WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:
   Whiskey Dick Winter Range—Seasonal Motor Vehicle Closure

2. Name of applicant:
   Washington Department of Fish and Wildlife (WDFW)

3. Address and phone number of applicant and contact person:
   600 Capitol Way N, Olympia, WA 98501

4. Date checklist prepared:
   December 2013

5. Agency requesting checklist:
   Washington Department of Fish and Wildlife

6. Proposed timing or schedule (including phasing, if applicable):
   February 1st through April 30th, 2014

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. This area is part of an ongoing cooperative recreational planning effort between the Washington Department of Natural Resources and WDFW. The Naneum Ridge to Columbia River Recreation Plan will not be concluded until summer 2014, and the final plan may propose access management strategies which differ from this proposal. This portion of the winter range has been closed, through a series of temporary actions, to all motorized vehicle traffic, during February, March and April, from 2008-2013, and decisions about future winter access will be included in the final Naneum Ridge to Columbia River Recreation Plan. This checklist, therefore, is only for a temporary action and only intended to address motorized access from February 1st through April 30th, 2014.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

In 2008, WDFW hired a public opinion research firm, Responsive Management, to conduct a hunter opinion survey. The resulting document, *Hunters' Opinions on Wildlife Management and Other Hunting Issues in Washington* found that "The overwhelming majority of all types of hunters (ranging from 74% to 84%) support (with most of them strongly supporting) using road closures to maintain healthy game populations during critical periods of the year." (pg. 167). The full report can be found online at: http://www.responsivemanagement.com/download/reports/WA_Hunt_Hunter_Report.pdf

From 2008-2012, WDFW conducted the Colockum Elk study, in which 109 cow elk were collared with GPS tracking devices. In total, over 400,000 total location fixes were recorded during the study, documenting elk patterns of use and temporal movements throughout the year. Data from the study indicate that the closure was largely effective at eliminating motorized traffic from the closed portion of the winter range, and that elk in the winter closure area became less sensitive to road proximity when the roads were closed. Radio telemetry data from the study indicated that the elk use most portions of their winter range that is available to them, but that as spring begins, they use the eastern edge of the proposed Whiskey Dick closure area (the river corridor) less than the central and western portions.

WDFW's Deer and Elk Specialist, Dr. Scott McCorquodale's summary statements from the Colockum Elk study were that "Data for Colockum elk (and Yakima elk) clearly demonstrate that wintering elk in this region are in marginal physical condition during the mid-to-late winter period (energy stores are low)". In his 2013 paper, "A Brief Review of the Scientific Literature on Elk, Roads, & Traffic", Dr. McCorquodale wrote that "The scientific evidence is compelling that disturbance associated with traffic on open roads can strongly affect elk distribution and limit use of even highly preferred habitat near roads". And additionally, "If traffic on roads causes elk to reduce foraging time and/or increase energy expenditure by moving away from disturbances, or simply by moving more, then they experience a net energy deficit attributable to disturbance avoidance." The document can be viewed online at: http://wdfw.wa.gov/publications/01491/

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No other pending applications

10. List any government approvals or permits that will be needed for your proposal, if known.

No additional approvals or permits are required for the seasonal restriction on motorized travel.

In order for the open, motorized route up along the Columbia River to be a through route, Washington State Parks will need to resume allowing the public to enter their property throughout the winter. The southern portion of the motorized vehicle route

would require that the public enter through a State Parks gate, then travel roughly three miles of road through the Ginkgo Petrified Forest State Park to access the Whiskey Dick Wildlife Area from the south. Prior to the first Whiskey Dick seasonal winter range closure in 2008, this was the normal management pattern for the park. State Parks keeps combination locks on the gates, but provides the combination to the public upon request. If this proposal is approved, the access management by State Parks would return to pre-2008 patterns, though traffic volume on the open road may increase above historic levels due to shifts from other points-of-entry.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal is to restrict the use of motor vehicles within portions of the Whiskey Dick Winter Range during February, March and April of 2014. This area includes about 44,000 acres of state land that is managed as part of the L.T. Murray Wildlife Area for the protection of wildlife and for wildlife related recreation. The boundaries of this proposed management action include: the Old Vantage Highway on the south; the Wild Horse Wind Facility on the west; Quilomene Ridge Road on the north; and the Columbia River on the east. The proposal is to prohibit motor vehicle use, during February through April, on all of the internal roads except for a single, motorized, through route that passes from the Ginkgo State Park up to Quilomene Ridge Road. The intent is to provide increased protection and security for wintering big game (primarily elk) and reduce the displacement of elk to private properties to the west, while still continuing to provide the maximum recreational opportunities that are consistent with wildlife protection. The winter closure will be implemented with a combination of signage and maps at the major points-of-entry, public information, monitoring and enforcement.

