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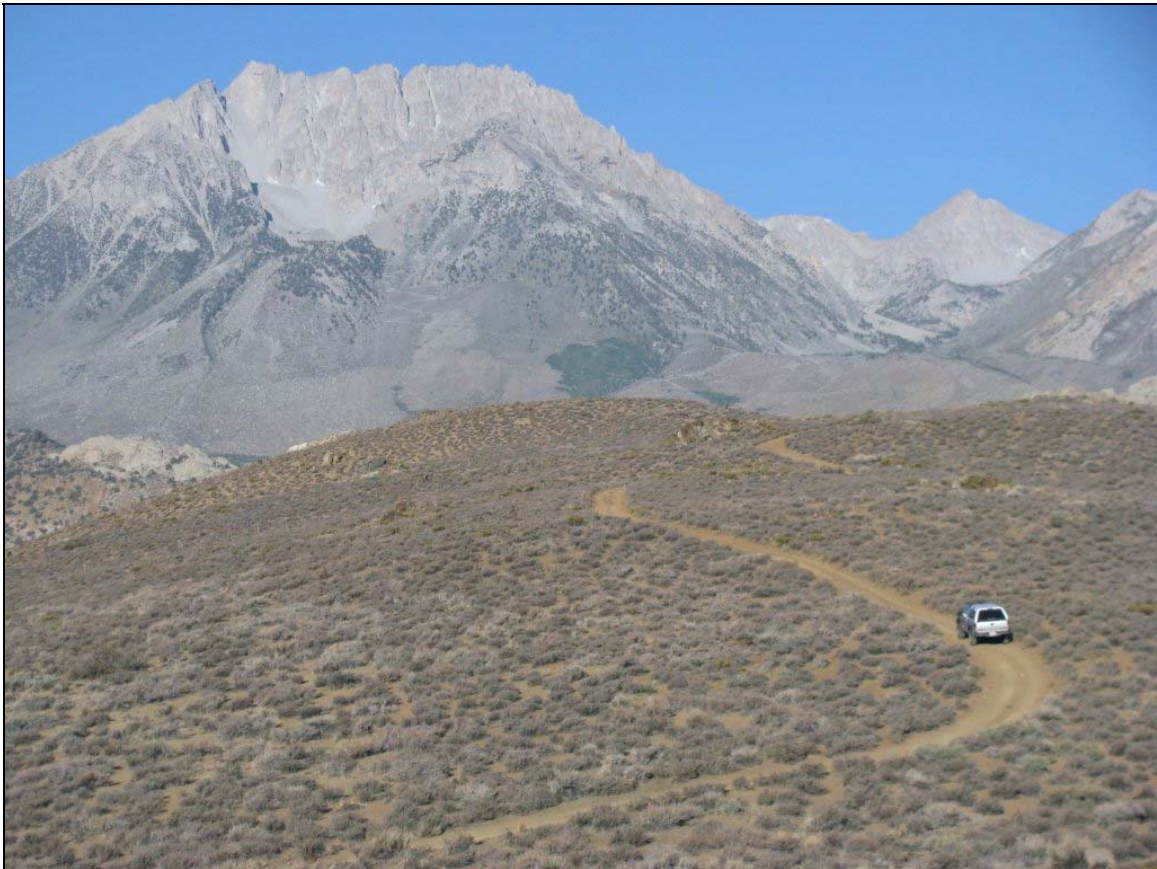
Pacific  
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# Final Environmental Impact Statement

## Record of Decision

### Inyo National Forest Motorized Travel Management



Bishop Focus Area

# Inyo National Forest Motorized Travel Management

## Record of Decision

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## Introduction

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This Record of Decision (ROD) documents my decision on the Motorized Travel Management Project on the Inyo National Forest (INF). The purpose of the Travel Management Project is to implement provisions of the 2005 Travel Management Rule (36 CFR Part 212, Subpart B) designed to enhance management of National Forest System lands; sustain natural resource values through more effective management of motor vehicle use; and provide opportunities for motorized recreation experiences on National Forest System lands. The Final Environmental Impact Statement (FEIS) discloses the environmental impacts associated with the agency's original Proposed Action, a No Action alternative, and four additional action alternatives developed to meet the purpose and need and respond to issues raised by the public.

## Purpose and Need

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The 2005 Travel Management Rule was developed in response to increased use of the National Forests by motorized vehicles and the effects of that use on ecological, physical, cultural, and social resources. From 1982 to 2000, the number of people driving off-highway motor vehicles in the United States more than doubled (70 Fed. Reg. 68264 – November 9, 2005). The Inyo National Forest (INF or Forest) is experiencing a similar growth in the use of off-highway motorized vehicles and lacks a clearly defined, designated system of roads and trails designed to best meet the recreational needs of the public.

The existing National Forest Transportation System (NFTS or system) on the Inyo National Forest is comprised of approximately 1,360 miles of roads, which were incorporated into the NFTS through previous management decision. In addition to the NFTS roads, there are 1,699 miles of unauthorized routes. Many of these routes have existed on the ground and have been used by the public for a long time; however, they were never added to the National Forest Transportation System (NFTS) through a documented decision process. Many were developed for purposes other than recreation access. Past mining operations, timber sale projects and other access needs led to the creation of many of these routes. Although some have been in use for decades, others were recently created as forest visitors pioneered new routes to access destinations. These unauthorized routes were not necessarily designed to best meet public recreation or access needs and in some cases may adversely affect important forest resources.

I recognize the need to regulate unmanaged motor vehicle travel by the public through the design—with full public involvement—of a transportation system that will provide for recreational access and protect forest resources for the future. The following key points were identified as the underlying need for taking this action at this time (the entire Purpose and Need is described in Section 1.3 of Chapter 1 of the FEIS):

- There is a need to regulate motor vehicle travel by the public. The proliferation of unplanned, unauthorized, non-sustainable roads, trails and areas adversely affects the environment. The 2005 Travel Management Rule, 36 CFR Section 212, Subpart B, is intended to prevent resource damage caused by unmanaged motorized travel by the public.

- There is a need for changes to the transportation system to provide a diversity of motorized recreation opportunities and to provide access to dispersed recreation opportunities, including limited changes to vehicle classes on NFTS routes and whether to add unauthorized routes to the NFTS as roads or motorized trails. If unauthorized routes are not added to the NFTS and designated, motor vehicle use on these routes would be prohibited (36 CFR 261.13) and motorized access to many dispersed recreation activities would be precluded.

## Decision

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Based on the analysis in the Inyo National Forest Motorized Travel Management Project FEIS and the associated project record, I have decided to implement Modified Alternative 6 (the Selected Alternative). My decision includes the modifications made to Alternative 6 in response to comments I received from the public, as described below and analyzed in the FEIS. I believe the selection of this alternative best meets the purpose and need and responds to the issues of access, motorized recreation opportunity, and natural resource protection.

My decision will limit motor vehicle travel by the public to designated National Forest Transportation System (NFTS) roads, trails and areas. To maintain a reasonable level of motorized recreation access and opportunities on the Forest, I have decided to:

- Add 122 miles of motorized trails open to all trail vehicles, 20 miles of ATV trails, and 15 miles of motorcycle trails to the National Forest Transportation System (NFTS).
- Add 850 miles of high-clearance native surface roads to the NFTS as roads open to all vehicles (highway-legal and non-highway-legal).
- Allow motorized mixed use (highway-legal mixed with non-highway legal) on 5.6 miles of NFTS passenger car roads contingent on the concurrence of the California Highway Patrol.
- Convert 6 miles of existing NFTS road to motorcycle trail, 8 miles of NFTS road to ATV trail for vehicles 50-inches wide or less, and 159 miles of NFTS road to 4WD motorized trails open to all trail vehicles.
- Close 30 miles of existing NFTS roads to public motor vehicle use and retain 29 miles of those roads for Forest Service administrative use (including motor vehicle use authorized by contract, permit, or other written authorization). One mile of the NFTS will remain closed to all motorized use to resolve private property concerns.

My decision includes the implementation of mitigation measures designed to minimize, reduce, or eliminate impacts on sensitive natural and cultural resources. Required mitigation measures are identified, by route, in Appendix A, Table A. In order to address site-specific resource concerns, some routes added to the NFTS as part of my decision will be closed to motorized use until required mitigations are completed (Table A). Once these 'pre-designation' mitigations are successfully implemented, these routes will be identified on the Forest's Motor Vehicle Use Map (MVUM) and designated for public use.

**Table 1: Additions to the NFTS and Changes to Existing NFTS in the Selected Alternative**

Types of Changes	Route Type	Selected Alternative (Modified Alternative 6)
<b>Unauthorized Routes Added to the NFTS</b>	Roads open to all vehicles	850
	Trails open to all trail vehicles	122
	Trails open to vehicles 50-inches or less	20
	Trails open to motorcycles only	15
	<b>Total Miles of NFTS Additions</b>	<b>1,007</b>
<b>Changes to Existing NFTS</b>	Miles of road reclassified as trail open to all trail vehicles	159
	Miles of road reclassified trail open to vehicles 50-inches or less	8
	Miles of road reclassified as trail open to motorcycles only	6
	Cross-country travel in Poleta OHV Open Riding Area	Open – No Change
	Miles of roads closed to public motorized use (administrative use and private property)	30

**Table 2: Total Miles of National Forest Transportation System (NFTS) Roads and Motorized Trails Available for Public Use in the Selected Alternative**

Route Type (Includes Unauthorized Routes Added to the NFTS)	Selected Alternative (Modified Alternative 6)
Roads open to all vehicles (Maintenance Level 2)	1,886
Trails open to all trail vehicles	281
Trails open to vehicles 50-inches or less	28
Trails open to motorcycles only (single track)	21
Passenger car roads (Maintenance Level 3-5; no change)	146
<b>Approx. Total Miles</b>	<b>2,362</b>

All practicable means to avoid or minimize environmental harm have been adopted in the design of the Selected Alternative. I have included all of the project design features and mitigation measures that I believe are necessary to avoid, minimize, or rectify impacts on resources affected by the implementation of the Selected Alternative. My decision is based on the best available science. My conclusion is based on an evaluation of the record that shows a thorough review of relevant scientific information, a consideration of responsible opposing views, and the acknowledgment of incomplete or unavailable information, scientific uncertainty, and risk. The resource analyses disclosed in Chapter 3 of the EIS identify the effects analysis methodologies, reference scientific sources which informed the analysis, discuss responsible opposing views, and disclose limitations of the analysis due to incomplete or unavailable information.

### Modifications to Alternative 6 in Response to Comments

I have read all of the public comments received in response to the Draft Environmental Impact Statement (DEIS) and I have made some changes to the Selected Alternative based on these comments. These changes maintained the original theme and intent of the alternative, honored the collaborative effort that went into the creation of Alternative 6, and addressed issues that arose

through public comment by incorporating elements analyzed in other alternatives considered in the DEIS. Changes I made in my decision based on what I heard from the public include:

- I added approximately 10 additional miles of route to the system from the original alternative to provide access to dispersed campsites and parking spurs, to provide logical turnaround areas, and to increase connectivity to important, high quality recreation areas.
- I eliminated approximately 1.5 miles of route from the alternative within the newly designated wilderness areas on the INF. Motorized and mechanized uses are prohibited in wilderness.
- In the Little Hot Creek drainage, I modified the network of routes to provide additional camping opportunities while reducing the impact of routes on the habitat for the endangered Owens tui chub.
- I incorporated additional mitigation measures to minimize impacts on some routes which allowed them to be added to the system in a sustainable manner.

The effects of the changes listed above are analyzed for each affected resource in the FEIS (Section 2.3.6). However, after the FEIS analysis was completed, I felt it important to add one route segment near Westgard Pass in the White Mountains and three short spurs in the Inyo Mountains near Mazourka Canyon to address concerns about tribal access and other key opportunities. These changes are listed below:

- I added a 0.8 mile segment of route 08S149 on Cedar Flat to connect an important loop used by Native Americans to access areas of cultural significance and by off-highway vehicle recreationists.
- I added short spurs 11S139, 11S140, and 11S141 (totaling 0.9 miles) above Mazourka Canyon to provide important tribal access, camping, and other high quality recreation opportunities

Routes 08S149, 11S139, 11S140, and 11S141 have been reviewed and analyzed for effects by each resource specialist. I am satisfied that the effects described by my team are negligible, and the inclusion of these routes in the NFTS will not add direct, indirect, or cumulative effects above those described for Alternative 6 in the FEIS. The results of these analyses are contained in the project record at my office.

I believe the changes to Alternative 6 reflected in the Selected Alternative will provide for better management of key resource concerns while improving access to important dispersed semi-primitive recreation experiences and opportunities. Modifications made to Alternative 6 between the DEIS and the FEIS are also displayed in Chapter 2 of the FEIS.

## **Rationale for My Decision**

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The Inyo National Forest is comprised of outstanding landscapes, with a diversity of resource values, and a rich history of human use and visitation. Motorized recreation plays an important and pivotal role in how people visit and use the INF. Many of the backcountry settings on the Inyo are accessed by a network of motorized routes that provide opportunities to get away from urbanized settings and explore a large expanse of undeveloped landscapes.



The Forest provides a spectrum of recreation experiences that include opportunities to experience the unique challenges of exploration and discovery, as well as opportunities for quiet reflection and solitude where one can just get away from it all. These landscapes represent some of the largest expanses of undeveloped public lands that remain in the nation, and are home to many rare plants, animals and fish, and a vast array of valuable cultural sites.

The Inyo National Forest also includes approximately one million acres of congressionally designated wilderness (roughly 50 percent of the total Forest acreage) which provides outstanding opportunities for solitude in areas where natural processes occur within a primitive non-motorized and non-mechanized setting. Remarkably, these primitive and semi-primitive recreation settings are within four to five hours of some of the largest metropolitan areas in the nation. They provide an outstanding recreation setting and create a special place to the local and visiting public who use the forest.



Exploring the back roads of the Inyo National Forest.

With these factors in mind, I did not take this decision lightly. In reaching my decision, I have considered the purpose and need for action, the issues, the Forest Plan and associated amendments, current policies and regulations, effects on natural and cultural resources, public comments received, and the full range of alternatives. I considered the broad range of concerns expressed throughout this process relating to both motorized and non-motorized recreation opportunities.

Although my decision will reduce the number of miles of motorized routes available as compared to the existing condition, it strikes a balance between reductions promoted by some and the increases supported by others. This decision implements a permanent prohibition on cross-country travel which will reduce detrimental effects on natural resource conditions. Importantly, it implements this prohibition while ensuring public motorized access to recreation opportunities across the Inyo National Forest. My rationale for selecting Modified Alternative 6 (the Selected Alternative) also includes considerations presented below.

## **Striking a Balance**

In reaching my decision, I drew upon the local knowledge and experience of both employees and the public. This included the resource management and scientific expertise of forest staff, as well as comments I received identifying potential changes to the transportation system to provide better access to important recreation destinations or protection of forest resources. By understanding these elements, I am able to select an alternative that recognizes and respects traditional uses and access, while seeking to minimize impacts to natural and cultural resources

Despite apparent differences in opinion, the public, through their comments, revealed a strong connection with public lands on the Inyo National Forest; connections based on generations of use and exploration as well as traditions still in the making. Comments that I received provided very helpful information on important areas and routes. Public input helped clarify the need for addition of some of these routes in order to provide access to important recreation opportunities and experiences. I also heard about valuable forest resources in need of additional protection or mitigation.

I heard from many individuals and groups with particular goals for the types of recreation and uses they consider to be appropriate on National Forest System lands. Some feel all existing unauthorized routes are valuable and important and should remain available for motorized use. For them, the freedom to choose where to go and how to get there is important. Some expressed concern that motorized vehicles degrade the quality of their recreation experience. Others asserted protection of natural resource values such as roadless area character, water quality, or fish and wildlife habitat should take precedence over other needs. They argued that more restrictions on motorized travel should be in place.

I believe that the Selected Alternative strikes the best balance in providing motorized recreation access with protection of critical natural and cultural resources. My decision will protect critical stream courses and watersheds, and the significant cultural resource sites that are so prevalent on the Inyo National Forest. Habitat protection for endangered species such as the Sierra Nevada bighorn sheep and the Owens tui chub were also addressed through careful design and limitation on motorized routes that could affect these species.

My decision also identifies mitigation efforts that must be completed prior to designating certain routes for motor vehicle use. These and other considerations are central to minimizing impacts to resources while providing a quality transportation system for public motorized use.

The existing NFTS, currently comprised of 1,360 miles of road, does not meet the purpose and need for providing a diversity of motorized recreation opportunities and for providing access to dispersed recreation opportunities that historically have been accessed by motor vehicles. For many years, most roads on the INF were added to the transportation system based on the need for routine maintenance and the expenditure of road maintenance funding. System roads were generally those that provided access to major recreation areas and those used for forest management activities. The majority of existing high clearance 4x4 roads, on the other hand, were generally included in the 'unclassified' category, as these low standard, primitive routes did not need or receive active maintenance on a regular basis (Section 1.2.1.1 of the EIS). As a result, many important dispersed recreation opportunities are not accessible via the present NFTS. The Selected Alternative addresses this need by adding 1,007 miles of road and trail to the NFTS to provide access to critical recreation opportunities on the Forest. The transportation system will provide access to sites and routes that are important to Forest users for camping, rock hounding, sightseeing, exploring, fishing, hiking, and hunting, among others.

The Selected Alternative provides a transportation system for the future. It removes many duplicative routes, provides interconnected loops and linkages into backcountry landscapes, including a key north/south connector between the Inyo Mountains and the White Mountains. This decision results in a more manageable system of roads and trails to help residents and visitors discover the Forest. Resource objectives related to the conservation of rare plant and animal species and their

habitats, protection of important cultural heritage sites, roadless area conservation, and the enhancement of watershed values are also met with Modified Alternative 6.

The Selected Alternative balances the need to provide access to the Forest, while substantially reducing impacts from vehicle traffic to aquatic resources. It does this by implementing mitigation measures specifically aimed at reducing sedimentation into water sources. Additionally, it maximizes protection for the black toad—a species recently listed as Endangered in California—by eliminating motorized use of a route through the toad’s dispersal corridor near Sam’s Spring east of Westgard Pass. It does this while still providing access to the surrounding area on a parallel route further east. Also, no routes have been added to the NFTS within mountain yellow-legged frog habitat, reducing direct habitat alteration, risk of disease transfer, and potential input of petroleum products directly into their habitat.

A major issue related to this decision is the management of inventoried roadless areas (IRAs). IRAs comprise a significant portion of the INF land base (26% of the total Forest, and half of the non-wilderness area on the Forest). I have carefully considered the issue of adding motorized routes to the NFTS within IRAs, including a thorough analysis of the potential impacts on roadless area characteristics associated with each alternative contained in the FEIS. My decision to select Modified Alternative 6 will add approximately 90 miles of NFTS motorized trails within IRAs. Adding these essential motorized trails to the NFTS balances the need to protect IRA characteristics while providing motorized access to highly valued recreation areas.

An example of this balance can be found within the Coyote Flat area, much of which is within a designated IRA. This area is unique for its high elevation, open alpine setting, and expansive views of the spectacular Sierra peaks and Owens Valley. This setting is further combined with streams, large meadows, lakes, and nearly unlimited opportunities for camping, hiking, and backcountry solitude. Nearly as important is the feeling of remoteness, ensured by its access via long and challenging four-wheel drive or ATV trails. My desire is to maintain motorized access to important recreation destinations such as the Hunchback while protecting IRA characteristics. The Selected Alternative does just that. It allows for four-wheel drive trail access to the Hunchback and its expansive views and camping opportunities, but includes mitigations to address route proliferation concerns. Other routes in the Coyote area were added to the system to allow visitors to the area to disperse, and to provide access to key destinations and the most prized overlooks. In some cases, however, I decided not to add routes to the system if they did not access important recreation destinations, or were parallel to routes in the transportation system. My decision to do so was driven by the need to maintain IRA characteristics such as outstanding opportunities for solitude, habitat for rare species like the mountain yellow-legged frog, and high quality or undisturbed soil, water and air resources. In the Coyote Flat area, and in many other places on the Forest, my decision requires the implementation of important mitigation measures that are central to minimizing impacts to resources while providing a quality transportation system for public motorized use.

I have considered the need for and availability of resources for maintenance and administration of the roads and trails added to the NFTS in this decision. The additions would result in an annual maintenance cost of approximately \$105,000, in addition to the \$815,000 needed to maintain the existing NFTS (Section 3.14.4 of the EIS). Currently, the Forest receives from \$200,000 to \$300,000 in OHV grant funds annually, in addition to approximately \$800,000 in appropriated maintenance

funding. Although both appropriated and grant funding levels can change from year to year, I believe we will be able to secure adequate funding to complete needed maintenance of the transportation system over the long-term. I expect that we will need to pursue grant funding more aggressively, further prioritize needed maintenance, as well as explore more creative solutions such as road maintenance agreements or volunteer trail adoption programs, but that roads and trails will be maintained to management objectives.

Lastly, some have questioned the long-term sustainability of local economies as a result of perceived effects of my decision. Some believe implementation of any of the action alternatives will harm small businesses, recreation users, the tourism industry, local governments, local economies, low-income residents, families with children, and people with disabilities, and reduce public access to Federal Lands. I disagree. I believe the Selected Alternative results in a well-planned system of roads, trails, and areas available for public motorized use. More importantly, I believe my decision offers better opportunities for quality, long-term recreational motor vehicle use and better economic opportunities for individuals and communities, than either the existing network of NFTS and unauthorized routes or the other action alternatives. The opportunity to access and enjoy the Inyo National Forest for motorized recreation will remain while critical natural and cultural resources will be sustained.



OHV volunteers performing restoration work on a popular Inyo National Forest road near Deadman Creek.

## **Fostering Citizen Stewardship in National Forest Management**

I am especially pleased that the Selected Alternative was developed in part as a collaborative, community-based effort. A diverse independent collaborative group, convened by the Desert Mountain Resource Conservation and Development Council, met after the Proposed Action was released to develop a collaborative proposal. Their effort represents a spirit of cooperation and a willingness to work together to find solutions to travel management issues which have been so divisive in the past. The group exemplified an ideal of citizen stewardship of our National Forests by working together to craft an alternative that met the needs of a wide variety of community and resource interests. They utilized the proposed action as developed by the INF and applied local knowledge matched with shared values to develop modifications to the proposed action. This alternative, presented to the INF for consideration, became Alternative 6 as analyzed in the EIS and forms the foundation of my decision.

My goal throughout this effort, especially in public meetings, was to work with the full range of stakeholders and interests to find an alternative that would sustain resources while providing a diverse

set of recreation opportunities that satisfies the needs of the public. The Selected Alternative accomplishes this goal.

Each community, whether Hawthorne, Nevada, or Lone Pine, California, maintains a unique set of characteristics, values, and beliefs that shape its relationship with the forest and its resources. The ability of these distinct civic entities to continue to thrive economically, physically, and spiritually through their connection with the Inyo National Forest cannot be understated. The public has the right to use their Federal public lands, but in responsible and sustainable ways – ways that do not diminish the current or future uses of the National Forest for others. There were many who made suggestions for compromise and who brought much needed information and thoughtful insight into this process. Their comments were greatly appreciated and were helpful in working towards this decision.

The successful implementation of this decision will, in a large part, be based on local community members, visitors, and land managers working together to sign, map, restore, implement mitigation measures, and encourage compliance with regulations. I am grateful that many individuals and groups from many viewpoints have already indicated their willingness to work together towards developing community-based solutions for future on-the-ground work.

By selecting Modified Alternative 6, I have endorsed a community-based approach to solving difficult issues. Implementing this alternative can and will be successful with community support and a commitment that this collaboration will continue into and throughout the implementation phase, and well into the future.

## **Implementation of Subpart B of the Travel Management Rule**

My decision has been carefully designed to implement the provisions of Subpart B of the Travel Management regulations (36 CFR 212). Subpart B of the Travel Management regulations implements the Executive Orders that direct Federal agencies to ensure the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands. The Travel Management regulations implement those orders by requiring designation of roads, trails, and areas for motor vehicle use and prohibiting motor vehicle use off the designated system. The Selected Alternative, Modified Alternative 6, fully implements this direction. Publication of a Motor Vehicle Use Map (MVUM) by December, 2009 will complete the designation process by identifying the roads, trails, and areas designated for public motorized use. The prohibition of motor vehicle use off the designated system will take effect once the MVUM is published. For more about compliance with the Travel Management regulations, see the Legal and Regulatory Compliance section below.

## **Public Involvement**

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As stated previously, for me, an important goal of this effort was to engage the public in a process that helps build citizen stewardship and fosters collaboration on the management of a motorized system of routes on the INF. Involving the public in this decision and incorporating comments has been crucial to the completion of this decision, and I believe strengthened the final design of the transportation system provided by the Selected Alternative.

We began working with the public on this project more than five years ago. From the beginning, our intent was to learn from those who recreate on the Forest, and to use that collective knowledge to design a functional network of roads and trails for the enjoyment of local residents and visitors alike.

The following characterizes the types of public involvement efforts that we have used throughout this process:

- Public workshops (beginning in 2004) to get comments and feedback on the inventory of unauthorized routes, types of recreation or access the route provides (touring, challenge, fishing, hunting, etc.), and key destinations and recreation opportunities, such as scenic viewpoints and dispersed campsites.
- Development of a design team (2005) composed of interested individuals with a range of perspectives to help the forest design a public involvement process that was tailored to meet the needs of the affected individuals, communities, and visiting public.
- Building a Proposed Action and alternatives based on the risks and opportunities criteria developed in conjunction with the public and the route-specific comments they provided.
- Consideration of an alternative that was independently developed by a diverse group of stakeholders and interested citizens (the collaborative group was convened by the Desert Mountain Resource Conservation and Development Council to collaborate, discuss, and compromise over travel management issues).

## Implementation Strategy

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This project started with a goal of engaging the public and key stakeholders in a process that built citizen stewardship in the management of their National Forest resources. I am hopeful that this collaboration will continue for the implementation of this project well into the future. My decision includes the following implementation strategy:

- Produce a Motor Vehicle Use Map (MVUM) based on the Selected Alternative by December 2009, and make it available to the public at no cost. This map will be the legal document which designates NFTS roads, trails, and areas on the Forest which may be legally traveled with a motorized vehicle, as well as the allowed vehicle class, and any seasonal or other use restrictions.
- Revise and reissue this MVUM as needed to accommodate future changes in the NFTS roads and trails on the INF.
- Implement pre-designation and post-designation mitigations as listed in Appendix A, Table A within approximately five years. Pre-designation mitigations must be accomplished prior to opening the route for public motorized use (i.e., designation of the route on the MVUM). Post-designation mitigations are scheduled for completion after a route has been added to the system and designated for public motorized use on the MVUM. Both are required by this decision. However, if new information or changed conditions relating to environmental impacts or the need for mitigation comes to my attention, I will carefully review the information to determine whether a correction, supplement, or revision of the decision for individual routes or issues is needed.
- Supplement the MVUM by signing NFTS roads and trails that are open to public use on the ground with a road or trail number and applicable regulatory information.

- Supplement the MVUM and discourage illegal use by disguising the entrance of unauthorized routes not added to the NFTS. This includes use of natural materials to block or conceal the entrance of the route. Any materials must be gathered within the route prism, in close proximity (approximately 30 feet) of the route edge, or brought in from a similar site where vegetation was disturbed for another project or activity. All sensitive natural or cultural resources are to be avoided as specified in the Selected Alternative. All work is to be conducted using hand tools, and does not include restoring (e.g., decommissioning) or converting the routes to other uses. Decommissioning and conversion to other uses require additional site-specific analysis.
- Continue working with collaborative groups interested in the management and implementation of the NFTS roads, trails, and areas on the Inyo National Forest to build additional stewardship opportunities for the public. The activities of these groups could include, but are not limited to:
  - Developing a public volunteer strategy to identify opportunities for the public to help implement, enforce, maintain, and fund the designated route system.
  - Expanding a volunteer core capable of supporting the implementation of ongoing resource protection and efforts, expanding public information dissemination, effectiveness and resource monitoring, and the maintenance of NFTS infrastructure (including signs, kiosks, roads, trails, and restoration efforts).
  - Developing a public education strategy (that incorporates successes from programs such as ‘Stay The Trail’ or ‘Don’t Crush The Brush’) to educate forest visitors about the designated route system, to assist the public with reading the public MVUM, and to educate forest visitors about best practices for minimizing impacts resulting from motorized travel activities.
  - Assisting with the implementation of actions included in this decision such as mitigations, signage, and disguising unauthorized route entrances.
- Continue the examination of the adequacy of the designated system of routes and recommend modifications or adjustments to the system to be addressed in subsequent decision documents.

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## **Alternatives Considered in Detail but Not Selected**

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In addition to the Selected Alternative, I considered five other alternatives in detail, which are summarized below. A more detailed comparison of these alternatives can be found in Chapter 2 of the FEIS.

### **Alternative 1 (No Action)**

The No Action Alternative represents the existing conditions and provides a baseline for comparing the other alternatives. Under the No Action Alternative, the 1988 Inyo National Forest Land and Resource Management Plan (LRMP or Forest Plan) would continue to guide management of the project area. The Travel Management Rule would not be implemented, and no Motor Vehicle Use Map (MVUM) would be produced. Specifically, the No Action Alternative would include the following: a) no prohibition of cross-country travel; b) public motorized use of approximately 1,670 miles of existing unauthorized routes outside of wilderness would continue (unauthorized routes

would not be added to the NFTS and would continue to have no status or authorization as NFTS facilities); and c) no changes would be made to the current NFTS, which includes 1,360 miles of roads.

There are a number of reasons for not selecting this alternative. The primary reason, however, is that it would not meet the purpose and need for the decision. Motor vehicle use on the INF would continue without sufficient management. Although it is currently prohibited for drivers to operate vehicles off NFTS roads in a manner that damages or unreasonably disturbs the land, wildlife, or vegetative resources (36 CFR 261.15(h)), allegations of resource damage are difficult to substantiate using this prohibition. As a result, current difficulties associated with prosecuting users for traveling cross-country would continue under Alternative 1. This alternative would have the greatest likelihood of route proliferation, which would be unacceptable in terms of effects to wildlife, biological diversity, fisheries, soils, and water quality. With the anticipated growth in population and increased visitor use, this alternative has the potential to create serious resource problems in the future.

Although this alternative would allow for the continued use of 1,670 miles of existing unauthorized routes, these routes would have no status as NFTS roads. Routes would continue to be used that have unacceptable effects on forest resources, such as fens and rare plant populations, aquatic species, cultural resource sites, terrestrial habitat and soil resources.

## **Alternative 2 (Proposed Action)**

Alternative 2 is the Proposed Action described in the Notice of Intent (NOI) published October 1, 2007 with minor corrections. The Proposed Action is comprised of the prohibition of cross-country motorized travel, the proposed changes to the existing NFTS and additions to the NFTS. The Proposed Action included the addition of a total of 929 miles of new NFTS roads and motorized trails (see Section 2.3.2 of the FEIS for a listing of proposed route additions and changes to the NFTS). Specifically, Alternative 2 analyzed:

- Prohibition of cross-country motorized travel off of designated roads, trails and within the Poleta open area.
- Addition of 875 miles of unauthorized routes as NFTS roads.
- Addition of 54 miles of unauthorized routes as NFTS motorized trails.
- Conversion of 13 miles of existing NFTS road to NFTS motorized trails open to vehicles 50 inches or less and 7 miles of NFTS road to trails open to motorcycles.
- Closure of 30 miles of existing NFTS roads to public motor vehicle use with 29 miles of those roads retained for Forest Service administrative use (including motor vehicle use authorized by contract, permit, or other written authorization).

Alternative 2 represents a starting point for a system of routes based on public input and comment. Although it formed the basis for the final Selected Alternative, it does not provide the needed diversity of motorized recreation opportunities nor does it incorporate many of the actions that are needed to ensure protection of critical resources. Certain routes were proposed to be added to the system that had minimal recreation value, yet were causing some level of resource effect. Although I



consider the effects of this alternative on terrestrial species, fisheries, riparian habitats, soils, water quality and fens and rare plants to be acceptable, it does not provide sufficient diversity of recreation opportunities for different vehicle classes (especially within IRAs) or incorporate several routes suggested by the public that provide additional important dispersed recreation opportunities.

