

Administered Public Lands in the Worland District, Wyoming.

1. To help prevent the spread of weeds on BLM-administered lands in Big Horn, Hot Springs, Park, and Washakie counties of Wyoming, effective September 1, 1997, all BLM-administered public lands within the BLM's Worland District of Wyoming, shall be closed to possessing, transporting or storing hay, cubes, straw, and mulch that has not been certified as free of noxious weed seed.

2. Certification will comply with "Regional Weed Free Forage Certification Standards," jointly developed by the states of Wyoming, Idaho, Montana, Colorado, Utah, and Nebraska, for noxious weed-free forage.

3. The following persons are exempt from this order: (1) Any person with a permit signed by an authorized officer of the BLM's Bighorn Basin Resource Area office or the Cody Resource Area office, specifically authorizing the prohibited act or omission within that resource area; (2) Persons possessing or using pelletized feed or grain products; and (3) Persons transporting forage products on Federal and State Highways and County roads.

4. Any person who knowingly and willfully violates the provisions of these supplemental rules may be commanded to appear before a designated United States Magistrate and may be subject to a fine of not more than \$1,000 or imprisonment of not more than 12 months, or both, as defined in 43 United States Code 1733(a).

Dated: July 29, 1997.

Darrell Barnes,

District Manager.

[FR Doc. 97-21628 Filed 8-14-97; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[AZ-030-1920-00-4305]

Notice of Intent To Prepare an Environmental Impact Statement for the Proposed Improvement of Diamond Bar Road From the Pearce Ferry Road Near Meadview, Arizona, to the Western Boundary of the Hualapai Indian Reservation in Mohave County, AZ

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of intent, notice of scoping period, and notice of scoping meetings.

SUMMARY: Pursuant to Section 102(2)(C) of the National Environmental Policy

Act of 1969, the Bureau of Land Management (BLM), Kingman Field Office, will be directing the preparation of an environmental impact statement (EIS) to analyze the impacts of a proposal to improve Diamond Bar Road, an existing unimproved road that crosses BLM and private lands in northwestern Arizona. The project proponent is the Bureau of Indian Affairs (BIA), Truxton Canyon Agency. The Bureau of Indian Affairs proposes to widen the existing road to a two-lane highway, pave it, construct dirt shoulders on each side, and install culverts as needed. Approximately 70 percent of the proposed roadway would follow the alignment of the existing road. This proposal conforms with BLM's Kingman Resource Area Resource Management Plan, approved in 1995. The BLM will act as Lead Agency and the BIA as Cooperating Agency for preparation of the EIS.

This notice is intended to invite the public to participate in identifying issues and developing alternatives for the proposal.

DATES: Three meetings to identify public concerns will be held on the following dates at the locations indicated. Each meeting is scheduled to start at 6-8 p.m. September 3, 1997, Holiday Inn, 3100 East Andy Devine, Kingman, Arizona 86401

September 4, 1997, VFW Hall, 15943 Pearce Ferry Road, Dolan Springs, Arizona 86441

September 5, 1997, Hualapai Multipurpose Building, 921 Hualapai Way, Peach Springs, Arizona 86434

Comments relating to the identification of issues and alternatives will be accepted for up to 30 days following the publication of this notice.

ADDRESSES: Send comments to: Bureau of Land Management, Kingman Field Office, 2475 Beverly Avenue, Kingman, Arizona 86401.

FOR FURTHER INFORMATION, CONTACT: Don McClure, Project Manager, (520) 757-3161.

SUPPLEMENTARY INFORMATION: The purpose of and need for this project are to enhance the safety and efficiency of motorized travel on Diamond Bar Road and to accommodate projected future traffic demand resulting from further development of Grand Canyon West on the Hualapai Indian Reservation. Diamond Bar Road provides access to Grand Canyon West, primarily for commercial and private vehicles originating from Las Vegas. Grand Canyon West is a development near the rim of the Grand Canyon that currently consists of an airport and associated

terminal building, a food service facility, restrooms, and a permits office. Implementation of a master plan for Grand Canyon West completed in 1994, is expected to cause up to a sixfold increase in the total number of visitors over a ten-year period. This increase would result in a substantial increase in the number of vehicles on Diamond Bar Road. The proposed improvement of Diamond Bar Road would accommodate this increased volume by providing a roadway designed for up to 2,400 vehicles per day.

Anticipated Issues

Management concerns that will be addressed include, but are not limited to, impacts on vegetation, visual quality, recreation, cultural resources, socioeconomic, public safety, and the Joshua Tree Forest Area of Critical Environmental Concern. Studies to be conducted include a native plant inventory, biological evaluation, cultural resource survey, traffic study, and visual impact analysis. Tribal consultation pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, is ongoing.

Other Relevant Information

The EIS will be prepared by an interdisciplinary team of resource specialists in the fields of vegetation (including salvage), wildlife, visual quality, archaeological and traditional cultural resources, soils, range management, realty, and roadway design. Complete records of all phases of the EIS process will be available for public review at the Kingman Field Office, 2475 Beverly Avenue, Kingman, 86401.

Dated: August 11, 1997.

Michael A. Ferguson,

Acting State Director.

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DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[NV-030-1220-00; Federal Register Notice No. NV-030-97-006]

Limited Use Designation of Federal Lands

SUMMARY: Notice is hereby given that the boundary of the Jumbo-Bailey Watershed Limited Use Area. Washoe County, Nevada, has been expanded. Furthermore, motorized vehicle traffic is restricted to designated routes. The term "designated routes" replaces the