WDFW's mandate is to preserve, protect and perpetuate fish, wildlife and their habitats, and to maximize sustainable wildlife-related recreation. The Colockum, Quilomene and Whiskey Dick Wildlife Areas were purchased specifically to provide big game winter range and upland game bird habitat, and also to provide diverse wildlife-related recreational opportunities such as hunting, fishing and wildlife viewing.

The management goals for the L.T. Murray/Quilomene/Whiskey Dick Wildlife Areas are to preserve habitat and species diversity for both fish and wildlife resources, maintain healthy populations of game and non-game species, protect and restore native plant communities, and provide diverse opportunities for the public to encounter, utilize, and appreciate wildlife and wild areas.

Between 2000 and 2006 the following trends were observed in the area: decreased elk use in the southern end of the winter range by mid-winter, high levels of winter/spring traffic on roads in the south end of the winter range, and high incidents of elk damage on private lands. The Whiskey Dick winter motorized vehicle restriction was first implemented in 2008 to achieve several objectives, including: address chronic private agricultural damage; reduce disturbance to wintering wildlife (primarily elk); and do so with minimal impact to public winter recreation.

Much of the Whiskey Dick Wildlife Area is low elevation shrub-steppe. Therefore, it is snow-free most of the year, and easily accessible by motorized vehicles when elk are present in large numbers. Advances in and the increased popularity of motorized recreational equipment have improved the ability to access areas that were historically more difficult to get to in winter due to weather or road conditions (snow, mud, steep slopes etc.).

Elk are 'refuge seekers' and avoid open roads when possible. This does not mean they will not be seen near roads, but that they are less likely to utilize forage and habitats adjacent to open roads. Many factors can influence their movements, both temporally and spatially, and vary year to year, so they may move off the winter range, return, and then move off again during the same year, depending on weather and plant growth. Colockum elk traditionally come out of winter with minimal body fat reserves, so providing an area with reduced winter disturbance can help slow the loss of energy.

