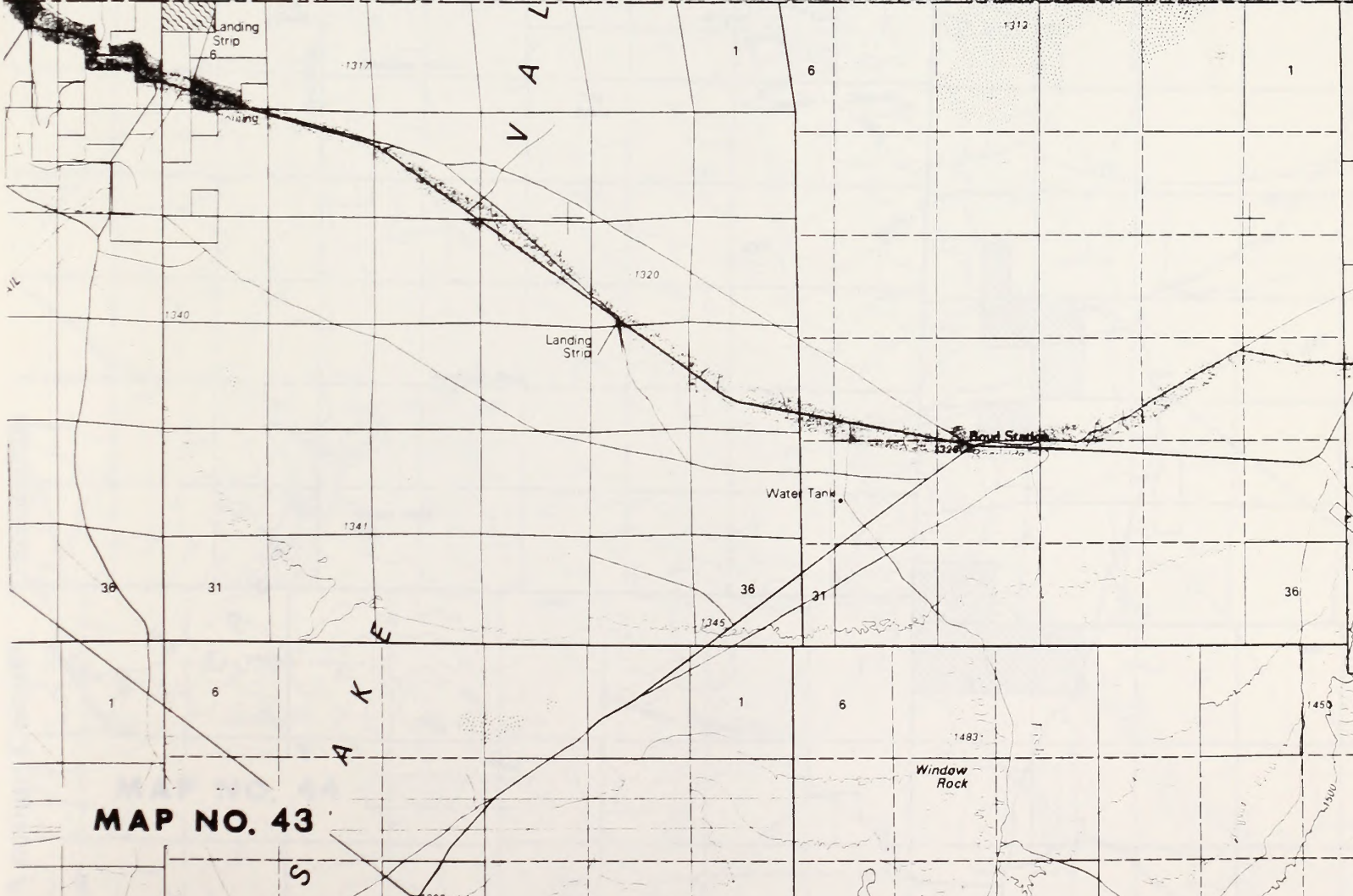
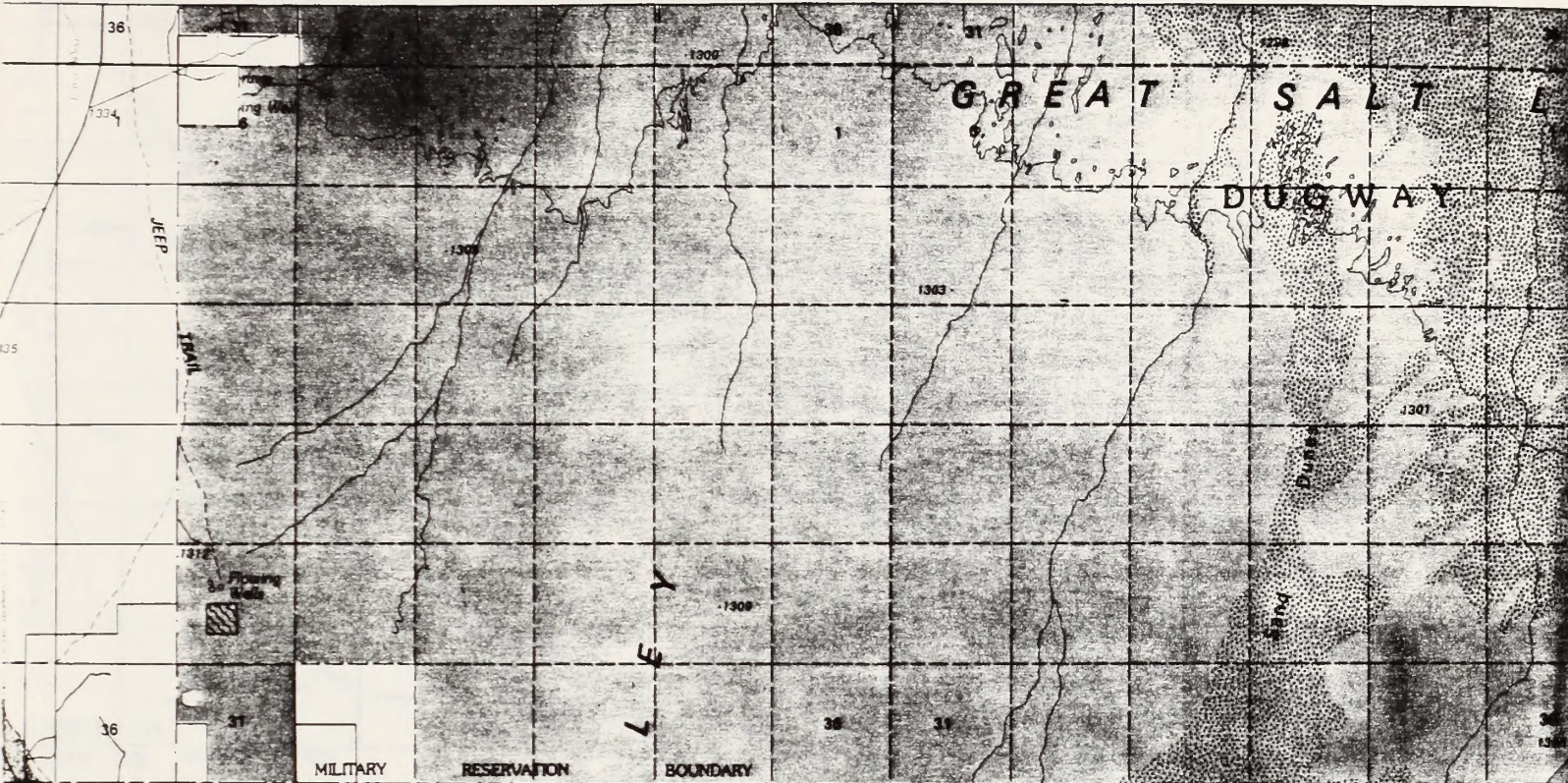
R 16 W 1 400