### **Alternative 3**

Alternative 3 responds to the issue of access and motorized recreation opportunity. During scoping the Inyo NF received suggestions for additional routes and alternative routes that would improve access and motorized recreation opportunity. Alternative 3 included the addition of a total of 1,171 miles of new roads and motorized trails to the NFTS (see Section 2.3.3 of the FEIS for details on individual proposed route additions and changes). Alternative 3 analyzed:

- Prohibition of cross-country motorized travel off of designated roads, trails and areas.
- Addition of 841 miles of unauthorized routes as NFTS roads.
- Addition of 330 miles of unauthorized routes as NFTS motorized trails.
- Conversion 187 miles of NFTS roads to NFTS motorized trails.
- Closure of 30 miles of existing NFTS roads to public motor vehicle use with 29 miles of those roads retained for Forest Service administrative use (including motor vehicle use authorized by contract, permit, or other written authorization).

Of all action alternatives, Alternative 3 provides the largest number of miles of motorized roads and trails to be added to the NFTS. I did not select this alternative primarily because it did not adequately balance the need to access recreation opportunities with the protection of important resource values. Compared to the Selected Alternative, Alternative 3 would not place as high a degree of protection on the endangered Owens tui chub and its habitat in the Little Hot Creek drainage. Additionally, this alternative impacts habitat for species such as the bald eagles, northern goshawk, Panamint alligator lizards, hairy woodpecker, yellow warblers and the mountain yellow-legged frog, and puts more cultural resource sites at risk.

The effects on fens and rare plants in Alternative 3 are similar to the effects of Alternative 2. The primary difference is the magnitude of those effects. Due to the higher mileage of routes added to the system (1,175 miles in Alternative 3 vs. 929 miles in Alternative 2), the impacts of this alternative are more severe than in other action alternatives. This is especially evident in the potential effects to specific plant species that rely on habitat in open sand or pumice flats (such as the Mono Lake lupine and the Mono milkvetch). These areas have shown the greatest susceptibility to off-route travel, and the additional routes contained within Alternative 3 create the potential for such incursions. In some cases Alternative 3 adds roads or trails in these areas that were not of particular recreational need and duplicated other more recreationally important roads. While this Alternative provides the most total miles of roads and trails of all the action alternatives, many were not necessarily needed for accessing high quality recreational opportunities.

## Alternative 4

Alternative 4 responds to issues of conflicts with non-motorized recreation and natural and cultural resource impacts. This alternative did not add routes where resource concerns were raised internally and externally and does not add any motorized routes to the NFTS within IRAs. Alternative 4 includes additions of a total of 694 miles of new roads and motorized trails (see Section 2.3.4 of the FEIS for details on individual proposed route additions and changes). Alternative 4 analyzed:

- Prohibition of cross-country motorized travel off of designated roads and trails.
- Limitation of motorized use within the Poleta open area to 13 miles of existing NFTS roads and trails. Cross country vehicle travel would be prohibited.
- Addition of 659 miles of unauthorized routes as NFTS roads.
- Addition of 35 miles of unauthorized routes as NFTS motorized trails.
- Conversion of 159 miles of NFTS roads to NFTS motorized trails.
- Closure of 30 miles of existing NFTS roads to public motor vehicle use and retains 29 miles of those roads for Forest Service administrative use (including motor vehicle use authorized by contract, permit, or other written authorization).

Of all the action alternatives, Alternative 4 adds the least miles of roads and trails to the NFTS. This is because the primary emphasis of this alternative is to avoid impacts to natural and cultural resources, primarily accomplished by not adding routes in sensitive areas (unless there was an overriding need for the route).

Within this alternative, in Inventoried Roadless Areas, motorized routes were not added to the NFTS. Since much of the critical habitat for Sierra Nevada bighorn sheep overlaps with IRAs, this alternative also provides (along with Alternative 5) the least overall potential effects on this endangered species. In addition, to protect botanical resources, only 11 routes would be added to the system within 100 feet of sensitive plants, and no routes added to the system within 100 feet of fens. As a result, this alternative has the least effect on rare plants and fens than the other alternatives (with the exception of Alternative 5 where no routes are added to the system at all). In habitats susceptible to cross-country travel, this would have the greatest beneficial effect for certain botanical resources. Similarly, other resources would potentially have greater long-term benefits, because so few routes would be added to the system.

However, I cannot accept the effects Alternative 4 would have on motorized dispersed recreation opportunities. Routes that have been used for decades to access important recreation destinations such as Wheeler Ridge, Papoose Flat, and some destinations in Coyote Flat and Coyote Ridge would no longer be available for motorized use. This alternative would not provide sufficient diversity of motorized recreation opportunities or maintain traditional access to key dispersed recreation opportunities. While Alternative 4 would provide a high-level of long-term resource protection, I believe that it does so at the expense of recreational opportunities. Modified Alternative 6 provides a better, more balanced, approach. By applying appropriate mitigations to roads and trails, and designating a limited number of trails in IRAs, similar resource protection goals can be reached, while

still providing sufficient public motorized access. It is for those reasons that I chose not to select this alternative.

## **Alternative 5**

Alternative 5 responds to the issues of conflicts with non-motorized recreation and natural and cultural resource impacts by prohibiting cross-country travel without adding any new facilities (i.e., roads and trails) to the NFTS. None of the currently unauthorized routes would be added to the NFTS under this alternative. Like Alternative 1, this alternative also provides a baseline for comparing the long-term impacts of other alternatives that propose changes to the NFTS in the form of new facilities. Alternative 5 analyzed:

- Prohibition of cross-country motorized travel off of designated roads, trails and the Poleta open area.
- Addition of 0 miles of unauthorized routes as NFTS Roads or Trails.
- Closure of 30 miles of existing NFTS roads to public motor vehicle use with 29 miles of those roads retained for Forest Service administrative use (including motor vehicle use authorized by contract, permit, or other written authorization).
- No other changes to the NFTS were proposed.

Because this alternative would not add any routes to the system, effects on cultural, biological, and physical resources would be minimal. No mitigations would be needed to reduce effects of motor vehicle use on forest resources. This alternative would provide the fewest opportunities for loop touring and dispersal off the existing NFTS. I have determined that restricting use to existing system roads would eliminate critical dispersed recreation opportunities, particularly when one considers that the effects of the routes analyzed as part of Modified Alternative 6 on forest resources have been effectively minimized.

## **Environmentally Preferable Alternative**

The environmentally preferable alternative is often interpreted as the alternative that causes the least damage to the biological and physical environment, but other factors relevant to this determination are provided in Section 101 of NEPA. These include fulfilling the responsibilities of each generation as a trustee of the environment for succeeding generations; assuring safe, healthful, productive, and aesthetically and culturally pleasing surroundings for all Americans; and achieving a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities. Based on my consideration of these factors and the effects disclosed in the FEIS, I consider Alternative 4 to the environmentally preferable alternative. My reasons for not selecting Alternative 4 are provided above.

## **Legal and Regulatory Compliance**

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My decision complies with the laws, policies, and executive orders listed below and described in Chapter 3 of the FEIS.

## Forest Plan Consistency

My decision includes two amendments to the management direction contained in the 1988 Inyo National Forest Land and Resource Management Plan (LRMP). More information about these amendments and the evaluation of significance under the National Forest Management Act (NFMA) is provided below.

### *Forest Plan Amendment #16*

Current LRMP direction is to “Maintain activities and developments at levels that meet prescribed Recreation Opportunity Spectrum (ROS) classes as defined in the ROS Users Guide” (p. 86). Selection of Modified Alternative 6 requires a forest plan amendment to change ROS classes based on the addition of 28 miles of routes to the NFTS within Primitive (PNM) and 56 miles in Semi-Primitive Non-Motorized (SPNM) ROS classes. This amendment will recognize existing motorized access and allow the addition of routes to the NFTS to provide needed semi-primitive motorized opportunities.

Amendment #16 would change the ROS class for the area within ½ mile of the added routes to Semi-Primitive Motorized (SPM) and the ROS class for the area greater than ½ mile but less than 3 miles from the added routes to Semi-Primitive Non-Motorized (SPNM). As shown in the following table, this amendment would result in the shift of 58,680 acres from Primitive (PNM) to Semi-Primitive Non-Motorized (SPNM) ROS Class, 6,040 acres from Primitive (PNM) to Semi-Primitive Motorized (SPM) ROS Class and 33,750 acres from Semi-Primitive Non-Motorized (SPNM) to Semi-Primitive Motorized (SPM).

**Table 3: ROS Class Change for the Selected Alternative<sup>1</sup>**

	<b>Modified Alt 6</b>
<b>Acres Change from PNM to SPNM</b>	58,680
<b>Acres Change from PNM to Semi-Primitive Motorized</b>	6,040
<b>Acres Change from SPNM to Semi-Primitive Motorized</b>	33,750

<sup>1</sup> Excluding acres within each buffer in designated wilderness.

The change in ROS class is needed because of inconsistencies resulting from the way in which the ROS mapping exercise for the Inyo National Forest was conducted during LRMP development. As explained in Section 3.3.5.6 of the EIS, the two main factors contributing to these inconsistencies are: the use of local definitions (LRMP Glossary, p. 280) instead of those provided in the ROS User’s, and the reliance on aerial photos instead of an inventory of all existing routes (Responsive Statement - Appeal #3001, Regional Forester Paul Barker, 10/3/89).

Definitions for the PNM and SPNM classes are shown in the table below. Definitions from both the 1982 ROS User’s Guide and the LRMP Glossary are provided to show the inconsistencies.

**Table 4: Definitions of Primitive and Semi-Primitive Non-Motorized ROS Classes**

ROS Class	LRMP Glossary (p. 280)	1982 ROS Users' Guide
Primitive	An area three miles or more from conventional (two wheel drive) roads, generally 5,000 acres or more in size, with an essentially unmodified natural environment. Users will probably experience a high degree of isolation, closeness to nature, tranquility, and self-reliance.	An area...at least 3 miles from all roads, trails, or railroads with motorized use.
Semi-Primitive Non-Motorized	An area more than 0.5 miles but less than 3 miles from conventional roads, 2,500 to 5,000 acres in size, with only subtle modifications of an otherwise natural setting. Users will have experiences similar in kind (but to a lower degree) to those found in the Primitive ROS class.	An area...at least 0.5 mile but not further than 3 miles from all roads, railroads, or trails with motorized use; can include primitive roads and trails if usually closed to motorized use.

**Evaluation of Significance.** The National Forest Management Act (NFMA) requires that proposed forest plan amendments be evaluated for whether they would constitute a significant change in the long-term goods, outputs, and services projected for the national forest. The following criteria are used to determine the significance of forest plan amendments (Forest Service Manual 1926.51-52).

- 1. Actions that do not significantly alter the multiple-use goals and objectives for the long-term land and resource management.** The amendment is consistent with the forest plan goal to provide “A broad range of developed and dispersed recreation opportunities in balance with identified existing and future demand” (LRMP, p. 68). The following table displays the existing distribution of ROS classes on the Forest. This amendment is not expected to reduce or eliminate opportunities to engage in non-motorized recreation from current conditions, and would provide needed opportunities for semi-primitive motorized recreation. As shown in the table below, approximately 66% of the Forest land base would remain in either the PNM or SPNM ROS classes, compared to 68% in the existing condition. The Selected Alternative would reduce the Primitive ROS class slightly from 43% of the Forest land base to approximately 40%. Acres allocated to the both Semi-Primitive Motorized and Semi-Primitive Non-Motorized classes would increase under the Selected Alternative, to 14% and 26% of the Forest, respectively.

As shown in the table, the distribution of ROS under the Selected Alternative is similar to that projected by the LRMP FEIS, with slightly more SPNM and SPM than projected, and slightly less PNM and Roaded Natural. The LRMP projections identified in the table below represent expected changes in ROS classes at the end of the 5th decade of forest plan implementation (2040), while this amendment is taking place at the end of the second decade of plan implementation. As a result, potential future changes such as additional wilderness designation could lead to increases in the PNM or SPNM ROS classes and decreases in SPM and RN before the end of the 5<sup>th</sup> decade.

**Table 5: Projected and Existing Distribution of Recreation Opportunity Spectrum Classes**

	Primitive	SPNM	Semi-Primitive Motorized (SPM)	Roaded Natural	Roaded Modified	Rural
LRMP Projected ROS Class Distribution by end of 5 <sup>th</sup> Decade (acres) <sup>a</sup>	867,840	426,970	242,790	399,320	36,950	11,600
Percent of Forest <sup>b</sup>	43%	21%	12%	20%	2%	0.6%
Existing ROS Class Distribution (acres) <sup>c, d</sup>	862,650	500,750	241,800	329,530	56,370	16,830
Percent of Forest <sup>b</sup>	43%	25%	12%	16%	3%	0.8%
Modified Alternative 6 - ROS Class Distribution <sup>c, d</sup>	797,930	525,680	281,590	329,530	56,370	16,830
Percent of Forest <sup>b</sup>	40%	26%	14%	16%	3%	0.8%

<sup>a</sup> Includes ROS classes for Mono Basin Scenic Area. Source: GIS layers derived from LRMP FEIS, p. 415 and the 1989 Mono Basin Scenic Area Plan, p. 39. Acres allocated to the Urban ROS class are outside INF boundaries and are not displayed.

<sup>b</sup> Based on LRMP ROS boundaries and Forest land base of 2 million acres. May not add up to 100% because of lakes, inholdings, and other areas within forest boundaries not assigned an ROS class.

<sup>c</sup> Includes Mono Basin Scenic Area. Does not include lands added to the Inyo National Forest as part of the Nevada Enhancement Act or lands outside the Forest boundary.

<sup>d</sup> For the purposes of this comparison, acres of designated wilderness in SPM (34,900 ac), RN (16,600 ac), RM (3,900 ac), and Rural (800 ac) classes were subtracted from those classes and allocated to the Primitive ROS class. Acres of wilderness in the SPNM class (215,200) were not reallocated.

2. **Adjustments of management area boundaries or management prescriptions resulting from further on-site analysis when the adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management.** Amendment #16 would not change management area or management prescription boundaries. The amendment would not trigger changes in the classification and management of recreation opportunities on the Forest, or in the purpose and intent of ROS as a tool to assess the distribution of recreation opportunities. Ultimately, this amendment serves to support the achievement of multiple-use goals by providing critical motorized access in Semi-Primitive settings.

While this amendment does result in minor changes in acres assigned to Primitive, Semi-Primitive Motorized, and Semi-Primitive Non-Motorized ROS classes, it will not result in a change in actual on-the-ground conditions. This is because, as defined during the preliminary ROS mapping conducted for the LRMP, neither the Primitive nor the Semi-Primitive Non-Motorized ROS classes were mapped to exclude existing motorized use (LRMP Glossary, p. 280; Section 3.3.5.6 of the EIS). Motorized use has been a part of the recreation experience in the areas affected by the amendment since before the development of the LRMP.

3. **Minor changes in standards and guidelines.** The amendment would not change the forestwide standard for Dispersed Recreation. Instead, it would change mapped ROS classes based on the routes added to the NFTS in the Selected Alternative. This would be a relatively minor change because:

- a) The amendment would recognize the long-standing use of motor vehicles on routes within Primitive and SPNM ROS classes resulting from the Forest's reliance on aerial photos, a limited route inventory, and easily discernable features such as conventional two-wheel drive roads when drawing ROS class boundaries for the LRMP. Application of this change does not eliminate opportunities to engage in non-motorized recreation or reduce the actual area available for non-motorized recreation. To the contrary, more than 1.3 million acres will be within the Primitive and SPNM ROS classes of which 68% is within congressionally designated wilderness.
- b) The action alternatives are consistent with the LRMP goal to provide "A broad range of developed and dispersed recreation opportunities in balance with identified existing and future demand" (LRMP, p. 68). While neither Primitive nor Semi-Primitive Non-Motorized ROS classes preclude motorized use of primitive roads and trails, these areas provide different social, physical, and managerial settings than the other ROS classes assigned to more developed areas of the Forest. The change in ROS would more accurately reflect actual conditions and would recognize existing motorized use.
- c) It would not change recreation management direction specified for each management prescription in the LRMP. Management prescriptions would continue to be managed to allow those recreation activities and developments consistent with the ROS classes assigned to the area.

**4. Opportunities for additional projects or activities that will contribute to achievement of the management prescription.** The roads and motorized trails affected by this amendment comprise less than 10 percent of the designated system under the Selected Alternative, but provide a disproportionately important beneficial effect on recreation opportunity because of the unique access they provide to remote parts of the Forest outside of wilderness. Of the Forest's 2 million acres, approximately half are in congressionally designated wilderness where motorized and mechanized uses are prohibited. Recreation settings outside of wilderness range from developed recreation hubs concentrated along the escarpment of the Sierra Nevada to remote, backcountry areas accessed by a few primitive routes. Based on public comments, demand for vehicle access to remote, primitive settings where users can experience isolation, closeness to nature, tranquility, and self-reliance is high. The amendment would change ROS in order to provide access to needed semi-primitive backcountry settings.

**5. Changes that would significantly alter the long-term relationship between levels of multiple-use goods and services originally projected (36 CFR 219.10(e)).** Amendment #16 does not alter the long-term relationships between the levels of goods and services projected by the 1988 LRMP. As shown in the table above, the distribution of ROS under the Selected Alternative is in line with that projected by the LRMP FEIS. Potential future changes such as additional wilderness designation could decrease acres of some ROS classes and increase acres of PNM and SPNM. Due to such changes, LRMP projections for PNM, SPNM, and SPM classes may be met by the end of the 5<sup>th</sup> decade.

6. **Changes that may have an important effect on the entire forest plan or affect land and resources throughout a large portion of the planning area during the planning period.** Amendment #16 will change the ROS classes assigned to approximately 5% of the Forest land base. It will not change land allocations or management direction for other elements of the LRMP. It will not trigger an increase or decrease in motorized use in the project area because it is applied to areas in which motorized use has been ongoing for decades.

**Conclusion.** The proposed amendment is fully consistent with the LRMP goal to provide a broad range of developed and dispersed recreation in balance with identified existing and future demand (LRMP, p. 68). Routes added to the NFTS in Primitive and Semi-Primitive Non-Motorized ROS classes provide needed access to opportunities for semi-primitive motorized exploration and dispersed recreation. Given that approximately half of the Forest land base is within Congressionally designated wilderness—where all motorized and mechanized uses are prohibited—and the high demand for vehicle access to remote, primitive settings where users can experience isolation, closeness to nature, tranquility, and self-reliance, the changes in ROS class are in line with recreation opportunities needed on the INF. Based on consideration of the factors above and the analysis contained in Section 3.3.5.6 of the EIS, I have determined that adoption of this amendment is not significant in the context of NFMA.

I hereby amend the 1988 Forest Plan with this non-significant amendment to change the ROS class as described in Table 3 for the area immediately surrounding the routes added to the NFTS in PNM and SPNM ROS classes to recognize existing motorized access and allow the addition of routes to the NFTS to provide needed semi-primitive motorized opportunities.

#### ***Forest Plan Amendment #17***

Selection of Modified Alternative 6 requires amendment of forest plan direction for the Mountain Sheep Habitat prescription (Rx 3). Management direction for recreation within the Mountain Sheep Habitat prescription specifies (1988 LRMP, p. 116, as amended in 1993):

- Allow for the dispersed recreation activities appropriate in Primitive and Semi-Primitive ROS classes. Allow no motorized use.

Amendment #17 would amend this direction to confine motorized use to designated roads and trails as follows:

- Allow for the dispersed recreation activities appropriate in Primitive and Semi-Primitive ROS classes. Allow no motorized use off designated roads and trails.

The purpose of Rx 3 is to provide high quality habitat for mountain (i.e., bighorn) sheep to maintain or enhance existing population levels (LRMP, p. 116). Despite the existence of many long-standing roads and motorized routes, such as 8.6 miles of State Highway 120 (Tioga Pass Road; completed in 1915) and the Wheeler Ridge route, in use since the 1940s, Rx 3 contains conflicting direction that both allows and disallows motorized use. That is, management direction specifies both “Establish no roads or heliports where they would conflict with mountain sheep”, and “Allow no motorized use.” This direction both allows the establishment of roads or heliports in Rx3 while



simultaneously prohibiting all motorized use. Amendment #17 would eliminate this contradiction while maintaining high quality bighorn sheep habitat.

The LRMP FEIS used two indicators to compare the consequences of the plan alternatives on Sierra Nevada bighorn sheep: habitat capability and animal population numbers. The LRMP preferred alternative identified a target of 550 sheep and a 22% increase in habitat capability by the end of the 5th decade (2038). According to the LRMP FEIS, there were approximately 300 Sierra Nevada mountain sheep on the Forest in 1982. The current population estimate is approximately 350 sheep with an upward trend.

Similar analysis was not conducted for Nelson bighorn sheep. According to the LRMP FEIS, Nelson bighorn are subject more to natural ecological processes (such as drought) than by Forest management (LRMP FEIS, p. 478). Forestwide standards were designed to prevent any conflicts with the needs of this species resulting from project-level activities. As a result, Nelson bighorn sheep will not be discussed further in the context of this amendment.

At the time the LRMP was published, Sierra Nevada bighorn sheep were classified as a Management Indicator Species representing Forest Service Pacific Southwest Region sensitive species. In 1999, the species was listed as endangered under the Endangered Species Act of 1973 (as amended). A recovery plan for the Sierra Nevada bighorn sheep was approved in September 2007. This plan is currently considered to be the guiding document for management of Sierra Nevada bighorn sheep on the Inyo National Forest. The recovery plan set a goal of a minimum of 520 sheep across the species' range, with specific population goals for each of the four Recovery Units.

The recovery plan identifies the two primary reasons Sierra Nevada bighorn sheep were listed as endangered: potential for the transfer of virulent disease from domestic sheep and predation by mountain lions. The present or threatened destruction, modification or curtailment of habitat or range was not considered to be a concern. Habitat throughout the historic range of Sierra Nevada bighorn sheep is considered to be essentially intact; it is neither fragmented nor degraded (Recovery Plan, p. 21).

**Evaluation of Significance.** The National Forest Management Act (NFMA) requires that proposed forest plan amendments be evaluated for whether they would constitute a significant change in the long-term goods, outputs, and services projected for the national forest. The following criteria are used to determine the significance of forest plan amendments (Forest Service Manual 1926.51-52).

- 1. Actions that do not significantly alter the multiple-use goals and objectives for the long-term land and resource management.** The action alternatives would not change the goals and objectives for long-term wildlife management listed on pages 69 and 73 of the LRMP. Habitat throughout the historic range of Sierra Nevada bighorn sheep is currently considered to be essentially intact; it is neither fragmented nor degraded (Recovery Plan, p. 21). The action alternatives will continue to protect bighorn sheep and their habitat in compliance with all applicable laws and regulations and the recovery plan for Sierra Nevada Bighorn Sheep (September 2007). None of the action alternatives are expected to adversely affect Sierra Nevada bighorn sheep or reduce habitat quality or effectiveness (Section 3.10.3.5 of the EIS). This conclusion is based on the following:

- a. Amendment #17 applies only to lands allocated to the Mountain Sheep Habitat prescription (73,260 acres or 3% of the Forest). Rx 3 includes less than 18% of the 415,700 acres of suitable bighorn sheep habitat on the Forest (of which 272,000 acres are designated critical habitat for Sierra Nevada bighorn). The majority of the suitable habitat outside of Rx 3 is within designated wilderness where motorized and mechanized uses are prohibited.
  - b. The roads and trails proposed by the action alternatives would affect no more than 0.2% of designated critical habitat forestwide. As described in Section 3.10.3.5, the remaining 99.8% of critical habitat is outside the ‘zone of influence’ of roads and motorized trails.
  - c. The action alternatives would not significantly increase motorized use in Rx #3 beyond levels occurring at the time of LRMP or recovery plan development. All of the existing system roads and the majority of the unauthorized routes in Prescription #3 have been in use since before the development of the LRMP in 1988. These roads were considered to be part of the existing condition when Prescription #3 was mapped. See also criterion 2b below.
2. **Adjustments of management area boundaries or management prescriptions resulting from further on-site analysis when the adjustments do not cause significant changes in the multiple-use goals and objectives for long-term land and resource management.** Amendment #17 would change management direction for Prescription #3 based on the site-specific analysis disclosed in Section 3.10.3.5 of the EIS. This change is not expected to cause significant changes in multiple-use goals and objectives because:
  - a. **Current research does not identify recreational and vehicle uses as primary threats to recovery.** The Sierra Nevada bighorn sheep recovery plan, completed almost twenty years after the LRMP in September 2007, does not identify recreational or vehicle use as a threat to recovery. The recovery plan states that any actions limiting recreational use will take place only if research results in a recommendation to limit human use in some areas (p. 52). At present, there appear to be few locations where recreational disturbance has the potential to significantly affect sheep (Recovery Plan, p. 52).
  - b. **Habitat has not been fragmented or degraded by roads or other management activities.** Habitat throughout the historic range of Sierra Nevada bighorn sheep remains essentially intact; it is neither fragmented nor degraded (Recovery Plan, p. 21). The action alternatives would affect no more than 0.2% of designated critical habitat, and would not compromise habitat effectiveness. The analysis concluded that motorized use within suitable habitat as proposed by the action alternatives will not adversely affect Sierra Nevada bighorn sheep or its habitat (Section 3.10.3.5 of the EIS).  
  
As a result of these factors, the purpose of Rx 3 to “provide high quality habitat for mountain sheep to maintain or enhance existing population levels” can be achieved without a general prohibition on all motorized use.
3. **Minor changes in standards and guidelines.** Changing management direction for Prescription #3 would be a relatively minor change because:

- a. It would be consistent with the forestwide standard for management of threatened, endangered, and sensitive wildlife species (LRMP, p. 100), which states “Consider threatened and endangered species as below viability until recovery is achieved. Emphasize the protection and improvement of habitat for threatened and endangered wildlife. Manage for the protection and enhancement of all historically and potentially threatened or endangered species habitat as necessary to meet recovery levels.”
  - b. It would be consistent with the forestwide standard for Sierra Nevada and Nelson bighorn sheep to “Maintain existing mountain sheep habitat” (LRMP, pp. 101-102). The remaining forestwide standards are specific to livestock grazing management, conservation plan development, and bighorn sheep translocation.
  - c. The prescription contains many long-standing roads and motorized routes, such as 8.6 miles of State Highway 120 (Tioga Pass Road; completed in 1915) and the Wheeler Ridge route, in place since the 1940s and used over the years to access the Round Valley Mining Complex, by State of California bighorn sheep researchers, and by recreationists. All of the existing system roads and the majority of the unauthorized routes in Rx 3 have been in use since before the development of the LRMP in 1988. These roads were considered to be part of the existing condition when Rx 3 was mapped. Research conducted in the twenty years since publication of the LRMP indicates that vehicles and recreational uses do not pose a threat to recovery of the sheep as described in 2a and 2b above. Predation and disease transfer from domestic sheep are considered to be the two primary reasons Sierra Nevada bighorn sheep were listed as endangered (Recovery Plan).
4. **Opportunities for additional projects or activities that will contribute to achievement of the management prescription.** Recreation management direction for Rx 3 specifies “Allow for the dispersed recreation activities appropriate in Primitive and Semi-Primitive Recreation Opportunity Spectrum (ROS) classes.” Amendment #17 would contribute to achievement of this objective by allowing the addition of unauthorized routes to the NFTS to provide vehicle access to remote, semi-primitive, backcountry areas. For more on ROS see the discussion for Amendment #16 above.
  5. **Changes that would significantly alter the long-term relationship between levels of multiple-use goods and services originally projected (36 CFR 219.10(e)).** Amendment #17 does not alter the long-term relationships between the levels of goods and services projected by the 1988 LRMP. Bighorn sheep and bighorn sheep habitat will continue to receive protection as required to meet all applicable laws and regulations.
  6. **Changes that may have an important effect on the entire forest plan or affect land and resources throughout a large portion of the planning area during the planning period.** Amendment #17 will change recreation management direction for Rx 3. It will not change land allocations or management direction for other elements of the LRMP. The amendment will not trigger an increase or decrease in motorized use in the rest of the project area, or in the 350,000 acres of suitable bighorn sheep habitat (including designated critical habitat) outside of Rx 3. Habitat on the Forest is not degraded or fragmented despite the presence of existing routes. Therefore, validating the existing motorized use of these routes through Amendment #17 is unlikely to negatively affect bighorn sheep. In addition, this change will take place more than 20 years after

implementation of the Forest Plan, near the end of the planning cycle, greatly reducing its influence on implementation of the Forest Plan.

**Conclusion.** As documented in Section 3.10.3.5 of the EIS, the Selected Alternative may affect, but would not adversely affect Sierra Nevada bighorn sheep. Based on consideration of the factors above and the analysis contained in the EIS, I have determined that adoption of this amendment is not significant in the context of NFMA. This amendment is fully consistent with the goals and objectives of the Forest Plan and would not adversely affect bighorn sheep.

I hereby amend the 1988 Forest Plan, as amended in 1993, with this non-significant amendment to restrict motor vehicle use in the Mountain Sheep Habitat prescription to designated roads and trails.

## Travel Management Regulations

The Travel Management regulations require that certain criteria be considered when designating routes for motor vehicle use (36 CFR 212.55(a) through (e)). These criteria have been considered at all stages of this process beginning with the development of the underlying Purpose and Need (Section 1.3), development of the alternatives, analysis of effects (as documented in the 'Compliance with the Forest Plan and Other Direction' sections of each analysis in Chapter 3 of the EIS), and ultimately my selection of Modified Alternative 6. Throughout the ROD and the FEIS, there are many specific examples of how I considered the Travel Management Rule criteria in making this decision. The following details have been included to underscore the importance I gave to these criteria in my decision:

- **Cultural resources.** My decision reduces effects to cultural resources by mitigating all identified and potential adverse effects to 81 cultural sites associated with use of routes added to the transportation system (Section 3.5.4.8). Further, this decision is in full compliance with Programmatic Agreements with both the State of Nevada and the State of California.
- **Public safety.** The Selected Alternative authorizes the use of proposed Maintenance Level 2 roads or motorized trails that have been determined to be generally safe (Section 3.14.3.3). In addition, public safety has been my top priority when considering whether to allow mixed use on passenger car roads (Section 3.14.3.3 and Mixed Use Analysis Reports).
- **Access to public and private lands.** When identifying routes to add to the NFTS, I focused on meeting the needs of the public by providing access to the most desired routes and areas on the Forest. In addition, my decision will not impact access to private lands, as this project does not designate roads or trails through private lands where the Forest Service does not have right-of-way nor will it change existing rights-of-way for adjacent private landowners.
- **Availability of resources for maintenance and administration of roads, trails and areas that would arise if the uses under consideration are designated.** As stated previously, the additions would result in an annual maintenance cost of approximately \$105,000, in addition to the \$815,000 needed to maintain the existing NFTS (Section 3.14.4 of the FEIS). I have determined that the Forest would have sufficient resources to

administer and maintain the additional NFTS within the Selected Alternative. Specific details of this analysis can be found in Sections 3.14.3.2 and 3.14.4.1.