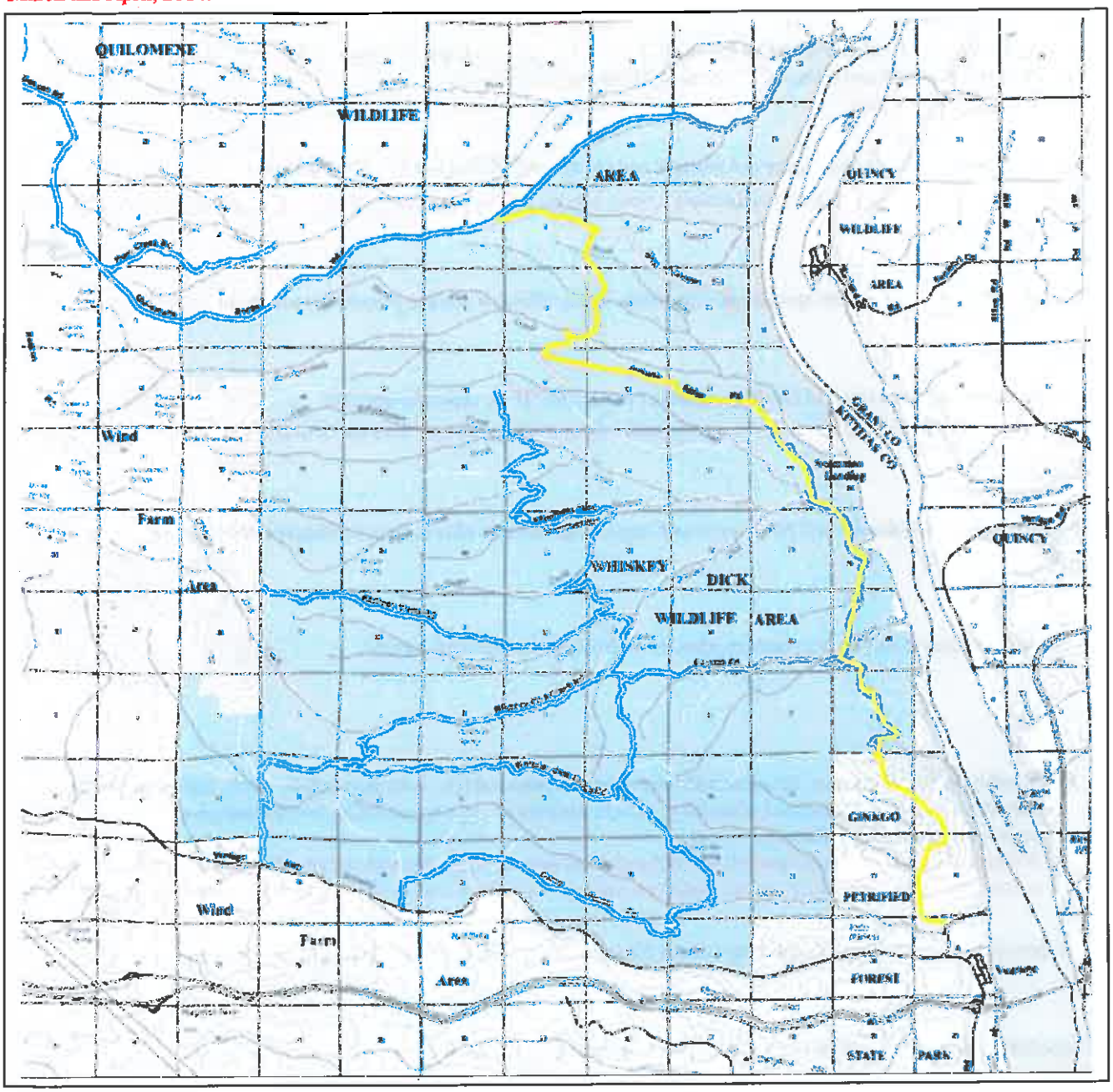
The effects of roads on elk movements have been studied for decades, and in 2013, Scott McCorquodale, WDFW's Deer and Elk Specialist, summarized the results of numerous studies from the 1970s to present, in "A Brief Review of the Scientific Literature on Elk, Roads, & Traffic". This document can be found online at http://wdfw.wa.gov/publications/01491/ . To mitigate the effects of disturbance on wintering wildlife, winter range closures are applied in parts of Washington and most other western states. The proposed three-month Whiskey Dick vehicle restriction is shorter than those applied in other states, and only restricts motorized access, allowing non-motorized recreation to continue year-round. Of the entire winter range for the Colockum Elk Herd, only a small area on West Bar and this proposed southern portion on Whiskey Dick are subject to the motorized vehicle restriction. A similar, though larger (i.e. without the single, open route along the river), vehicle restriction

was applied annually to the Whiskey Dick Winter Range from 2008 to 2013. With implementation of the seasonal motorized vehicle restriction, hunting restrictions and other management actions, private land damage complaints have decreased, total herd size has increased, the herd size in the southern portion of the winter range has increased, and antlerless harvest opportunities have been partially restored. Not all of these positive trends can be attributed to the restriction of motor vehicles, but it has been one of several related management actions.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project area is located approximately 20 miles east of Ellensburg, WA, north of Interstate 90 and west of the Columbia River. (Map attached below). It includes the portions of the Colockum Elk Herd winter range bounded by the Wild Horse Wind Facility to the west, the Quilomene Ridge Road to the north, the Columbia River to the east, and the Vantage Highway to the south. This entire area is open to non-motorized recreation year-round, but motorized vehicles would be restricted to a single road from February 1st through April 30th. The open road would run through the Ginkgo State Park, originating in T17-R23-Section 19, continue north parallel to the Columbia River, up the Jackknife Ridge Road, then take the Skookumchuck Crossover Road north to the Quilomene Ridge Road. The terminating end of the proposed open road is located in T18-R22-Section 6. The Quilomene Ridge Road is open to motorized travel year-round and it would remain open under this proposal.