28

1 425

R 15 W

30

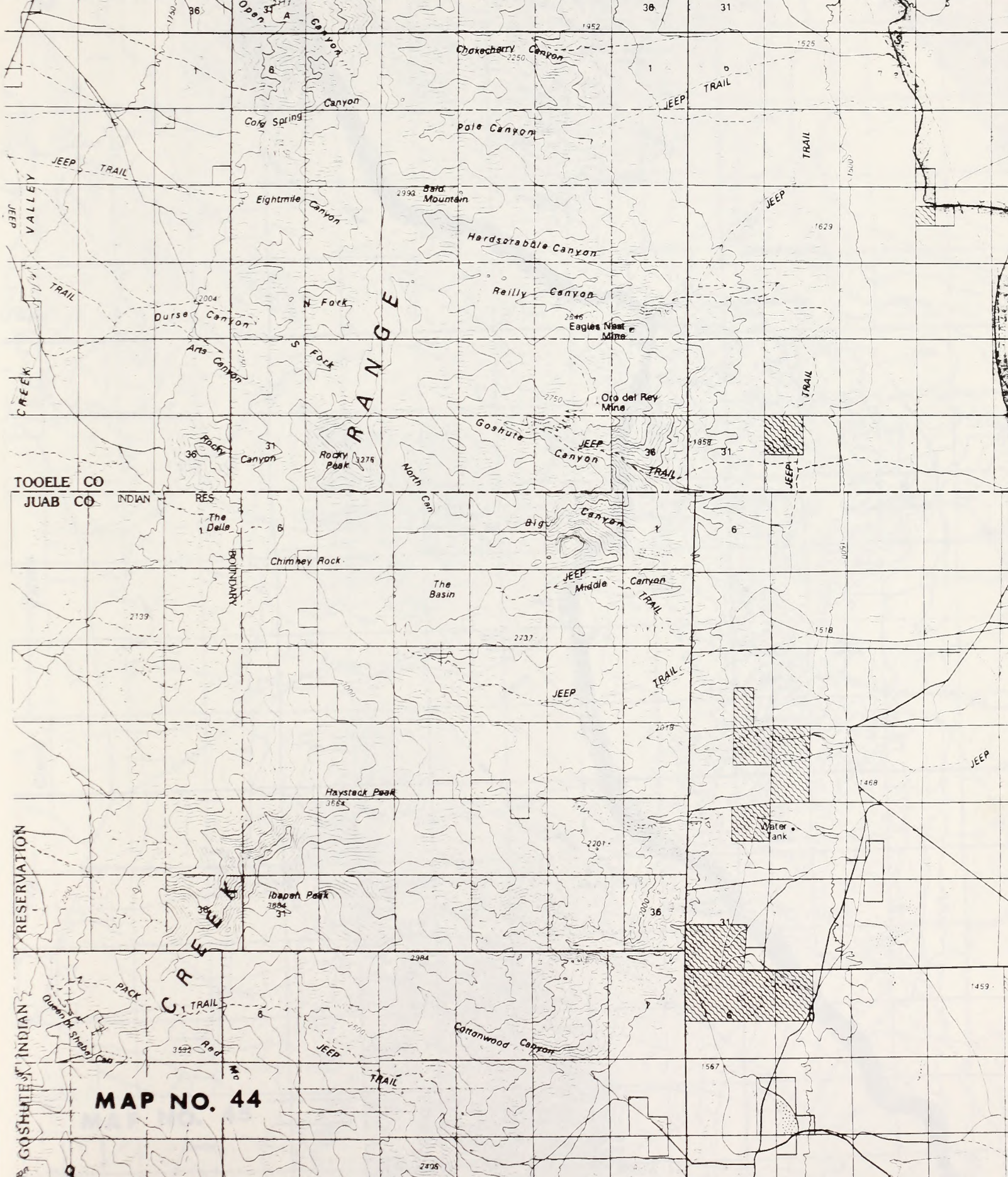


MAP NO. 43

S

SPRINGS, UTAH

1 W 250000E 1 325 R 18 W 1 350 26 R 17 W 45'

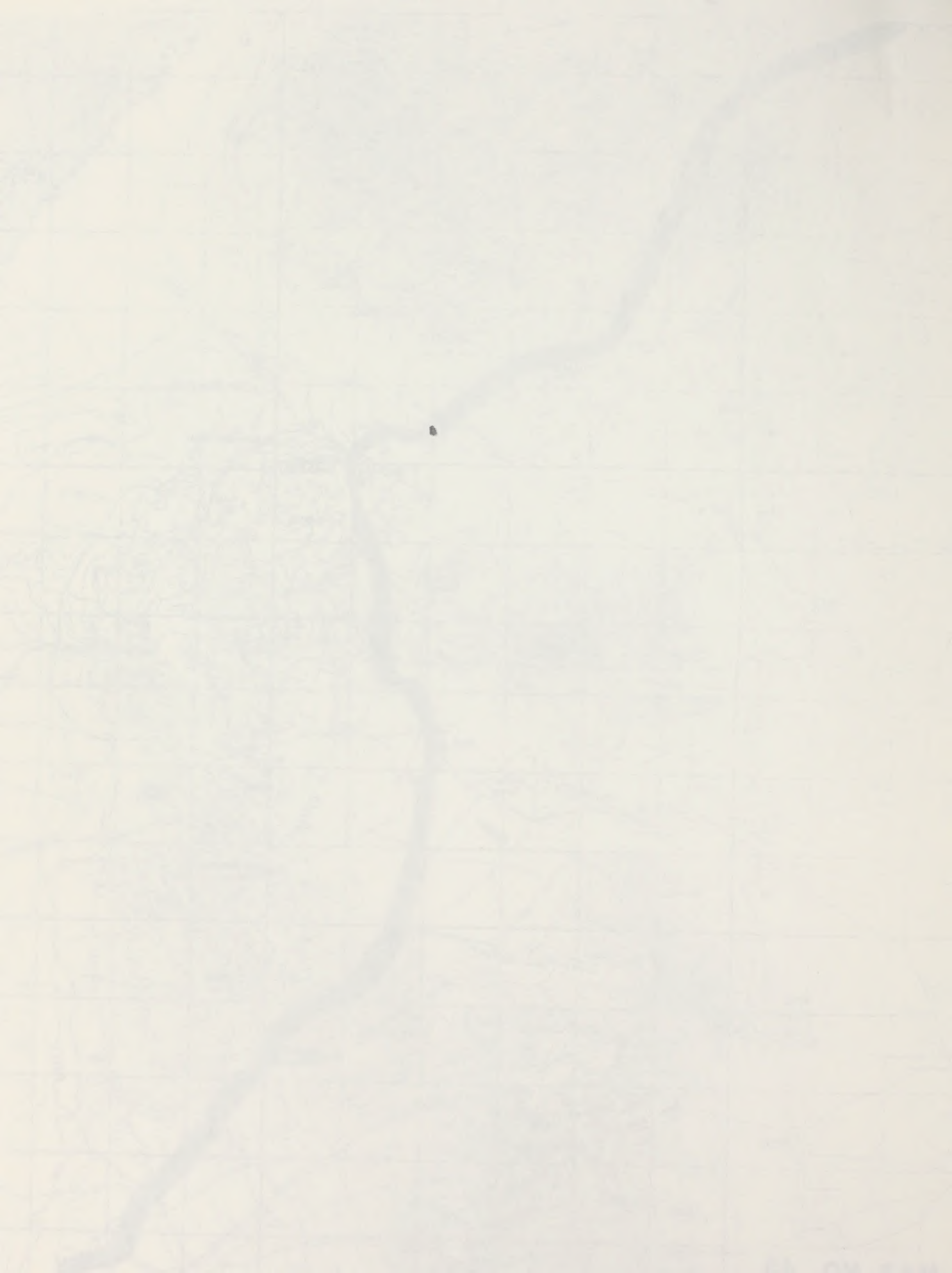


