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**Shoshone National
Forest**

Shoshone National Forest Travel Management

Scoping Document

May 2016

for the greatest good

Dear Interested Commenter,

This document presents the Shoshone National Forest's Proposed Action for the Travel Management project that we started about a year ago. This represents what we consider a reasoned attempt at meeting the project's purpose and need. In summary, we have added 36 miles of motorized routes, which leads to an additional 106 miles of motorized loop opportunities; increased the allowable width on 29 miles of new and/or existing motorized trails to 65"; added 61 miles of seasonal restrictions to help with issues such as protecting road surfaces during the wet spring months; addressed resource and enforcement concerns by closing 12 miles of road; added 11 miles of ungroomed snowmobile trails; recognized two cross country ski areas by prohibiting motorized uses within them; limited the size of tracked vehicles on groomed snowmobile trails to provide for user safety; and established winter use seasons to be more consistent with neighboring national forests.

I encourage you to take the time to read through the document, visit our web site http://www.fs.usda.gov/detail/shoshone/home/?cid=stelprd3846526 , and contact any of our offices if you have questions. I am hopeful that you will provide comments on the Proposed Action so that we may develop meaningful alternatives. The most successful projects are those which have a high level of public participation, and I look forward to hearing from you.

Joseph G. Alexander
Forest Supervisor

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Project Location and Existing Condition

The Shoshone National Forest is in the Middle Rocky Mountains in northwest Wyoming (Figure 1). The Shoshone consists of 2.4 million acres located primarily in Fremont, Hot Springs, and Park counties with portions in Sublette and Teton counties. The Shoshone is headquartered in the Supervisors Office in Cody, Wyoming and is divided into five Ranger Districts: the Clarks Fork, Wapiti, and Greybull Ranger Districts administered from Cody, Wyoming; the Wind River Ranger District administered from Dubois, Wyoming; and the Washakie Ranger District administered from Lander, Wyoming.

Large expanses of wilderness and back country characterize the Shoshone and provide outdoor recreation opportunities such as backpacking, hunting, fishing, horseback riding and packing, mountain climbing, and rock climbing. Popular driving corridors provide infrastructure for sightseeing or for visitors traveling though the Shoshone on their way to other destinations. Within these corridors, visitors find opportunities for driving for pleasure, viewing scenery and wildlife, camping, picnicking, and hiking. The lands between the back country and travel corridors are transition areas where common opportunities include motorized access, off-highway vehicle riding, snowmobiling, mountain biking, hiking, dispersed recreation, hunting, fishing, horseback riding and packing, and opportunities for gathering forest products.

Over the years, the Forest has developed an extensive system of roads, trails, and areas for public motorized/mechanical transport recreation, which includes highway legal vehicles, off-highway vehicles (OHVs) such as all-terrain vehicles (ATVs), motorcycles, and over-snow vehicles including snowmobiles.
Currently, there are approximately 926 miles of National Forest System roads open to the public, 36 miles of motorized trails, 2 miles of single-track (motorcycle) trail, 272 miles of snowmobile trails (groomed/ungroomed), and approximately 528,000 acres available for winter motorized use.