The proposed Whiskey Dick Winter Range seasonal motor vehicle closure is shaded in blue on the map below and the single open motorized through route is shown as the yellow line. This proposed seasonal restriction would only apply during February, March and April, 2014.



B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.

b. What is the steepest slope on the site (approximate percent slope)?

Within the proposed winter range closure area, the topography varies from flat to steep, rocky slopes and cliffs along the eastern edge. Approximately 40% slope on a portion of the proposed open road that exits Skookumchuck Creek to the north.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
Basalt rock and silty loams.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
Yes. Small areas of erosion are obvious along some sections of road within the winter range and along some of the stream channels.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
None

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Yes. Erosion will be reduced on the road segments that are within the area with the 3 month seasonal restriction on motor vehicles.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
None

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
None

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
Exhaust and dust will be reduced on the road segments that are within the area with the 3 month seasonal restriction on motor vehicles. Road conditions will most often be frozen or wet during the proposed timeframe.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
N/A

3. **Water**

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
The major streams in the seasonal closure area include Skookumchuck Creek, Cayuse Creek, Whiskey Dick Creek, Rocky Coulee and their tributaries and the Columbia River forms the eastern boundary of the winter range.

A wetland identified in the USFWS National Wetlands Inventory occurs within the lower mile of the Whiskey Dick Creek drainage. It initiates at the intersection of Jackknife Creek and Whiskey Dick Creek and runs roughly a half-mile downstream.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
None

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. The proposed, seasonal restriction on the use of motor vehicles would apply to about 44,000 acres, including the floodplains of several small streams and their tributaries. The proposed restrictions would keep motorized vehicles out of these floodplains during February, March and April, 2014.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
No

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
No

3) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
N/A

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff will flow over native surfaces and natural parent material, but also over primitive road surfaces. Most roads within the proposed winter range closure area lack water management structures such as water bars or catch basins. The proposal to restriction motorized traffic on most of these roads during February, March and April, 2014 will reduce erosion. Runoff water will flow into the major streams and ultimately to the Columbia River.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The temporary, seasonal closure of over 30 miles of primitive roads that would otherwise be open.

4. **Plants**

a. Check or circle types of vegetation found on the site:

X_____ deciduous tree: alder, maple, aspen, other

_____ evergreen tree: fir, cedar, pine, other

X_____ shrubs

X_____ grass

_____ pasture

_____ crop or grain

X_____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

X_____ water plants: water lily, eelgrass, milfoil, other

X_____ other types of vegetation – native forbs and succulents (cacti, etc.)

b. What kind and amount of vegetation will be removed or altered?

None

c. List threatened or endangered species known to be on or near the site.

None known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None proposed

5. **Animals**

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: falcons, chukar, quail, ruffed grouse, wild turkey.
mammals: deer, bear, elk, beaver, other: Bighorn sheep, cougar, coyote, bobcat.
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

Upper-Columbia River steelhead – Federal Threatened, State PHS species
Greater sage-grouse – Federal Candidate, State Threatened

c. Is the site part of a migration route? If so, explain.
The Whiskey Dick Winter Range is important to wintering elk and mule deer and they commonly move from the project area to other seasonal ranges to the north and west.

Bighorn sheep core areas and escape terrain occur within this area and bighorns move north and south along the Columbia River.

This area is part of a potential travel corridor between two disjunct populations (Douglas County and Yakima/Kittitas Counties) of greater sage grouse.

d. Proposed measures to preserve or enhance wildlife, if any:.
The proposal is intended to enhance wildlife by imposing a seasonal restriction on motorized vehicle use on most of the Whiskey Dick portion of the winter range, to help reduce disturbance and displacement of winter big game, primarily elk.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.
No

1) Describe special emergency services that might be required.
None

2) Proposed measures to reduce or control environmental health hazards, if any:
None

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

N/A

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Overall, motorized vehicle traffic would be reduced by this proposal because most roads, within the Whiskey Dick

Winter Range, will be closed during February, March and April, 2014. Vehicle traffic will continue during this period on the single, open, through route that runs parallel to the Columbia River. Most traffic on the open road will occur during daylight hours.

3) Proposed measures to reduce or control noise impacts, if any:

The seasonal closure of most roads within the Whiskey Dick Winter Range will reduce traffic and noise.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties?

