



United States  
Department of  
Agriculture

Forest  
Service

Wind River  
Ranger  
District

1403 West Ramshorn  
PO Box 186  
Dubois, WY 82513-0186  
Voice: 307-455-2466  
Fax: 307-578-1205

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File Code: 1950

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## Scoping Statement

### Crooked Creek Snowmobile/ATV Trail Re-route USDA Forest Service / Shoshone National Forest South Zone / Wind River Ranger District Fremont County, Wyoming

#### Introduction

The Wind River Ranger District, Shoshone National Forest is proposing to re-route a portion of an existing snowmobile trail and designate an all-terrain-vehicle trail connection between Crooked Creek and Green River. The project area is located at T42N, R109W, SEC 13, 14, 15, 22, approximately NW from Dubois, Fremont County, Wyoming (See Map 1).

#### Proposed Action

This proposal includes two actions. The first is to reroute the “J” snowmobile trail for approximately one mile in section 14 around the extremely steep portion of Inspiration Point. The second part of this proposal is to designate a suitable ATV trail from the end of the Crooked Creek Road #542 to the Warm Springs Loop Road #532 near Green Creek, utilizing the old logging roads in the area as well as the “J” snowmobile reroute around Inspiration Point. In conjunction with this project, all of the undesignated roads and trails in this area will be signed and physical barriers installed to eliminate illegal travel by both ATVs and full sized vehicles. Rehabilitation would include soil ripping, installation of waterbars and seeding on the bypassed section of Inspiration Point (See Map 2).

#### Purpose and Need

**Purpose for the Action.** The primary purpose of this project is two fold: 1) provide a safer route for the snowmobile trail grooming contractors and riders by re-routing the “J” trail around the extremely steep section of Inspiration Point and 2) address the illegal road use that is occurring between Crooked Creek and Green Creek. Currently there is no legal connection, but there is a legal route that covers about half the distance. This has caused a great deal of confusion because the presence of existing old logging roads creates an appearance of an established route.

**Need for the Action.** The proposed project is needed to mitigate the safety concerns on the steep section of Inspiration Point, reduce the confusion on the legal routes available for use by motor vehicles, and mitigate resource damage caused by the trespass on and off closed roads.



These objectives are consistent with the goals and objectives expressed in the Shoshone National Forest Plan (as amended) for Management Areas 7E and 2B.

## **Forest Plan Consistency**

The project area is within Forest Service Management Areas 2B (Rural and Roded Natural Recreation Opportunities) and 7E (Wood-fiber Production and Utilization). Management Area 2B emphasizes rural and roded natural recreation opportunities. Motorized and non-motorized recreation activities such as driving for pleasure, viewing scenery, picnicking, fishing, snowmobiling and cross country skiing are possible. The specific proposal is consistent with the following recreational management directions for this area:

- Provide roded natural or rural recreation opportunities along Forest arterial, collector, and local roads, which are open to public motorized travel. Manage recreation use to provide moderate to high incidence of contact with other groups and individuals. Where arterial, collector, or local roads or areas are closed to public motorized recreation travel, provide for dispersed non-motorized recreation with a moderate to high incidence of contact with other groups and individuals in a roded natural or rural setting (p. III-127).

Management Area 7E emphasizes wood-fiber production and utilization of large roundwood of a size and quality suitable for sawtimber. Roded natural recreation opportunities are provided along forest arterial and collector roads. Semi-primitive motorized recreation opportunities are provided on those local roads and trails that remain open. Semi-primitive non-motorized opportunities are provided on those that are closed. The specific proposal is consistent with the following wood-fiber production and utilization management directions for this area:

- Semi-primitive non-motorized and semi-primitive motorized, roded natural and rural recreation opportunities can be provided (p. III-174).
- Prohibit motorized vehicle use (including snowmobiles) off Forest Service roads and trails in alpine shrub and Krummholz ecosystems. Prohibit motorized vehicle use off Forest System roads and trails (except snowmobiles operating on the snow) in other alpine, and other ecosystems where needed to protect soils, vegetation, or special wildlife habitat (p. III-176).