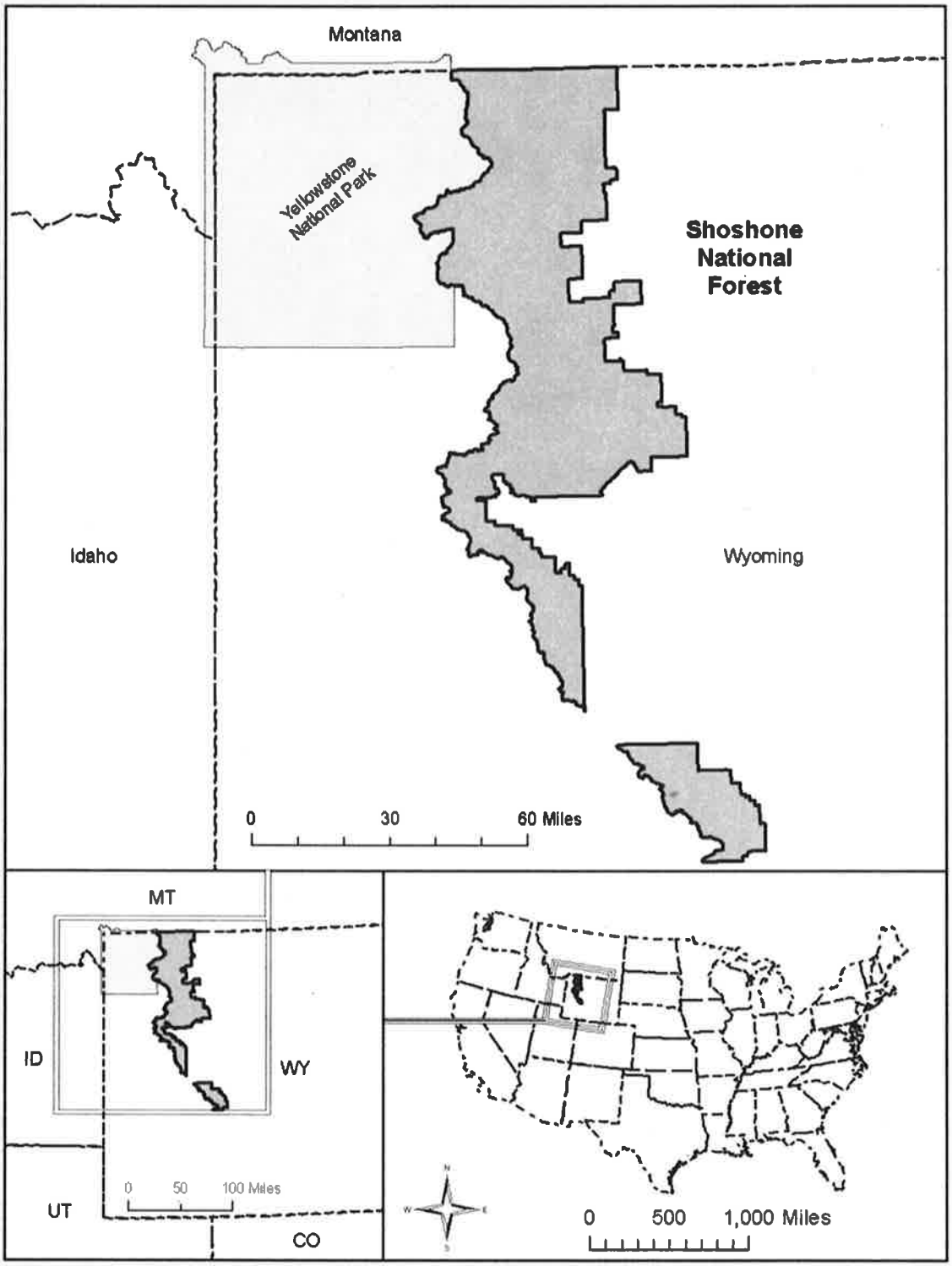

Figure 1: The Shoshone National Forest

Project Background and Public Involvement

In November 2005 the Forest Service published its Travel Management Rule (**36 CFR Part 212: Travel Management; Designated Routes and Areas for Motor Vehicle Use, Final Rule** (*Federal Register* 2005: 70 FR 68264). The Travel Management Rule (Rule) requires national forests to designate those routes and/or areas which are open to motorized uses. Designated routes and areas must be shown on a motor vehicle use map (MVUM) using clear, nationally-standardized symbology.

The Shoshone National Forest (SNF) first designated motorized routes in the mid-1980s under the "white arrow" program. In accordance with the Rule the SNF published a Motor Vehicle Use Map (MVUM) which incorporated the existing designated road/motorized trail system.

During the recent Forest Plan revision process comments were received from many users expressing a desire for the expansion of motorized recreation opportunities, especially loop opportunities, for summer motorized recreation. The availability and popularity of four-wheel drive and off-highway vehicles have resulted in an increased demand for motorized opportunities on the SNF. In response to public comments the 2015 Forest Plan provides direction for the SNF to develop at least three summer motorized loop opportunities during the life of the plan (Forest Plan, RDTR-OBJ-05; Forest Plan, pg. 104). In addition to concerns raised about a desire for additional motorized recreation, during the forest plan revision process the public also raised concerns about resource damage occurring on system roads and trails, as well as unauthorized use on closed roads/trails and user-created routes.