MAP NO. 44



MAP NO. 45

Spring



40°30' 114°00' R 19 W 250000mE 1325 R 18 W

ELKO CO
TOOULE CO
T 4 S

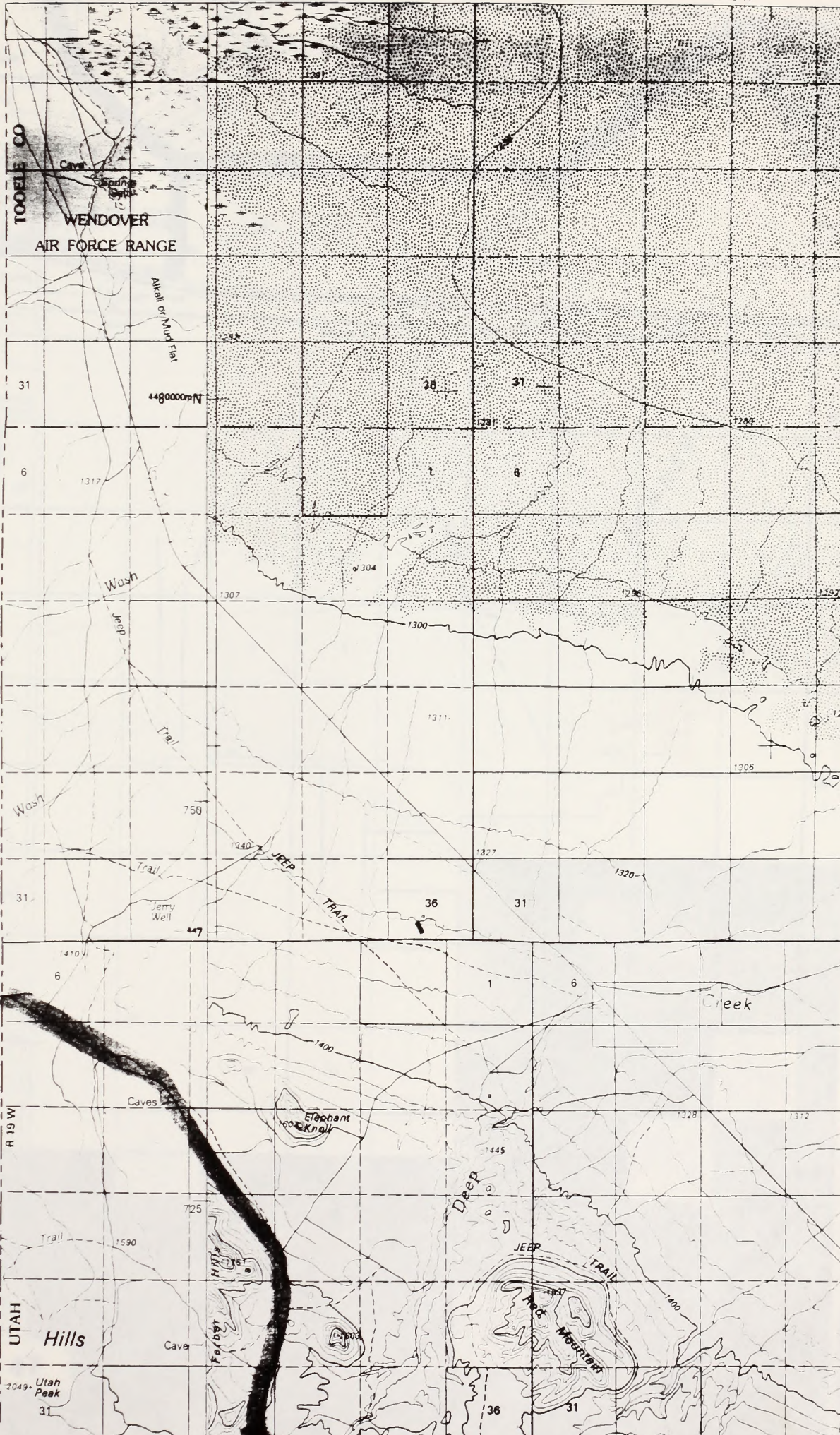
WENDOVER
AIR FORCE RANGE