The project area is located on a Wildlife Area managed by the WDFW. It contains a mixture of WDFW, DNR and BLM properties managed for fish and wildlife habitat and wildlife-oriented recreation. There is a single private residence internal to the wildlife area, near the proposed open motorized vehicle route, located near Scammon's Landing. The southern public access gate and first three miles of the motorized vehicle route are located on State Parks property. The western side of the project area is bounded by Puget Sound Energy's (PSE) Wild Horse Wind Facility. The southern boundary is delineated by the Vantage Highway, with multiple private landowners and a second wind facility on the south side of the highway.

b. Has the site been used for agriculture? If so, describe.

No

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

No

e. What is the current zoning classification of the site?

Open range

f. What is the current comprehensive plan designation of the site?

N/A

g. If applicable, what is the current shoreline master program designation of the site?

N/A

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Riparian areas, cliffs, talus and shrub-steppe vegetation are found in the project area and are considered Priority Habitats by WDFW.

Priority Habitats and Species (PHS) with known occurrences in the area include: little brown myotis, California myotis, chukar, waterfowl concentration areas, mule deer winter range concentration areas, elk winter range concentration areas, and bighorn sheep regular concentration areas and core habitat areas.

i. Approximately how many people would reside or work in the completed project?

None

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal is consistent with the L.T. Murray Wildlife Area Management Plan and WDFW's mandates.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

b. What views in the immediate vicinity would be altered or obstructed?

N/A

c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A

c. What existing off-site sources of light or glare may affect your proposal?

N/A

d. Proposed measures to reduce or control light and glare impacts, if any:

N/A

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity?

Wildlife related recreation is an important purpose for the area and numerous recreation activities occur, including, but not limited to: hunting, fishing, camping, shed antler hunting, horseback riding, hiking, wildlife viewing, nature appreciation and recreational driving.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Seasonally, motorized forms of recreation (driving, riding ATVs) would be displaced from most of the roads within the Whiskey Dick Wildlife Area, but still allowed on the single, motorized through route that would run parallel to the Columbia River. Car counter data indicates that each point of entry on the south end of the winter range often exceeds 20 vehicles per day during the spring. Much of this recreation may be displaced to the remaining proposed open route. Non-motorized recreational users such as hikers and horseback riders would continue to use the entire area without overlap with motorized recreation, but would need to share the single, motorized through road with motor vehicles.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Non-motorized forms of recreation would remain unrestricted across the entire Whiskey Dick Winter Range, while motorized recreation would be confined to a single route near the eastern edge of the winter range.

The proposal partially mitigates the loss of motorized recreation by preserving an open road that traverses the closure area from south to north. .

13. **Historic and cultural preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The Ginkgo Petrified Forest State Park is adjacent to the southeast edge of the Whiskey Dick Winter Range.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The Ginkgo State Park has petrified wood throughout the park.

Cultural/archaeological resource sites are common in the larger drainages near the Columbia River – most likely in Cayuse Creek, Whiskey Dick Creek and Skookumchuck Creek drainages. A known hearth site exists along Cayuse Creek Road, upstream from the proposed open through route.

c. Proposed measures to reduce or control impacts, if any:

None

14. **Transportation**

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Old Vantage Highway

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No

c. How many parking spaces would the completed project have? How many would the project eliminate?

None

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
No new roads are proposed, and seasonally only one existing route would be open for travel. Route marking signs, maps and regulation postings would need to be created and installed.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Unknown volumes, but during the 3 month closure period, some traffic would be shifted from the closed points-of-entry to the single open route along the river corridor.

g. Proposed measures to reduce or control transportation impacts, if any:

During the seasonal motor vehicle restriction, to protect wintering wildlife, a single road would remain open for travel, connecting the Ginkgo Petrified Forest State Park with the Quilomene Ridge Road. Motorized traffic on all other side roads would not be permitted during the three-month vehicle restriction period. Increased Enforcement presence would be necessary to control motorized vehicle travel both off-road and outside the designated travel corridor.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

General public services would not increase, although Enforcement officers would need to patrol more frequently.

b. Proposed measures to reduce or control direct impacts on public services, if any.

N/A

16. **Utilities**

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: .....

Date Submitted: 12/23/13

TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

   Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   Proposed measures to protect such resources or to avoid or reduce impacts are:

TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.