The Record of Decision (ROD) for the Forest Plan was signed in May of 2015 and signaled the initiation of the current Travel Management planning effort. Starting in the summer of 2015 and ending in the winter of 2016 the Forest held a series of public meetings and field trips to gather input on the need for change on the MVUM as well as for the winter season. Input was also collected from SNF personnel. As a result of this effort 136 district specific and 2 Forest-wide proposals were submitted for changes to the summer motorized travel system. For the winter travel system there were 16 district specific and 9 Forest-wide proposals submitted.

The Forest Supervisor (Responsible Official) of the Shoshone National Forest is charged with establishing the scope of the environmental analysis, including the scope of the actions and alternatives to be analyzed (40 CFR 1508.25). The following sideboards set by the Forest Supervisor were used to evaluate proposals received and will guide the initial analysis of the proposed action.

1. Proposals considered in the proposed action and any alternatives considered will be consistent with the Forest Plan. The recently approved Forest Plan (May 2015) is the result of an extensive collaborative process with a multitude of opportunities for public involvement and input. Current Forest Plan direction reflects the result of the effort and changing it at this point would be untimely.
2. The Shoshone fills a niche as a back country forest. Therefore there will not be large scale changes to the motorized system.

Purpose and Need for Action

The overall objective of the proposed action is to provide a manageable system of designated public motor vehicle access routes and areas within the Shoshone National Forest, consistent with the Forest Plan, Executive Orders 11644 and 11989, and the travel management regulations at 36 CFR 212 subparts B and C. The decisions associated with the designations of roads, trails, and areas open to the public will be published in maps for both summer and winter travel.

There were needs identified through the forest planning effort to examine the existing system and identify current routes with resource concerns or enforcement issues which could be removed or changed in the system.

- There is a need to provide some level of motorized routes to a growing user group on the Shoshone National Forest. The Forest Plan directs us to look for opportunities to provide "loop" opportunities for motorized use.
- An additional need of equal importance is to ensure or improve compliance and accountability on the existing road and trail system.
- Another need is to consider if there are current routes with resource concerns or enforcement issues which could be removed or changed in the system.
- Finally, there is a need to designate roads, trails, and areas for winter motorized travel and produce an over snow vehicle use map. This direction stems from a recent court decision and a subsequent revision of the 2005 Travel Management Rule.

Additionally, the Regional Forester, in the Record of Decision for the revised SNF Land Management Plan acknowledged the Forest's recognition of these needs and directed the SNF to analyze additional motorized opportunities during the Travel Management planning process.

Proposed Action

To develop the proposed action the SNF interdisciplinary team (IDT) evaluated proposals received using criteria or screens, input from the public at the various field trips and meetings, and knowledge of local conditions. Screens were developed to consider the sideboards established by the Forest Supervisor and to address the criteria for designating roads and trails in the 2005 Travel Management Rule at 36 CFR 212.55(b). Through the screening process the Forest identified proposals that would then be carried into the proposed action (PA). Screens similar to those used for summer motorized proposals were applied to winter proposals to develop PA for winter motorized travel in compliance with Subpart C (36 CFR 212.81(c)).

Table 1, ***Changes to the Existing Situation from Proposed Action***, shows how the Proposed Action responds to the purpose and need. Table 2, *Changes to the Summer Motorized System*, and Table 3, *Changes to Winter Motorized System*, summarize how the current system will change by district under the Proposed Action. Table 4 – *Changes Motorized Trail (MT) Widths Breakdowns*, details the changes to motorized trails by district.

Table 1. Changes to the Existing Situation from Proposed Action

Purpose/Need	Proposed Action
Provide motorized trails to a growing user group on the Shoshone National Forest.	*adds 35 miles of motorized routes (roads and trails) to the system *increases loop opportunities by 106 miles