T 5 S

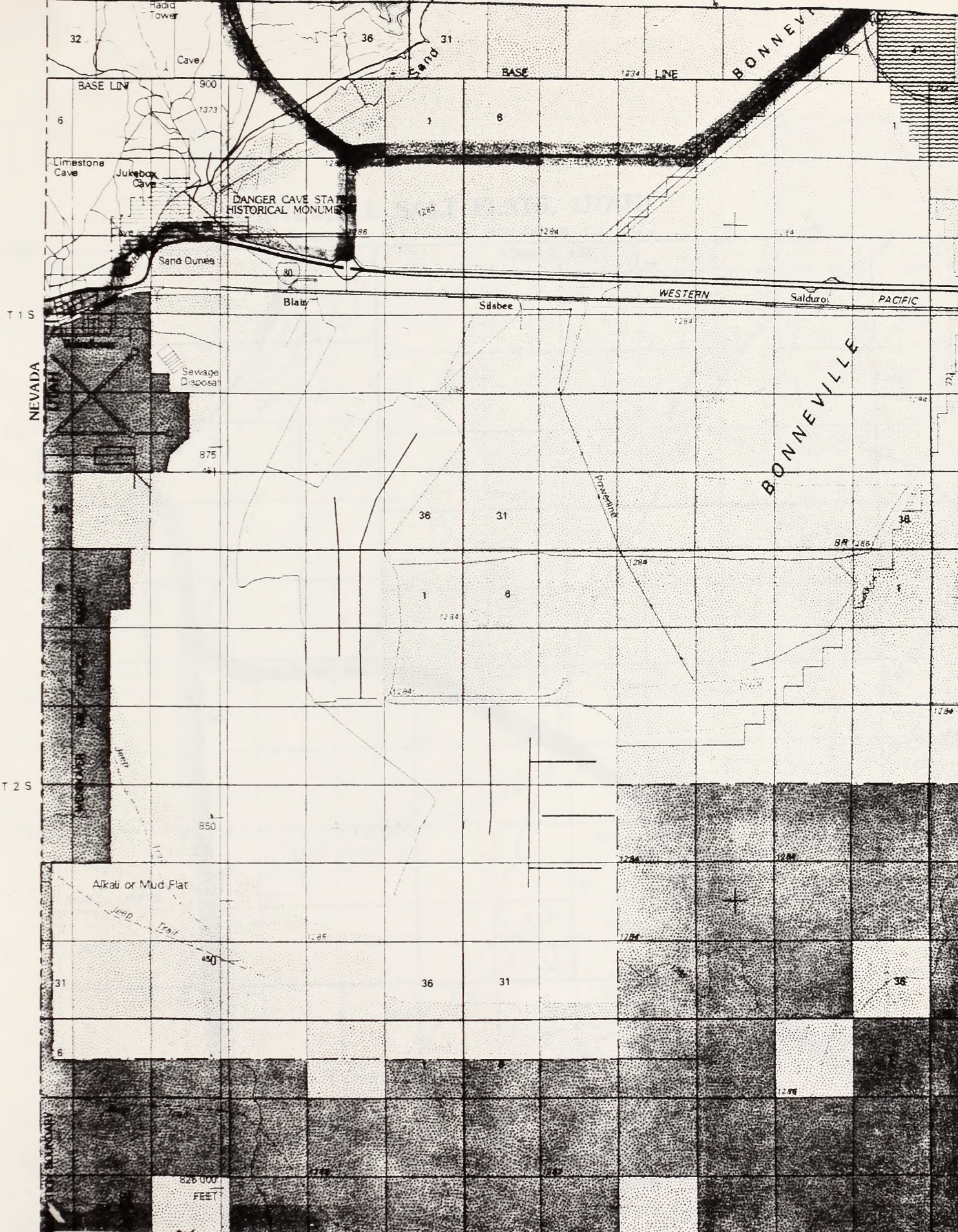
T 6 S

NEVADA
UTAH

Hills



MAP NO. 46



MAP NO. 47

T 3 S

BONNEVILLE SALT FLATS, UTAH

114°00' R 19 W 250000mE