- **Minimizing damage to soil, watershed, vegetation and other forest resources.** Routes added to the NFTS as part of my decision are expected to maintain and improve water quality and satisfy all federal and state water quality requirements. My decision minimizes impacts to both soil and water resources, including riparian and aquatic habitats, by only adding routes where adverse impacts could be either avoided or mitigated to acceptable levels. The full analysis displaying these effects can be found in Chapter 3 of the FEIS.
- With respect to **botanical resources**, the analysis contained within Section 3.8.4.6 of the FEIS determined that my decision is not likely to result in a trend toward federal listing or loss of viability for any sensitive or watch list plant species or fens. The project includes species-specific mitigation to reduce or avoid potential impacts to rare plants. Mitigations include signing to discourage off-road travel in high risk areas, delaying road maintenance until after seed set on routes with occurrences of Mono phacelia, and monitoring of higher risk routes to ensure rare plants are protected (Section 3.8.4.5). Lastly, my decision includes mitigation to control the eight high priority weed occurrences adjacent to designated routes and direction to clean road maintenance equipment to prevent further weed spread (Section 2.3 7).
- **Minimizing harassment of wildlife and significant disruption of wildlife habitat.** Routes with known or potential conflicts with rare wildlife species or their habitat were not proposed for addition to the NFTS unless mitigation measures were identified to minimize or eliminate the conflict (Section 3.10.3). For all sensitive species, it was determined that the Selected Alternative would not result in a trend towards federal listing or a loss of population viability. The Sierra Nevada bighorn sheep and Owens tui chub will not be adversely affected by my decision (USFWS concurrence letters, 7/29/09 and 8/6/09).
- **Minimizing conflicts between motor vehicles and existing or proposed recreational uses of NFS lands.** The Selected Alternative was developed in an interdisciplinary setting, with the objective of avoiding potential conflict between motor vehicle use and non-motorized recreational use. My decision will minimize the potential for conflicts, in part by increasing the general forest area more than 1/4 mile from the influence of roads or motorized trails, and by ensuring the compatibility of route additions with recreation management direction provided by the LRMP.
- **Minimizing conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.** I have considered the vehicle class and use of routes on adjacent lands to ensure compatible designations for the adjoining route segments on National Forest System lands. As described previously, mixed use proposals have been designed to maintain safety for the public and minimize conflicts between different vehicle classes on passenger car roads (Section 3.14.3.3).

- **Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, etc.** Although most of the routes added to the NFTS are located far from populated areas, the Selected Alternative reduces the total miles of routes within 1/4 mile of communities, areas with higher densities of residences, commercial buildings, and/or administrative sites by over 40%.
- **Speed, volume, composition, and distribution of traffic on roads.** Based on the analysis disclosed in the EIS, I have determined that limitations dictated by the terrain, site distance, and condition of the road surface make the routes suitable for addition to the NFTS as low standard roads or motorized trails rather than higher standard roads, and that 173 miles of NFTS road are more appropriately classified as motorized trails. The number of roads and trails available for use in the Selected Alternative is expected to result in a low traffic density on most of the NFTS, although I expect some congestion near staging areas and on more popular routes. Signs to warn drivers of the class of vehicles authorized and expected on particular routes will be posted as part of the implementation of the route designation process. Authorized vehicles will be shown on or adjacent to all route markers. Maintenance Level 3 NFTS routes designated for mixed use will be signed appropriately to warn drivers of mixed use.
- **Compatibility of vehicle class with road geometry and road surfacing.** As described above, routes added to the NFTS will be entered into the system as either Maintenance Level 2 roads or motorized trails based on vehicle compatibility considerations and the need to provide a range of different recreational opportunities. The analysis of each Maintenance Level 3 road proposed for motorized mixed use considered the compatibility of each vehicle class with the road geometry and surfacing based on an assessment of the type and size of vehicle in conjunction with the driver's level of skill.

## Findings Required by Other Laws and Regulations

The National Environmental Policy Act at 40 CFR 1502.25(a) directs "to the fullest extent possible, agencies shall prepare draft EIS concurrently with and integrated with ...other environmental review laws and executive orders." Each resource section in the FEIS includes a list of applicable laws, regulations, policies and Executive Orders that are relevant to that resource. Surveys, analyses, and findings required by those laws are specifically addressed in Chapter 3 of the FEIS.

These laws include:

- **National Forest Management Act.** See the Forest Plan Consistency section above.
- **Clean Water Act.** The project is designed to comply with this law and its implementing regulations and policies. Appropriate approval will be obtained prior to implementation of stream crossing and meadow mitigations.
- **Endangered Species Act.** Consultation with US Fish and Wildlife Service was completed on the Owens tui chub and Sierra Nevada bighorn sheep. The Fish and Wildlife Service concurred with the determination that the Selected Alternative "may affect but would not adversely affect" these two species in letters dated 7/29/09 and 8/6/09.

- **Executive Order 13112 Invasive Species 64 FR 6183 (February 8, 1999).** Consistent with this Order, this project has incorporated feasible and prudent mitigation measures in the Selected Alternative to minimize risk of harm caused by invasive species. As documented in the noxious weed risk assessment in Section 3.9 of the FEIS, all high risk routes that have known high priority weeds within 100 feet will be treated in the early stages of project implementation, as per the SNFPA requirement to mitigate high risk actions. Required weed treatment mitigations are listed in Section 3.9.5 of the FEIS.
- **National Historic Preservation Act.** This project was designed to meet this act by following the *Programmatic Agreement among the U.S.D.A. Forest Service, Pacific Southwest Region, U.S.D.A. Forest Service, Intermountain Region's Humboldt-Toiyabe National Forest, California State Historic Preservation Officer, and Advisory Council on Historic Preservation Regarding the Process for Compliance with Section 106 of the National Historic Preservation Act for Designating Motor Vehicle Routes and Managing Motorized Recreation on the National Forests in California* (2005) and the *Programmatic Agreement among the U.S.D.A. Inyo National Forest and the Nevada State Historic Preservation Officer Regarding the Process for Compliance with Section 106 of the National Historic Preservation Act for Designating a National Forest Transportation System on Inyo National Forest Lands in Nevada* (2009).

## Special Area Designations

I have determined that the Selected Alternative complies with laws, regulations, and policies that pertain to the following special areas. In addition, I believe that this decision enhances the values that make these special areas unique.

- **Research Natural Areas.** No routes within RNAs are added to the NFTS.
- **Special Interest Areas.** No routes within SIAs are added to the NFTS.
- **Inventoried Roadless Areas.** As documented in Section 3.13 of the FEIS, the Selected Alternative would result in minor beneficial effects to the overall character of IRAs on the Forest.
- **Wilderness Areas.** No routes are added to the NFTS for public use within wilderness areas.
- **Wild and Scenic Rivers.** Routes added within eligible and designated river segments will not affect the segment's classification, will not modify the free-flowing character of the river, and will protect identified outstandingly remarkable values. See Section 3.16 of the FEIS for additional information.

## Administrative Review or Appeal Opportunities

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This decision is subject to appeal pursuant to the regulation at 36 CFR 215. Appeals, including attachments, must be filed within 45-days of the publication date of the legal notice of decision in the Inyo Register, the newspaper of record. Attachments received after the 45-day period will not be considered. The publication date in the Inyo Register is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source. Individuals or organizations who submitted comments

during the comment period specified at 36 CFR 215.6 may appeal this decision. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14.

The appeal must be submitted (regular mail, fax, email, hand-delivery, or express delivery) to the Appeal Deciding Officer: Randy Moore, Regional Forester, USDA Forest Service, Regional Office R5, 1323 Club Drive, Vallejo, CA 94592. Appeals may be submitted by FAX (707) 562-9229 or by hand delivery to the Regional Office at the address shown above. The office business hours for those submitting hand-delivered appeals are: 8:00 am to 4:00 pm Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), or Word (.doc) to [appeals-pacificsouthwest-regional-office@fs.fed.us](mailto:appeals-pacificsouthwest-regional-office@fs.fed.us) [Subject: Inyo Travel Management FEIS]. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

## Implementation Date

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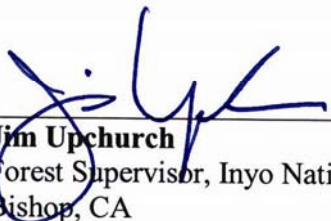
If no appeals are filed within the 45-day appeal period, implementation of the decision may occur on, but not before, five business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15th business day following the date of the last appeal disposition.

## Contact Person

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The FEIS and supporting documents are available for public review at the Inyo National Forest, Supervisor's Office, 351 Pacu Lane, Bishop, CA 93514, (760) 873-2400. For further information on this decision, contact Susan Joyce ([sejoyce@fs.fed.us](mailto:sejoyce@fs.fed.us); (760) 873-2516) or Marty Hornick ([mhornick@fs.fed.us](mailto:mhornick@fs.fed.us); (760)-873-2461), Project Team Leaders.

## Signature and Date

  
\_\_\_\_\_  
**Jim Upchurch**  
Forest Supervisor, Inyo National Forest  
Bishop, CA

  
\_\_\_\_\_  
**Date**



## Appendix A: Additions to the NFTS in the Selected Alternative

### Introduction

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The following table lists all road and trail additions to the NFTS, including vehicle class and required mitigations. The table is organized alphabetically by focus area, then by route number numerically. Terminology used in the table is explained in below.

Appendix B, Table B lists changes to the existing NFTS specified by the Selected Alternative, including vehicle class changes, administrative use roads, and roads analyzed for motorized mixed use.

### Terminology Used in Table A

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**“Route Number”** – Route number used throughout the travel management planning process. Corresponds to current FEIS map labels. These numbers will be changed on the MVUM and future maps to correspond to NFTS numbering processes.

**“Miles”** – Approximate length of route segment rounded to nearest 100th of a mile. (If number is “0.00” route segment is less than 50 feet long.)

**“Focus Area”** – One of 11 geographic areas on the Forest:

<b>BISH</b> =	Bishop (Including Coyote Flats area)
<b>CASA</b> =	Casa Diablo
<b>GLMT</b> =	Glass Mountain
<b>INYO</b> =	Inyo Mountains
<b>MAME</b> =	Mammoth East
<b>MAMW</b> =	Mammoth West
<b>MLJL</b> =	Mono Lake and June Lake
<b>MONA</b> =	Monache Meadows
<b>PIZO</b> =	Pizona
<b>SSE</b> =	South Sierra Escarpment (Big Pine Canyon and south)
<b>WHMT</b> =	White Mountains

**“Added to NFTS as:”** indicates the status of the route under this decision, with vehicle class described, and whether the route will immediately appear on the MVUM, or if pre-designation mitigation is prescribed (in which case, the route will not appear on the MVUM until the mitigation is completed). If a “\*” is attached to the route status (i.e., \*Trail Open to All Vehicles) the route was incorporated in the Selected Alternative added after completion of the FEIS analysis as explained in the ‘Modifications to Alternative 6 in Response to Comments’ section of the ROD.

**“Mitigation Prescribed”** = Site-specific mitigations prescribed for individual roads or trails. (See Chapter 2 for more detail about mitigations.) Mitigation codes:

**Prefix “1” attached to mitigation** = Pre-designation mitigation. Mitigation must be accomplished prior to road or trail appearing on Motor Vehicle Use Map (MVUM) as open to public motorized use.

**Prefix “2” attached to mitigation** = Post-designation mitigation. Mitigation is scheduled to be accomplished after road or trail appears on MVUM as open for public motorized use.

**Prefix “x” attached to mitigation** indicates that the scale or size of mitigation is greater than typical. Costs for these mitigations were estimated on an individual basis.

**“b”** = Barrier

**“cr”** = Creek crossing stabilization (stream ford)

**“dm-#-#”** (i.e.: dm-7-1) = Delayed Maintenance until after date specified.

**“drg”** = Drainage work (waterbars or water diversion structure)

**“h”** = Hardening of tread surface

**“mon”** = Prescribed route-specific monitoring

**“rr”** = Reroute

**“rm”** = Riparian/Meadow stabilization

**“s”** = Signage, regulatory or educational

**“scg-#-#”** (i.e.: “scg-11-7”) = Seasonal Closure with gate, with dates of closure specified.

**“sc-#-#”** (i.e.: “sc-11-7”) = Seasonal Closure (no gate), with dates of closure specified.

**“w”** = Weed treatments

**NOTE:** If another road or trail number appears in the ‘Mitigation Prescribed’ column, necessary mitigation must occur on that other route, which is needed to access the primary route. No mitigation is needed on the primary route.

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**Table A: All Road and Trail Additions to the NFTS, Including Vehicle Class and Required Mitigations**

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
07S108	BISH	0.57	Road Open to All Vehicles	
07S118	BISH	0.08	Road Open to All Vehicles	
07S120	BISH	0.39	Road Open to All Vehicles	
07S122	BISH	0.27	Road Open to All Vehicles	
07S123	BISH	0.26	Road Open to All Vehicles	
07S124	BISH	0.20	Road Open to All Vehicles	
07S125	BISH	0.40	Road Open to All Vehicles	
07S128	BISH	0.08	Road Open to All Vehicles	
07S130	BISH	0.09	Road Open to All Vehicles	
07S216	BISH	0.29	Road Open to All Vehicles	
07S24	BISH	0.31	Road Open to All Vehicles	
08S101	BISH	0.10	Road Open to All Vehicles	2mon
08S103	BISH	0.27	Road Open to All Vehicles	
08S106	BISH	0.20	Road Open to All Vehicles	
08S106	BISH	0.89	Road Open to All Vehicles	
08S107	BISH	0.09	Road Open to All Vehicles	
08S108	BISH	0.22	Road Open to All Vehicles	
08S110	BISH	0.23	Road Open to All Vehicles	2b
08S112	BISH	0.13	Road Open to All Vehicles	
08S118	BISH	0.27	Trail Open to All Trail Vehicles	
08S119	BISH	1.82	Trail Open to All Trail Vehicles	2cr,2rm
08S125	BISH	0.20	Trail Open to All Trail Vehicles	
08S126	BISH	0.23	Trail Open to All Trail Vehicles	2drg
08S127	BISH	3.29	Trail Open to All Trail Vehicles	
08S128	BISH	0.85	Trail Open to All Trail Vehicles	2mon
08S129	BISH	0.63	Trail Open to All Trail Vehicles	
08S130	BISH	0.47	Trail Open to All Trail Vehicles	
08S131	BISH	0.39	Trail Open to All Trail Vehicles	
08S135	BISH	0.66	Road Open to All Vehicles	
08S136	BISH	0.11	Road Open to All Vehicles	
08S137	BISH	3.01	Trail Open to All Trail Vehicles	2h, 2rm
08S139	BISH	0.66	Trail Open to All Trail Vehicles	
08S141	BISH	0.29	Trail Open to All Trail Vehicles	
08S142	BISH	0.08	Trail Open to All Trail Vehicles	
08S144	BISH	0.10	Road Open to All Vehicles	
08S204	BISH	2.56	Trail Open to Vehicles 50" or less	2cr
08S205	BISH	0.17	Trail Open to All Trail Vehicles	
09S100	BISH	0.04	Trail Open to All Trail Vehicles	
09S102	BISH	0.50	Trail Open to All Trail Vehicles	
09S107	BISH	1.07	Trail Open to All Trail Vehicles	
09S108	BISH	0.75	Trail Open to All Trail Vehicles	2drg, 2h
09S110	BISH	0.07	Trail Open to All Trail Vehicles	
09S111	BISH	0.88	Trail Open to All Trail Vehicles	2drg, 2h
09S112	BISH	0.35	Trail Open to All Trail Vehicles	
09S132	BISH	0.28	Road Open to All Vehicles	
09S134	BISH	0.19	Road Open to All Vehicles	
09S135	BISH	0.14	Road Open to All Vehicles	
09S136	BISH	0.45	Road Open to All Vehicles	
N1764	BISH	0.14	Trail Open to All Trail Vehicles	
N1937	BISH	0.47	Road Open to All Vehicles	2drg
N1939	BISH	0.51	Road Open to All Vehicles	
N1940	BISH	0.11	Road Open to All Vehicles	
N1942	BISH	0.96	Road Open to All Vehicles	
N1946	BISH	0.79	Trail Open to Vehicles 50" or less	
N1947	BISH	0.13	Road Open to All Vehicles	
N1948	BISH	0.71	Trail Open to Motorcycles Only	
N1949	BISH	0.62	Road Open to All Vehicles	
N1950	BISH	0.25	Road Open to All Vehicles	
N1950	BISH	0.07	Trail Open to Motorcycles Only	
N1951	BISH	0.65	Road Open to All Vehicles	
N1952	BISH	0.48	Trail Open to Motorcycles Only	
N1954	BISH	0.31	Road Open to All Vehicles	
N1956	BISH	0.08	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1957	BISH	0.04	Road Open to All Vehicles	
N1958	BISH	0.08	Road Open to All Vehicles	
N1963	BISH	0.26	Road Open to All Vehicles	
N1964	BISH	0.15	Road Open to All Vehicles	
N1965	BISH	0.04	Road Open to All Vehicles	
N1966	BISH	0.07	Road Open to All Vehicles	
N1979	BISH	0.06	Road Open to All Vehicles	
N1980	BISH	0.03	Road Open to All Vehicles	
N1990	BISH	0.15	Road Open to All Vehicles	
N1991	BISH	0.07	Road Open to All Vehicles	
N1992	BISH	0.31	Road Open to All Vehicles	
N2000	BISH	0.19	Road Open to All Vehicles	
N2013	BISH	0.01	Road Open to All Vehicles	
N2021	BISH	0.07	Road Open to All Vehicles	
N2025	BISH	0.22	Road Open to All Vehicles	
N2026	BISH	0.22	Road Open to All Vehicles	
N2028	BISH	0.18	Road Open to All Vehicles	
N2029	BISH	0.04	Road Open to All Vehicles	2mon
N2031	BISH	0.16	Road Open to All Vehicles	
N2036	BISH	0.22	Road Open to All Vehicles	
N2037	BISH	0.13	Road Open to All Vehicles	
N2038	BISH	0.14	Road Open to All Vehicles	
N2049	BISH	0.13	Road Open to All Vehicles	
N2050	BISH	0.11	Road Open to All Vehicles	
N2051	BISH	0.03	Road Open to All Vehicles	
N2052	BISH	0.18	Road Open to All Vehicles	
N2053	BISH	0.03	Road Open to All Vehicles	
N2054	BISH	0.06	Road Open to All Vehicles	
N2055	BISH	0.19	Road Open to All Vehicles	
N2056	BISH	0.02	Road Open to All Vehicles After Mitigation	1b
N2057	BISH	0.07	Road Open to All Vehicles	
N2058	BISH	0.10	Road Open to All Vehicles	
N2059	BISH	0.07	Road Open to All Vehicles	
N2060	BISH	0.21	Road Open to All Vehicles	
N2182	BISH	0.02	Road Open to All Vehicles	
N2183	BISH	0.07	Road Open to All Vehicles	
N2184	BISH	0.14	Road Open to All Vehicles	
N2189	BISH	0.08	Trail Open to All Trail Vehicles	
N2194	BISH	1.75	Trail Open to All Trail Vehicles	2xb, 2drg, 2mon
N2195	BISH	0.71	Trail Open to Vehicles 50" or less	2drg
N2200	BISH	0.25	Trail Open to All Trail Vehicles	
N2201	BISH	0.04	Trail Open to All Trail Vehicles	
N2211	BISH	0.18	Trail Open to All Trail Vehicles	2mon
N2273	BISH	0.13	Road Open to All Vehicles	
N2684	BISH	0.03	Road Open to All Vehicles	
N2698	BISH	0.08	Road Open to All Vehicles	
N2705	BISH	0.10	Road Open to All Vehicles	
N2706	BISH	0.19	Road Open to All Vehicles	
N2707	BISH	0.03	Road Open to All Vehicles	
N2830	BISH	0.13	Road Open to All Vehicles	
N2952	BISH	0.34	Road Open to All Vehicles	
N2955	BISH	0.08	Road Open to All Vehicles	2mon
N2960	BISH	0.08	Road Open to All Vehicles	
N2962	BISH	0.03	Road Open to All Vehicles	
N2963	BISH	0.08	Road Open to All Vehicles	2drg
N3089	BISH	0.08	Trail Open to All Trail Vehicles	
N3090	BISH	0.02	Trail Open to All Trail Vehicles	
03S590	CASA	1.98	Road Open to All Vehicles	
03S591	CASA	0.42	Road Open to All Vehicles	
03S592	CASA	0.30	Road Open to All Vehicles	
03S614	CASA	0.33	Road Open to All Vehicles	
04S186	CASA	0.12	Road Open to All Vehicles	
04S187	CASA	0.08	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
04S188	CASA	0.29	Road Open to All Vehicles	
04S189	CASA	0.20	Road Open to All Vehicles	
04S190	CASA	0.44	Road Open to All Vehicles	
04S191	CASA	0.08	Road Open to All Vehicles	
04S192	CASA	0.31	Road Open to All Vehicles	
04S193	CASA	0.18	Road Open to All Vehicles	
04S194	CASA	1.14	Road Open to All Vehicles	
04S195	CASA	0.15	Road Open to All Vehicles	
04S196	CASA	0.44	Road Open to All Vehicles	
04S197	CASA	0.41	Road Open to All Vehicles	
04S198	CASA	0.16	Road Open to All Vehicles	
04S199	CASA	0.34	Road Open to All Vehicles	
04S200	CASA	0.12	Road Open to All Vehicles	
04S201	CASA	0.03	Road Open to All Vehicles	
04S202	CASA	0.54	Road Open to All Vehicles	
04S203	CASA	0.18	Road Open to All Vehicles	
04S204	CASA	0.27	Road Open to All Vehicles	
04S205	CASA	0.17	Road Open to All Vehicles	
04S206	CASA	0.88	Road Open to All Vehicles	
04S207	CASA	0.32	Road Open to All Vehicles	
04S208	CASA	1.25	Road Open to All Vehicles	
04S211	CASA	0.44	Road Open to All Vehicles	
04S212	CASA	0.18	Road Open to All Vehicles	
04S213	CASA	0.87	Road Open to All Vehicles	
04S214	CASA	0.28	Road Open to All Vehicles	
04S215	CASA	0.65	Road Open to All Vehicles	
04S216	CASA	0.05	Road Open to All Vehicles	
04S217	CASA	0.55	Road Open to All Vehicles	
04S218	CASA	0.19	Road Open to All Vehicles	
04S219	CASA	0.09	Road Open to All Vehicles	
04S220	CASA	0.44	Road Open to All Vehicles	
04S221	CASA	0.45	Road Open to All Vehicles	
04S222	CASA	0.32	Road Open to All Vehicles	
04S223	CASA	0.83	Road Open to All Vehicles	
04S224	CASA	0.42	Road Open to All Vehicles	
04S225	CASA	0.41	Road Open to All Vehicles	
04S226	CASA	0.05	Road Open to All Vehicles	
04S227	CASA	0.22	Road Open to All Vehicles	
04S228	CASA	0.28	Road Open to All Vehicles	
04S229	CASA	0.25	Road Open to All Vehicles	
04S230	CASA	0.17	Road Open to All Vehicles	
04S231	CASA	0.17	Road Open to All Vehicles	
04S232	CASA	0.15	Road Open to All Vehicles	
04S233	CASA	0.32	Road Open to All Vehicles	2mon
04S234	CASA	0.16	Road Open to All Vehicles	
04S235	CASA	0.21	Road Open to All Vehicles	
04S237	CASA	0.34	Road Open to All Vehicles	
04S238	CASA	0.08	Road Open to All Vehicles	
04S239	CASA	0.37	Road Open to All Vehicles	
04S241	CASA	0.47	Road Open to All Vehicles	
04S242	CASA	0.25	Road Open to All Vehicles	
04S243	CASA	0.22	Road Open to All Vehicles	
04S244	CASA	0.10	Road Open to All Vehicles	
04S246	CASA	0.10	Road Open to All Vehicles	
04S247	CASA	0.07	Road Open to All Vehicles	
04S249	CASA	0.89	Road Open to All Vehicles	
04S250	CASA	0.20	Road Open to All Vehicles	
04S251	CASA	0.64	Road Open to All Vehicles	
04S252	CASA	0.16	Road Open to All Vehicles	
04S253	CASA	0.14	Road Open to All Vehicles	
04S254	CASA	0.17	Road Open to All Vehicles	
04S255	CASA	0.15	Road Open to All Vehicles	
04S256	CASA	0.08	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
04S258	CASA	0.53	Road Open to All Vehicles	
04S259	CASA	0.44	Road Open to All Vehicles	
04S260	CASA	0.25	Road Open to All Vehicles	
04S261	CASA	0.64	Road Open to All Vehicles	
04S262	CASA	0.23	Road Open to All Vehicles	
04S263	CASA	0.50	Road Open to All Vehicles	
04S264	CASA	0.39	Road Open to All Vehicles	
04S265	CASA	0.58	Road Open to All Vehicles	
04S266	CASA	0.60	Road Open to All Vehicles	
04S267	CASA	0.27	Road Open to All Vehicles	
04S268	CASA	0.06	Road Open to All Vehicles	
04S269	CASA	0.10	Road Open to All Vehicles	
04S270	CASA	0.40	Road Open to All Vehicles	
04S271	CASA	0.38	Road Open to All Vehicles	
04S272	CASA	0.87	Road Open to All Vehicles	
04S273	CASA	0.57	Road Open to All Vehicles	
04S274	CASA	0.45	Road Open to All Vehicles	
04S275	CASA	0.99	Road Open to All Vehicles	
04S276	CASA	0.45	Road Open to All Vehicles	
04S277	CASA	0.10	Road Open to All Vehicles	
04S278	CASA	0.67	Road Open to All Vehicles	
04S279	CASA	0.62	Road Open to All Vehicles	
04S280	CASA	0.66	Road Open to All Vehicles	
04S281	CASA	0.06	Road Open to All Vehicles	
04S282	CASA	0.23	Road Open to All Vehicles	
04S283	CASA	0.48	Road Open to All Vehicles	
04S284	CASA	1.63	Road Open to All Vehicles	
04S285	CASA	0.52	Road Open to All Vehicles	
04S286	CASA	0.10	Road Open to All Vehicles	
04S287	CASA	0.02	Road Open to All Vehicles	
04S288	CASA	0.66	Road Open to All Vehicles	
04S289	CASA	0.25	Road Open to All Vehicles	
04S290	CASA	0.11	Road Open to All Vehicles	
04S291	CASA	0.54	Road Open to All Vehicles	
04S292	CASA	0.62	Road Open to All Vehicles	
04S295	CASA	0.71	Road Open to All Vehicles	
04S296	CASA	0.12	Road Open to All Vehicles	
04S297	CASA	0.08	Road Open to All Vehicles	
04S298	CASA	0.21	Road Open to All Vehicles	
04S299	CASA	0.35	Road Open to All Vehicles	
04S300	CASA	0.26	Road Open to All Vehicles	
04S301	CASA	0.22	Road Open to All Vehicles	
04S302	CASA	0.13	Road Open to All Vehicles	
04S303	CASA	0.17	Road Open to All Vehicles	
04S304	CASA	0.13	Road Open to All Vehicles	
04S305	CASA	0.89	Road Open to All Vehicles	
04S307	CASA	0.21	Road Open to All Vehicles	
04S308	CASA	0.02	Road Open to All Vehicles	
04S310	CASA	0.08	Road Open to All Vehicles	
04S311	CASA	0.11	Road Open to All Vehicles	
04S313	CASA	0.24	Road Open to All Vehicles	
04S314	CASA	0.17	Road Open to All Vehicles	
04S315	CASA	0.04	Road Open to All Vehicles	
04S316	CASA	0.66	Road Open to All Vehicles	
04S317	CASA	0.14	Road Open to All Vehicles	
04S318	CASA	0.34	Road Open to All Vehicles	
04S319	CASA	0.34	Road Open to All Vehicles	
04S320	CASA	0.49	Road Open to All Vehicles	
05S100	CASA	0.49	Road Open to All Vehicles After Mitigation	1s
05S101	CASA	0.11	Road Open to All Vehicles	
05S102	CASA	0.23	Road Open to All Vehicles	
05S103	CASA	0.36	Trail Open to All Trail Vehicles	
05S104	CASA	0.18	Trail Open to All Trail Vehicles	2drg

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
05S105	CASA	0.16	Trail Open to All Trail Vehicles	
05S106	CASA	2.41	Trail Open to All Trail Vehicles	
05S107	CASA	0.13	Trail Open to All Trail Vehicles	
05S108	CASA	0.09	Trail Open to All Trail Vehicles	
05S109	CASA	0.31	Road Open to All Vehicles	
05S110	CASA	2.30	Road Open to All Vehicles	
05S111	CASA	0.13	Road Open to All Vehicles	
05S112	CASA	0.37	Road Open to All Vehicles After Mitigation	1b
05S113	CASA	0.19	Road Open to All Vehicles	
05S114	CASA	0.04	Road Open to All Vehicles	
05S114	CASA	1.79	Trail Open to All Trail Vehicles	
05S115	CASA	0.95	Road Open to All Vehicles	
05S116	CASA	0.64	Road Open to All Vehicles	
05S117	CASA	0.51	Road Open to All Vehicles	
05S118	CASA	1.58	Road Open to All Vehicles After Mitigation	1s
05S118	CASA	0.59	Road Open to All Vehicles	
05S119	CASA	0.10	Road Open to All Vehicles After Mitigation	05S118
05S120	CASA	0.20	Road Open to All Vehicles After Mitigation	05S118
05S121	CASA	0.41	Road Open to All Vehicles	
05S122	CASA	1.07	Road Open to All Vehicles	
05S123	CASA	0.35	Road Open to All Vehicles After Mitigation	05S118
05S124	CASA	0.50	Road Open to All Vehicles After Mitigation	05S118
05S125	CASA	0.53	Road Open to All Vehicles After Mitigation	05S118
05S126	CASA	0.58	Road Open to All Vehicles After Mitigation	05S118
05S127	CASA	1.69	Trail Open to All Trail Vehicles	2drg
05S127	CASA	1.11	Trail Open to All Trail Vehicles	2mon, 2s
05S127	CASA	1.35	Trail Open to All Trail Vehicles	2mon
05S128	CASA	0.27	Road Open to All Vehicles	
05S129	CASA	0.68	Road Open to All Vehicles	
05S130	CASA	0.17	Trail Open to All Trail Vehicles	2mon
N1318	CASA	0.05	Road Open to All Vehicles	
N1322	CASA	1.44	Road Open to All Vehicles	
N1323	CASA	1.18	Road Open to All Vehicles	
N1325	CASA	1.10	Road Open to All Vehicles	
N1328	CASA	0.18	Road Open to All Vehicles	
N1329	CASA	0.12	Road Open to All Vehicles	
N1330	CASA	0.02	Road Open to All Vehicles	
N1331	CASA	0.53	Road Open to All Vehicles	
N1333	CASA	0.08	Road Open to All Vehicles	
N1334	CASA	0.02	Road Open to All Vehicles	
N1335	CASA	0.01	Road Open to All Vehicles	
N1339	CASA	0.80	Road Open to All Vehicles	
N1341	CASA	0.12	Road Open to All Vehicles	
N1344	CASA	0.26	Road Open to All Vehicles	
N1345	CASA	0.85	Road Open to All Vehicles	
N1347	CASA	1.69	Road Open to All Vehicles	
N1348	CASA	0.43	Road Open to All Vehicles	
N1350	CASA	0.20	Road Open to All Vehicles	
N1353	CASA	1.36	Road Open to All Vehicles	
N1355	CASA	0.85	Road Open to All Vehicles	
N1356	CASA	0.49	Road Open to All Vehicles After Mitigation	1b
N1357	CASA	0.38	Road Open to All Vehicles	
N1358	CASA	0.42	Road Open to All Vehicles	
N1359	CASA	0.46	Road Open to All Vehicles	
N1361	CASA	0.33	Road Open to All Vehicles	
N1362	CASA	0.36	Road Open to All Vehicles	
N1363	CASA	0.36	Road Open to All Vehicles After Mitigation	1b
N1365	CASA	0.23	Road Open to All Vehicles	
N1366	CASA	0.32	Road Open to All Vehicles	2mon
N1367	CASA	0.21	Road Open to All Vehicles After Mitigation	1b
N1368	CASA	0.65	Road Open to All Vehicles	
N1369	CASA	0.32	Road Open to All Vehicles	
N1370	CASA	0.50	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1371	CASA	0.52	Road Open to All Vehicles	
N1372	CASA	0.21	Road Open to All Vehicles	
N1373	CASA	0.42	Road Open to All Vehicles	
N1377	CASA	0.20	Road Open to All Vehicles	
N1380	CASA	0.56	Road Open to All Vehicles	
N1381	CASA	1.39	Road Open to All Vehicles	2mon
N1382	CASA	0.36	Road Open to All Vehicles	
N1394	CASA	0.08	Road Open to All Vehicles After Mitigation	1s
N1400	CASA	0.22	Road Open to All Vehicles	
N1403	CASA	0.12	Road Open to All Vehicles	
N1404	CASA	0.06	Road Open to All Vehicles	
N1406	CASA	0.96	Trail Open to All Trail Vehicles After Mitigation	1rr, 1s
N1412	CASA	0.22	Road Open to All Vehicles	
N1413	CASA	0.13	Road Open to All Vehicles After Mitigation	1s
N1415	CASA	0.13	Road Open to All Vehicles	
N1427	CASA	0.27	Road Open to All Vehicles	
N1428	CASA	0.20	Road Open to All Vehicles After Mitigation	1b
N1433	CASA	0.11	Road Open to All Vehicles After Mitigation	1s
N1434	CASA	0.05	Road Open to All Vehicles After Mitigation	1s
N1442	CASA	0.23	Road Open to All Vehicles	
N1443	CASA	0.11	Road Open to All Vehicles	
N1444	CASA	0.08	Road Open to All Vehicles	
N1448	CASA	0.58	Road Open to All Vehicles After Mitigation	1s
N1449	CASA	0.07	Road Open to All Vehicles	
N1450	CASA	0.02	Road Open to All Vehicles After Mitigation	1s
N1451	CASA	0.09	Road Open to All Vehicles After Mitigation	N1448
N1452	CASA	0.05	Road Open to All Vehicles After Mitigation	N1448
N1458	CASA	0.13	Road Open to All Vehicles	
N1461	CASA	0.36	Road Open to All Vehicles After Mitigation	1s
N1471	CASA	0.07	Road Open to All Vehicles	2mon
N1482	CASA	0.02	Road Open to All Vehicles	
N1483	CASA	0.03	Road Open to All Vehicles	
N1484	CASA	0.03	Road Open to All Vehicles	
N1485	CASA	0.07	Road Open to All Vehicles	
N1486	CASA	0.04	Road Open to All Vehicles	
N1487	CASA	0.02	Road Open to All Vehicles	
N1488	CASA	0.10	Road Open to All Vehicles	
N1491	CASA	0.43	Road Open to All Vehicles	
N1493	CASA	0.05	Road Open to All Vehicles	
N1494	CASA	0.08	Road Open to All Vehicles	
N1495	CASA	0.07	Road Open to All Vehicles	
N1496	CASA	0.11	Road Open to All Vehicles	
N1497	CASA	0.06	Road Open to All Vehicles	
N1500	CASA	0.64	Road Open to All Vehicles	
N1503	CASA	1.00	Road Open to All Vehicles	
N1504	CASA	0.36	Road Open to All Vehicles	
N1505	CASA	0.08	Road Open to All Vehicles	
N1511	CASA	0.39	Road Open to All Vehicles	
N1513	CASA	0.42	Road Open to All Vehicles	
N1517	CASA	0.41	Road Open to All Vehicles	
N1518	CASA	1.17	Road Open to All Vehicles	
N1519	CASA	0.25	Road Open to All Vehicles	
N1520	CASA	1.40	Road Open to All Vehicles	
N1521	CASA	0.07	Road Open to All Vehicles	
N1522	CASA	0.52	Road Open to All Vehicles	
N1523	CASA	1.02	Road Open to All Vehicles	
N1527	CASA	1.41	Road Open to All Vehicles	
N1528	CASA	0.13	Road Open to All Vehicles	
N1529	CASA	0.41	Road Open to All Vehicles	
N1530	CASA	0.28	Road Open to All Vehicles	
N1531	CASA	0.21	Road Open to All Vehicles	
N1532	CASA	0.94	Road Open to All Vehicles	
N1535	CASA	0.68	Road Open to All Vehicles	