	*designates 12 miles of existing motorized trails to allow for 65 inch width (will allow use of vehicles that are less than 65inch wide, have maximum tire pressure ratings of 12 psi, and weigh less than 2,000 lbs.) *designates 13.4 miles of new motorized trails for 65" width *adds 3 miles of motorized routes to access established disperse camping sites that were beyond 300' from a system road
Identify current routes that have some existing resource concerns or enforcement issues which could be removed or changed in the system	*closes 12 miles of roads to address resource and/or enforcement concerns *converts 2.1 miles of road to a motorized trail (65 inch width) to reduce impacts on resource *adds 114 miles of seasonal restrictions to protect road surfaces during the wet season (this lowers maintenance costs which frees up funding to create and/or maintain additional motorized routes), increase wintertime safety, and reduce wildlife disturbance.
Designate roads, trails, and areas for winter motorized travel	*adds 11 miles of ungroomed snowmobile trails *closes 1,354 ac of cross country skiing area to motorized uses *prohibits tracked vehicles larger than a UTV from using groomed trails to provide for user safety *create two winter motorized seasons. A "high elevation" zone with a season of 11/15 to 4/30. A "low elevation" zone with a season of 12/1 – 4/1.

In response to the need for accountability on the current system, a cross section of users formed a working group in the winter of 2016 to explore ways to improve compliance. They identified three categories of action to address compliance; education, enforcement and infrastructure. The working group plans to present ideas to the Forest Supervisor in October 2016. Input from the working may be carried forward in the travel management planning analysis. In addition, the North Zone has consolidated the number of existing seasonal restriction dates to help reduce confusion.

To create feasible connections and loops it was necessary to propose minor motorized trail segments within roadless areas. The SNF recognizes the value of these areas and has sought to offset the addition of motorized trail segments by closing some existing motorized routes in roadless areas. Consequently the addition of 7.2 miles of new motorized trail would be paired with a closure of 6.3 miles of existing road/trail.

Table 2: Changes to the Summer Motorized System (in miles)

		North Zone	Washakie	Wind River	Total Miles
Motorized Routes	Existing Mileage	351	245	331	926
	Proposed Additions	14	11	10	34
	Proposed Subtractions	5	5	5	15
	Proposed Access to Dispersed Campsites	1	1	1	3
	Proposed Mileage Added	9	6	5	20
	New Total Mileage	**359**	**251**	**336**	**946**
Seasonal Restrictions**	Existing	212	73	43	327
	Additional	28	53	33	114
	New Total	**240**	**125**	**76**	**441**
Motorized Loops	Existing Mileage	7	83	162	252
	Additional Loop Miles	12	44	51	106
	New Total	**19**	**127**	**213**	**358**
RARE II (Roadless)	Miles Proposed Added	0.7	6.1	0.4	7.2
	Miles Proposed Subtracted	0.0	4.8	1.5	6.3
	Total Additional Miles	**0.7**	**1.3**	**-1.1**	**0.9**
New Construction	Road Miles	6.7	0.8	2	9.5
	Trail Miles	6.8	9.9	8.3	25
	Total Miles Construction	**13.5**	**10.7**	**10.2**	**34.5**

Table 3: Changes to Winter Motorized System

		North Zone	Washakie	Wind River	Total Miles
Motorized Trails (miles)	Existing routes (groomed and ungroomed)	59	62	151	272
	Proposed Action Subtractions (0 proposals)	0	0	0	0
	Proposed Action Additions (2 proposals)	6	0	5	11
	Proposed Action Mileage Added	**6**	**0**	**5**	**11**
	New Total	65	62	156	283
Available Area (acres)	Existing Area Available for Winter Motorized	208,382	112,764	201,819	522,965
	Proposed Action Area Subtractions (2 proposals)	**0**	**0**	**1,354**	**1,354**
	New Total	208,382	112,764	200,465	521,611

Motorized Trails

The increase in popularity of Utility Task Vehicles (UTV) has resulted in an increased demand for motorized opportunities. Most UTVs are too wide to fit on trails designed for vehicles 50 inches or less in width. Consequently the larger UTVs using 50 inch routes can create trail damage and/or user conflict. Currently the SNF does not have any motorized trails that are wider than 50 inches. UTVs are currently limited to existing open roads and must be street legal on roads meaning unlicensed users cannot operate UTVs on system roads. Constructing trails to be compatible with UTVs would provide additional trail experience opportunities for motorized recreationists. Converting some existing roads to trails compatible with UTVs would also provide additional motorized recreation opportunities.