1325 BOX ELDER CO R 18 W

26

41°00'



MAP NO. 48

R 17 W

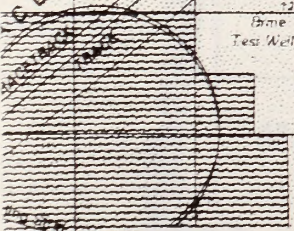
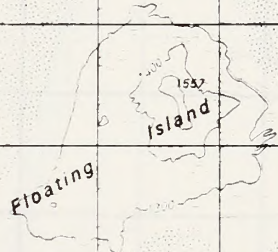
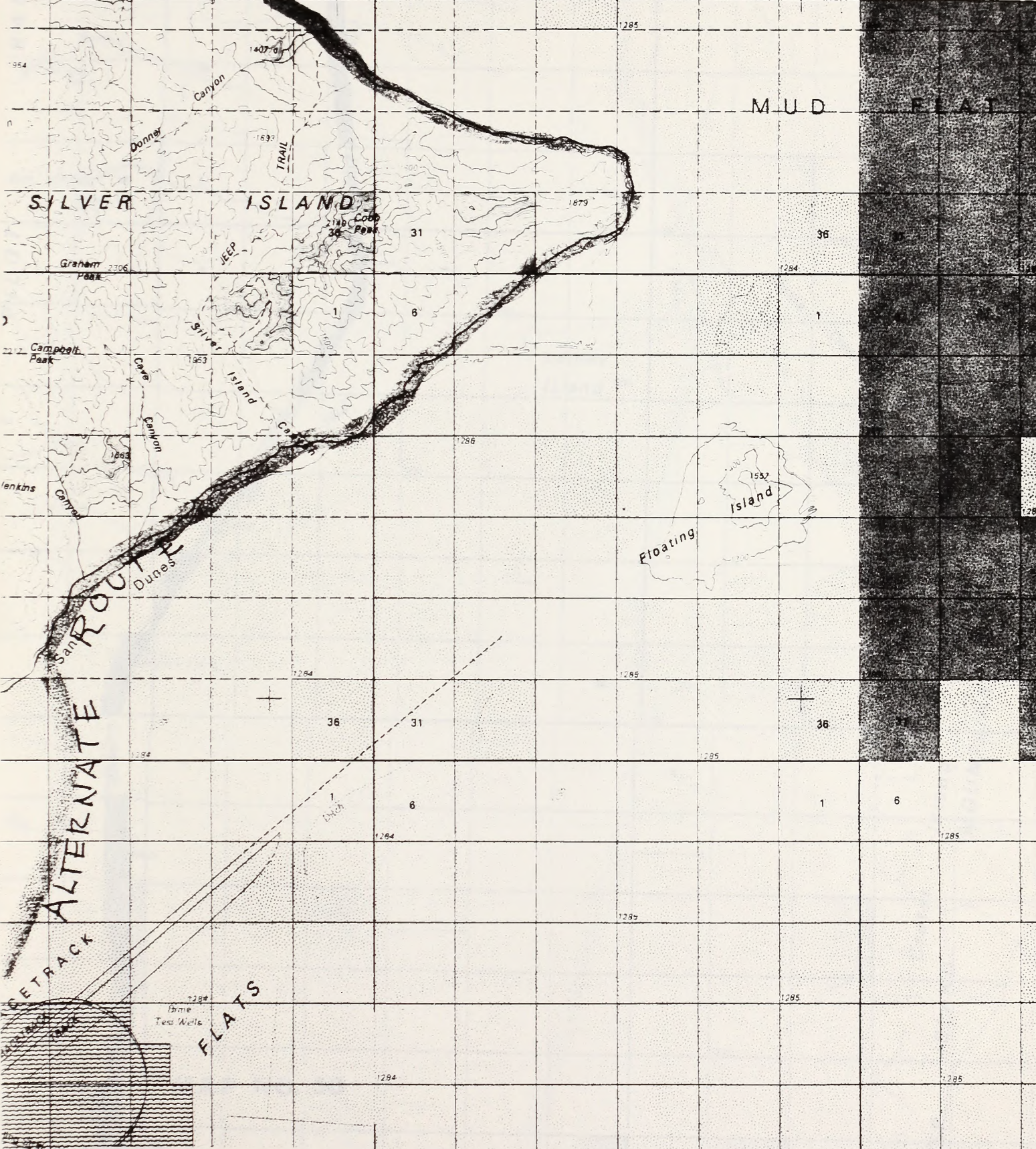
1 375