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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1536	CASA	0.69	Road Open to All Vehicles	
N1537	CASA	0.07	Road Open to All Vehicles	
N1539	CASA	0.18	Road Open to All Vehicles	
N1540	CASA	0.23	Road Open to All Vehicles	
N1541	CASA	0.11	Road Open to All Vehicles	
N1543	CASA	1.08	Road Open to All Vehicles	
N1544	CASA	0.41	Road Open to All Vehicles	
N1545	CASA	0.88	Road Open to All Vehicles	
N1547	CASA	0.09	Road Open to All Vehicles	
N1551	CASA	0.06	Road Open to All Vehicles	
N1553	CASA	0.03	Road Open to All Vehicles	
N1554	CASA	0.27	Road Open to All Vehicles	
N1555	CASA	0.09	Road Open to All Vehicles	
N1556	CASA	0.20	Road Open to All Vehicles	
N1569	CASA	0.04	Road Open to All Vehicles	
N1575	CASA	0.09	Road Open to All Vehicles	
N1578	CASA	0.14	Road Open to All Vehicles	
N1583	CASA	0.08	Road Open to All Vehicles	
N1584	CASA	0.09	Road Open to All Vehicles	
N1585	CASA	0.03	Road Open to All Vehicles	
N1586	CASA	0.35	Road Open to All Vehicles	
N1587	CASA	0.12	Road Open to All Vehicles	
N1588	CASA	0.30	Road Open to All Vehicles	
N1589	CASA	0.10	Road Open to All Vehicles	
N1590	CASA	0.05	Road Open to All Vehicles	
N1592	CASA	0.31	Road Open to All Vehicles	
N1593	CASA	0.33	Road Open to All Vehicles	
N1595	CASA	0.16	Road Open to All Vehicles	
N1598	CASA	0.04	Road Open to All Vehicles	
N1599	CASA	0.03	Road Open to All Vehicles	
N1600	CASA	0.03	Road Open to All Vehicles	
N1601	CASA	0.44	Road Open to All Vehicles	
N1602	CASA	0.07	Road Open to All Vehicles	
N1603	CASA	0.02	Road Open to All Vehicles	
N1604	CASA	0.04	Road Open to All Vehicles	
N1605	CASA	0.03	Road Open to All Vehicles	
N1606	CASA	0.03	Road Open to All Vehicles	
N1607	CASA	0.13	Road Open to All Vehicles	
N1608	CASA	0.06	Road Open to All Vehicles	
N1609	CASA	0.19	Trail Open to All Trail Vehicles	
N1612	CASA	0.11	Road Open to All Vehicles	
N1613	CASA	0.13	Road Open to All Vehicles	
N1614	CASA	0.08	Road Open to All Vehicles	
N1615	CASA	0.01	Road Open to All Vehicles	
N1617	CASA	0.03	Road Open to All Vehicles	
N1618	CASA	0.01	Road Open to All Vehicles	
N1619	CASA	0.46	Road Open to All Vehicles	
N1623	CASA	0.25	Road Open to All Vehicles	
N1624	CASA	0.33	Road Open to All Vehicles	2cr
N1625	CASA	0.05	Road Open to All Vehicles	
N1626	CASA	0.18	Road Open to All Vehicles	
N1627	CASA	0.07	Road Open to All Vehicles	
N1628	CASA	0.32	Road Open to All Vehicles	
N1629	CASA	0.04	Road Open to All Vehicles	
N1631	CASA	0.25	Road Open to All Vehicles	
N1632	CASA	0.27	Road Open to All Vehicles	
N1633	CASA	0.05	Road Open to All Vehicles	
N1634	CASA	0.04	Road Open to All Vehicles	
N1635	CASA	0.84	Road Open to All Vehicles	
N1636	CASA	0.10	Road Open to All Vehicles	
N1637	CASA	0.04	Road Open to All Vehicles	
N1643	CASA	0.07	Road Open to All Vehicles	
N1646	CASA	0.10	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1647	CASA	0.14	Road Open to All Vehicles	
N1653	CASA	0.16	Road Open to All Vehicles	
N1658	CASA	0.20	Road Open to All Vehicles	
N1661	CASA	0.20	Road Open to All Vehicles	
N1662	CASA	0.02	Road Open to All Vehicles	
N1663	CASA	0.18	Road Open to All Vehicles	
N1664	CASA	0.03	Road Open to All Vehicles	
N1665	CASA	0.16	Road Open to All Vehicles After Mitigation	05S118
N1666	CASA	0.20	Road Open to All Vehicles	
N1667	CASA	0.02	Road Open to All Vehicles	
N1668	CASA	0.06	Road Open to All Vehicles	
N1669	CASA	0.02	Road Open to All Vehicles After Mitigation	05S100
N1670	CASA	0.04	Road Open to All Vehicles After Mitigation	05S100
N1671	CASA	0.11	Road Open to All Vehicles	
N1674	CASA	0.19	Road Open to All Vehicles	
N1678	CASA	0.19	Road Open to All Vehicles	
N1679	CASA	0.05	Road Open to All Vehicles	
N1681	CASA	0.10	Road Open to All Vehicles	
N1686	CASA	0.38	Road Open to All Vehicles	
N1687	CASA	0.82	Road Open to All Vehicles	
N1691	CASA	0.30	Road Open to All Vehicles	
N1695	CASA	0.62	Road Open to All Vehicles	
N1696	CASA	0.21	Road Open to All Vehicles	
N1697	CASA	0.74	Road Open to All Vehicles After Mitigation	1b
N1699	CASA	0.84	Road Open to All Vehicles	
N1701	CASA	0.22	Road Open to All Vehicles	
N1702	CASA	0.41	Road Open to All Vehicles	
N1703	CASA	0.32	Road Open to All Vehicles	
N1704	CASA	0.07	Road Open to All Vehicles	
N1706	CASA	0.28	Road Open to All Vehicles	
N1709	CASA	0.35	Road Open to All Vehicles	
N1710	CASA	0.33	Road Open to All Vehicles	
N1711	CASA	0.08	Road Open to All Vehicles	
N1713	CASA	0.06	Road Open to All Vehicles	
N1714	CASA	0.05	Road Open to All Vehicles	
N1716	CASA	0.10	Road Open to All Vehicles	
N1720	CASA	0.56	Road Open to All Vehicles After Mitigation	1b
N1724	CASA	0.15	Road Open to All Vehicles	
N1725	CASA	0.22	Road Open to All Vehicles	
N1727	CASA	0.14	Road Open to All Vehicles	
N1728	CASA	0.13	Road Open to All Vehicles	
N1730	CASA	0.88	Road Open to All Vehicles	
N1731	CASA	0.48	Road Open to All Vehicles	
N1732	CASA	0.96	Road Open to All Vehicles	
N1733	CASA	0.39	Road Open to All Vehicles	
N1735	CASA	0.13	Road Open to All Vehicles	
N1736	CASA	0.30	Road Open to All Vehicles	
N1737	CASA	0.12	Road Open to All Vehicles	
N1738	CASA	0.10	Road Open to All Vehicles	
N1739	CASA	0.70	Road Open to All Vehicles	
N1740	CASA	1.60	Road Open to All Vehicles	
N1741	CASA	0.08	Road Open to All Vehicles	
N1742	CASA	0.29	Road Open to All Vehicles	
N1743	CASA	0.06	Road Open to All Vehicles	
N1744	CASA	0.30	Road Open to All Vehicles	
N1746	CASA	0.31	Road Open to All Vehicles	
N1747	CASA	0.66	Road Open to All Vehicles	
N1748	CASA	0.04	Road Open to All Vehicles	
N1749	CASA	0.04	Road Open to All Vehicles	
N1750	CASA	0.09	Road Open to All Vehicles	
N1755	CASA	1.53	Road Open to All Vehicles	
N1757	CASA	0.11	Road Open to All Vehicles	
N1788	CASA	0.05	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1791	CASA	0.05	Road Open to All Vehicles	
N2616	CASA	0.07	Road Open to All Vehicles	
N2619	CASA	0.05	Road Open to All Vehicles	
N2621	CASA	0.33	Road Open to All Vehicles	
N2626	CASA	0.05	Road Open to All Vehicles	
N2628	CASA	0.04	Road Open to All Vehicles	
N2629	CASA	0.03	Road Open to All Vehicles	
N2631	CASA	0.05	Road Open to All Vehicles	
N2632	CASA	0.02	Road Open to All Vehicles	
N2633	CASA	0.13	Road Open to All Vehicles	
N2635	CASA	0.07	Road Open to All Vehicles	
N2639	CASA	0.16	Road Open to All Vehicles	
N2640	CASA	0.11	Road Open to All Vehicles	
N2641	CASA	0.04	Road Open to All Vehicles	
N2642	CASA	0.18	Road Open to All Vehicles	
N2940	CASA	0.30	Road Open to All Vehicles	
N2942	CASA	0.10	Road Open to All Vehicles After Mitigation	1b
N2943	CASA	0.17	Road Open to All Vehicles	
01N141	GLMT	0.35	Road Open to All Vehicles	
01N142	GLMT	1.16	Road Open to All Vehicles	
01N143	GLMT	0.17	Road Open to All Vehicles	
01N144	GLMT	0.06	Road Open to All Vehicles	
01N148	GLMT	1.42	Road Open to All Vehicles	
01N150	GLMT	0.96	Road Open to All Vehicles	2s
01N151	GLMT	0.04	Road Open to All Vehicles	
01S166	GLMT	0.51	Road Open to All Vehicles	
01S167	GLMT	0.53	Road Open to All Vehicles	
01S168	GLMT	0.42	Road Open to All Vehicles	
01S169	GLMT	0.59	Road Open to All Vehicles	
01S170	GLMT	1.54	Road Open to All Vehicles After Mitigation	1s
01S171	GLMT	0.22	Road Open to All Vehicles After Mitigation	1s
01S172	GLMT	0.08	Road Open to All Vehicles	
01S173	GLMT	0.04	Road Open to All Vehicles	
01S174	GLMT	0.57	Road Open to All Vehicles	
01S175	GLMT	0.64	Road Open to All Vehicles	
01S176	GLMT	0.45	Road Open to All Vehicles	
01S177	GLMT	0.22	Road Open to All Vehicles	
01S178	GLMT	0.38	Road Open to All Vehicles	
01S179	GLMT	0.80	Road Open to All Vehicles	
01S180	GLMT	0.22	Road Open to All Vehicles	
01S182	GLMT	0.72	Road Open to All Vehicles	2mon
01S184	GLMT	0.18	Road Open to All Vehicles	
01S187	GLMT	0.13	Road Open to All Vehicles	2mon
01S190	GLMT	0.05	Road Open to All Vehicles	
01S191	GLMT	2.26	Trail Open to All Trail Vehicles	2cr
01S196	GLMT	0.07	Road Open to All Vehicles	
01S196	GLMT	0.22	Trail Open to All Trail Vehicles	
01S198	GLMT	0.56	Road Open to All Vehicles	2cr
01S204	GLMT	0.57	Road Open to All Vehicles	
01S205	GLMT	0.15	Road Open to All Vehicles	
01S206	GLMT	1.30	Road Open to All Vehicles	
01S210	GLMT	0.14	Road Open to All Vehicles	
01S211	GLMT	0.16	Road Open to All Vehicles	2b
01S214	GLMT	0.34	Road Open to All Vehicles	
01S215	GLMT	0.07	Road Open to All Vehicles	
01S218	GLMT	0.09	Road Open to All Vehicles	
01S221	GLMT	0.12	Road Open to All Vehicles	
01S222	GLMT	0.19	Road Open to All Vehicles	
01S224	GLMT	0.11	Road Open to All Vehicles	
01S228	GLMT	0.11	Road Open to All Vehicles	
01S229	GLMT	0.77	Road Open to All Vehicles	
01S230	GLMT	0.37	Road Open to All Vehicles	
01S232	GLMT	0.54	Road Open to All Vehicles	

**Record of Decision- August 2009**

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
01S233	GLMT	0.03	Road Open to All Vehicles	
01S234	GLMT	0.15	Road Open to All Vehicles	2cr
01S235	GLMT	0.21	Road Open to All Vehicles	
01S236	GLMT	0.05	Road Open to All Vehicles	
01S237	GLMT	0.93	Road Open to All Vehicles	
01S238	GLMT	0.20	Road Open to All Vehicles	
01S239	GLMT	0.27	Road Open to All Vehicles	
01S240	GLMT	0.41	Road Open to All Vehicles	
01S241	GLMT	0.26	Road Open to All Vehicles	
01S242	GLMT	0.49	Road Open to All Vehicles	
01S243	GLMT	0.82	Road Open to All Vehicles	
01S245	GLMT	0.09	Trail Open to All Trail Vehicles	
01S251	GLMT	0.25	Road Open to All Vehicles	
01S252	GLMT	0.01	Road Open to All Vehicles	
01S257	GLMT	0.05	Road Open to All Vehicles	
01S260	GLMT	0.69	Road Open to All Vehicles	
01S261	GLMT	0.21	Road Open to All Vehicles	
01S262	GLMT	0.29	Road Open to All Vehicles	
01S263	GLMT	0.17	Road Open to All Vehicles	
01S265	GLMT	0.30	Road Open to All Vehicles	
01S266	GLMT	0.42	Road Open to All Vehicles	
01S269	GLMT	0.52	Road Open to All Vehicles	2mon
01S269	GLMT	0.79	Road Open to All Vehicles	
01S270	GLMT	0.26	Road Open to All Vehicles	
01S271	GLMT	0.16	Road Open to All Vehicles	
01S272	GLMT	0.12	Road Open to All Vehicles	
01S273	GLMT	0.15	Road Open to All Vehicles	
01S274	GLMT	0.03	Road Open to All Vehicles	
01S275	GLMT	0.60	Road Open to All Vehicles	
01S276	GLMT	0.65	Road Open to All Vehicles	
01S277	GLMT	1.44	Road Open to All Vehicles	
01S279	GLMT	0.04	Road Open to All Vehicles	
01S282	GLMT	0.03	Road Open to All Vehicles	
01S283	GLMT	0.28	Road Open to All Vehicles	
01S283	GLMT	0.16	Road Open to All Vehicles	
01S284	GLMT	0.16	Road Open to All Vehicles	
01S287	GLMT	0.18	Road Open to All Vehicles	
01S288	GLMT	0.15	Road Open to All Vehicles	
01S289	GLMT	0.48	Road Open to All Vehicles	
01S290	GLMT	0.13	Road Open to All Vehicles	
01S291	GLMT	0.65	Road Open to All Vehicles	
01S292	GLMT	0.38	Road Open to All Vehicles	
01S294	GLMT	1.76	Road Open to All Vehicles	2s
01S295	GLMT	0.29	Road Open to All Vehicles	
01S296	GLMT	0.26	Road Open to All Vehicles	
01S304	GLMT	0.40	Road Open to All Vehicles	2s
01S306	GLMT	0.31	Road Open to All Vehicles	
01S307	GLMT	0.26	Road Open to All Vehicles	
01S309	GLMT	1.46	Road Open to All Vehicles	
01S310	GLMT	0.34	Road Open to All Vehicles	2s
01S311	GLMT	0.66	Road Open to All Vehicles	2s
01S312	GLMT	0.19	Road Open to All Vehicles	
01S313	GLMT	0.52	Road Open to All Vehicles	2s
01S314	GLMT	0.47	Road Open to All Vehicles	2s
01S315	GLMT	0.30	Road Open to All Vehicles	
01S316	GLMT	0.48	Road Open to All Vehicles	2s
01S317	GLMT	2.31	Road Open to All Vehicles	
01S318	GLMT	0.00	Road Open to All Vehicles	2s
01S319	GLMT	0.24	Road Open to All Vehicles	
01S320	GLMT	0.21	Road Open to All Vehicles	
01S321	GLMT	0.22	Road Open to All Vehicles	2s
01S322	GLMT	0.36	Road Open to All Vehicles	
01S327	GLMT	1.17	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
01S328	GLMT	0.21	Road Open to All Vehicles	
01S329	GLMT	0.34	Road Open to All Vehicles	
01S330	GLMT	0.08	Road Open to All Vehicles	
01S331	GLMT	0.61	Road Open to All Vehicles	2s
01S332	GLMT	0.11	Road Open to All Vehicles	2s
01S333	GLMT	0.97	Road Open to All Vehicles	2s
01S335	GLMT	0.54	Road Open to All Vehicles	
01S336	GLMT	0.38	Road Open to All Vehicles	
01S337	GLMT	0.33	Road Open to All Vehicles	
01S338	GLMT	1.18	Road Open to All Vehicles	
01S338	GLMT	1.30	Road Open to All Vehicles	
01S342	GLMT	0.82	Road Open to All Vehicles	
01S343	GLMT	3.51	Road Open to All Vehicles	2s
01S346	GLMT	1.93	Road Open to All Vehicles	
01S348	GLMT	0.89	Road Open to All Vehicles	
01S349	GLMT	0.41	Road Open to All Vehicles	
01S350	GLMT	0.06	Road Open to All Vehicles	
01S352	GLMT	0.66	Road Open to All Vehicles	
01S356	GLMT	0.56	Road Open to All Vehicles	2s
01S359	GLMT	0.28	Road Open to All Vehicles	2s
01S360	GLMT	0.12	Road Open to All Vehicles	
01S361	GLMT	1.00	Road Open to All Vehicles	2s
01S362	GLMT	0.28	Road Open to All Vehicles	2s
01S363	GLMT	0.29	Road Open to All Vehicles	
01S367	GLMT	1.33	Road Open to All Vehicles	2mon
01S368	GLMT	0.57	Road Open to All Vehicles	2s
01S369	GLMT	1.66	Road Open to All Vehicles	
01S370	GLMT	0.16	Road Open to All Vehicles	2s
01S371	GLMT	0.16	Road Open to All Vehicles	
01S372	GLMT	0.45	Road Open to All Vehicles	
01S373	GLMT	0.40	Road Open to All Vehicles	
01S374	GLMT	1.03	Road Open to All Vehicles	2s
01S378	GLMT	0.73	Road Open to All Vehicles	2mon
01S379	GLMT	0.39	Road Open to All Vehicles	2mon
01S385	GLMT	2.44	Road Open to All Vehicles	2mon
01S387	GLMT	0.37	Road Open to All Vehicles	2s
01S388	GLMT	0.24	Road Open to All Vehicles	
01S389	GLMT	0.20	Road Open to All Vehicles	
01S390	GLMT	0.20	Road Open to All Vehicles	2s
01S391	GLMT	0.92	Road Open to All Vehicles	
01S392	GLMT	0.94	Road Open to All Vehicles	
01S393	GLMT	1.72	Road Open to All Vehicles	
01S395	GLMT	0.24	Road Open to All Vehicles	
01S396	GLMT	0.60	Road Open to All Vehicles	2mon
01S397	GLMT	0.73	Road Open to All Vehicles	
01S400	GLMT	0.36	Road Open to All Vehicles	
01S401	GLMT	0.17	Road Open to All Vehicles	
01S402	GLMT	0.40	Road Open to All Vehicles	
01S406	GLMT	0.13	Road Open to All Vehicles	
01S407	GLMT	1.24	Road Open to All Vehicles After Mitigation	1b
01S408	GLMT	0.06	Road Open to All Vehicles	
01S409	GLMT	0.11	Road Open to All Vehicles	
01S410	GLMT	0.17	Road Open to All Vehicles	
01S412	GLMT	2.21	Road Open to All Vehicles	2mon
01S413	GLMT	1.56	Road Open to All Vehicles	2mon
01S414	GLMT	0.22	Road Open to All Vehicles	2mon
01S415	GLMT	0.40	Road Open to All Vehicles	2mon
01S417	GLMT	1.10	Road Open to All Vehicles	
01S418	GLMT	0.47	Road Open to All Vehicles	
01S419	GLMT	0.19	Road Open to All Vehicles	
01S420	GLMT	0.36	Road Open to All Vehicles	
01S423	GLMT	0.22	Road Open to All Vehicles	
01S424	GLMT	0.42	Road Open to All Vehicles	

**Record of Decision- August 2009**

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
01S425	GLMT	0.36	Road Open to All Vehicles	
01S427	GLMT	0.33	Road Open to All Vehicles	2mon
01S428	GLMT	0.89	Road Open to All Vehicles	
01S433	GLMT	0.69	Road Open to All Vehicles	
01S434	GLMT	0.13	Road Open to All Vehicles	
01S435	GLMT	0.01	Road Open to All Vehicles	
01S436	GLMT	1.26	Road Open to All Vehicles	
01S438	GLMT	0.08	Road Open to All Vehicles	
01S439	GLMT	0.18	Road Open to All Vehicles	
01S440	GLMT	0.23	Road Open to All Vehicles	
01S441	GLMT	0.31	Road Open to All Vehicles	
01S442	GLMT	2.51	Road Open to All Vehicles	
01S443	GLMT	0.76	Road Open to All Vehicles	
01S444	GLMT	0.70	Road Open to All Vehicles	
01S445	GLMT	0.55	Road Open to All Vehicles	2drg
01S446	GLMT	0.23	Road Open to All Vehicles	
01S449	GLMT	0.38	Trail Open to All Trail Vehicles	
01S450	GLMT	1.20	Road Open to All Vehicles	
01S451	GLMT	0.19	Road Open to All Vehicles	2drg, 2h, 2mon
01S453	GLMT	1.11	Road Open to All Vehicles	
01S454	GLMT	0.23	Road Open to All Vehicles	
01S456	GLMT	0.04	Road Open to All Vehicles	
01S459	GLMT	1.17	Road Open to All Vehicles	
01S461	GLMT	0.71	Road Open to All Vehicles	
01S461	GLMT	0.06	Trail Open to All Trail Vehicles	
01S467	GLMT	0.29	Road Open to All Vehicles	
01S472	GLMT	0.06	Road Open to All Vehicles	
01S476	GLMT	1.24	Trail Open to All Trail Vehicles	
01S478	GLMT	0.87	Road Open to All Vehicles	2drg, 2s
01S479	GLMT	0.15	Road Open to All Vehicles	
01S482	GLMT	0.18	Road Open to All Vehicles	
01S483	GLMT	0.06	Road Open to All Vehicles	
01S490	GLMT	0.07	Road Open to All Vehicles	
01S491	GLMT	0.25	Road Open to All Vehicles	
01S493	GLMT	0.18	Road Open to All Vehicles	
01S494	GLMT	0.16	Road Open to All Vehicles	
01S495	GLMT	0.37	Road Open to All Vehicles	
01S496	GLMT	0.26	Road Open to All Vehicles	
01S500	GLMT	0.11	Road Open to All Vehicles	
01S502	GLMT	0.28	Road Open to All Vehicles	
01S503	GLMT	0.06	Road Open to All Vehicles	
01S512	GLMT	4.25	Road Open to All Vehicles	
01S513	GLMT	0.52	Road Open to All Vehicles	
01S514	GLMT	2.66	Road Open to All Vehicles	
01S515	GLMT	0.18	Road Open to All Vehicles	
01S516	GLMT	0.73	Road Open to All Vehicles	
01S516	GLMT	0.01	Road Open to All Vehicles	
01S517	GLMT	1.16	Road Open to All Vehicles	
01S519	GLMT	0.11	Road Open to All Vehicles	
01S521	GLMT	0.09	Road Open to All Vehicles	
01S524	GLMT	0.19	Road Open to All Vehicles	
01S525	GLMT	1.75	Trail Open to All Trail Vehicles	2h
01S525	GLMT	0.35	Trail Open to All Trail Vehicles	
01S537	GLMT	0.80	Road Open to All Vehicles	
01S541	GLMT	0.15	Road Open to All Vehicles	
01S548	GLMT	0.06	Road Open to All Vehicles	
02S155	GLMT	0.67	Road Open to All Vehicles	
02S156	GLMT	0.21	Road Open to All Vehicles	
02S164	GLMT	0.62	Road Open to All Vehicles	
02S165	GLMT	0.38	Road Open to All Vehicles	
02S166	GLMT	0.20	Road Open to All Vehicles	
02S167	GLMT	0.33	Trail Open to Vehicles 50" or less	
02S171	GLMT	0.10	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S180	GLMT	0.15	Road Open to All Vehicles	
02S181	GLMT	0.44	Road Open to All Vehicles	
02S182	GLMT	0.67	Road Open to All Vehicles	
02S197	GLMT	0.29	Road Open to All Vehicles	
02S198	GLMT	0.34	Road Open to All Vehicles	
02S199	GLMT	0.29	Road Open to All Vehicles	
02S200	GLMT	0.71	Road Open to All Vehicles	2mon
02S201	GLMT	0.29	Road Open to All Vehicles	
02S202	GLMT	0.07	Road Open to All Vehicles	
02S204	GLMT	0.87	Road Open to All Vehicles	
02S205	GLMT	0.28	Road Open to All Vehicles	
02S230	GLMT	0.20	Road Open to All Vehicles	
02S231	GLMT	0.05	Road Open to All Vehicles	
02S232	GLMT	0.33	Road Open to All Vehicles	
02S233	GLMT	1.29	Road Open to All Vehicles	
02S234	GLMT	0.36	Road Open to All Vehicles	
02S235	GLMT	0.40	Road Open to All Vehicles	
02S237	GLMT	0.14	Road Open to All Vehicles	2mon
02S238	GLMT	0.64	Road Open to All Vehicles	
02S239	GLMT	0.43	Road Open to All Vehicles	
02S240	GLMT	0.23	Road Open to All Vehicles	
02S241	GLMT	0.90	Road Open to All Vehicles	2mon
02S242	GLMT	0.19	Road Open to All Vehicles	
02S243	GLMT	0.21	Road Open to All Vehicles	
02S244	GLMT	0.33	Road Open to All Vehicles	
02S247	GLMT	0.33	Road Open to All Vehicles	
02S248	GLMT	0.07	Road Open to All Vehicles	
02S249	GLMT	0.12	Road Open to All Vehicles	
02S250	GLMT	0.70	Road Open to All Vehicles	
02S251	GLMT	0.50	Road Open to All Vehicles	
02S253	GLMT	0.13	Road Open to All Vehicles	
02S254	GLMT	0.53	Road Open to All Vehicles	
02S255	GLMT	0.44	Road Open to All Vehicles	
02S256	GLMT	0.26	Road Open to All Vehicles	
02S257	GLMT	0.19	Road Open to All Vehicles	
02S262	GLMT	0.30	Road Open to All Vehicles	
02S287	GLMT	0.11	Road Open to All Vehicles	
02S288	GLMT	0.35	Road Open to All Vehicles	
02S289	GLMT	0.20	Road Open to All Vehicles	
02S290	GLMT	0.97	Road Open to All Vehicles	
02S292	GLMT	0.50	Road Open to All Vehicles	
02S293	GLMT	0.17	Road Open to All Vehicles	
02S294	GLMT	0.46	Road Open to All Vehicles	
02S295	GLMT	0.30	Road Open to All Vehicles	2s
02S297	GLMT	0.42	Road Open to All Vehicles	
02S298	GLMT	0.49	Road Open to All Vehicles	
02S299	GLMT	0.62	Road Open to All Vehicles	
02S300	GLMT	0.32	Road Open to All Vehicles	
02S301	GLMT	0.13	Road Open to All Vehicles	
02S302	GLMT	0.63	Road Open to All Vehicles	
02S304	GLMT	0.12	Road Open to All Vehicles	2mon
02S308	GLMT	0.67	Road Open to All Vehicles	2mon, 2s
02S311	GLMT	0.46	Road Open to All Vehicles	
02S316	GLMT	0.82	Road Open to All Vehicles	2s
02S318	GLMT	1.29	Road Open to All Vehicles	
02S319	GLMT	0.78	Road Open to All Vehicles	
02S320	GLMT	1.41	Road Open to All Vehicles	2s
02S322	GLMT	0.24	Road Open to All Vehicles	
02S323	GLMT	1.34	Road Open to All Vehicles	
02S324	GLMT	0.75	Road Open to All Vehicles	
02S325	GLMT	0.21	Road Open to All Vehicles	
02S326	GLMT	0.11	Road Open to All Vehicles	
02S327	GLMT	0.27	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S328	GLMT	0.58	Road Open to All Vehicles	
02S329	GLMT	0.64	Road Open to All Vehicles	
02S330	GLMT	0.27	Road Open to All Vehicles	
02S331	GLMT	0.91	Road Open to All Vehicles	
02S332	GLMT	0.30	Road Open to All Vehicles	
02S334	GLMT	0.16	Road Open to All Vehicles	
02S335	GLMT	0.27	Road Open to All Vehicles	
02S336	GLMT	0.56	Road Open to All Vehicles	
02S337	GLMT	0.76	Road Open to All Vehicles	
02S338	GLMT	0.08	Road Open to All Vehicles	2drg
02S339	GLMT	1.57	Trail Open to Vehicles 50" or less	
02S340	GLMT	0.88	Trail Open to Vehicles 50" or less	
02S341	GLMT	0.25	Trail Open to Vehicles 50" or less	
02S342	GLMT	0.22	Road Open to All Vehicles	
02S343	GLMT	0.19	Road Open to All Vehicles	
02S351	GLMT	0.29	Road Open to All Vehicles	
02S353	GLMT	0.16	Road Open to All Vehicles	
02S354	GLMT	0.04	Road Open to All Vehicles	
02S361	GLMT	0.52	Road Open to All Vehicles	
02S362	GLMT	0.93	Road Open to All Vehicles	
02S363	GLMT	1.15	Road Open to All Vehicles	
02S364	GLMT	0.43	Road Open to All Vehicles	
02S365	GLMT	0.58	Road Open to All Vehicles	
02S366	GLMT	0.27	Road Open to All Vehicles	
02S367	GLMT	0.20	Road Open to All Vehicles	
02S480	GLMT	0.40	Road Open to All Vehicles	2mon
02S484	GLMT	0.08	Road Open to All Vehicles	
02S488	GLMT	0.16	Road Open to All Vehicles	
02S489	GLMT	0.06	Road Open to All Vehicles	
02S497	GLMT	0.49	Road Open to All Vehicles	
02S498	GLMT	0.36	Road Open to All Vehicles	
02S499	GLMT	0.14	Road Open to All Vehicles	
02S502	GLMT	0.43	Road Open to All Vehicles	
02S505	GLMT	1.02	Road Open to All Vehicles	
02S506	GLMT	0.31	Road Open to All Vehicles	2cr, 2drg, 2rm, 2mon
02S508	GLMT	0.47	Road Open to All Vehicles	
02S509	GLMT	0.14	Road Open to All Vehicles	
02S511	GLMT	0.54	Road Open to All Vehicles	
02S512	GLMT	0.41	Road Open to All Vehicles	
02S514	GLMT	0.24	Road Open to All Vehicles	
02S515	GLMT	0.11	Road Open to All Vehicles	
02S516	GLMT	0.32	Road Open to All Vehicles	
02S517	GLMT	0.27	Road Open to All Vehicles	
02S518	GLMT	0.44	Road Open to All Vehicles	2mon
02S519	GLMT	0.97	Road Open to All Vehicles	
02S520	GLMT	0.16	Road Open to All Vehicles	
02S521	GLMT	0.12	Road Open to All Vehicles	
02S522	GLMT	0.26	Road Open to All Vehicles	
02S523	GLMT	0.62	Road Open to All Vehicles	
02S524	GLMT	0.14	Road Open to All Vehicles	
02S525	GLMT	0.90	Road Open to All Vehicles	
02S526	GLMT	0.45	Road Open to All Vehicles	2drg
02S527	GLMT	0.11	Road Open to All Vehicles	
02S528	GLMT	0.35	Road Open to All Vehicles	
02S530	GLMT	1.10	Road Open to All Vehicles	
02S536	GLMT	0.59	Road Open to All Vehicles	
02S537	GLMT	0.23	Road Open to All Vehicles	
02S539	GLMT	4.02	Road Open to All Vehicles	2cr, 2b
02S539	GLMT	1.47	Trail Open to All Trail Vehicles	
02S550	GLMT	0.30	Road Open to All Vehicles	
02S556	GLMT	0.06	Road Open to All Vehicles	
02S557	GLMT	0.05	Road Open to All Vehicles	
02S558	GLMT	0.17	Road Open to All Vehicles	



# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S559	GLMT	0.47	Road Open to All Vehicles	
02S560	GLMT	0.35	Road Open to All Vehicles	2mon
02S561	GLMT	0.11	Road Open to All Vehicles	
02S563	GLMT	0.39	Road Open to All Vehicles	
02S565	GLMT	0.87	Road Open to All Vehicles	
02S566	GLMT	0.10	Road Open to All Vehicles	
02S567	GLMT	0.59	Road Open to All Vehicles	
02S568	GLMT	0.51	Trail Open to All Trail Vehicles	2cr
02S572	GLMT	6.65	Road Open to All Vehicles	2drg, 2cr
02S573	GLMT	1.62	Road Open to All Vehicles	2mon
02S577	GLMT	0.84	Road Open to All Vehicles	
02S578	GLMT	0.73	Road Open to All Vehicles	
02S580	GLMT	0.05	Road Open to All Vehicles	
02S581	GLMT	3.32	Trail Open to All Trail Vehicles	
02S587	GLMT	0.24	Road Open to All Vehicles	
02S597	GLMT	0.27	Trail Open to All Trail Vehicles	2mon
02S598	GLMT	0.29	Trail Open to All Trail Vehicles	2mon
02S601	GLMT	0.28	Road Open to All Vehicles	
02S602	GLMT	0.19	Road Open to All Vehicles	2drg, 2h, 2scg-5-8
02S606	GLMT	0.06	Road Open to All Vehicles	
02S614	GLMT	1.00	Trail Open to All Trail Vehicles	
02S616	GLMT	0.11	Road Open to All Vehicles	
02S617	GLMT	0.12	Road Open to All Vehicles	
02S618	GLMT	0.10	Road Open to All Vehicles	2drg
02S619	GLMT	0.03	Road Open to All Vehicles	
03S580	GLMT	1.27	Road Open to All Vehicles	
03S582	GLMT	0.24	Road Open to All Vehicles	
03S583	GLMT	2.80	Road Open to All Vehicles	
03S584	GLMT	0.11	Road Open to All Vehicles	
03S585	GLMT	0.34	Road Open to All Vehicles	
03S587	GLMT	0.73	Road Open to All Vehicles	
03S588	GLMT	1.37	Road Open to All Vehicles	
03S589	GLMT	2.30	Road Open to All Vehicles	
03S596	GLMT	0.33	Road Open to All Vehicles	
03S597	GLMT	1.77	Trail Open to All Trail Vehicles	
03S600	GLMT	3.29	Trail Open to All Trail Vehicles	
03S601	GLMT	0.28	Trail Open to All Trail Vehicles	
03S602	GLMT	0.44	Trail Open to All Trail Vehicles After Mitigation	1b
03S603	GLMT	0.23	Trail Open to All Trail Vehicles After Mitigation	1b
03S606	GLMT	0.36	Road Open to All Vehicles	
03S607	GLMT	1.84	Road Open to All Vehicles	
03S609	GLMT	0.18	Road Open to All Vehicles	
03S610	GLMT	0.41	Road Open to All Vehicles	
03S612	GLMT	0.77	Road Open to All Vehicles	
03S613	GLMT	0.55	Trail Open to All Trail Vehicles After Mitigation	03S613
N1317	GLMT	0.49	Road Open to All Vehicles	
N1319	GLMT	0.44	Trail Open to All Trail Vehicles	
N1321	GLMT	0.30	Trail Open to All Trail Vehicles	
N134	GLMT	0.09	Road Open to All Vehicles	2s
N1351	GLMT	0.17	Road Open to All Vehicles	
N151	GLMT	0.01	Road Open to All Vehicles	
N152	GLMT	0.03	Road Open to All Vehicles	
N158	GLMT	0.07	Road Open to All Vehicles	
N159	GLMT	0.07	Road Open to All Vehicles	
N160	GLMT	0.09	Road Open to All Vehicles	
N161	GLMT	0.15	Road Open to All Vehicles	
N162	GLMT	0.03	Road Open to All Vehicles	
N166	GLMT	0.03	Road Open to All Vehicles	
N167	GLMT	0.03	Road Open to All Vehicles After Mitigation	1s
N170	GLMT	0.31	Road Open to All Vehicles	
N172	GLMT	0.48	Road Open to All Vehicles	
N173	GLMT	0.04	Road Open to All Vehicles After Mitigation	1s
N174	GLMT	0.04	Road Open to All Vehicles After Mitigation	01S170

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N178	GLMT	0.39	Road Open to All Vehicles	
N180	GLMT	0.04	Road Open to All Vehicles	
N186	GLMT	0.15	Road Open to All Vehicles	
N189	GLMT	0.03	Road Open to All Vehicles	2b
N191	GLMT	0.37	Road Open to All Vehicles After Mitigation	1b
N197	GLMT	0.40	Road Open to All Vehicles After Mitigation	1b
N199	GLMT	0.42	Road Open to All Vehicles	
N206	GLMT	0.27	Road Open to All Vehicles	
N210	GLMT	0.04	Road Open to All Vehicles	
N2677	GLMT	0.32	Road Open to All Vehicles	
N270	GLMT	0.05	Road Open to All Vehicles	
N2736	GLMT	0.02	Road Open to All Vehicles	
N2737	GLMT	0.01	Road Open to All Vehicles	
N2742	GLMT	0.21	Road Open to All Vehicles After Mitigation	1b
N2743	GLMT	0.14	Road Open to All Vehicles	
N2751	GLMT	0.13	Road Open to All Vehicles	
N2753	GLMT	0.22	Road Open to All Vehicles	
N2759	GLMT	0.13	Road Open to All Vehicles	
N2770	GLMT	0.07	Road Open to All Vehicles	
N2771	GLMT	0.05	Road Open to All Vehicles	
N2772	GLMT	0.05	Road Open to All Vehicles	
N2778	GLMT	0.08	Road Open to All Vehicles	
N2779	GLMT	0.04	Road Open to All Vehicles	
N278	GLMT	0.15	Road Open to All Vehicles	
N2782	GLMT	0.01	Road Open to All Vehicles	
N279	GLMT	0.27	Road Open to All Vehicles	
N2799	GLMT	0.08	Road Open to All Vehicles	
N2900	GLMT	0.06	Road Open to All Vehicles	
N2921	GLMT	0.10	Road Open to All Vehicles	
N2923	GLMT	0.14	Road Open to All Vehicles	2drg
N2924	GLMT	0.05	Road Open to All Vehicles	
N2925	GLMT	0.02	Road Open to All Vehicles	
N2930	GLMT	0.06	Road Open to All Vehicles	
N2991	GLMT	0.48	Road Open to All Vehicles	2mon
N2994	GLMT	0.09	Road Open to All Vehicles	
N308	GLMT	0.08	Road Open to All Vehicles	
N309	GLMT	0.03	Road Open to All Vehicles	
N315	GLMT	0.13	Road Open to All Vehicles	2s
N318	GLMT	3.53	Road Open to All Vehicles	
N322	GLMT	0.11	Road Open to All Vehicles	
N323	GLMT	0.01	Road Open to All Vehicles	
N374	GLMT	0.79	Road Open to All Vehicles	2s
N375	GLMT	0.06	Road Open to All Vehicles	
N376	GLMT	0.27	Road Open to All Vehicles	
N377	GLMT	0.21	Road Open to All Vehicles	2s
N378	GLMT	0.28	Road Open to All Vehicles	
N379	GLMT	4.04	Road Open to All Vehicles	2s, 2mon
N384	GLMT	0.03	Road Open to All Vehicles	
N386	GLMT	0.44	Road Open to All Vehicles	
N387	GLMT	0.80	Road Open to All Vehicles	
N389	GLMT	0.15	Road Open to All Vehicles	
N390	GLMT	0.07	Road Open to All Vehicles	
N400	GLMT	0.08	Road Open to All Vehicles	
N401	GLMT	0.57	Road Open to All Vehicles	
N406	GLMT	0.32	Road Open to All Vehicles	
N417	GLMT	0.41	Road Open to All Vehicles	
N420	GLMT	0.01	Road Open to All Vehicles	
N423	GLMT	0.07	Road Open to All Vehicles	
N424	GLMT	0.17	Road Open to All Vehicles	
N483	GLMT	0.10	Road Open to All Vehicles After Mitigation	1b
N484	GLMT	0.15	Road Open to All Vehicles After Mitigation	1b
N486	GLMT	0.42	Road Open to All Vehicles After Mitigation	1b
N489	GLMT	0.10	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N491	GLMT	0.05	Road Open to All Vehicles	
N5013	GLMT	0.04	Road Open to All Vehicles	
N5025	GLMT	1.51	Road Open to All Vehicles	
N5026	GLMT	0.23	Road Open to All Vehicles	
N5027	GLMT	0.11	Road Open to All Vehicles	
N5028	GLMT	0.39	Road Open to All Vehicles	
N5029	GLMT	0.45	Road Open to All Vehicles	
N5030	GLMT	0.65	Road Open to All Vehicles	
N5031	GLMT	0.41	Road Open to All Vehicles	
N5032	GLMT	0.93	Road Open to All Vehicles	2mon
N5039	GLMT	0.02	Road Open to All Vehicles	
N561	GLMT	0.23	Road Open to All Vehicles	
N562	GLMT	0.20	Road Open to All Vehicles	
N577	GLMT	0.23	Road Open to All Vehicles	
N580	GLMT	0.12	Road Open to All Vehicles	
N581	GLMT	0.07	Road Open to All Vehicles	2mon
N582	GLMT	0.13	Road Open to All Vehicles	
N583	GLMT	0.07	Road Open to All Vehicles	
N584	GLMT	0.04	Road Open to All Vehicles	2mon
N585	GLMT	0.03	Road Open to All Vehicles	2mon
N594	GLMT	0.21	Road Open to All Vehicles	
N595	GLMT	0.18	Road Open to All Vehicles	
N597	GLMT	0.74	Road Open to All Vehicles	
N607	GLMT	0.40	Road Open to All Vehicles	
N608	GLMT	0.08	Road Open to All Vehicles	
N612	GLMT	0.37	Road Open to All Vehicles	
N619	GLMT	0.22	Road Open to All Vehicles	
N623	GLMT	0.19	Road Open to All Vehicles	
N624	GLMT	0.09	Road Open to All Vehicles	
N626	GLMT	0.41	Road Open to All Vehicles	
N627	GLMT	0.27	Road Open to All Vehicles	
N629	GLMT	0.05	Road Open to All Vehicles	
N642	GLMT	0.03	Road Open to All Vehicles	
N643	GLMT	0.02	Road Open to All Vehicles	
N647	GLMT	0.01	Road Open to All Vehicles	
N648	GLMT	0.17	Road Open to All Vehicles	
N649	GLMT	0.29	Road Open to All Vehicles	
N653	GLMT	0.75	Road Open to All Vehicles	
N659	GLMT	0.16	Road Open to All Vehicles	
N660	GLMT	0.07	Road Open to All Vehicles	
N661	GLMT	0.01	Road Open to All Vehicles	
N662	GLMT	0.47	Road Open to All Vehicles	
N663	GLMT	0.46	Road Open to All Vehicles	
N664	GLMT	0.09	Road Open to All Vehicles	
N665	GLMT	0.13	Road Open to All Vehicles	2drg, 2h
N680	GLMT	0.28	Road Open to All Vehicles	
N681	GLMT	0.03	Road Open to All Vehicles	
N712	GLMT	0.31	Road Open to All Vehicles	
N713	GLMT	0.15	Road Open to All Vehicles	
N724	GLMT	0.21	Road Open to All Vehicles	
N725	GLMT	0.31	Road Open to All Vehicles	
N727	GLMT	0.12	Road Open to All Vehicles	2mon
N733	GLMT	0.08	Road Open to All Vehicles	
07S142	INYO	4.89	Trail Open to All Trail Vehicles	2mon
07S142	INYO	0.17	Trail Open to All Trail Vehicles	
08S153	INYO	0.00	Road Open to All Vehicles	
08S154	INYO	0.17	Road Open to All Vehicles	2mon
08S163	INYO	0.19	Trail Open to All Trail Vehicles	
08S164	INYO	0.19	Trail Open to All Trail Vehicles	
08S165	INYO	0.33	Road Open to All Vehicles	
08S169	INYO	0.34	Trail Open to All Trail Vehicles	
08S169	INYO	1.36	Trail Open to All Trail Vehicles	
08S170	INYO	0.15	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
08S176	INYO	0.09	Road Open to All Vehicles	
08S182	INYO	0.25	Road Open to All Vehicles	
08S183	INYO	0.30	Trail Open to All Trail Vehicles	
08S184	INYO	0.43	Trail Open to All Trail Vehicles	
08S191	INYO	0.19	Trail Open to All Trail Vehicles	
08S193	INYO	0.40	Trail Open to Motorcycles Only	
08S200	INYO	0.16	Road Open to All Vehicles	
08S201	INYO	0.17	Road Open to All Vehicles	
08S203	INYO	0.51	Trail Open to All Trail Vehicles	
09S114	INYO	0.16	Road Open to All Vehicles	
09S115	INYO	0.19	Road Open to All Vehicles	
09S119	INYO	0.22	Road Open to All Vehicles	
09S125	INYO	0.16	Trail Open to All Trail Vehicles	2w
09S129	INYO	0.74	Trail Open to All Trail Vehicles	
09S141	INYO	1.57	Road Open to All Vehicles	
09S142	INYO	1.51	Road Open to All Vehicles	
09S144	INYO	0.05	Road Open to All Vehicles	
09S145	INYO	0.24	Trail Open to All Trail Vehicles	
09S146	INYO	0.49	Road Open to All Vehicles	
09S150	INYO	1.02	Road Open to All Vehicles	
09S154	INYO	0.50	Road Open to All Vehicles	
09S156	INYO	0.47	Trail Open to All Trail Vehicles	
09S157	INYO	0.39	Road Open to All Vehicles	
09S158	INYO	0.63	Road Open to All Vehicles	
09S159	INYO	0.33	Road Open to All Vehicles	
09S160	INYO	0.04	Road Open to All Vehicles	
09S161	INYO	0.15	Road Open to All Vehicles	
09S162	INYO	0.98	Road Open to All Vehicles	
09S163	INYO	0.54	Road Open to All Vehicles	
09S164	INYO	0.34	Road Open to All Vehicles	
09S166	INYO	2.26	Road Open to All Vehicles	
09S168	INYO	0.62	Road Open to All Vehicles	2mon
09S169	INYO	0.41	Road Open to All Vehicles	
09S175	INYO	0.04	Road Open to All Vehicles	
10S119	INYO	0.87	Trail Open to All Trail Vehicles	
10S122	INYO	0.33	Trail Open to All Trail Vehicles	
10S133	INYO	0.15	Road Open to All Vehicles	
10S134	INYO	0.28	Road Open to All Vehicles	2b, 2mon
10S134	INYO	0.03	Road Open to All Vehicles	
10S143	INYO	0.70	Road Open to All Vehicles	
10S145	INYO	0.54	Road Open to All Vehicles	
10S149	INYO	0.32	Trail Open to All Trail Vehicles	
10S165	INYO	0.18	Road Open to All Vehicles	
10S168	INYO	1.39	Trail Open to All Trail Vehicles After Mitigation	1s
10S169	INYO	0.26	Road Open to All Vehicles	
10S172	INYO	0.14	Trail Open to All Trail Vehicles	
10S172	INYO	0.40	Trail Open to All Trail Vehicles	
10S173	INYO	0.14	Trail Open to All Trail Vehicles	
10S179	INYO	0.15	Road Open to All Vehicles	
10S191	INYO	0.40	Road Open to All Vehicles	
10S192	INYO	0.28	Road Open to All Vehicles	
10S193	INYO	0.06	Trail Open to All Trail Vehicles	2mon
10S197	INYO	0.21	Trail Open to All Trail Vehicles	
10S198	INYO	0.33	Trail Open to All Trail Vehicles	
10S200	INYO	0.18	Trail Open to All Trail Vehicles	
10S206	INYO	0.28	Trail Open to All Trail Vehicles	2mon
10S210	INYO	0.17	Trail Open to All Trail Vehicles After Mitigation	1s
10S211	INYO	0.15	Road Open to All Vehicles	
10S212	INYO	0.09	Road Open to All Vehicles	
10S221	INYO	0.11	Road Open to All Vehicles	
11S106	INYO	0.25	Road Open to All Vehicles	
11S107	INYO	0.17	Road Open to All Vehicles	
11S108	INYO	0.84	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
11S109	INYO	0.22	Trail Open to All Trail Vehicles	
11S110	INYO	0.07	Road Open to All Vehicles	
11S112	INYO	0.09	Trail Open to All Trail Vehicles	
11S113	INYO	0.12	Trail Open to All Trail Vehicles	
11S121	INYO	1.57	Trail Open to All Trail Vehicles After Mitigation	11S121
11S121	INYO	0.19	Trail Open to All Trail Vehicles After Mitigation	1s
11S124	INYO	0.18	Road Open to All Vehicles	
11S125	INYO	0.89	Trail Open to All Trail Vehicles	
11S126	INYO	0.04	Road Open to All Vehicles	
11S128	INYO	0.31	Road Open to All Vehicles	
11S131	INYO	0.13	Road Open to All Vehicles	
11S132	INYO	0.31	Trail Open to All Trail Vehicles	
11S138	INYO	0.16	Road Open to All Vehicles	
11S139*	INYO	0.41	*Trail Open to All Trail Vehicles	
11S140*	INYO	0.46	*Trail Open to All Trail Vehicles	
11S141*	INYO	0.07	*Trail Open to All Trail Vehicles	
11S144	INYO	0.87	Road Open to All Vehicles	
11S146	INYO	0.06	Road Open to All Vehicles	
11S147	INYO	0.06	Trail Open to All Trail Vehicles	
11S148	INYO	0.32	Road Open to All Vehicles	2mon
12S109	INYO	0.49	Trail Open to All Trail Vehicles	
12S116	INYO	0.80	Road Open to All Vehicles	
12S117	INYO	0.49	Road Open to All Vehicles	
12S118	INYO	0.16	Road Open to All Vehicles	
12S122	INYO	0.52	Trail Open to All Trail Vehicles After Mitigation	11S121
12S124a	INYO	0.01	Trail Open to All Trail Vehicles After Mitigation	11S121
12S124b	INYO	0.01	Trail Open to All Trail Vehicles After Mitigation	11S121
12S125	INYO	0.20	Road Open to All Vehicles After Mitigation	1s
12S128	INYO	0.26	Road Open to All Vehicles	
12S129	INYO	0.27	Road Open to All Vehicles	
12S133	INYO	0.62	Road Open to All Vehicles	
12S135	INYO	0.17	Road Open to All Vehicles	2b
12S141	INYO	0.52	Trail Open to All Trail Vehicles	
12S145	INYO	1.95	Trail Open to All Trail Vehicles	
12S147	INYO	0.23	Road Open to All Vehicles	
12S148	INYO	0.66	Road Open to All Vehicles	
12S149	INYO	0.07	Road Open to All Vehicles	
12S152	INYO	0.50	Road Open to All Vehicles	
12S153	INYO	0.03	Road Open to All Vehicles	
12S154	INYO	0.18	Road Open to All Vehicles	
12S155	INYO	0.05	Road Open to All Vehicles	2w
12S157	INYO	0.18	Road Open to All Vehicles	2w
12S158	INYO	0.01	Road Open to All Vehicles	
12S159	INYO	0.07	Road Open to All Vehicles	
12S160	INYO	0.22	Road Open to All Vehicles	
12S161	INYO	0.09	Road Open to All Vehicles	
12S163	INYO	0.94	Road Open to All Vehicles	
13S146	INYO	0.49	Trail Open to All Trail Vehicles	
N2145	INYO	0.14	Trail Open to All Trail Vehicles	
N2151	INYO	0.08	Road Open to All Vehicles	
N2222	INYO	0.05	Road Open to All Vehicles	
N2223	INYO	2.46	Trail Open to All Trail Vehicles	
N2223	INYO	1.04	Trail Open to Motorcycles Only	
N2238	INYO	0.80	Trail Open to All Trail Vehicles	
N2239	INYO	1.54	Trail Open to All Trail Vehicles	
N2241	INYO	0.12	Trail Open to All Trail Vehicles	
N2244	INYO	1.51	Road Open to All Vehicles	
N2244	INYO	0.02	Road Open to All Vehicles	
N2244	INYO	1.14	Trail Open to Vehicles 50" or less	
N2245	INYO	4.26	Trail Open to Vehicles 50" or less	2mon
N2245	INYO	0.40	Trail Open to Vehicles 50" or less	
N2247	INYO	2.14	Trail Open to Motorcycles Only	2mon
N2247	INYO	0.09	Trail Open to Motorcycles Only	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N2248	INYO	2.22	Trail Open to Motorcycles Only	
N2250	INYO	0.07	Road Open to All Vehicles	
N2256	INYO	0.32	Road Open to All Vehicles	
N2263	INYO	0.56	Trail Open to All Trail Vehicles	
N2265	INYO	0.10	Trail Open to All Trail Vehicles	
N2266	INYO	0.86	Trail Open to All Trail Vehicles	
N2267	INYO	0.39	Trail Open to Vehicles 50" or less	
N2269	INYO	0.31	Trail Open to Vehicles 50" or less	
N2288	INYO	0.13	Trail Open to All Trail Vehicles	
N2293	INYO	0.09	Trail Open to All Trail Vehicles	
N2294	INYO	0.08	Road Open to All Vehicles	
N2297	INYO	0.23	Road Open to All Vehicles	
N2316	INYO	0.09	Trail Open to All Trail Vehicles After Mitigation	1s
N2337	INYO	0.10	Trail Open to All Trail Vehicles	
N2344	INYO	0.16	Road Open to All Vehicles	2mon
N2347	INYO	0.15	Trail Open to All Trail Vehicles	
N2355	INYO	0.06	Road Open to All Vehicles	
N2356	INYO	0.02	Road Open to All Vehicles	
N2357	INYO	0.02	Road Open to All Vehicles	
N2358	INYO	0.02	Road Open to All Vehicles	
N2363	INYO	0.08	Road Open to All Vehicles	
N2370	INYO	0.01	Trail Open to All Trail Vehicles After Mitigation	11S121
N2376	INYO	0.02	Road Open to All Vehicles	
N2384	INYO	0.30	Road Open to All Vehicles	
N2387	INYO	0.06	Trail Open to All Trail Vehicles	
N2430	INYO	0.05	Road Open to All Vehicles	
N2439	INYO	0.00	Trail Open to Motorcycles Only	
N2439	INYO	0.18	Trail Open to Motorcycles Only	
N2441	INYO	0.07	Trail Open to Motorcycles Only	
N2493	INYO	0.10	Road Open to All Vehicles	
N2708	INYO	0.07	Road Open to All Vehicles	
N2713	INYO	0.09	Road Open to All Vehicles	
N2714	INYO	0.03	Road Open to All Vehicles	
N2717	INYO	0.15	Road Open to All Vehicles	
N2719	INYO	0.07	Road Open to All Vehicles	
N2720	INYO	0.09	Road Open to All Vehicles	
N2723	INYO	0.02	Road Open to All Vehicles	
N2978	INYO	0.05	Road Open to All Vehicles	
02S171	MAME	0.23	Road Open to All Vehicles	
02S176	MAME	0.40	Road Open to All Vehicles	
02S177	MAME	0.38	Road Open to All Vehicles	
02S178	MAME	0.50	Road Open to All Vehicles	
02S179	MAME	0.49	Road Open to All Vehicles	
02S190	MAME	0.00	Road Open to All Vehicles	
02S213	MAME	0.03	Road Open to All Vehicles	
02S214	MAME	0.34	Road Open to All Vehicles	
02S217	MAME	0.33	Road Open to All Vehicles	
02S219	MAME	0.10	Road Open to All Vehicles	
02S220	MAME	0.51	Road Open to All Vehicles	
02S221	MAME	0.10	Road Open to All Vehicles	
02S223	MAME	0.02	Road Open to All Vehicles	
02S226	MAME	0.08	Road Open to All Vehicles	
02S351	MAME	0.69	Road Open to All Vehicles	
02S355	MAME	0.40	Road Open to All Vehicles	
02S358	MAME	0.57	Road Open to All Vehicles	
02S359	MAME	0.31	Road Open to All Vehicles	
02S360	MAME	0.81	Road Open to All Vehicles	
02S405	MAME	1.08	Road Open to All Vehicles	
02S406	MAME	0.12	Road Open to All Vehicles	
02S407	MAME	0.09	Road Open to All Vehicles	
02S408	MAME	0.17	Road Open to All Vehicles	
02S409	MAME	0.23	Road Open to All Vehicles	
02S410	MAME	0.94	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S411	MAME	0.64	Road Open to All Vehicles	
02S414	MAME	0.39	Road Open to All Vehicles	
02S415	MAME	0.63	Road Open to All Vehicles	
02S417	MAME	0.67	Road Open to All Vehicles	
02S418	MAME	0.63	Road Open to All Vehicles	
02S419	MAME	0.33	Road Open to All Vehicles	
02S420	MAME	0.36	Road Open to All Vehicles	
02S421	MAME	0.06	Road Open to All Vehicles	
02S422	MAME	0.44	Road Open to All Vehicles	
02S423	MAME	0.29	Road Open to All Vehicles	
02S424	MAME	0.24	Road Open to All Vehicles	
02S428	MAME	0.51	Road Open to All Vehicles	
02S430	MAME	0.56	Road Open to All Vehicles	
02S431	MAME	0.63	Road Open to All Vehicles	
02S436	MAME	1.03	Road Open to All Vehicles	
02S436	MAME	0.17	Road Open to All Vehicles	
02S437	MAME	0.44	Road Open to All Vehicles	
02S439	MAME	0.36	Road Open to All Vehicles	
02S440	MAME	0.11	Road Open to All Vehicles	
02S445	MAME	0.44	Road Open to All Vehicles	
02S446	MAME	0.06	Road Open to All Vehicles	
02S449	MAME	0.17	Road Open to All Vehicles	
02S450	MAME	0.53	Road Open to All Vehicles	
02S451	MAME	1.03	Road Open to All Vehicles	
02S452	MAME	0.92	Road Open to All Vehicles	2mon
02S453	MAME	0.44	Road Open to All Vehicles	
02S454	MAME	0.22	Road Open to All Vehicles	
02S459	MAME	0.41	Road Open to All Vehicles	
02S460	MAME	0.45	Road Open to All Vehicles	
02S461	MAME	0.10	Road Open to All Vehicles	
02S462	MAME	0.68	Road Open to All Vehicles	
02S463	MAME	1.01	Road Open to All Vehicles	
02S464	MAME	0.17	Road Open to All Vehicles	
02S465	MAME	0.12	Road Open to All Vehicles	
02S466	MAME	0.36	Road Open to All Vehicles	
02S466	MAME	0.68	Trail Open to All Trail Vehicles	
02S467	MAME	1.16	Road Open to All Vehicles	
02S468	MAME	0.26	Road Open to All Vehicles	
02S470	MAME	1.13	Road Open to All Vehicles	
02S471	MAME	1.55	Road Open to All Vehicles	
02S472	MAME	0.42	Road Open to All Vehicles	
02S473	MAME	1.35	Road Open to All Vehicles	
02S474	MAME	0.40	Road Open to All Vehicles	
02S475	MAME	2.20	Road Open to All Vehicles	
02S479	MAME	1.50	Road Open to All Vehicles	
02S485	MAME	0.53	Road Open to All Vehicles	
02S486	MAME	0.61	Road Open to All Vehicles	
02S487	MAME	1.47	Road Open to All Vehicles	
02S494	MAME	0.09	Road Open to All Vehicles	
02S541	MAME	0.67	Road Open to All Vehicles	2mon
02S541	MAME	0.15	Road Open to All Vehicles	
02S569	MAME	1.93	Road Open to All Vehicles	
03S199	MAME	0.19	Road Open to All Vehicles	
03S200	MAME	0.51	Road Open to All Vehicles	
03S201	MAME	0.27	Road Open to All Vehicles	
03S202	MAME	0.30	Road Open to All Vehicles	
03S203	MAME	0.39	Road Open to All Vehicles	2s
03S204	MAME	0.89	Road Open to All Vehicles	2s
03S204	MAME	0.21	Road Open to All Vehicles	
03S204	MAME	0.24	Road Open to All Vehicles	
03S207	MAME	0.20	Road Open to All Vehicles	
03S230	MAME	0.12	Road Open to All Vehicles	
03S231	MAME	0.90	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S303	MAME	0.29	Road Open to All Vehicles	
03S304	MAME	0.51	Road Open to All Vehicles	
03S305	MAME	0.04	Road Open to All Vehicles	
03S305	MAME	0.67	Road Open to All Vehicles	
03S306	MAME	0.40	Road Open to All Vehicles	
03S307	MAME	0.76	Road Open to All Vehicles	
03S307	MAME	0.12	Road Open to All Vehicles	
03S333	MAME	0.21	Road Open to All Vehicles	
03S361	MAME	0.17	Road Open to All Vehicles	
03S363	MAME	0.59	Road Open to All Vehicles	
03S364	MAME	0.16	Road Open to All Vehicles	
03S365	MAME	0.59	Road Open to All Vehicles	
03S370	MAME	0.35	Road Open to All Vehicles	
03S371	MAME	0.18	Road Open to All Vehicles	
03S373	MAME	0.15	Road Open to All Vehicles	
03S384	MAME	0.25	Road Open to All Vehicles	
03S385	MAME	0.15	Road Open to All Vehicles	
03S387	MAME	0.40	Trail Open to All Trail Vehicles	
03S388	MAME	1.38	Trail Open to All Trail Vehicles	
03S389	MAME	0.10	Trail Open to All Trail Vehicles	
03S390	MAME	0.39	Road Open to All Vehicles	
03S392	MAME	0.07	Road Open to All Vehicles	
03S393	MAME	0.10	Road Open to All Vehicles	
03S394	MAME	0.65	Road Open to All Vehicles	
03S395	MAME	0.65	Road Open to All Vehicles	
03S396	MAME	0.49	Road Open to All Vehicles	
03S402	MAME	0.17	Road Open to All Vehicles	2drg
03S403	MAME	0.32	Road Open to All Vehicles	
03S404	MAME	0.72	Road Open to All Vehicles	2drg
03S405	MAME	0.10	Road Open to All Vehicles	2drg
03S407	MAME	0.06	Road Open to All Vehicles	
03S408	MAME	0.19	Road Open to All Vehicles	
03S409	MAME	0.71	Road Open to All Vehicles	2s, 2mon
03S411	MAME	0.27	Road Open to All Vehicles	
03S413	MAME	0.16	Road Open to All Vehicles	
03S414	MAME	0.08	Road Open to All Vehicles	
03S415	MAME	1.98	Road Open to All Vehicles	
03S430	MAME	0.84	Road Open to All Vehicles	
03S431	MAME	0.45	Road Open to All Vehicles	
03S432	MAME	0.03	Road Open to All Vehicles	
03S433	MAME	0.14	Road Open to All Vehicles	
03S437	MAME	0.25	Road Open to All Vehicles	
03S438	MAME	0.12	Road Open to All Vehicles	2s
03S439	MAME	1.74	Road Open to All Vehicles	2s
03S440	MAME	0.38	Road Open to All Vehicles	
03S441	MAME	0.18	Road Open to All Vehicles	
03S445	MAME	0.19	Road Open to All Vehicles	
03S448	MAME	0.20	Road Open to All Vehicles	
03S449	MAME	0.13	Road Open to All Vehicles	
03S450	MAME	0.54	Road Open to All Vehicles	
03S451	MAME	1.21	Road Open to All Vehicles	
03S452	MAME	0.12	Road Open to All Vehicles	
03S454	MAME	0.23	Road Open to All Vehicles	
03S455	MAME	0.23	Road Open to All Vehicles	
03S456	MAME	0.53	Road Open to All Vehicles	
03S457	MAME	0.04	Road Open to All Vehicles	
03S459	MAME	0.24	Road Open to All Vehicles	
03S460	MAME	0.39	Road Open to All Vehicles	
03S462	MAME	0.23	Road Open to All Vehicles	
03S463	MAME	0.58	Road Open to All Vehicles	
03S466	MAME	0.32	Road Open to All Vehicles	
03S469	MAME	0.50	Road Open to All Vehicles	
03S471	MAME	0.35	Road Open to All Vehicles	