A Forest Service trail is defined as a route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail (36 CFR 212.1). The motorized trails proposed are identified as routes for vehicles either 50 or 65 inches wide. Along with identifying a system of roads, trails, and areas, the 2005 Travel Management Rule requires the Forest Service to identify the class of vehicles that will be allowed to use the various routes identified. The Forest is proposing to define the classes of vehicles allowed for use on motorized trails as follows:

- Single track motorized trails will limit use to two wheeled motorbikes.
- 50 inch trails will restrict use to All Terrain Vehicles (ATVs) that are less than 50inches in width, have handlebar steering, and a seat designed to be straddled or UTVs that are less than 50 inches in width. Two wheeled motorbikes would also be allowed on 50 inch trails.
- 65 inch trails will allow use of vehicles that are less than 65 inches wide, have maximum tire pressure ratings of 12 psi, and weigh less than 2,000 lbs. Two wheeled motorbikes and ATVs would also be allowed on 65 inch trails.

Table 3: Motorized Trail (MT) Widths Breakdowns

		North Zone	Washakie	Wind River	Total Miles
Motorcycle Trails	Single Track Existing Trail	0	2.0	0	**2.0**
50 inch Motorized Trails	Existing MT 50"	0	11.6	22.0	**33.6**
	New MT 50"	0	9.9	3.8	**13.7**
65 inch Motorized Trails	Existing MT 65"	0	0	0	**0.0**
	New MT 65"	9.2	0	4.2	**13.4**
	Convert 50" MT to 65"	0	0	16.0	**16.0**
	Convert Road to 65" MT	0	0	2.1	**2.1**
Total Miles of Proposals (New and Existing Trails)	Total Single Track Trail	0	2.0	0	**2.0**
	Total 50" Motorized Trail	0	21.4	9.8	**40.4**
	Total 65" Motorized Trail	9.2	0	22.3	**31.5**
	Total MT Miles	**9.2**	**23.5**	**32.1**	**64.8**

Project Design Features

Project Design Features (PDF) are intended to prevent undesirable effects from proposed management activities. The implementation of the decision will be guided by the direction found in the Forest Plan (, the 2005 Travel Management Rule), Forest Service Handbook 2509.25: Watershed Conservation Practices Handbook (FSH2905); the Northern Rockies Lynx Management Direction (), and the Final Conservation Strategy for the Grizzly Bear in the Greater Yellowstone Area). Other relevant direction will be adhered to in the planning, development, analysis, and implementation of travel management on the SNF. The IDT may develop site specific PDF based on field analysis for the implementation of changes to the system.

Specific Proposals

The following tables (Tables 5 –9) detail the specific proposals by District.

Clarks Fork and Wapiti Ranger Districts

Table 5: Proposed Changes to Motorized Travel on the North Zone (Clarks Fork, Wapiti, and Greybull Ranger Districts)

Location	Proposal	Change Type	Rationale for Change*
Line Creek	**NZ-01**	New motorized trail- 65 inches wide.	Provides effective connector; opportunities for youth; low-moderate resource concerns
Morrison Jeep Trail	**NZ-03**	Move closure gate up hill.	Popular motorized recreation area; Provides shoulder season opportunities; low resource concerns.
Sweetwater	**NZ-07**	Closure	Modified: close road after first low water crossing to reduce watershed effects; high recreation benefit to keep open in area with few opportunities; high # users
Gwinn Fork	**NZ-12**	Open closed road	Modified: original proposal had additional construction. Portion of proposal carried forward is to open closed road with high recreation value and low resource concerns.
Gooseberry	**NZ-14**	New Road	Provides high value loop opportunity; low-moderate resource concerns.
Grass Creek	**NZ-15**	New Road	Modified: Upper loop at Twin Lakes added to provide small loop (approx. 2 mi). Lower portion not feasible due to terrain and displaces non-motorized users.
Beem Gulch	**NZ-19**	Seasonal Use Restriction	Added to comply with Forest Plan
Line Creek	**NZ-20**	Closure	Modified: Proposal is to close one redundant route. Low benefit to closing both routes, would eliminate opportunity provided by NZ-01
Sulphur Creek	**NZ-23**	Closure	Modified: Close at private land boundary due to no easement. Low benefit to closing whole road. Very popular motorized recreation area.
Wood River	**NZ-27**	Additional Spur Road	Access to dispersed camp. No known resource concerns and would increase ability to enforce compliance.
Blackjack, Dick Creek	**NZ-28**	Reopen existing road and apply a seasonal restriction	Provides large effective loop. Seasonal restriction for resource protection