45

R 16 W | 1 400

28

1 425

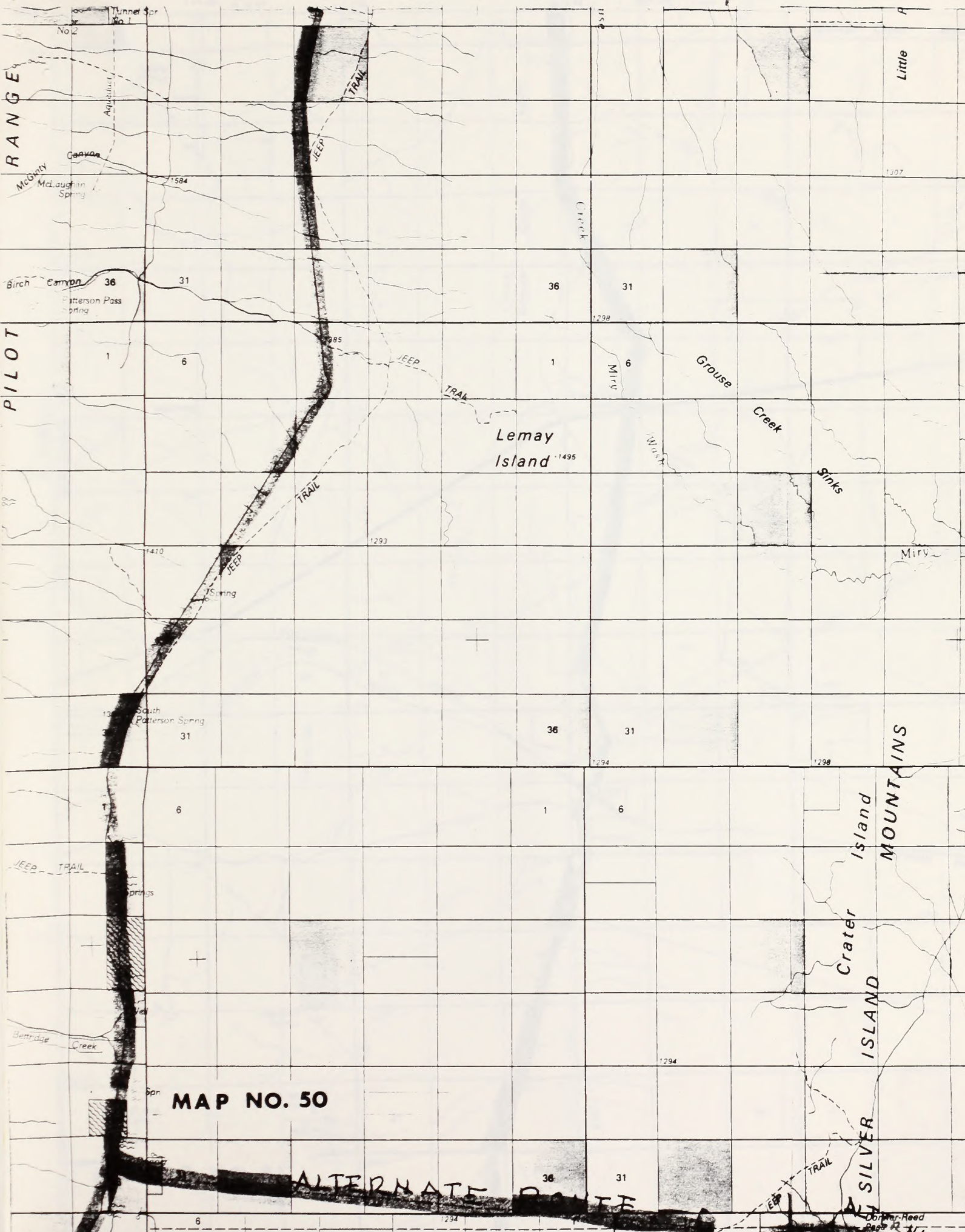


MAP NO. 49

31

36

31



MAP NO. 50

ALTERNATE ROUTE

41°30'