## **Scoping and Public Involvement**

This notice is the public's opportunity to identify and submit issues and concerns they feel the Forest Service should address related to this project. If you feel you have information pertinent and specific to the proposed action, we welcome your participation.

## **Contact**

The public should submit any issues and/or comments related to this project in writing to: Mark King, NEPA Coordinator, South Zone/Washakie Ranger District, 333 E. Main Street, Lander, WY 82520, by electronic mail at [comments-rocky-mountain-shoshone-wind-river@fs.fed.us](mailto:comments-rocky-mountain-shoshone-wind-river@fs.fed.us) or faxed to (307) 578-1204 ATTN: Mark King. Please refer to "Crooked Creek Trail" in the subject line of your response. Comments submitted electronically should be in plain text, MS Word, WordPerfect or other standard text format. **Your comments would be most helpful if received before July 9, 2004.**

Questions related to the proposed action should be directed to Skip Shoutis, South Zone Recreation Planner, Washakie Ranger District, telephone (307)332-5460, or email at [ashoutis@fs.fed.us](mailto:ashoutis@fs.fed.us).

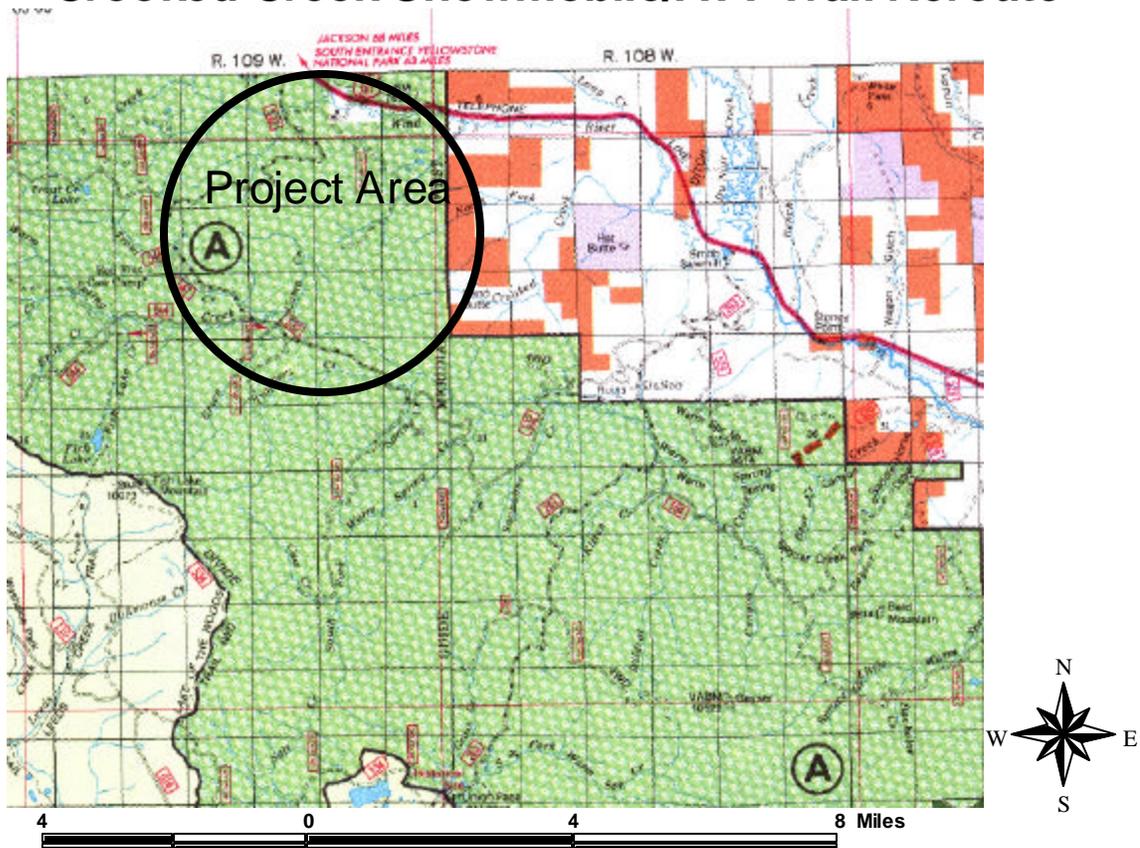
/s/ Rick Metzger \_\_\_\_\_

Rick Metzger  
District Ranger  
Wind River Ranger District

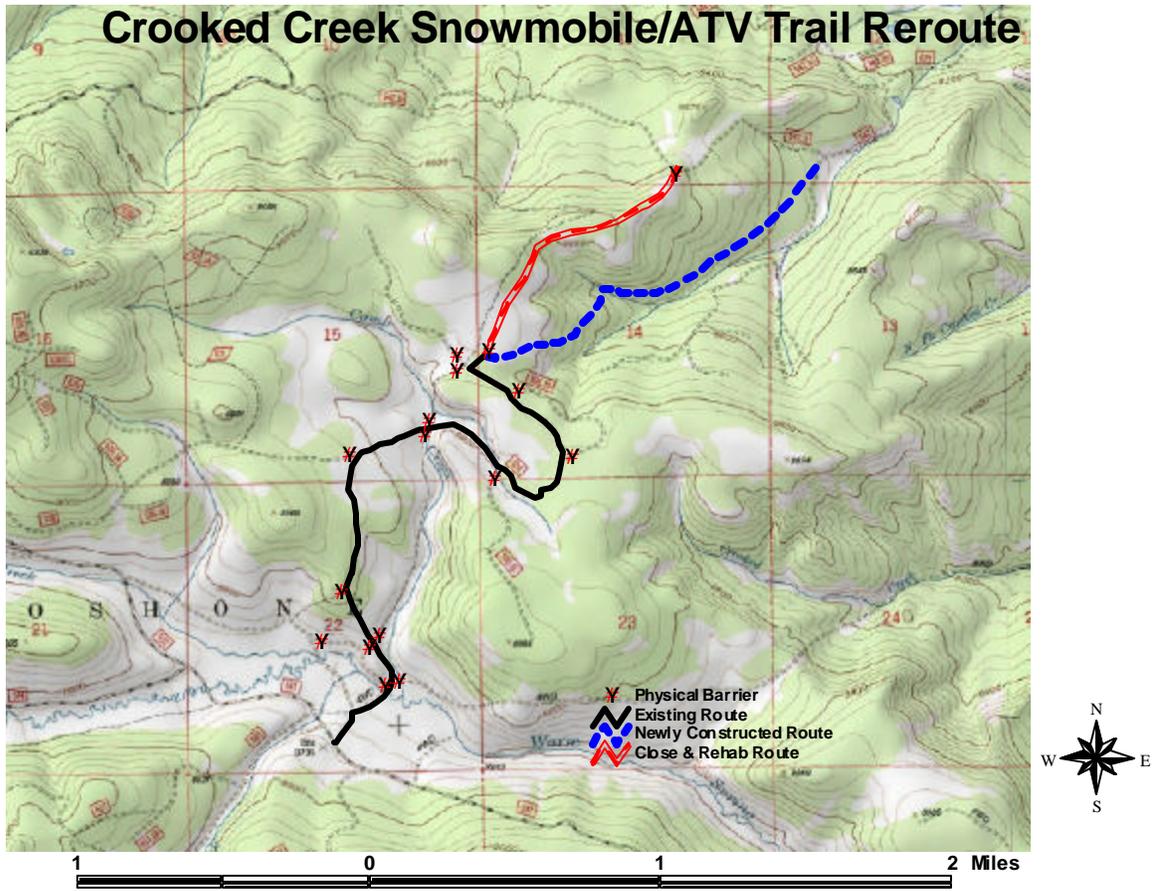
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# Crooked Creek Snowmobile/ATV Trail Reroute



Map 1. Shows the general location of the proposed project.



Map 2. Shows the trail to be closed and rehabilitated, the trail to be constructed, the existing trail and the proposed physical barrier locations.