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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S472	MAME	2.08	Road Open to All Vehicles	2mon
03S473	MAME	0.20	Trail Open to All Trail Vehicles	
03S473	MAME	0.40	Trail Open to All Trail Vehicles After Mitigation	1xdrg,1xh, 2mon
03S474	MAME	0.22	Road Open to All Vehicles	2mon
03S475	MAME	0.61	Road Open to All Vehicles	2mon
03S476	MAME	0.23	Road Open to All Vehicles	2mon
03S478	MAME	0.19	Road Open to All Vehicles	
03S479	MAME	0.31	Road Open to All Vehicles	
03S480	MAME	0.25	Road Open to All Vehicles	
03S481	MAME	0.90	Road Open to All Vehicles	
03S482	MAME	0.15	Road Open to All Vehicles	
03S483	MAME	0.13	Road Open to All Vehicles	
03S484	MAME	0.33	Road Open to All Vehicles	
03S486	MAME	0.18	Road Open to All Vehicles	
03S489	MAME	1.65	Road Open to All Vehicles	
03S490	MAME	0.31	Trail Open to All Trail Vehicles	
03S491	MAME	0.63	Road Open to All Vehicles	
03S492	MAME	0.27	Road Open to All Vehicles	
03S493	MAME	0.15	Road Open to All Vehicles	
03S494	MAME	0.41	Road Open to All Vehicles	
03S496	MAME	0.42	Road Open to All Vehicles	
03S497	MAME	0.52	Road Open to All Vehicles	
03S499	MAME	1.47	Road Open to All Vehicles	
03S500	MAME	0.76	Road Open to All Vehicles	
03S504	MAME	1.77	Road Open to All Vehicles	
03S505	MAME	0.25	Road Open to All Vehicles	
03S506	MAME	0.62	Road Open to All Vehicles	
03S507	MAME	1.01	Road Open to All Vehicles	
03S508	MAME	0.68	Road Open to All Vehicles	
03S509	MAME	0.23	Road Open to All Vehicles	
03S510	MAME	0.84	Road Open to All Vehicles	2b, 2mon, 2xh, 2xdrg
03S511	MAME	0.92	Road Open to All Vehicles After Mitigation	1s
03S512	MAME	0.95	Road Open to All Vehicles	2drg
03S513	MAME	0.22	Road Open to All Vehicles	
03S514	MAME	0.20	Road Open to All Vehicles	
03S515	MAME	0.33	Road Open to All Vehicles After Mitigation	03S511
03S517	MAME	0.18	Road Open to All Vehicles	
03S518	MAME	0.92	Road Open to All Vehicles	
03S520	MAME	0.31	Road Open to All Vehicles	2drg, 2h
03S520	MAME	0.37	Road Open to All Vehicles	
03S521	MAME	0.28	Road Open to All Vehicles After Mitigation	1xdrg,1xh,1scg-11-4,1rr
03S521	MAME	0.11	Road Open to All Vehicles	2drg
03S522	MAME	1.15	Road Open to All Vehicles	2drg,2mon
03S523	MAME	0.11	Road Open to All Vehicles	
03S524	MAME	0.57	Road Open to All Vehicles	
03S525	MAME	0.13	Road Open to All Vehicles	
03S526	MAME	0.92	Road Open to All Vehicles	2drg, 2mon
03S529	MAME	1.74	Road Open to All Vehicles	
03S530	MAME	0.45	Road Open to All Vehicles	
03S531	MAME	2.09	Road Open to All Vehicles	
03S536	MAME	1.73	Road Open to All Vehicles	2drg, 2h, 2mon
03S537	MAME	3.71	Road Open to All Vehicles	2drg
03S538	MAME	0.32	Road Open to All Vehicles	
03S539	MAME	0.25	Road Open to All Vehicles	
03S540	MAME	0.32	Road Open to All Vehicles	2drg
03S541	MAME	0.11	Road Open to All Vehicles	
03S542	MAME	0.12	Road Open to All Vehicles	
03S543	MAME	0.47	Road Open to All Vehicles	2drg, 2h
03S544	MAME	0.28	Road Open to All Vehicles	
03S545	MAME	5.00	Road Open to All Vehicles	2mon
03S546	MAME	0.19	Road Open to All Vehicles	
03S547	MAME	0.51	Road Open to All Vehicles	2mon
03S548	MAME	0.63	Road Open to All Vehicles	2mon

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S549	MAME	0.95	Road Open to All Vehicles	2mon
03S550	MAME	0.37	Road Open to All Vehicles	
03S551	MAME	0.21	Road Open to All Vehicles	
03S552	MAME	0.38	Road Open to All Vehicles	
03S554	MAME	0.39	Road Open to All Vehicles	2drg
03S555	MAME	0.18	Road Open to All Vehicles	
03S556	MAME	0.83	Road Open to All Vehicles	2mon
03S557	MAME	1.02	Road Open to All Vehicles	2mon
03S558	MAME	0.21	Road Open to All Vehicles	
03S559	MAME	0.09	Road Open to All Vehicles	2mon
03S562	MAME	0.13	Road Open to All Vehicles	2mon
03S563	MAME	0.12	Road Open to All Vehicles	
03S564	MAME	0.02	Road Open to All Vehicles	
03S565	MAME	0.02	Road Open to All Vehicles	
03S569	MAME	0.16	Road Open to All Vehicles	2mon
03S571	MAME	0.07	Road Open to All Vehicles	
03S572	MAME	1.07	Road Open to All Vehicles	2mon
03S573	MAME	0.12	Road Open to All Vehicles	2mon
03S575	MAME	0.09	Road Open to All Vehicles	
03S576	MAME	0.20	Road Open to All Vehicles	2mon
03S577	MAME	0.08	Road Open to All Vehicles	
03S579	MAME	0.48	Road Open to All Vehicles	
03S624	MAME	0.22	Trail Open to All Trail Vehicles	
03S625	MAME	0.90	Trail Open to All Trail Vehicles	
03S626	MAME	0.60	Road Open to All Vehicles	
03S633	MAME	0.11	Road Open to All Vehicles	
04S126	MAME	0.44	Road Open to All Vehicles	
04S127	MAME	0.54	Road Open to All Vehicles	
04S128	MAME	0.21	Road Open to All Vehicles	
04S171	MAME	0.52	Road Open to All Vehicles	2drg
04S324	MAME	0.10	Road Open to All Vehicles	2drg, 2b
N1005	MAME	0.65	Road Open to All Vehicles	
N1008	MAME	0.22	Road Open to All Vehicles	
N1157	MAME	0.05	Road Open to All Vehicles	
N1159	MAME	0.16	Road Open to All Vehicles	
N1204	MAME	0.03	Road Open to All Vehicles	
N1206	MAME	0.03	Road Open to All Vehicles	
N1208	MAME	0.10	Road Open to All Vehicles	
N1214	MAME	0.17	Road Open to All Vehicles	
N1221	MAME	0.10	Road Open to All Vehicles	
N1226	MAME	0.53	Road Open to All Vehicles	
N1227	MAME	0.08	Road Open to All Vehicles	
N1234	MAME	0.03	Road Open to All Vehicles	
N1237	MAME	0.06	Road Open to All Vehicles	
N1240	MAME	0.04	Road Open to All Vehicles	2b
N1242	MAME	0.02	Road Open to All Vehicles	2mon
N1251	MAME	1.22	Road Open to All Vehicles	
N1258	MAME	1.14	Road Open to All Vehicles	
N1270	MAME	0.04	Road Open to All Vehicles	2mon
N1271	MAME	0.13	Road Open to All Vehicles	2b, 2drg, 2s, 2mon
N1272	MAME	0.09	Road Open to All Vehicles	
N1273	MAME	0.02	Road Open to All Vehicles	
N1282	MAME	0.03	Road Open to All Vehicles	
N1283	MAME	0.03	Road Open to All Vehicles	
N1284	MAME	0.72	Road Open to All Vehicles	
N1286	MAME	0.16	Road Open to All Vehicles	
N1288	MAME	0.04	Road Open to All Vehicles	
N1292	MAME	0.43	Road Open to All Vehicles	
N1297	MAME	0.17	Road Open to All Vehicles	2drg, 2h, 2s
N1306	MAME	0.05	Road Open to All Vehicles	
N1308	MAME	0.03	Road Open to All Vehicles	
N1309	MAME	0.08	Road Open to All Vehicles	
N1314	MAME	0.24	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N2606	MAME	0.07	Road Open to All Vehicles	
N2613	MAME	0.03	Road Open to All Vehicles	
N2614	MAME	0.01	Road Open to All Vehicles	
N2815	MAME	0.21	Road Open to All Vehicles	
N2821	MAME	0.14	Road Open to All Vehicles	2s
N3009	MAME	0.05	Road Open to All Vehicles	
N3010	MAME	0.04	Road Open to All Vehicles	
N3011	MAME	0.04	Road Open to All Vehicles	2drg, 2h
N3012	MAME	0.19	Road Open to All Vehicles	
N3013	MAME	0.26	Road Open to All Vehicles	
N3015	MAME	0.02	Road Open to All Vehicles	
N3023	MAME	0.06	Road Open to All Vehicles	
N3027	MAME	0.11	Road Open to All Vehicles	2mon
N3028	MAME	0.02	Road Open to All Vehicles	2mon
N3032	MAME	0.28	Road Open to All Vehicles	
N3033	MAME	0.08	Road Open to All Vehicles	
N3034	MAME	0.10	Road Open to All Vehicles	2mon
N920	MAME	0.05	Road Open to All Vehicles	
N953	MAME	0.41	Road Open to All Vehicles	2mon
N965	MAME	0.11	Road Open to All Vehicles	
N982	MAME	0.09	Trail Open to Vehicles 50" or less	
N985	MAME	0.17	Road Open to All Vehicles	
N987	MAME	0.08	Road Open to All Vehicles	
N988	MAME	0.15	Road Open to All Vehicles	
N989	MAME	0.74	Road Open to All Vehicles	
N991	MAME	0.22	Road Open to All Vehicles	
N995	MAME	0.14	Road Open to All Vehicles	
N999	MAME	0.24	Road Open to All Vehicles	
01S339	MAMW	0.27	Road Open to All Vehicles	
01S341	MAMW	0.67	Road Open to All Vehicles	
02S136	MAMW	0.36	Road Open to All Vehicles	
02S137	MAMW	0.13	Road Open to All Vehicles	
02S138	MAMW	0.07	Road Open to All Vehicles	
02S139	MAMW	0.37	Road Open to All Vehicles	
02S140	MAMW	0.98	Road Open to All Vehicles	
02S141	MAMW	0.13	Road Open to All Vehicles	
02S142	MAMW	0.18	Road Open to All Vehicles	
02S143	MAMW	0.17	Road Open to All Vehicles	
02S144	MAMW	0.08	Road Open to All Vehicles	
02S145	MAMW	0.38	Road Open to All Vehicles	
02S146	MAMW	0.65	Road Open to All Vehicles	
02S147	MAMW	0.40	Trail Open to Vehicles 50" or less	
02S148	MAMW	0.04	Road Open to All Vehicles	
02S151	MAMW	1.84	Road Open to All Vehicles	
02S152	MAMW	0.61	Road Open to All Vehicles	
02S153	MAMW	1.04	Road Open to All Vehicles	
02S154	MAMW	0.06	Road Open to All Vehicles	
02S161	MAMW	0.09	Road Open to All Vehicles	
02S162	MAMW	0.34	Road Open to All Vehicles	2s
02S168	MAMW	0.27	Road Open to All Vehicles	
02S183	MAMW	0.58	Road Open to All Vehicles	
02S184	MAMW	0.51	Road Open to All Vehicles	
02S186	MAMW	0.21	Road Open to All Vehicles	2mon
02S193	MAMW	0.43	Road Open to All Vehicles	
02S196	MAMW	0.62	Road Open to All Vehicles	2mon
02S211	MAMW	0.40	Road Open to All Vehicles	
02S218	MAMW	0.34	Road Open to All Vehicles	
02S228	MAMW	0.69	Trail Open to Motorcycles Only	
02S264	MAMW	0.32	Road Open to All Vehicles	
02S266	MAMW	0.63	Trail Open to Motorcycles Only	
02S267	MAMW	0.35	Road Open to All Vehicles	
02S270	MAMW	0.03	Road Open to All Vehicles	2mon
02S272	MAMW	0.08	Road Open to All Vehicles	2mon

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S273	MAMW	0.28	Road Open to All Vehicles	2mon
02S274	MAMW	0.50	Road Open to All Vehicles	
02S276	MAMW	0.41	Road Open to All Vehicles	
02S277	MAMW	0.05	Road Open to All Vehicles	
02S278	MAMW	0.08	Road Open to All Vehicles	
02S283	MAMW	1.35	Road Open to All Vehicles	2s
02S284	MAMW	0.41	Road Open to All Vehicles	
02S344	MAMW	0.81	Road Open to All Vehicles	
02S345	MAMW	0.07	Road Open to All Vehicles	
02S346	MAMW	0.28	Road Open to All Vehicles	
02S347	MAMW	0.02	Road Open to All Vehicles	
02S349	MAMW	1.23	Road Open to All Vehicles	
02S368	MAMW	1.10	Road Open to All Vehicles	2drg
02S369	MAMW	0.16	Road Open to All Vehicles	2drg
02S370	MAMW	0.29	Road Open to All Vehicles	2drg
02S371	MAMW	0.26	Road Open to All Vehicles	2drg
02S372	MAMW	0.39	Road Open to All Vehicles	
02S377	MAMW	0.27	Road Open to All Vehicles	
02S381	MAMW	0.20	Road Open to All Vehicles	2drg
02S382	MAMW	0.51	Road Open to All Vehicles	2drg
02S383	MAMW	0.18	Road Open to All Vehicles	
02S384	MAMW	0.26	Road Open to All Vehicles	
02S385	MAMW	0.80	Road Open to All Vehicles	2mon
02S392	MAMW	0.12	Road Open to All Vehicles	
02S393	MAMW	0.50	Road Open to All Vehicles	
02S395	MAMW	0.09	Road Open to All Vehicles	
02S396	MAMW	0.24	Road Open to All Vehicles	
02S397	MAMW	1.58	Road Open to All Vehicles	
02S398	MAMW	0.06	Road Open to All Vehicles	
02S399	MAMW	0.16	Road Open to All Vehicles	
02S400	MAMW	0.16	Road Open to All Vehicles	
02S401	MAMW	0.41	Road Open to All Vehicles	
02S402	MAMW	1.16	Road Open to All Vehicles	
02S403	MAMW	0.05	Road Open to All Vehicles	
02S623	MAMW	0.11	Road Open to All Vehicles	
02S625	MAMW	0.32	Trail Open to Vehicles 50" or less	
03S104	MAMW	0.26	Road Open to All Vehicles	
03S108	MAMW	0.04	Road Open to All Vehicles	
03S114	MAMW	0.58	Road Open to All Vehicles	
03S115	MAMW	1.37	Road Open to All Vehicles	
03S116	MAMW	0.10	Road Open to All Vehicles	
03S117	MAMW	0.29	Road Open to All Vehicles	
03S118	MAMW	2.55	Road Open to All Vehicles	2mon
03S119	MAMW	0.51	Road Open to All Vehicles	
03S120	MAMW	0.16	Road Open to All Vehicles	
03S121	MAMW	0.05	Road Open to All Vehicles	
03S122	MAMW	0.06	Road Open to All Vehicles	2drg
03S123	MAMW	0.10	Road Open to All Vehicles	2drg
03S124	MAMW	0.04	Road Open to All Vehicles	2drg
03S129	MAMW	0.08	Trail Open to All Trail Vehicles	
03S140	MAMW	0.64	Road Open to All Vehicles	
03S141	MAMW	0.88	Road Open to All Vehicles	
03S142	MAMW	0.41	Road Open to All Vehicles	
03S145	MAMW	1.08	Road Open to All Vehicles	2xb
03S146	MAMW	0.02	Road Open to All Vehicles	
03S147	MAMW	0.06	Road Open to All Vehicles	
03S148	MAMW	0.14	Road Open to All Vehicles	
03S149	MAMW	0.19	Road Open to All Vehicles	
03S150	MAMW	0.23	Road Open to All Vehicles	
03S151	MAMW	0.41	Road Open to All Vehicles	
03S152	MAMW	0.23	Road Open to All Vehicles	
03S153	MAMW	0.93	Road Open to All Vehicles	2mon
03S154	MAMW	0.12	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S155	MAMW	0.14	Road Open to All Vehicles	
03S157	MAMW	0.06	Road Open to All Vehicles	
03S158	MAMW	0.22	Road Open to All Vehicles	2mon
03S159	MAMW	0.03	Road Open to All Vehicles	
03S160	MAMW	0.36	Road Open to All Vehicles	2mon
03S162	MAMW	0.57	Road Open to All Vehicles	2mon
03S163	MAMW	0.13	Road Open to All Vehicles	
03S164	MAMW	1.31	Road Open to All Vehicles	2mon
03S165	MAMW	0.24	Road Open to All Vehicles	
03S166	MAMW	0.29	Road Open to All Vehicles	
03S167	MAMW	0.17	Road Open to All Vehicles	
03S168	MAMW	1.02	Road Open to All Vehicles	
03S170	MAMW	0.07	Road Open to All Vehicles	
03S172	MAMW	0.55	Road Open to All Vehicles	
03S173	MAMW	0.23	Road Open to All Vehicles	
03S174	MAMW	0.17	Road Open to All Vehicles	
03S175	MAMW	0.11	Road Open to All Vehicles	
03S176	MAMW	0.10	Road Open to All Vehicles	
03S177	MAMW	0.43	Road Open to All Vehicles	
03S178	MAMW	0.34	Road Open to All Vehicles	
03S179	MAMW	0.86	Road Open to All Vehicles	
03S180	MAMW	0.89	Road Open to All Vehicles	
03S181	MAMW	0.46	Road Open to All Vehicles	
03S182	MAMW	0.10	Road Open to All Vehicles	
03S183	MAMW	0.58	Road Open to All Vehicles	
03S184	MAMW	0.81	Road Open to All Vehicles	
03S185	MAMW	0.20	Road Open to All Vehicles	
03S186	MAMW	0.30	Road Open to All Vehicles	
03S187	MAMW	0.19	Road Open to All Vehicles	
03S188	MAMW	0.49	Road Open to All Vehicles	
03S189	MAMW	0.16	Road Open to All Vehicles	
03S190	MAMW	0.44	Road Open to All Vehicles	
03S191	MAMW	0.43	Road Open to All Vehicles	
03S192	MAMW	0.14	Road Open to All Vehicles	
03S193	MAMW	0.11	Road Open to All Vehicles	
03S194	MAMW	0.39	Road Open to All Vehicles	
03S195	MAMW	1.25	Road Open to All Vehicles	
03S196	MAMW	0.33	Road Open to All Vehicles	
03S197	MAMW	0.50	Road Open to All Vehicles	
03S209	MAMW	0.25	Road Open to All Vehicles	
03S210	MAMW	0.11	Road Open to All Vehicles	
03S211	MAMW	0.15	Road Open to All Vehicles	
03S212	MAMW	0.59	Road Open to All Vehicles	
03S213	MAMW	0.28	Road Open to All Vehicles	
03S214	MAMW	0.29	Road Open to All Vehicles	
03S215	MAMW	0.09	Road Open to All Vehicles	
03S216	MAMW	0.02	Road Open to All Vehicles	
03S217	MAMW	0.08	Road Open to All Vehicles	
03S220	MAMW	0.25	Road Open to All Vehicles	
03S221	MAMW	0.03	Road Open to All Vehicles	
03S223	MAMW	0.25	Road Open to All Vehicles	
03S224	MAMW	0.48	Road Open to All Vehicles	
03S225	MAMW	0.66	Road Open to All Vehicles	
03S226	MAMW	0.18	Road Open to All Vehicles	
03S227	MAMW	0.47	Road Open to All Vehicles	
03S228	MAMW	0.60	Road Open to All Vehicles	
03S229	MAMW	0.21	Road Open to All Vehicles	
03S233	MAMW	0.62	Road Open to All Vehicles	
03S234	MAMW	0.03	Road Open to All Vehicles	
03S235	MAMW	0.17	Road Open to All Vehicles	
03S236	MAMW	0.04	Road Open to All Vehicles	
03S237	MAMW	0.37	Road Open to All Vehicles	
03S238	MAMW	0.06	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S239	MAMW	0.19	Road Open to All Vehicles	
03S240	MAMW	0.95	Road Open to All Vehicles	2mon
03S241	MAMW	0.05	Road Open to All Vehicles	
03S243	MAMW	0.55	Road Open to All Vehicles	
03S244	MAMW	0.39	Road Open to All Vehicles	
03S245	MAMW	0.08	Road Open to All Vehicles	
03S246	MAMW	0.42	Road Open to All Vehicles	
03S247	MAMW	0.69	Road Open to All Vehicles	
03S248	MAMW	0.27	Road Open to All Vehicles	
03S249	MAMW	0.56	Road Open to All Vehicles	
03S250	MAMW	0.26	Road Open to All Vehicles	
03S251	MAMW	0.16	Road Open to All Vehicles	
03S252	MAMW	0.08	Road Open to All Vehicles	
03S253	MAMW	0.99	Road Open to All Vehicles	
03S254	MAMW	0.28	Road Open to All Vehicles	
03S256	MAMW	0.18	Road Open to All Vehicles	
03S257	MAMW	0.29	Road Open to All Vehicles	
03S258	MAMW	0.57	Road Open to All Vehicles	
03S259	MAMW	1.10	Road Open to All Vehicles	
03S260	MAMW	0.13	Road Open to All Vehicles	
03S261	MAMW	0.23	Road Open to All Vehicles	
03S262	MAMW	0.36	Road Open to All Vehicles	
03S263	MAMW	0.16	Road Open to All Vehicles	
03S265	MAMW	0.44	Road Open to All Vehicles	
03S266	MAMW	0.20	Road Open to All Vehicles	
03S269	MAMW	0.23	Road Open to All Vehicles	
03S270	MAMW	0.41	Road Open to All Vehicles	2drg
03S271	MAMW	0.06	Road Open to All Vehicles	
03S272	MAMW	0.36	Road Open to All Vehicles	
03S273	MAMW	0.09	Road Open to All Vehicles	
03S274	MAMW	0.10	Road Open to All Vehicles	
03S276	MAMW	1.04	Road Open to All Vehicles	
03S277	MAMW	0.53	Road Open to All Vehicles	
03S279	MAMW	0.07	Road Open to All Vehicles	
03S280	MAMW	0.46	Road Open to All Vehicles	2mon
03S281	MAMW	0.24	Road Open to All Vehicles	2mon
03S282	MAMW	0.13	Road Open to All Vehicles	2mon
03S283	MAMW	0.25	Road Open to All Vehicles	2mon
03S285	MAMW	0.09	Road Open to All Vehicles	2mon
03S286	MAMW	0.03	Road Open to All Vehicles	2mon
03S287	MAMW	0.38	Road Open to All Vehicles	2mon
03S288	MAMW	0.21	Road Open to All Vehicles	
03S289	MAMW	0.15	Road Open to All Vehicles	
03S290	MAMW	0.02	Road Open to All Vehicles	
03S291	MAMW	0.09	Road Open to All Vehicles	
03S296	MAMW	0.16	Road Open to All Vehicles	2mon
03S297	MAMW	0.07	Road Open to All Vehicles	2mon
03S298	MAMW	0.16	Road Open to All Vehicles	2mon
03S299	MAMW	0.21	Road Open to All Vehicles	2mon
03S301	MAMW	1.42	Road Open to All Vehicles	2mon
03S302	MAMW	1.60	Road Open to All Vehicles	2mon
03S308	MAMW	0.13	Road Open to All Vehicles	
03S309	MAMW	1.22	Road Open to All Vehicles	
03S310	MAMW	1.10	Road Open to All Vehicles	
03S311	MAMW	0.67	Road Open to All Vehicles	
03S312	MAMW	0.38	Road Open to All Vehicles	
03S313	MAMW	0.43	Road Open to All Vehicles	
03S314	MAMW	0.03	Road Open to All Vehicles	
03S316	MAMW	0.32	Road Open to All Vehicles	
03S317	MAMW	0.43	Road Open to All Vehicles	2mon
03S317	MAMW	0.59	Road Open to All Vehicles	
03S318	MAMW	1.39	Road Open to All Vehicles	
03S319	MAMW	0.61	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
03S321	MAMW	0.21	Road Open to All Vehicles	
03S322	MAMW	0.09	Road Open to All Vehicles	
03S323	MAMW	0.06	Road Open to All Vehicles	
03S326	MAMW	0.05	Road Open to All Vehicles	
03S327	MAMW	0.10	Road Open to All Vehicles	
03S328	MAMW	0.06	Road Open to All Vehicles	
03S331	MAMW	0.09	Road Open to All Vehicles	
03S332	MAMW	0.15	Road Open to All Vehicles	2b
03S334	MAMW	0.31	Road Open to All Vehicles	
03S335	MAMW	0.10	Road Open to All Vehicles	
03S336	MAMW	0.12	Road Open to All Vehicles	
03S337	MAMW	0.36	Road Open to All Vehicles	
03S339	MAMW	0.20	Road Open to All Vehicles	
03S340	MAMW	0.89	Road Open to All Vehicles	
03S345	MAMW	0.12	Road Open to All Vehicles	
03S346	MAMW	0.06	Road Open to All Vehicles	
03S347	MAMW	0.07	Road Open to All Vehicles	
03S349	MAMW	0.04	Road Open to All Vehicles	
03S352	MAMW	0.05	Road Open to All Vehicles	
03S353	MAMW	1.25	Road Open to All Vehicles	
03S354	MAMW	0.38	Road Open to All Vehicles	
03S355	MAMW	0.23	Road Open to All Vehicles	
03S356	MAMW	0.05	Road Open to All Vehicles	
03S358	MAMW	0.18	Road Open to All Vehicles	2mon
03S359	MAMW	0.04	Road Open to All Vehicles	2drg
03S416	MAMW	0.16	Road Open to All Vehicles	2mon
03S417	MAMW	0.21	Road Open to All Vehicles	2mon
03S418	MAMW	0.07	Road Open to All Vehicles	2mon
03S419	MAMW	0.13	Road Open to All Vehicles	2mon
03S420	MAMW	0.12	Road Open to All Vehicles	2mon
03S421	MAMW	0.20	Road Open to All Vehicles	2mon
03S422	MAMW	0.22	Road Open to All Vehicles	2mon
03S423	MAMW	0.21	Road Open to All Vehicles	2mon
03S424	MAMW	0.81	Road Open to All Vehicles	
03S425	MAMW	0.10	Road Open to All Vehicles	2mon
03S426	MAMW	0.10	Road Open to All Vehicles	
03S427	MAMW	0.12	Road Open to All Vehicles	
03S428	MAMW	0.11	Road Open to All Vehicles	
03S501	MAMW	0.14	Road Open to All Vehicles	
03S502	MAMW	0.15	Road Open to All Vehicles	
03S561	MAMW	0.48	Road Open to All Vehicles	2mon
03S631	MAMW	0.10	Road Open to All Vehicles	
04S100	MAMW	0.15	Trail Open to All Trail Vehicles	
04S100	MAMW	0.49	Trail Open to All Trail Vehicles After Mitigation	1rm
04S101	MAMW	0.07	Trail Open to All Trail Vehicles After Mitigation	04S100
04S106	MAMW	0.26	Trail Open to All Trail Vehicles	
04S107	MAMW	0.09	Trail Open to All Trail Vehicles	
04S111	MAMW	0.45	Road Open to All Vehicles	
04S112	MAMW	0.11	Road Open to All Vehicles	
04S113	MAMW	0.21	Road Open to All Vehicles	
04S114	MAMW	0.51	Road Open to All Vehicles	2mon
04S115	MAMW	0.16	Road Open to All Vehicles	2mon
04S116	MAMW	0.10	Road Open to All Vehicles	2b
04S117	MAMW	0.07	Road Open to All Vehicles	
04S118	MAMW	0.03	Road Open to All Vehicles	
04S119	MAMW	0.20	Road Open to All Vehicles	
04S122	MAMW	0.48	Road Open to All Vehicles	
04S123	MAMW	0.07	Road Open to All Vehicles	
04S124	MAMW	0.05	Road Open to All Vehicles	2b
04S133	MAMW	0.32	Trail Open to All Trail Vehicles	2b,2cr,2rm
04S134	MAMW	0.13	Trail Open to All Trail Vehicles	2b,2mon
04S135	MAMW	0.04	Trail Open to All Trail Vehicles	2mon
04S136	MAMW	0.27	Road Open to All Vehicles	