114 W R 19 W

1325

R 18 W

260000mE

1350

T 9 N

Grouse Creek Mo

Kilgore Spring

Valley

Creek

Grouse

Creek

Grouse

Creek

Grouse

Creek

Lucin

Lucin

Lucin

Lucin

Lion Mountain

JEEP

TRAIL

JEEP

TRAIL

JEEP

Trail

4590000mN

1438

Grouse Creek Junction

423

Old Spring

East Rabbit Spring

Rabbit Spring

30

SOUTHERN

THOUSAND SPRINGS

36

31

Creek

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

JEEP

TRAIL

OLD CENTRAL

36

31

Beacon

1345

Lucin Airfield

6

375

498

Gartney Mtn

1

6

Lucin Hill

1504

T 8 N

ELKO CO
BOX ELDER CO

T 7 N

Radio Facility

Coal Bank Springs

Crystal Cave

Indian Spring

Spring

MAP NO. 51

(S)

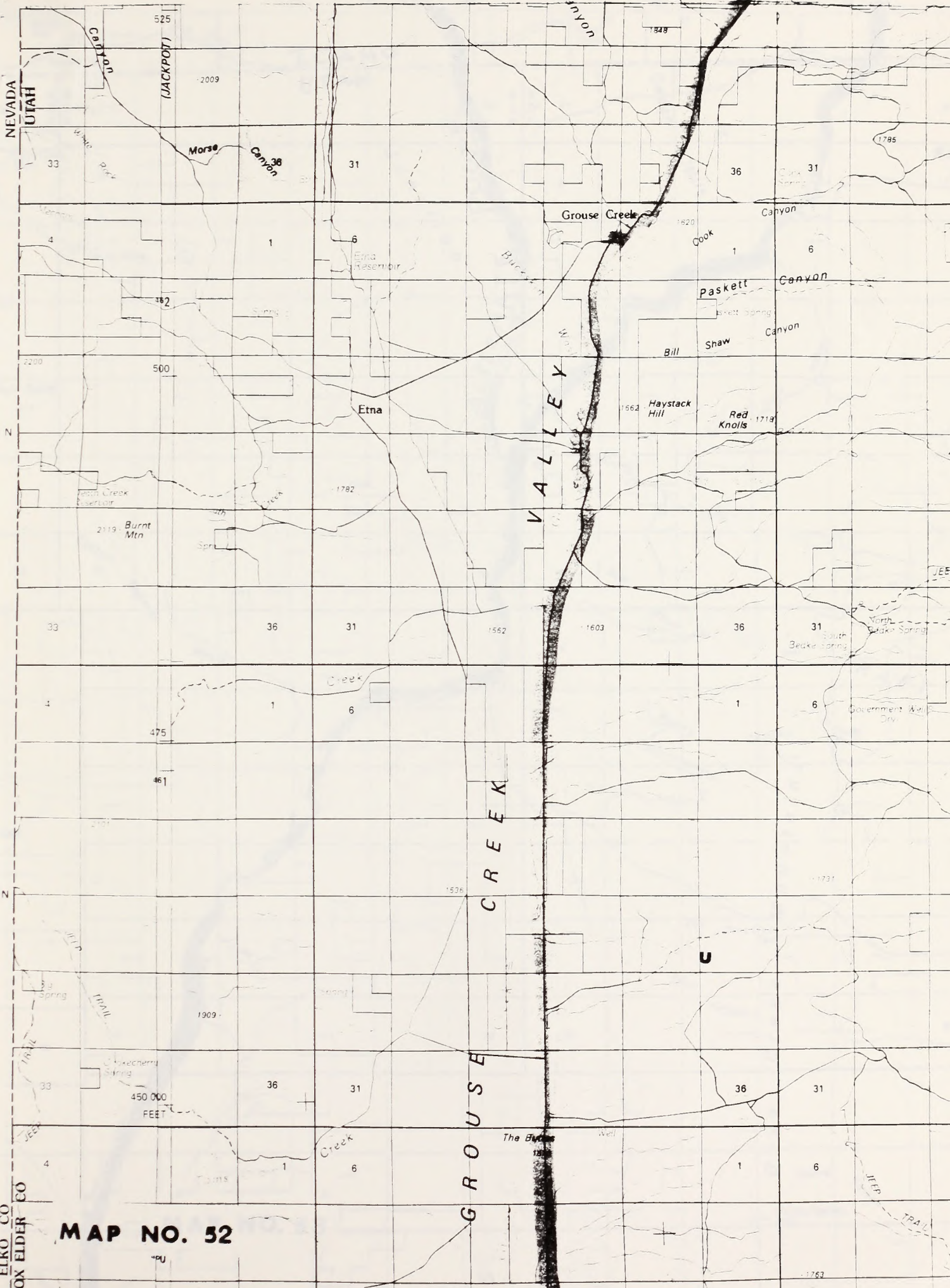
1

6

1

6

1323



NEVADA
UTAH

T 11 N

T 10 N

ELKO CO
JACKSON CO

MAP NO. 52

GROUSE VALLEY
GROUSE CREEK

525
2009
CANYON (JACKPOT)