Location	Proposal	Change Type	Rationale for Change*
Little Rock Creek	**NZ-30**	Seasonal use restriction	Added to comply with the Forest Plan and minimize disturbance to wintering elk.
Rattlesnake	**NZ-34**	Additional Spur Road	Provides management access to cow camp. Establishes a small loop. Low resource concerns.
Fantan Lake	**NZ-36**	Spur road to dispersed camp site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
Crandall Creek	**NZ-37**	Spur road to dispersed camp site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
Antelope Bench	**NZ-38**	Spur road to dispersed camp site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
Paint Creek	**NZ-39**	Spur road to dispersed camp site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
Carter Mountain	**NZ-40**	Spur road to dispersed camp site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
Ghost Creek	**NZ-4w**	New ungroomed snowmobile trail	High value connector route. Low resource concerns.

***Some proposals were modified from the original proposal submitted by the public. These are indicated by the word "modified".**

Table 6: North Zone Seasonal Restriction Date Adjustments

Road Name	Road	Previous Open Dates	New Open Dates	Restriction
Bald Ridge system	100	5/1-12/31	5/1-12/31	Watershed, Wildlife
Dead Indian Gulch	100.2A	5/1-12/31	5/1-12/31	Wildlife
Upper Sunlight, Sulphur Creek	101, 108	3/31-7/16, 9/30-12/1	7/1-3/31	Watershed, Wildlife
Riddle Flat	101.1B	5/1-12/19	5/1-12/31	Wildlife
Pat O'Hara	102		6/1-3/31	Watershed
Henry's Mill	103.2C	7/1-12/31	7/1-12/31	Watershed
Beem Gulch	105		5/1-12/31	Watershed, Wildlife
Antelope Butte	110	5/1-12/16	5/1-12/31	Roads, Wildlife

Road Name	Road	Previous Open Dates	New Open Dates	Restriction
Russell Creek	111	5/1-12/15	7/1-12/31	Roads, Wildlife
Camp Creek	114, 115	7/16-12/15	7/1-12/31	Roads, Wildlife
Morrison Jeep Trail (upper)	120	7/16-12/1	7/16-11/31	Watershed
Little Rock Creek	121, 121.1B		5/1-12/31	Wildlife
Clay Butte	142	7/1 -12/1	7/1-11/30	Watershed
Beartooth Lake	146	5/21-12/1	6/1-11/31	BT Highway
Island Lake	148	5/21-12/1	6/1-11/30	Watershed
Sawtooth/Fantan system	149	7/16-12/1	7/16-11/30	Watershed
Sunlight WMA system		5/1-12/15	5/1-12/15	Watershed, Wildlife
Way West area	296.1A	5/1-12/17	5/1-12/31	Wildlife
Sunlight Picnic Access	296.3A	5/1-12/18	5/1-12/31	Wildlife
Rattlesnake Mountain system	401	6/1-11/30 (all), 12/1-5/31 (OHV)	6/1-12/31	Watershed, Wildlife
Elk Fork	424	5/1-12/31	6/16-12/31	Watershed, Wildlife
Sweetwater	435	5/1-12/32	6/16-12/31	Watershed, Wildlife
Blackwater	435	7/1-11/30	6/16-12/31	Watershed, Wildlife
Carter Mountain (boundary to Marquette gate)	474	5/16-12/31	5/16-3/31	Watershed
Carter Mountain (Marquette gate to private)	474.2C	7/1-10/14 (all), 10/15-11/14 (OHV)	7/1-12/31	Watershed
Carter Mountain (state section access)	474.2F	5/16-12/31	5/16-3/31	Watershed
Belknap system	474.2A & spurs	6/16-12/31	7/1-12/31	Watershed, Wildlife
Corral Creek	483		6/16-12/31	Watershed, Wildlife
South Fork Wood River & Brown Creek	201.1C, 201.1A	5/1-11/30	5/1-11/30	Watershed
Timber Creek to Dick Creek system	202, 203, spurs	5/1-12/31	5/1-12/31	Watershed, Wildlife
Phelps Mountain	207		7/1-12/31	Watershed, Wildlife