Morse Canyon

Grouse Creek

Etna

Paskett Canyon

Bill Shaw Canyon

Haystack Hill
Red Knolls

Burnt Mtn

North Snake Spring

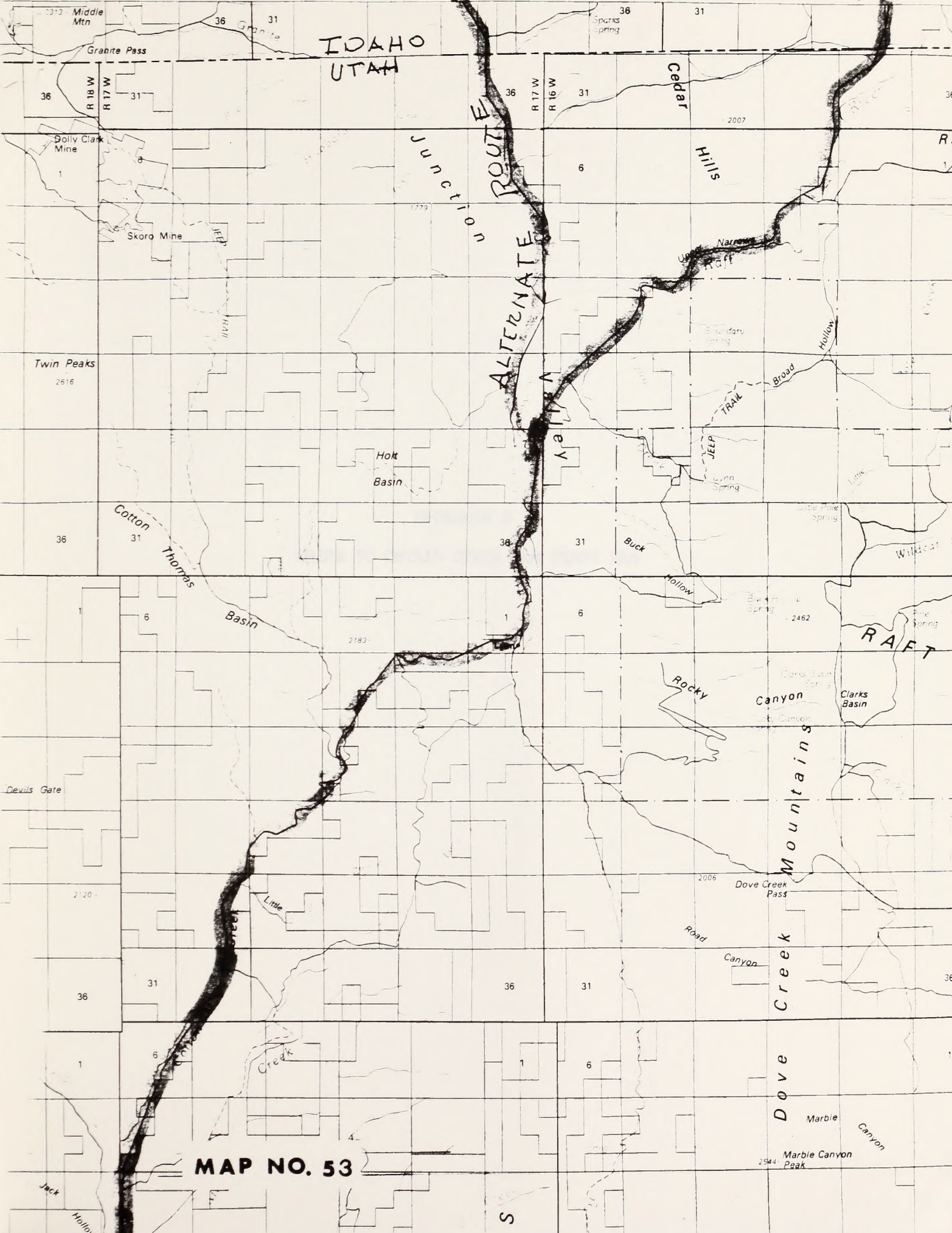
Government Well

Spring

450 000 FEET

The Butte

TRAIL



IDAHO
UTAH

JUNCTION
ROUTE
ALTERNATE
ROUTE

Cedar
Hills

RAFT

Dove
Creek
Mountains

MAP NO. 53

S

BLM STATE OFFICES

Alaska State Office
101 C Street
P.O. Box 13
Anchorage, AK 99511

California State Office
Federal Office Building
2000 Cottage Way
Sacramento, CA 95825

Idaho State Office
2370 Americana Terrace
Boise, ID 83726

Oregon State Office
101 Northwest Multnomah Street
P.O. Box 2962
Portland, OR 97208

Arizona State Office
3702 North 16th East
P.O. Box 16063
Phoenix, AZ 85011

Colorado State Office
1400 Youngfield Street
Lawrence, CO 80045

Wyoming State Office
P.O. Box 12000
Cheyenne, WY 82002

Utah State Office
CFS Coordinated Financial Center
314 South State Street
Salt Lake City, UT 84111-2305

APPENDIX B

WHERE TO OBTAIN OTHER BLM STATE EAs

BLM STATE OFFICES

Alaska State Office
701 C Street
P.O. Box 13
Anchorage, AK 99513

California State Office
Federal Office Building
2800 Cottage Way
Sacramento, CA 95825

Idaho State Office
3380 Americana Terrace
Boise, ID 83706

Oregon State Office
825 Northeast Multnomah Street
P.O. Box 2965
Portland, OR 97208

Arizona State Office
3707 North 7th East
P.O. Box 16563
Phoenix, AZ 85011

Colorado State Office
2850 Youngfield Street
Lakewood, CO 80215

Nevada State Office
P.O. Box 12000
Reno, NV 89520

Utah State Office
CFS Coordinated Financial Center
324 South State Street
Salt Lake City, UT 84111-2303

BLM Library
D-553A, Building 50
Denver Federal Center
P. O. Box 25047
Denver, CO 80225-0047

Form 1279-3
(June 1984)

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BLM Library
D-553A, Building 50
Denver Federal Center
P. O. Box 25047
Denver, CO 80225-0047