Road Name	Road	Previous Open Dates	New Open Dates	Restriction
Pickett Creek, North Pickett Creek	209	5/1-12/31	1/1-1/31, 5/1-12/31	Watershed, Wildlife
Carter (Meeteetse Creek access)	210	6/16-11/14	6/16-11/14	Watershed

Wind River Ranger District

Table 7: Proposed Changes to Motorized Travel on the Wind River Ranger District

Vicinity	Proposal	Change Type	Rationale for Change
Warm Springs Mountain	**WR-07**	Motorized trail, allow 65 inch vehicles	Provides large effective loop, provides legal access to an area currently without it.
Bachelor Creek	**WR-11**	Motorized trail	Provides large effective loop, connects FSR 554 to MT 14, crosses small portion of Roadless.
Long Creek	**WR-12**	Motorized trail, allow 65 inch vehicles	Provides an expanded loop, follows existing road template.
Warm Springs Mountain	**WR-13**	Motorized trail, allow 65 inch vehicles	Provides large effective loop, provides legal access to an area currently without it.
Long Creek	**WR-14**	Motorized trail, allow 65 inch vehicles	Provides an expanded loop with very minor amount of construction.
Upper Wind River	**WR-15**	Closure	Road was for access to utility lines that no longer exist. Dead end access with no dispersed camping sites.
Long Creek	**WR-16**	Closure	Duplicate road
Union Pass	**WR-20**	Closure	Dead end route. No dispersed sites along this stretch. Offset Roadless mileage of WR-11.
Burroughs Creek	**WR-25**	Seasonal Closure (4/1 to 6/30)	Closure dates will provide protection for the native road surface during the wet spring months.
Bear Creek	**WR-26**	Convert to a motorized trail, allow 65" vehicles	Current impacts to riparian and wetland areas, moving to lighter vehicles expected to reduce those impacts.
Long Creek	**WR-27**	Motorized trail	Provides a large effective loop, follows existing road template for large portion of route.

Vicinity	Proposal	Change Type	Rationale for Change
Long Creek	**WR-27a**	Closure	With WR-27, no need for this short, dead end route that ends in meadow and would have compliance issues.
Long Creek	**WR-29**	Seasonal Closure (4/1 to 6/30)	Closure dates will provide protection for the native road surface during the wet spring months.
West Fork Long Creek	**WR-40**	Closure	Modified the proposal to close the portion of FSR 549 north of FSR 549.1C to eliminate some dead end routes and replace with new loops.
West Fork Long Creek	**WR-43**	Closure	Close proximity to riparian, dead ends in open terrain with compliance concerns.
Spruce Creek	**WR-55**	Closure	Modified the proposal to close that portion of route w/in the Roadless area. This will offset Roadless area mileage of WR-11.
Grandy Reservoir	**WR-63**	Road	Already existing road template w/no known resource issues.
Access to 11 dispersed camping sites	**WR-66 to 77**	Spur to dispersed camping site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.
MT10	**SHO-02**	Expand to 65 inch width	Is on an old logging road, no resource issues to preclude allowing wider vehicles.
MT 11	**SHO -02**	Expand to 65 inch width	Good portion is on an old logging road, no resource issues to preclude allowing wider vehicles.
MT 13	**SHO -02**	Expand to 65 inch width	Is on an old logging road, no resource issues to preclude allowing wider vehicles.
MT 15	**SHO -02**	Expand to 65 inch width	Is on an existing road, no resource issues to preclude allowing wider vehicles.
Falls/Deception x-c ski trails	**WR-02w**	Closure	This area has already been established and recognized by both user groups
Pinnacles x-c ski trail	**WR-03w**	Closure	This area has already been established and recognized by both user groups
Sublette Pass	**WR-06w**	Add ungroomed snowmobile trail to the system.	Adds an existing route to the system.
Groomed Trails	**WR-11w**	Width restriction on groomed snowmobile trails.	The narrow character of many of the groomed snowmobile trails does not leave

Vicinity	Proposal	Change Type	Rationale for Change
			enough room for larger tracked vehicles to safely share the trails with snowmobiles. Proposal was modified to cover whole forest.

Washakie Ranger District

Table 8: Proposed Changes to Motorized Travel on the Washakie Ranger District

Vicinity	Proposal Number	Change Type	Rationale
Fairfield Hill	**WK-01**	Conversion of non-motorized trail FST 750 to motorized trail. Construct two track approximately 2.5 miles from FSR 356 to FSR 350	This route would replace MT-01 that runs along Wilderness boundary for access to Shoshone Lake from Sinks Canyon.
Fairfield Hill	**WK-19**	Conversion of motorized trail MT-01 to non-motorized trail.	MT-01 runs along Popo Agie Wilderness boundary. Conversion to foot trail would improve Wilderness character.
Fairfield Hill	**WK-26**	New construction of approximately a one mile of new motorized trail from FSR 356 to FSR 369 at Pete's Lake.	Provide a new loop opportunity and a second access route to Pete's Lake.
Shoshone Lake	**WK-27**	Conversion of non-system route to motorized trail	Existing footprint leading to dispersed campsite on west side of Shoshone Lake. Geography precludes road creep.
South Pass	**WK-30**	New construction of approximately 1.6 miles of motorized trail from FSR 326 to FSR 366.	New loop opportunity
South Pass	**WK-31**	New construction of approximately 1.6 miles of motorized trail from FSR 300 and FSR 368	New loop opportunity
South Pass	**WK-06**	Addition of approximately 0.3 miles of existing unclassified route 312.1C to the system	Routes not previously mapped. Short segments adding to MVUM, insignificant mileage, hard to close, no road-creep currently occurring
South Pass	**WK-07**	Addition of approximately 0.2 miles of existing unclassified route 908 to the system	Routes not previously mapped.

Vicinity	Proposal Number	Change Type	Rationale
Access to 3 dispersed camping sites	**WK-32-34**	Spur to dispersed camping site.	No known resource concerns. Increases ability to enforce compliance. Will have restriction on camping distance from road.

Forest-wide

Table 9: Proposed Changes to Motorized Travel Forest-wide

Location	Proposal	Change Type	Rationale for Change
Forest Wide	**SHO-02**	Widen MT's to 60 or 65 inch	Modified proposal to consider width of trails on case by case basis.
Forest Wide	**SHO-02w**	Development of two over snow travel seasons for lower elevation (Dec. 1 to March 30) and higher elevation (Nov. 15 to April 30)	Forest determined there was a need to address some concerns with motorized use during times of low snow depth, considered neighboring Forest's direction. Modified proposal by changing dates and developing two zones.
Forest Wide	**WR-11w**	Width restriction on groomed snowmobile trails.	The narrow character of many of the groomed snowmobile trails does not leave enough room for larger tracked vehicles to safely share the trails with snowmobiles. Proposal was modified to cover whole forest.

How to Comment and Timeframe

This Scoping Document is intended to disclose adequate information to allow the public to provide substantive comments on the proposed changes to the travel system on the Shoshone National Forest. A 30-day public comment period will begin when the legal notice is published in the Federal Register on or around May 27, 2016. This will be the first of two formal comment periods. The public will also have an opportunity to comment on the environmental analysis, expected to be completed in the spring of 2017. Those who provide timely and specific comments during either comment period may be eligible to file an objection to the Environmental Impact Statement and Draft Record of Decision pursuant to regulations at 36 CFR Part 218.

We encourage you to provide comments. The comments which we receive will be used to develop alternatives to the proposed action.

Comments can be submitted by mail, fax, over the phone, in person, or by email. For objection eligibility, each individual or representative from each entity submitting timely and specific written comments must either sign the comments or verify identity upon request. The Pre-decisional Administrative Review Process outlining objection regulations was published in March 2013 and is documented at 36 CFR 218.

Written comments should be submitted to Shoshone National Forest, Attn: Rob Robertson, 333 E. Main St., Lander, WY 82520, or fax: 307-332-0264; or email at travel_management_comments@fs.fed.us . Hand-delivered comments must be provided at the Supervisors' office or any of the Ranger District offices during normal business hours (8:00 am to 4:30 pm, Monday through Friday, excluding holidays).

Electronic comments must be submitted to travel_management_comments@fs.fed.us in an email message, or attached in portable document format (.pdf) or Word (.docx) format.

Comments, names, and contact information of those who comment will be part of the public record for this proposed action. Comments submitted anonymously will be accepted and considered; however, the District will not be able to send subsequent environmental documents to anonymous commenters.