**Record of Decision- August 2009**

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
04S137	MAMW	0.49	Road Open to All Vehicles	
04S139	MAMW	0.56	Road Open to All Vehicles	
04S140	MAMW	2.55	Road Open to All Vehicles	2mon
04S141	MAMW	0.35	Road Open to All Vehicles	
04S142	MAMW	0.57	Trail Open to All Trail Vehicles	
04S143	MAMW	0.29	Trail Open to All Trail Vehicles	
04S145	MAMW	0.79	Trail Open to All Trail Vehicles	
04S147	MAMW	0.26	Road Open to All Vehicles	
04S148	MAMW	0.37	Road Open to All Vehicles	
04S149	MAMW	1.82	Road Open to All Vehicles	
04S150	MAMW	0.52	Road Open to All Vehicles	
04S150	MAMW	0.02	Road Open to All Vehicles	
04S151	MAMW	0.03	Road Open to All Vehicles	
04S152	MAMW	0.96	Road Open to All Vehicles	
04S153	MAMW	0.06	Road Open to All Vehicles	
04S154	MAMW	0.13	Road Open to All Vehicles	
04S155	MAMW	0.06	Road Open to All Vehicles	
04S156	MAMW	0.88	Trail Open to All Trail Vehicles	
04S158	MAMW	0.50	Road Open to All Vehicles	
04S158	MAMW	0.02	Road Open to All Vehicles	
04S160	MAMW	0.07	Road Open to All Vehicles	
04S161	MAMW	0.06	Road Open to All Vehicles	
04S163	MAMW	0.11	Road Open to All Vehicles	
04S165	MAMW	0.11	Road Open to All Vehicles	
04S167	MAMW	0.10	Road Open to All Vehicles	
04S168	MAMW	0.21	Road Open to All Vehicles	
04S169	MAMW	0.36	Road Open to All Vehicles	2b, 2s
04S172	MAMW	0.23	Road Open to All Vehicles	
04S173	MAMW	0.14	Road Open to All Vehicles	
04S174	MAMW	0.07	Road Open to All Vehicles	2mon
04S175	MAMW	0.29	Road Open to All Vehicles	
04S176	MAMW	0.02	Road Open to All Vehicles	
04S177	MAMW	0.01	Road Open to All Vehicles	
04S178	MAMW	0.02	Road Open to All Vehicles	
04S179	MAMW	0.14	Road Open to All Vehicles	2mon
04S180	MAMW	0.64	Road Open to All Vehicles	2mon
04S181	MAMW	0.20	Road Open to All Vehicles	
04S182	MAMW	0.21	Road Open to All Vehicles	
04S184	MAMW	0.04	Road Open to All Vehicles	
04S325	MAMW	1.05	Road Open to All Vehicles	
N1009	MAMW	0.11	Road Open to All Vehicles	
N1012	MAMW	0.22	Road Open to All Vehicles	
N1015	MAMW	0.11	Road Open to All Vehicles	
N1016	MAMW	0.11	Road Open to All Vehicles	
N1017	MAMW	0.06	Road Open to All Vehicles	
N1022	MAMW	0.11	Road Open to All Vehicles	
N1024	MAMW	0.41	Road Open to All Vehicles	
N1025	MAMW	0.22	Road Open to All Vehicles	
N1027	MAMW	0.68	Road Open to All Vehicles	
N1029	MAMW	0.30	Road Open to All Vehicles	
N1030	MAMW	0.13	Road Open to All Vehicles	
N1031	MAMW	0.20	Road Open to All Vehicles	
N1032	MAMW	0.33	Road Open to All Vehicles	
N1043	MAMW	0.05	Road Open to All Vehicles	
N1044	MAMW	0.08	Road Open to All Vehicles	
N1045	MAMW	0.04	Road Open to All Vehicles	
N1046	MAMW	0.03	Road Open to All Vehicles	
N1058	MAMW	0.31	Road Open to All Vehicles	
N1066	MAMW	0.08	Road Open to All Vehicles	
N1075	MAMW	0.43	Road Open to All Vehicles	
N1076	MAMW	0.46	Road Open to All Vehicles	
N1077	MAMW	0.11	Road Open to All Vehicles	
N1078	MAMW	0.05	Road Open to All Vehicles	



# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1079	MAMW	0.20	Road Open to All Vehicles	2drg
N1083	MAMW	0.04	Road Open to All Vehicles	
N1086	MAMW	0.21	Road Open to All Vehicles	
N1102	MAMW	0.11	Road Open to All Vehicles	2mon
N1103	MAMW	0.19	Road Open to All Vehicles	2mon
N1109	MAMW	0.08	Road Open to All Vehicles	2mon
N1110	MAMW	0.08	Road Open to All Vehicles	2mon
N1117	MAMW	0.29	Road Open to All Vehicles	
N1118	MAMW	0.08	Road Open to All Vehicles	
N1120	MAMW	0.04	Road Open to All Vehicles	2mon
N1144	MAMW	0.06	Road Open to All Vehicles	2mon
N1147	MAMW	0.11	Road Open to All Vehicles	
N1148	MAMW	0.01	Road Open to All Vehicles	
N1149	MAMW	0.09	Road Open to All Vehicles	
N1168	MAMW	0.06	Road Open to All Vehicles	
N1169	MAMW	0.04	Road Open to All Vehicles	
N1170	MAMW	0.02	Road Open to All Vehicles	
N1175	MAMW	0.05	Road Open to All Vehicles	
N1176	MAMW	0.02	Road Open to All Vehicles	2mon
N1177	MAMW	0.06	Road Open to All Vehicles	2mon
N1178	MAMW	0.06	Road Open to All Vehicles	
N1182	MAMW	0.27	Road Open to All Vehicles	2s
N1182	MAMW	2.34	Trail Open to Vehicles 50" or less	2mon
N1182	MAMW	0.56	Trail Open to Vehicles 50" or less	2s
N1183	MAMW	0.02	Road Open to All Vehicles	
N1184	MAMW	0.09	Road Open to All Vehicles	2mon
N1184	MAMW	0.54	Road Open to All Vehicles	
N1185	MAMW	0.14	Road Open to All Vehicles	
N1195	MAMW	0.05	Road Open to All Vehicles	
N1196	MAMW	0.04	Road Open to All Vehicles	
N1217	MAMW	0.22	Trail Open to Vehicles 50" or less	2mon
N1218	MAMW	0.17	Trail Open to Vehicles 50" or less	
N1220	MAMW	0.24	Trail Open to Vehicles 50" or less	2mon
N1255	MAMW	0.22	Trail Open to All Trail Vehicles	
N1290	MAMW	2.21	Road Open to All Vehicles	
N1477	MAMW	0.45	Trail Open to All Trail Vehicles	
N1479	MAMW	0.70	Road Open to All Vehicles	
N2582	MAMW	0.12	Road Open to All Vehicles	
N2594	MAMW	0.03	Road Open to All Vehicles	2mon
N2599	MAMW	0.05	Trail Open to Vehicles 50" or less	2mon
N2600	MAMW	0.03	Trail Open to Vehicles 50" or less	2mon
N2607	MAMW	0.10	Road Open to All Vehicles	
N2624	MAMW	0.04	Road Open to All Vehicles	
N2793	MAMW	0.05	Road Open to All Vehicles	
N2806	MAMW	0.06	Road Open to All Vehicles	
N2808	MAMW	0.02	Road Open to All Vehicles	
N2809	MAMW	0.11	Road Open to All Vehicles	
N2810	MAMW	0.07	Road Open to All Vehicles	
N2811	MAMW	0.03	Road Open to All Vehicles	
N2818	MAMW	0.02	Road Open to All Vehicles	
N2823	MAMW	0.04	Road Open to All Vehicles	2mon
N2839	MAMW	0.08	Road Open to All Vehicles	
N2845	MAMW	0.57	Road Open to All Vehicles	
N2915	MAMW	0.06	Road Open to All Vehicles	2mon
N2916	MAMW	0.04	Road Open to All Vehicles	2mon
N2917	MAMW	0.01	Road Open to All Vehicles	2mon
N2918	MAMW	0.04	Road Open to All Vehicles	
N2919	MAMW	0.09	Road Open to All Vehicles	
N3000	MAMW	0.06	Road Open to All Vehicles	2drg
N3005	MAMW	0.09	Road Open to All Vehicles	2drg
N3025	MAMW	0.21	Road Open to All Vehicles	
N3026	MAMW	0.08	Road Open to All Vehicles	
N3038	MAMW	0.07	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N3769	MAMW	0.05	Road Open to All Vehicles	
N439	MAMW	0.03	Road Open to All Vehicles	2mon
N441	MAMW	0.04	Road Open to All Vehicles	2mon
N442	MAMW	0.20	Road Open to All Vehicles	2mon
N443	MAMW	0.21	Road Open to All Vehicles	2mon
N444	MAMW	0.10	Road Open to All Vehicles	2mon
N445	MAMW	0.05	Road Open to All Vehicles	2mon
N446	MAMW	0.07	Road Open to All Vehicles	2mon
N447	MAMW	0.08	Road Open to All Vehicles	2mon
N449	MAMW	0.06	Road Open to All Vehicles	2mon
N450	MAMW	0.09	Road Open to All Vehicles	2mon
N451	MAMW	0.04	Road Open to All Vehicles	2mon
N452	MAMW	0.02	Road Open to All Vehicles	2mon
N456	MAMW	0.04	Road Open to All Vehicles	
N465	MAMW	0.10	Road Open to All Vehicles	
N469	MAMW	0.09	Road Open to All Vehicles	2s
N471	MAMW	0.10	Road Open to All Vehicles	
N5000	MAMW	0.27	Road Open to All Vehicles	
N5001	MAMW	0.08	Trail Open to All Trail Vehicles	2mon
N5002	MAMW	0.17	Road Open to All Vehicles	2drg, 2h
N5003	MAMW	0.17	Road Open to All Vehicles	
N5011	MAMW	0.08	Road Open to All Vehicles	
N5014	MAMW	0.04	Road Open to All Vehicles	
N670	MAMW	0.04	Road Open to All Vehicles	
N671	MAMW	0.01	Road Open to All Vehicles	
N678	MAMW	0.50	Road Open to All Vehicles	2drg
N689	MAMW	0.09	Road Open to All Vehicles	2drg
N689	MAMW	0.27	Road Open to All Vehicles	
N759	MAMW	0.08	Road Open to All Vehicles	
N764	MAMW	0.04	Road Open to All Vehicles	2drg
N765	MAMW	0.01	Road Open to All Vehicles	2drg
N765	MAMW	0.11	Road Open to All Vehicles	
N766	MAMW	0.02	Road Open to All Vehicles	2drg
N767	MAMW	0.01	Road Open to All Vehicles	2drg
N768	MAMW	0.03	Road Open to All Vehicles	2drg
N769	MAMW	0.09	Road Open to All Vehicles	
N770	MAMW	0.02	Road Open to All Vehicles	
N779	MAMW	0.02	Road Open to All Vehicles	
N780	MAMW	0.30	Road Open to All Vehicles	2drg,2s
N784	MAMW	0.03	Road Open to All Vehicles	
N787	MAMW	0.11	Road Open to All Vehicles	
N788	MAMW	0.08	Road Open to All Vehicles	2drg
N790	MAMW	0.03	Road Open to All Vehicles	2drg
N798	MAMW	0.02	Road Open to All Vehicles	
N801	MAMW	0.42	Road Open to All Vehicles	
N811	MAMW	0.05	Road Open to All Vehicles	
N812	MAMW	0.04	Road Open to All Vehicles	
N835	MAMW	0.39	Road Open to All Vehicles	
N838	MAMW	0.13	Road Open to All Vehicles	
N839	MAMW	0.28	Road Open to All Vehicles	
N841	MAMW	0.30	Road Open to All Vehicles	
N842	MAMW	0.44	Road Open to All Vehicles	
N843	MAMW	0.20	Road Open to All Vehicles	
N844	MAMW	0.03	Road Open to All Vehicles	
N847	MAMW	0.12	Road Open to All Vehicles	
N850	MAMW	0.04	Road Open to All Vehicles	
N851	MAMW	0.12	Road Open to All Vehicles	
N852	MAMW	0.25	Road Open to All Vehicles	2mon
N854	MAMW	0.06	Road Open to All Vehicles	
N855	MAMW	0.26	Road Open to All Vehicles	
N856	MAMW	0.95	Road Open to All Vehicles	
N857	MAMW	0.80	Road Open to All Vehicles	
N863	MAMW	0.03	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N866	MAMW	0.15	Road Open to All Vehicles	
N867	MAMW	0.06	Road Open to All Vehicles	
N886	MAMW	0.31	Road Open to All Vehicles	
N888	MAMW	0.14	Road Open to All Vehicles	
N889	MAMW	0.22	Road Open to All Vehicles	
N903	MAMW	0.10	Road Open to All Vehicles	
N904	MAMW	0.06	Road Open to All Vehicles	
N907	MAMW	0.10	Road Open to All Vehicles	
N910	MAMW	0.04	Road Open to All Vehicles	
N916	MAMW	0.11	Road Open to All Vehicles	
N917	MAMW	0.03	Road Open to All Vehicles	
N956	MAMW	0.14	Road Open to All Vehicles	
N957	MAMW	0.06	Road Open to All Vehicles	
N959	MAMW	0.06	Road Open to All Vehicles	
N982	MAMW	0.17	Road Open to All Vehicles	
N982	MAMW	0.08	Trail Open to Vehicles 50" or less	
01N100	MLJL	0.54	Trail Open to All Trail Vehicles	2sc-11-7
01N102	MLJL	0.68	Road Open to All Vehicles	
01N103	MLJL	1.69	Road Open to All Vehicles	
01N104	MLJL	0.25	Road Open to All Vehicles	
01N109	MLJL	0.13	Road Open to All Vehicles	
01N112	MLJL	0.16	Road Open to All Vehicles	
01N113	MLJL	0.39	Road Open to All Vehicles	
01N114	MLJL	0.32	Road Open to All Vehicles	
01N116	MLJL	0.50	Road Open to All Vehicles	
01N117	MLJL	0.24	Road Open to All Vehicles	
01N118	MLJL	0.05	Road Open to All Vehicles	
01N119	MLJL	0.47	Road Open to All Vehicles After Mitigation	01N119
01N119	MLJL	0.64	Road Open to All Vehicles After Mitigation	1h,1rm
01N120	MLJL	0.78	Road Open to All Vehicles	
01N121	MLJL	0.13	Road Open to All Vehicles	
01N124	MLJL	0.13	Road Open to All Vehicles	
01N125	MLJL	0.22	Road Open to All Vehicles	
01N126	MLJL	0.08	Road Open to All Vehicles	
01N127	MLJL	1.02	Road Open to All Vehicles	2drg
01N127	MLJL	0.14	Road Open to All Vehicles	
01N128	MLJL	0.09	Road Open to All Vehicles	
01N129	MLJL	1.01	Trail Open to All Trail Vehicles	
01N129	MLJL	0.15	Trail Open to All Trail Vehicles	
01N146	MLJL	0.15	Road Open to All Vehicles	2s
01N318	MLJL	0.06	Road Open to All Vehicles	
01N319	MLJL	0.02	Road Open to All Vehicles	
01N322	MLJL	0.41	Road Open to All Vehicles	
01N332	MLJL	0.14	Road Open to All Vehicles	
01S101	MLJL	2.42	Road Open to All Vehicles	
01S102	MLJL	0.26	Road Open to All Vehicles	
01S105	MLJL	0.17	Road Open to All Vehicles	
01S108	MLJL	1.53	Road Open to All Vehicles	
01S109	MLJL	0.18	Road Open to All Vehicles	
01S110	MLJL	0.03	Road Open to All Vehicles	
01S113	MLJL	0.20	Road Open to All Vehicles	
01S114	MLJL	0.16	Road Open to All Vehicles	
01S115	MLJL	0.04	Road Open to All Vehicles	
01S116	MLJL	0.63	Road Open to All Vehicles	
01S118	MLJL	0.31	Road Open to All Vehicles	
01S119	MLJL	2.42	Road Open to All Vehicles	
01S120	MLJL	0.58	Road Open to All Vehicles	
01S121	MLJL	0.28	Road Open to All Vehicles	
01S122	MLJL	0.65	Road Open to All Vehicles	
01S123	MLJL	0.10	Road Open to All Vehicles	
01S124	MLJL	0.04	Road Open to All Vehicles	
01S125	MLJL	0.28	Road Open to All Vehicles	
01S126	MLJL	0.09	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
01S128	MLJL	0.13	Road Open to All Vehicles	
01S129	MLJL	0.57	Road Open to All Vehicles	
01S132	MLJL	0.02	Road Open to All Vehicles	
01S133	MLJL	0.30	Road Open to All Vehicles	
01S136	MLJL	0.03	Road Open to All Vehicles	
01S138	MLJL	0.06	Road Open to All Vehicles	
01S139	MLJL	0.03	Road Open to All Vehicles	
01S140	MLJL	0.12	Road Open to All Vehicles	
01S143	MLJL	0.51	Road Open to All Vehicles	
01S147	MLJL	0.11	Road Open to All Vehicles	
01S148	MLJL	0.13	Road Open to All Vehicles	2s
01S149	MLJL	0.28	Road Open to All Vehicles	2s
01S150	MLJL	0.23	Road Open to All Vehicles	2s
01S151	MLJL	0.26	Road Open to All Vehicles	2s
01S160	MLJL	1.05	Road Open to All Vehicles	2s
01S162	MLJL	0.05	Road Open to All Vehicles	
01S163	MLJL	0.20	Road Open to All Vehicles	
01S164	MLJL	0.39	Road Open to All Vehicles	
01S212	MLJL	0.05	Road Open to All Vehicles	
01S213	MLJL	0.36	Road Open to All Vehicles	
01S216	MLJL	1.07	Road Open to All Vehicles	
01S219	MLJL	0.51	Road Open to All Vehicles	
01S220	MLJL	0.06	Road Open to All Vehicles	
01S259	MLJL	0.12	Road Open to All Vehicles	
01S285	MLJL	0.29	Road Open to All Vehicles	
01S339	MLJL	0.23	Road Open to All Vehicles	2mon
01S539	MLJL	0.39	Road Open to All Vehicles	
02N102	MLJL	0.12	Road Open to All Vehicles	
02N103	MLJL	0.09	Road Open to All Vehicles	
02N104	MLJL	0.35	Road Open to All Vehicles	
02N105	MLJL	0.12	Road Open to All Vehicles	
02N106	MLJL	0.03	Road Open to All Vehicles	
02N108	MLJL	0.10	Road Open to All Vehicles	
02N110	MLJL	1.03	Road Open to All Vehicles	
02N111	MLJL	0.07	Road Open to All Vehicles	
02N112	MLJL	0.89	Road Open to All Vehicles	
02N113	MLJL	0.35	Road Open to All Vehicles	
02N114	MLJL	1.22	Road Open to All Vehicles	
02N115	MLJL	0.60	Road Open to All Vehicles	
02N117	MLJL	0.15	Road Open to All Vehicles	
02N118	MLJL	0.65	Road Open to All Vehicles	
02N119	MLJL	0.11	Road Open to All Vehicles	
02N132	MLJL	0.41	Road Open to All Vehicles	
02N133	MLJL	0.27	Road Open to All Vehicles	
02N134	MLJL	0.25	Road Open to All Vehicles	
02N135	MLJL	1.57	Trail Open to All Trail Vehicles	2mon, 2scg-11-7
02N135	MLJL	0.68	Trail Open to All Trail Vehicles	2sc-11-7
02N135	MLJL	0.43	Trail Open to All Trail Vehicles	
02S104	MLJL	0.03	Road Open to All Vehicles	
02S105	MLJL	0.06	Road Open to All Vehicles	
02S106	MLJL	0.28	Road Open to All Vehicles	
02S107	MLJL	0.05	Road Open to All Vehicles	
02S108	MLJL	0.04	Road Open to All Vehicles	
02S109	MLJL	0.11	Road Open to All Vehicles	
02S110	MLJL	0.06	Road Open to All Vehicles	
02S111	MLJL	0.11	Road Open to All Vehicles After Mitigation	1b
02S112	MLJL	0.09	Road Open to All Vehicles	
02S113	MLJL	0.19	Road Open to All Vehicles	
02S114	MLJL	0.35	Road Open to All Vehicles	
02S115	MLJL	0.06	Road Open to All Vehicles	
02S116	MLJL	0.10	Road Open to All Vehicles	
02S118	MLJL	0.21	Road Open to All Vehicles	
02S127	MLJL	0.22	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
02S128	MLJL	0.24	Road Open to All Vehicles	
02S129	MLJL	0.42	Road Open to All Vehicles	
02S130	MLJL	0.02	Road Open to All Vehicles	
02S134	MLJL	0.13	Road Open to All Vehicles	
02S621	MLJL	0.12	Road Open to All Vehicles	
03N100	MLJL	0.81	Road Open to All Vehicles	
03N106	MLJL	0.25	Road Open to All Vehicles	
N10	MLJL	0.07	Road Open to All Vehicles	
N117	MLJL	0.04	Road Open to All Vehicles	
N123	MLJL	0.04	Road Open to All Vehicles	
N124	MLJL	0.45	Road Open to All Vehicles	2h
N131	MLJL	0.04	Road Open to All Vehicles	
N135	MLJL	0.07	Road Open to All Vehicles	
N136	MLJL	0.04	Road Open to All Vehicles	
N137	MLJL	0.02	Road Open to All Vehicles	
N144	MLJL	0.02	Road Open to All Vehicles	
N145	MLJL	0.08	Road Open to All Vehicles	
N146	MLJL	0.23	Road Open to All Vehicles	
N156	MLJL	0.01	Road Open to All Vehicles	
N2	MLJL	0.62	Road Open to All Vehicles	
N20	MLJL	0.12	Road Open to All Vehicles	
N20	MLJL	0.02	Road Open to All Vehicles	
N242	MLJL	0.11	Road Open to All Vehicles	
N243	MLJL	0.06	Road Open to All Vehicles	
N247	MLJL	0.04	Road Open to All Vehicles	
N252	MLJL	0.03	Road Open to All Vehicles	
N253	MLJL	0.01	Road Open to All Vehicles	
N254	MLJL	0.05	Road Open to All Vehicles	
N255	MLJL	0.04	Road Open to All Vehicles	
N256	MLJL	0.08	Road Open to All Vehicles	
N261	MLJL	0.01	Road Open to All Vehicles	
N262	MLJL	0.23	Road Open to All Vehicles	
N263	MLJL	0.01	Road Open to All Vehicles	
N264	MLJL	0.04	Road Open to All Vehicles	
N266	MLJL	0.05	Road Open to All Vehicles	
N2735	MLJL	0.01	Road Open to All Vehicles	2mon
N2747	MLJL	0.05	Road Open to All Vehicles	
N2748	MLJL	0.07	Road Open to All Vehicles	
N282	MLJL	0.04	Road Open to All Vehicles	
N283	MLJL	0.48	Road Open to All Vehicles	
N2835	MLJL	0.04	Road Open to All Vehicles	
N2836	MLJL	0.06	Road Open to All Vehicles	
N286	MLJL	0.25	Road Open to All Vehicles	
N291	MLJL	0.01	Road Open to All Vehicles	
N298	MLJL	0.13	Road Open to All Vehicles	
N299	MLJL	0.11	Road Open to All Vehicles	
N3	MLJL	0.03	Road Open to All Vehicles	
N300	MLJL	0.06	Road Open to All Vehicles	
N305	MLJL	0.09	Road Open to All Vehicles	
N330	MLJL	0.04	Road Open to All Vehicles	
N331	MLJL	0.11	Road Open to All Vehicles	
N333	MLJL	0.18	Road Open to All Vehicles	
N335	MLJL	0.03	Road Open to All Vehicles	2mon
N338	MLJL	0.27	Road Open to All Vehicles	
N339	MLJL	0.09	Road Open to All Vehicles	
N340	MLJL	0.01	Road Open to All Vehicles	
N347	MLJL	0.08	Road Open to All Vehicles	
N348	MLJL	0.10	Road Open to All Vehicles	
N351	MLJL	0.18	Road Open to All Vehicles	
N352	MLJL	0.04	Road Open to All Vehicles	
N353	MLJL	0.19	Road Open to All Vehicles	
N354	MLJL	0.48	Road Open to All Vehicles	
N356	MLJL	0.14	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N360	MLJL	0.19	Road Open to All Vehicles	2s
N363	MLJL	0.01	Road Open to All Vehicles	
N364	MLJL	0.03	Road Open to All Vehicles	2mon
N370	MLJL	0.01	Road Open to All Vehicles	
N4	MLJL	0.06	Road Open to All Vehicles	
N52	MLJL	0.07	Road Open to All Vehicles	
N55	MLJL	0.03	Road Open to All Vehicles	
N56	MLJL	0.10	Road Open to All Vehicles	
N57	MLJL	0.07	Road Open to All Vehicles	
N58	MLJL	0.14	Road Open to All Vehicles	
N59	MLJL	0.05	Road Open to All Vehicles	
N62	MLJL	0.04	Road Open to All Vehicles	
N64	MLJL	0.03	Road Open to All Vehicles	
N65	MLJL	0.14	Road Open to All Vehicles	
N67	MLJL	0.02	Road Open to All Vehicles	
N69	MLJL	0.24	Road Open to All Vehicles	
N71	MLJL	0.18	Road Open to All Vehicles	
N72	MLJL	0.10	Road Open to All Vehicles	
N73	MLJL	0.05	Road Open to All Vehicles	
N74	MLJL	0.04	Road Open to All Vehicles	
N75	MLJL	0.37	Road Open to All Vehicles	
N76	MLJL	0.01	Road Open to All Vehicles	
N77	MLJL	0.01	Road Open to All Vehicles	
N78	MLJL	0.09	Road Open to All Vehicles	
N79	MLJL	0.12	Road Open to All Vehicles	
N80	MLJL	0.04	Road Open to All Vehicles	
N81	MLJL	0.11	Road Open to All Vehicles	
N88	MLJL	0.15	Road Open to All Vehicles	
N92	MLJL	0.03	Road Open to All Vehicles	
N2474	MONA	0.04	Road Open to All Vehicles	2mon
01N167	PIZO	0.35	Road Open to All Vehicles	2drg,2mon
01N168	PIZO	0.07	Road Open to All Vehicles	2mon
01N172	PIZO	0.34	Trail Open to All Trail Vehicles	2h
01N173	PIZO	0.39	Road Open to All Vehicles	
01N174	PIZO	0.86	Road Open to All Vehicles	
01N176	PIZO	0.25	Road Open to All Vehicles	
01N177	PIZO	0.86	Trail Open to All Trail Vehicles	
01N178	PIZO	1.66	Trail Open to All Trail Vehicles	
01N179	PIZO	0.24	Trail Open to All Trail Vehicles	
01N180	PIZO	0.08	Road Open to All Vehicles	
01N181	PIZO	1.67	Road Open to All Vehicles	dm-7-1
01N182	PIZO	2.60	Road Open to All Vehicles After Mitigation	1b, dm-7-1
01N183	PIZO	0.48	Trail Open to Vehicles 50" or less	
01N184	PIZO	0.52	Road Open to All Vehicles	
01N185	PIZO	0.71	Road Open to All Vehicles After Mitigation	1s, dm-7-1
01N185	PIZO	0.54	Road Open to All Vehicles	2mon, dm-7-1
01N185	PIZO	0.03	Road Open to All Vehicles	dm-7-1
01N186	PIZO	0.46	Road Open to All Vehicles	
01N187	PIZO	3.40	Road Open to All Vehicles	2s, 2mon
01N188	PIZO	2.36	Trail Open to All Trail Vehicles	
01N189	PIZO	0.56	Road Open to All Vehicles	
01N190	PIZO	0.22	Road Open to All Vehicles	
01N191	PIZO	0.37	Road Open to All Vehicles	
01N192	PIZO	0.82	Road Open to All Vehicles	
01N193	PIZO	0.03	Road Open to All Vehicles	
01N195	PIZO	0.10	Road Open to All Vehicles	
01N196	PIZO	1.93	Road Open to All Vehicles	2w
01N197	PIZO	0.24	Road Open to All Vehicles	
01N198	PIZO	0.40	Road Open to All Vehicles	2w
01N199	PIZO	0.78	Road Open to All Vehicles	
01N200	PIZO	0.54	Road Open to All Vehicles	
01N201	PIZO	0.27	Road Open to All Vehicles	
01N202	PIZO	0.11	Road Open to All Vehicles	

**Record of Decision- August 2009**

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
01N203	PIZO	0.09	Road Open to All Vehicles	
01N204	PIZO	1.07	Road Open to All Vehicles	
01N205	PIZO	0.01	Road Open to All Vehicles	
01N206	PIZO	1.40	Road Open to All Vehicles	
01N207	PIZO	0.39	Road Open to All Vehicles	
01N208	PIZO	1.92	Road Open to All Vehicles	
01N209	PIZO	0.78	Road Open to All Vehicles	
01N210	PIZO	0.42	Road Open to All Vehicles	
01N211	PIZO	0.43	Road Open to All Vehicles	
01N212	PIZO	0.15	Road Open to All Vehicles	
01N213	PIZO	1.32	Road Open to All Vehicles	
01N218	PIZO	0.28	Road Open to All Vehicles	
01N220	PIZO	2.71	Road Open to All Vehicles	
01N221	PIZO	0.53	Road Open to All Vehicles	
01N222	PIZO	0.41	Road Open to All Vehicles	
01N223	PIZO	0.16	Road Open to All Vehicles	
01N224	PIZO	0.34	Road Open to All Vehicles	
01N225	PIZO	0.04	Road Open to All Vehicles	
01N226	PIZO	0.30	Road Open to All Vehicles	
01N227	PIZO	0.27	Road Open to All Vehicles	
01N228	PIZO	0.17	Road Open to All Vehicles	
01N229	PIZO	0.08	Road Open to All Vehicles	
01N230	PIZO	0.04	Road Open to All Vehicles	
01N334	PIZO	0.42	Road Open to All Vehicles	
01N335	PIZO	0.35	Road Open to All Vehicles	
01N338	PIZO	0.09	Road Open to All Vehicles	
01n346	PIZO	1.30	Road Open to All Vehicles	
01n347	PIZO	0.98	Road Open to All Vehicles	
01n355	PIZO	0.35	Road Open to All Vehicles	
02N123	PIZO	0.29	Road Open to All Vehicles	
02N137	PIZO	0.90	Road Open to All Vehicles	
02N138	PIZO	0.10	Road Open to All Vehicles	
02n142	PIZO	0.95	Road Open to All Vehicles	
02n143	PIZO	0.76	Road Open to All Vehicles	
02n143	PIZO	0.02	Road Open to All Vehicles	
02n144	PIZO	0.50	Road Open to All Vehicles	
03N101	PIZO	0.34	Road Open to All Vehicles	
03N102	PIZO	1.07	Road Open to All Vehicles	
03N103	PIZO	0.31	Road Open to All Vehicles	
03N103	PIZO	0.12	Trail Open to All Trail Vehicles	
03N104	PIZO	0.06	Road Open to All Vehicles	
03N105	PIZO	0.21	Road Open to All Vehicles	
07S155	PIZO	1.84	Road Open to All Vehicles	2w
N214	PIZO	0.11	Road Open to All Vehicles	
N215	PIZO	0.08	Road Open to All Vehicles	
N216	PIZO	0.14	Road Open to All Vehicles	
N222	PIZO	0.05	Road Open to All Vehicles	
N24	PIZO	0.03	Road Open to All Vehicles	
N25	PIZO	0.06	Road Open to All Vehicles	
N3051	PIZO	0.03	Road Open to All Vehicles	
N3052	PIZO	0.12	Trail Open to All Trail Vehicles	
N3053	PIZO	0.13	Trail Open to All Trail Vehicles	
N3054	PIZO	0.04	Road Open to All Vehicles After Mitigation	1s
N3056	PIZO	0.13	Trail Open to All Trail Vehicles	
N3062	PIZO	0.02	Road Open to All Vehicles	
N3066	PIZO	0.45	Road Open to All Vehicles	
N3067	PIZO	0.03	Road Open to All Vehicles	
N5047	PIZO	1.44	Road Open to All Vehicles	
N5049	PIZO	0.48	Road Open to All Vehicles	
09S137	SSEM	0.44	Road Open to All Vehicles	
09S138	SSEM	0.16	Road Open to All Vehicles	
10S100	SSEM	0.24	Road Open to All Vehicles	
10S101	SSEM	0.61	Road Open to All Vehicles	

# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
10S102	SSEM	0.44	Road Open to All Vehicles	
10S103	SSEM	0.15	Road Open to All Vehicles	
10S104	SSEM	0.33	Road Open to All Vehicles	
10S106	SSEM	0.07	Road Open to All Vehicles	
10S109	SSEM	0.17	Trail Open to All Trail Vehicles	
10S110	SSEM	0.56	Trail Open to All Trail Vehicles	
10S111	SSEM	0.01	Trail Open to All Trail Vehicles	
10S112	SSEM	0.19	Trail Open to All Trail Vehicles	
10S113	SSEM	0.26	Trail Open to All Trail Vehicles	
10S114	SSEM	0.22	Trail Open to All Trail Vehicles	
10S116	SSEM	0.13	Trail Open to All Trail Vehicles	
10S117	SSEM	0.13	Trail Open to All Trail Vehicles	
11S100	SSEM	1.02	Road Open to All Vehicles	
11S101	SSEM	0.74	Road Open to All Vehicles	
11S103	SSEM	0.09	Road Open to All Vehicles	
11S114	SSEM	0.59	Road Open to All Vehicles	
11S115	SSEM	0.16	Road Open to All Vehicles	
11S116	SSEM	0.23	Road Open to All Vehicles	
11S118	SSEM	0.17	Road Open to All Vehicles	
11S122	SSEM	0.25	Trail Open to All Trail Vehicles	2mon, 2scg-11-5
11S145	SSEM	0.18	Road Open to All Vehicles	
12S100	SSEM	0.26	Road Open to All Vehicles	
12S101	SSEM	0.41	Trail Open to All Trail Vehicles	
12S103	SSEM	0.60	Road Open to All Vehicles	
12S104	SSEM	0.09	Road Open to All Vehicles	
12S105	SSEM	0.13	Road Open to All Vehicles	
12S107	SSEM	0.55	Road Open to All Vehicles	
12S165	SSEM	0.10	Road Open to All Vehicles	
13S100	SSEM	1.11	Road Open to All Vehicles	
13S102	SSEM	0.17	Road Open to All Vehicles	
13S103	SSEM	0.09	Road Open to All Vehicles	
13S104	SSEM	0.08	Road Open to All Vehicles	
13S105	SSEM	0.37	Road Open to All Vehicles	
13S106	SSEM	0.10	Road Open to All Vehicles	
13S107	SSEM	0.36	Road Open to All Vehicles	
13S108	SSEM	0.06	Road Open to All Vehicles	
13S109	SSEM	0.10	Road Open to All Vehicles	
13S110	SSEM	0.84	Road Open to All Vehicles	
13S111	SSEM	0.32	Road Open to All Vehicles	
13S112	SSEM	0.20	Road Open to All Vehicles	
13S113	SSEM	0.05	Road Open to All Vehicles	
13S117	SSEM	0.65	Road Open to All Vehicles	
13S118	SSEM	0.25	Road Open to All Vehicles	
13S119	SSEM	0.16	Road Open to All Vehicles	
13S120	SSEM	0.04	Road Open to All Vehicles	
13S121	SSEM	0.03	Road Open to All Vehicles	
13S122	SSEM	0.02	Road Open to All Vehicles	
13S124	SSEM	0.05	Road Open to All Vehicles	
13S125	SSEM	0.07	Road Open to All Vehicles	
13S127	SSEM	0.22	Road Open to All Vehicles	
13S128	SSEM	0.04	Road Open to All Vehicles	
13S129	SSEM	0.12	Road Open to All Vehicles	
13S130	SSEM	0.03	Road Open to All Vehicles	
13S132	SSEM	0.02	Road Open to All Vehicles	
13S133	SSEM	0.10	Road Open to All Vehicles	
13S134	SSEM	0.10	Road Open to All Vehicles	
13S135	SSEM	0.03	Road Open to All Vehicles	
13S136	SSEM	0.02	Road Open to All Vehicles	
13S137	SSEM	0.15	Road Open to All Vehicles	
13S138	SSEM	0.91	Road Open to All Vehicles	
13S141	SSEM	0.69	Road Open to All Vehicles	
13S143	SSEM	1.00	Road Open to All Vehicles	2drg
13S144	SSEM	0.22	Road Open to All Vehicles	



# Record of Decision- August 2009

Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
13S158	SSEM	0.12	Road Open to All Vehicles	
13S159	SSEM	0.29	Road Open to All Vehicles	
13S161	SSEM	0.08	Road Open to All Vehicles	
15S101	SSEM	0.26	Road Open to All Vehicles	
15S104	SSEM	0.27	Road Open to All Vehicles	
15S105	SSEM	0.12	Road Open to All Vehicles	
15S106	SSEM	0.15	Road Open to All Vehicles	
15S107	SSEM	0.19	Road Open to All Vehicles	
15S109	SSEM	0.67	Road Open to All Vehicles	
15S110	SSEM	0.35	Road Open to All Vehicles	
15S111	SSEM	0.17	Road Open to All Vehicles	
15S112	SSEM	0.08	Road Open to All Vehicles	
15S113	SSEM	0.04	Road Open to All Vehicles	
15S114	SSEM	0.37	Road Open to All Vehicles	
17S100	SSEM	0.53	Road Open to All Vehicles	
17S101	SSEM	0.30	Road Open to All Vehicles	
17S102	SSEM	0.84	Road Open to All Vehicles	
17S103	SSEM	0.14	Road Open to All Vehicles	
17S103	SSEM	0.00	Road Open to All Vehicles	
17S104	SSEM	0.17	Road Open to All Vehicles	
17S105	SSEM	0.05	Road Open to All Vehicles	
19S101	SSEM	0.20	Road Open to All Vehicles	
19S103	SSEM	0.14	Road Open to All Vehicles	2cr
N2275	SSEM	1.06	Trail Open to All Trail Vehicles	
N2279	SSEM	0.96	Trail Open to All Trail Vehicles	
N2280	SSEM	0.24	Trail Open to All Trail Vehicles	
N2283	SSEM	0.05	Road Open to All Vehicles	
N2317	SSEM	0.41	Road Open to All Vehicles	
N2318	SSEM	0.47	Road Open to All Vehicles	
N2319	SSEM	0.54	Road Open to All Vehicles	
N2321	SSEM	0.14	Road Open to All Vehicles	2w,2cr
N2322	SSEM	0.10	Road Open to All Vehicles	2w,2cr
N2323	SSEM	0.02	Road Open to All Vehicles	
N2324	SSEM	0.05	Road Open to All Vehicles	
N2325	SSEM	0.03	Road Open to All Vehicles	
N2326	SSEM	0.07	Road Open to All Vehicles	
N2327	SSEM	0.06	Trail Open to All Trail Vehicles	
N2328	SSEM	0.09	Road Open to All Vehicles	
N2329	SSEM	0.04	Road Open to All Vehicles	
N2330	SSEM	0.01	Trail Open to All Trail Vehicles	2mon
N2331	SSEM	0.01	Trail Open to All Trail Vehicles	2mon, 2sc-11-5
N2332	SSEM	0.06	Road Open to All Vehicles	
N2389	SSEM	0.05	Road Open to All Vehicles	
N2390	SSEM	0.13	Road Open to All Vehicles	
N2397	SSEM	0.02	Road Open to All Vehicles	2cr
N2401	SSEM	0.25	Road Open to All Vehicles	
N2403	SSEM	0.17	Road Open to All Vehicles	
N2404	SSEM	0.04	Road Open to All Vehicles	
N2405	SSEM	0.04	Road Open to All Vehicles	
N2408	SSEM	0.11	Road Open to All Vehicles	
N2412	SSEM	0.28	Road Open to All Vehicles	
N2413	SSEM	0.17	Road Open to All Vehicles	
N2415	SSEM	0.16	Road Open to All Vehicles	
N2419	SSEM	0.02	Road Open to All Vehicles	
N2423	SSEM	0.11	Road Open to All Vehicles	
N2424	SSEM	0.04	Road Open to All Vehicles	
N2448	SSEM	1.12	Road Open to All Vehicles	2mon
N2449	SSEM	0.11	Road Open to All Vehicles	2mon
N2450	SSEM	0.05	Road Open to All Vehicles	2mon
N2451	SSEM	0.07	Road Open to All Vehicles	2mon
N2452	SSEM	0.02	Road Open to All Vehicles	2mon
N2453	SSEM	0.02	Road Open to All Vehicles	2mon
N2454	SSEM	0.01	Road Open to All Vehicles	2mon

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N2455	SSEM	0.02	Road Open to All Vehicles	2cr,2mon
N2463	SSEM	0.24	Road Open to All Vehicles	
N2711	SSEM	0.10	Road Open to All Vehicles	
N2972	SSEM	0.18	Road Open to All Vehicles	
N2982	SSEM	0.07	Road Open to All Vehicles	
01N231	WHMT	2.35	Road Open to All Vehicles	2s
01N232	WHMT	0.95	Road Open to All Vehicles	
01N233	WHMT	2.01	Road Open to All Vehicles	
01N234	WHMT	1.40	Road Open to All Vehicles	
01N236	WHMT	0.52	Road Open to All Vehicles	
01N239	WHMT	0.90	Road Open to All Vehicles	
01N240	WHMT	0.96	Road Open to All Vehicles	
01N241	WHMT	0.19	Road Open to All Vehicles	
01N242	WHMT	0.07	Road Open to All Vehicles	
01N243	WHMT	2.21	Road Open to All Vehicles	
01N244	WHMT	0.79	Road Open to All Vehicles	
01N245	WHMT	0.18	Road Open to All Vehicles	
01N247	WHMT	2.51	Road Open to All Vehicles	
01N248	WHMT	0.81	Road Open to All Vehicles	
01N249	WHMT	1.06	Road Open to All Vehicles	
01N250	WHMT	2.11	Road Open to All Vehicles	
01N251	WHMT	0.65	Road Open to All Vehicles	
01N252	WHMT	0.44	Road Open to All Vehicles	
01N254	WHMT	0.22	Road Open to All Vehicles	
01N255	WHMT	0.22	Road Open to All Vehicles	
01N256	WHMT	0.29	Road Open to All Vehicles	
01N259	WHMT	0.13	Road Open to All Vehicles	
01N260	WHMT	0.24	Road Open to All Vehicles	
01N261	WHMT	0.14	Road Open to All Vehicles	
01N262	WHMT	0.12	Road Open to All Vehicles	
01N263	WHMT	0.60	Road Open to All Vehicles	
01N264	WHMT	0.34	Road Open to All Vehicles	
01N281	WHMT	0.43	Road Open to All Vehicles	2mon, dm-7-1
01N282	WHMT	0.19	Road Open to All Vehicles	2mon
01N283	WHMT	0.47	Road Open to All Vehicles	
01N295	WHMT	0.15	Road Open to All Vehicles	
01N296	WHMT	0.04	Road Open to All Vehicles	
01N297	WHMT	0.49	Road Open to All Vehicles	
01N299	WHMT	0.44	Road Open to All Vehicles After Mitigation	1cr
01N299	WHMT	2.30	Road Open to All Vehicles After Mitigation	1s, 2mon
01N300	WHMT	0.10	Road Open to All Vehicles	
01N301	WHMT	0.02	Road Open to All Vehicles	
01N302	WHMT	0.04	Road Open to All Vehicles	
01N303	WHMT	0.02	Road Open to All Vehicles	
01N304	WHMT	0.20	Road Open to All Vehicles	
01N305	WHMT	0.34	Road Open to All Vehicles After Mitigation	1s
01N305	WHMT	0.00	Road Open to All Vehicles After Mitigation	01N135
01N306	WHMT	0.15	Road Open to All Vehicles After Mitigation	1s, 2mon
01N307	WHMT	0.87	Road Open to All Vehicles	
01N330	WHMT	1.22	Road Open to All Vehicles	
01N331	WHMT	0.22	Road Open to All Vehicles	
01N331	WHMT	0.86	Trail Open to All Trail Vehicles	
01N333	WHMT	0.63	Road Open to All Vehicles	
01n350	WHMT	0.43	Road Open to All Vehicles	
01n352	WHMT	0.09	Road Open to All Vehicles	
01n353	WHMT	0.30	Road Open to All Vehicles	
01S529	WHMT	0.13	Road Open to All Vehicles	
01S529	WHMT	0.01	Road Open to All Vehicles	
01S534	WHMT	0.08	Road Open to All Vehicles	
01S536	WHMT	0.14	Road Open to All Vehicles	2b, 2s, 2mon
05S135	WHMT	0.36	Road Open to All Vehicles	2cr
05S140	WHMT	0.26	Trail Open to All Trail Vehicles	
05S142	WHMT	0.01	Trail Open to All Trail Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
06S105	WHMT	0.18	Trail Open to All Trail Vehicles	
06S106	WHMT	0.06	Trail Open to All Trail Vehicles After Mitigation	06S106
06S106	WHMT	0.44	Trail Open to All Trail Vehicles After Mitigation	1h
06S108	WHMT	0.05	Trail Open to All Trail Vehicles After Mitigation	06S108
06S108	WHMT	0.21	Trail Open to All Trail Vehicles After Mitigation	1rm, 2cr
07S131	WHMT	1.21	Trail Open to All Trail Vehicles	
07S132	WHMT	1.54	Trail Open to All Trail Vehicles	
07S135	WHMT	0.89	Trail Open to Motorcycles Only	2drg
07S138	WHMT	0.10	Road Open to All Vehicles	
07S139	WHMT	0.89	Road Open to All Vehicles	
07S141	WHMT	0.81	Road Open to All Vehicles	2mon
07S145	WHMT	0.23	Road Open to All Vehicles	
07S147	WHMT	0.24	Road Open to All Vehicles	
07S148	WHMT	0.07	Trail Open to All Trail Vehicles	
07S153	WHMT	0.31	Road Open to All Vehicles	
07SM01	WHMT	0.96	Trail Open to Motorcycles Only	2mon
08S145	WHMT	0.03	Trail Open to Vehicles 50" or less	
08S149*	WHMT	0.96	*Trail Open to All Trail Vehicles after Mitigation	1b
08S149*	WHMT	0.30	*Trail Open to All Trail Vehicles	
08S150	WHMT	0.42	Road Open to All Vehicles	
08S151	WHMT	0.31	Road Open to All Vehicles	
08S172	WHMT	0.41	Trail Open to All Trail Vehicles	
08S173	WHMT	0.23	Trail Open to All Trail Vehicles	
08S197	WHMT	0.48	Trail Open to Vehicles 50" or less	
N1756	WHMT	0.02	Road Open to All Vehicles After Mitigation	1s
N1758	WHMT	1.62	Trail Open to All Trail Vehicles	
N1765	WHMT	0.05	Road Open to All Vehicles	
N1768	WHMT	0.36	Road Open to All Vehicles	
N1774	WHMT	0.04	Road Open to All Vehicles	
N1775	WHMT	0.10	Road Open to All Vehicles	
N1778	WHMT	0.15	Road Open to All Vehicles	
N1782	WHMT	0.44	Road Open to All Vehicles	
N1802	WHMT	0.04	Road Open to All Vehicles	
N1805	WHMT	0.07	Road Open to All Vehicles	
N1806	WHMT	1.03	Road Open to All Vehicles	
N1807	WHMT	0.23	Road Open to All Vehicles	
N1808	WHMT	0.40	Road Open to All Vehicles	
N1809	WHMT	0.10	Road Open to All Vehicles	
N1820	WHMT	0.24	Road Open to All Vehicles	
N1825	WHMT	0.29	Road Open to All Vehicles	
N1826	WHMT	0.03	Road Open to All Vehicles	
N1827	WHMT	0.05	Road Open to All Vehicles	
N1828	WHMT	0.09	Road Open to All Vehicles	
N1829	WHMT	0.06	Road Open to All Vehicles	
N1834	WHMT	0.12	Road Open to All Vehicles	
N1841	WHMT	0.20	Road Open to All Vehicles	
N1848	WHMT	0.58	Road Open to All Vehicles	
N1851	WHMT	1.11	Trail Open to Motorcycles Only	
N1853	WHMT	0.78	Trail Open to Motorcycles Only	
N1854	WHMT	0.26	Trail Open to Motorcycles Only	
N1857	WHMT	0.18	Trail Open to All Trail Vehicles	
N1864	WHMT	0.03	Road Open to All Vehicles	
N1865	WHMT	0.21	Road Open to All Vehicles	
N1866	WHMT	0.12	Road Open to All Vehicles	
N1867	WHMT	0.15	Trail Open to All Trail Vehicles	
N1868	WHMT	0.17	Trail Open to All Trail Vehicles	
N1876	WHMT	0.45	Trail Open to All Trail Vehicles	
N1876	WHMT	0.41	Trail Open to All Trail Vehicles	
N1880	WHMT	0.50	Road Open to All Vehicles	
N1881	WHMT	0.02	Road Open to All Vehicles	
N1882	WHMT	0.06	Road Open to All Vehicles	
N1883	WHMT	0.14	Road Open to All Vehicles	2s
N1884	WHMT	0.15	Road Open to All Vehicles	

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N1886	WHMT	0.11	Road Open to All Vehicles	
N1887	WHMT	0.24	Road Open to All Vehicles	
N1888	WHMT	0.06	Road Open to All Vehicles	
N1889	WHMT	0.12	Road Open to All Vehicles	
N1890	WHMT	0.09	Road Open to All Vehicles	
N1891	WHMT	0.10	Road Open to All Vehicles	
N1892	WHMT	0.22	Road Open to All Vehicles	2cr
N1893	WHMT	0.23	Road Open to All Vehicles	
N1894	WHMT	0.09	Road Open to All Vehicles After Mitigation	1s, 2cr
N1905	WHMT	0.09	Road Open to All Vehicles	
N1908	WHMT	0.16	Trail Open to All Trail Vehicles	
N1911	WHMT	0.09	Trail Open to All Trail Vehicles	
N1912	WHMT	0.22	Road Open to All Vehicles	2cr
N1913	WHMT	0.06	Road Open to All Vehicles	
N1914	WHMT	0.04	Road Open to All Vehicles	
N1918	WHMT	0.39	Road Open to All Vehicles	2cr
N1919	WHMT	0.11	Road Open to All Vehicles	
N1921	WHMT	0.17	Road Open to All Vehicles	
N1923	WHMT	0.34	Road Open to All Vehicles	
N1924	WHMT	0.08	Road Open to All Vehicles	
N1925	WHMT	0.14	Road Open to All Vehicles	
N1926	WHMT	0.29	Road Open to All Vehicles	
N1927	WHMT	0.08	Road Open to All Vehicles	
N1928	WHMT	0.13	Road Open to All Vehicles	
N2091	WHMT	1.63	Trail Open to All Trail Vehicles	
N2091	WHMT	2.49	Trail Open to Motorcycles Only	
N2104	WHMT	0.74	Trail Open to Vehicles 50" or less	
N2113	WHMT	0.15	Road Open to All Vehicles	
N2114	WHMT	0.50	Road Open to All Vehicles	
N2115	WHMT	0.50	Road Open to All Vehicles	
N2116	WHMT	0.31	Road Open to All Vehicles	
N2117	WHMT	0.20	Road Open to All Vehicles	
N2122	WHMT	0.08	Road Open to All Vehicles	
N2123	WHMT	0.08	Road Open to All Vehicles After Mitigation	1b
N2126	WHMT	0.11	Road Open to All Vehicles After Mitigation	1b
N2128	WHMT	0.09	Road Open to All Vehicles	2mon
N2130	WHMT	0.18	Road Open to All Vehicles	2mon
N2131	WHMT	0.10	Road Open to All Vehicles	
N2133	WHMT	0.18	Road Open to All Vehicles	
N2134	WHMT	0.08	Road Open to All Vehicles	
N2135	WHMT	0.36	Road Open to All Vehicles	
N2136	WHMT	0.14	Road Open to All Vehicles After Mitigation	1b
N2148	WHMT	0.56	Road Open to All Vehicles	
N2149	WHMT	0.29	Road Open to All Vehicles	2drg, 2h
N2150	WHMT	0.53	Road Open to All Vehicles	
N2152	WHMT	0.10	Road Open to All Vehicles	
N2166	WHMT	0.10	Road Open to All Vehicles	
N2167	WHMT	0.09	Road Open to All Vehicles	
N2168	WHMT	0.11	Road Open to All Vehicles	
N2173	WHMT	0.03	Road Open to All Vehicles	
N2179	WHMT	0.01	Road Open to All Vehicles	2mon
N2192	WHMT	0.60	Road Open to All Vehicles	
N2193	WHMT	0.06	Road Open to All Vehicles	
N224	WHMT	2.41	Trail Open to All Trail Vehicles	
N225	WHMT	0.25	Road Open to All Vehicles After Mitigation	1s
N240	WHMT	0.09	Road Open to All Vehicles After Mitigation	1s
N241	WHMT	0.03	Road Open to All Vehicles After Mitigation	1s
N2507	WHMT	0.07	Road Open to All Vehicles After Mitigation	01N299
N2510	WHMT	0.06	Road Open to All Vehicles After Mitigation	01n299
N2511	WHMT	0.05	Road Open to All Vehicles After Mitigation	01n299
N2512	WHMT	0.06	Road Open to All Vehicles	
N2513	WHMT	0.06	Road Open to All Vehicles After Mitigation	1s
N2514	WHMT	0.03	Road Open to All Vehicles After Mitigation	1s

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Route Number	Focus Area	Miles	Added to NFTS as:	Mitigation Prescribed
N2515	WHMT	0.12	Road Open to All Vehicles	
N2517	WHMT	0.02	Road Open to All Vehicles After Mitigation	1s
N2526	WHMT	0.02	Road Open to All Vehicles	
N2533	WHMT	0.06	Road Open to All Vehicles	2drg
N2534	WHMT	0.03	Road Open to All Vehicles	2drg
N2538	WHMT	0.08	Road Open to All Vehicles	dm-7-1
N2546	WHMT	0.05	Road Open to All Vehicles	
N2548	WHMT	0.09	Road Open to All Vehicles	
N2551	WHMT	0.04	Road Open to All Vehicles	
N2557	WHMT	1.84	Road Open to All Vehicles	
N2558	WHMT	1.73	Road Open to All Vehicles	
N2563	WHMT	1.29	Trail Open to All Trail Vehicles	
N2564	WHMT	0.48	Road Open to All Vehicles	
N2565	WHMT	0.03	Road Open to All Vehicles	
N2569	WHMT	0.05	Road Open to All Vehicles	
N2570	WHMT	0.12	Road Open to All Vehicles	
N2571	WHMT	0.05	Road Open to All Vehicles	
N2572	WHMT	0.20	Road Open to All Vehicles	
N2573	WHMT	1.11	Trail Open to All Trail Vehicles	2mon
N2574	WHMT	1.47	Road Open to All Vehicles	
N2575	WHMT	0.82	Road Open to All Vehicles	
N2647	WHMT	0.05	Road Open to All Vehicles	
N2655	WHMT	0.01	Trail Open to All Trail Vehicles	
N2659	WHMT	0.16	Road Open to All Vehicles	
N2665	WHMT	0.02	Trail Open to All Trail Vehicles	
N2666	WHMT	0.67	Trail Open to All Trail Vehicles	
N2670	WHMT	0.14	Road Open to All Vehicles	
N2671	WHMT	0.05	Road Open to All Vehicles	
N2688	WHMT	0.05	Road Open to All Vehicles	
N2689	WHMT	0.70	Road Open to All Vehicles	
N2691	WHMT	0.17	Trail Open to All Trail Vehicles	
N2724	WHMT	0.04	Road Open to All Vehicles After Mitigation	1s
N2945	WHMT	0.29	Road Open to All Vehicles	
N3069	WHMT	0.03	Trail Open to All Trail Vehicles	
N3080	WHMT	0.15	Road Open to All Vehicles	2mon
N5008	WHMT	0.01	Road Open to All Vehicles	
N745	WHMT	0.06	Road Open to All Vehicles	
N751	WHMT	0.39	Road Open to All Vehicles	
N752	WHMT	0.21	Road Open to All Vehicles After Mitigation	1s, 2mon
N753	WHMT	0.49	Road Open to All Vehicles After Mitigation	1s, 2mon
N755	WHMT	0.13	Road Open to All Vehicles	
N756	WHMT	0.08	Road Open to All Vehicles	
N757	WHMT	0.09	Road Open to All Vehicles	

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## Appendix B: Changes to the NFTS in the Selected Alternative

### Introduction

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The following tables list all changes to the existing NFTS, including vehicle class changes, administrative use roads, and roads analyzed for motorized mixed use, included in the Selected Alternative. The table is organized alphabetically by focus area, then by route number numerically. Terminology used in the table is explained in below.

### Terminology Used in Table B

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Since this table only contains existing system routes with minor changes specified by the Selected Alternative, this table shows no mitigations. Remaining columns contain the same coding as above, with the following additional descriptors:

**“Administrative Use Only”** = Road is not open to public motorized access, except as allowed by permit or other authorization.

**“Mixed Vehicle Use if CHP Concurrence”** = These are passenger car roads, which will be designated for all vehicle classes (highway-legal and non-highway-legal vehicles) upon California Highway Patrol concurrence.

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**Table B: Proposed Changes to the Existing NFTS**

Route Number	Focus Area	Miles	NFTS Road Changed to:
07S01A	BISH	1.34	Administrative Use Only
07S10	BISH	8.55	Trail Open to All Trail Vehicles
07S17	BISH	1.02	Closed by Private
07S217	BISH	0.57	Trail Open to Vehicles 50" or less
07S222	BISH	0.32	Trail Open to Vehicles 50" or less
07S26	BISH	0.47	Trail Open to Vehicles 50" or less
08S09A	BISH	0.14	Administrative Use Only
08S10B-1	BISH	0.36	Administrative Use Only
08S113	BISH	2.72	Trail Open to All Trail Vehicles
08S124	BISH	1.10	Trail Open to All Trail Vehicles
08S129	BISH	1.56	Trail Open to All Trail Vehicles
08S18	BISH	3.06	Trail Open to All Trail Vehicles
08S19	BISH	5.53	Trail Open to All Trail Vehicles
08S31	BISH	2.62	Trail Open to All Trail Vehicles
09S103	BISH	0.80	Trail Open to All Trail Vehicles
09S104	BISH	0.25	Trail Open to All Trail Vehicles
09S106	BISH	1.32	Trail Open to All Trail Vehicles
09S109	BISH	0.26	Trail Open to All Trail Vehicles
09S111	BISH	0.47	Trail Open to All Trail Vehicles
09S23	BISH	8.50	Trail Open to All Trail Vehicles
03S1011	CASA	1.68	Trail Open to All Trail Vehicles
03S1014	CASA	0.41	Trail Open to All Trail Vehicles
03S1015	CASA	0.74	Trail Open to All Trail Vehicles
03S1016	CASA	0.30	Trail Open to All Trail Vehicles
05S08	CASA	8.31	Trail Open to All Trail Vehicles
20S06	GTW	3.60	Administrative Use Only
07S03	INYO	1.23	Trail Open to All Trail Vehicles
08S160	INYO	0.47	Trail Open to All Trail Vehicles
08S179	INYO	0.34	Trail Open to All Trail Vehicles
08S183	INYO	0.27	Trail Open to All Trail Vehicles
08S186	INYO	0.76	Trail Open to All Trail Vehicles
08S187	INYO	0.61	Trail Open to All Trail Vehicles
08S198	INYO	0.94	Trail Open to All Trail Vehicles
09S125	INYO	0.17	Trail Open to All Trail Vehicles
09S14	INYO	8.05	Trail Open to All Trail Vehicles
10S03	INYO	0.64	Trail Open to All Trail Vehicles
10S07	INYO	4.33	Trail Open to All Trail Vehicles
10S155	INYO	1.59	Trail Open to All Trail Vehicles
10S166	INYO	0.66	Trail Open to All Trail Vehicles
10S167	INYO	1.98	Trail Open to All Trail Vehicles
10S181	INYO	5.05	Trail Open to All Trail Vehicles
10S193	INYO	0.17	Trail Open to All Trail Vehicles
10S194	INYO	0.26	Trail Open to All Trail Vehicles
10S196	INYO	1.38	Trail Open to All Trail Vehicles
10S208	INYO	0.39	Trail Open to All Trail Vehicles
10S209	INYO	0.28	Trail Open to All Trail Vehicles
10S214	INYO	0.65	Trail Open to All Trail Vehicles
10S215	INYO	2.46	Trail Open to All Trail Vehicles
10S216	INYO	0.76	Trail Open to All Trail Vehicles
11S111	INYO	5.73	Trail Open to All Trail Vehicles
12S114	INYO	0.40	Trail Open to All Trail Vehicles
13S145	INYO	6.58	Trail Open to All Trail Vehicles
02S469	MAME	1.65	Trail Open to Vehicles 50" or less
03S03A	MAME	0.47	Trail Open to All Trail Vehicles
03S60	MAME	0.41	Administrative Use Only
02S191	MAMW	0.88	Trail Open to Motorcycles Only
02S48	MAMW	1.01	Trail Open to Motorcycles Only
02S49	MAMW	1.13	Administrative Use Only
02S49	MAMW	0.35	Mixed Veh Use if CHP Concurrence
02S50	MAMW	1.57	Trail Open to All Trail Vehicles
03S08	MAMW	3.06	Mixed Veh Use if CHP Concurrence
03S100	MAMW	2.03	Trail Open to All Trail Vehicles
03S16	MAMW	0.30	Administrative Use Only
03S18	MAMW	0.23	Administrative Use Only
03S18A	MAMW	0.08	Administrative Use Only



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Route Number	Focus Area	Miles	NFTS Road Changed to:
03S18B	MAMW	0.17	Administrative Use Only
03S22	MAMW	1.37	Trail Open to Vehicles 50" or less
03S292	MAMW	0.61	Administrative Use Only
03S40	MAMW	0.55	Trail Open to Vehicles 50" or less
03S49	MAMW	0.41	Administrative Use Only
03S49A	MAMW	0.15	Administrative Use Only
04S86	MAMW	4.61	Trail Open to All Trail Vehicles
01N04F	MLJL	0.03	Administrative Use Only
01N34	MLJL	1.74	Trail Open to Motorcycles Only
01S24	MLJL	1.89	Administrative Use Only
02N41	MLJL	1.02	Administrative Use Only
02S16	MLJL	0.04	Administrative Use Only
20S06	MONA	1.76	Administrative Use Only
20S100	MONA	0.83	Trail Open to Motorcycles Only
01N171	PIZO	1.71	Trail Open to Vehicles 50" or less
01N354	PIZO	0.40	Trail Open to Vehicles 50" or less
09S03	SSEM	2.24	Trail Open to All Trail Vehicles
09S03A	SSEM	1.65	Trail Open to All Trail Vehicles
09S22	SSEM	0.98	Administrative Use Only
09S22	SSEM	0.18	Trail Open to All Trail Vehicles
10S01	SSEM	2.38	Trail Open to All Trail Vehicles
10S107	SSEM	1.24	Trail Open to All Trail Vehicles
10S108	SSEM	0.82	Trail Open to All Trail Vehicles
10S115	SSEM	1.00	Trail Open to All Trail Vehicles
10S228	SSEM	1.12	Administrative Use Only
11S151	SSEM	0.73	Trail Open to All Trail Vehicles
12S01	SSEM	4.51	Trail Open to All Trail Vehicles
13S03	SSEM	1.97	Administrative Use Only
13S09	SSEM	0.16	Administrative Use Only
14S03	SSEM	0.80	Trail Open to All Trail Vehicles
14S105	SSEM	0.54	Trail Open to All Trail Vehicles
15S03B	SSEM	0.08	Administrative Use Only
19S100	SSEM	1.81	Administrative Use Only
01N311	WHMT	1.01	Trail Open to All Trail Vehicles
02S588	WHMT	2.14	Trail Open to All Trail Vehicles
02S74	WHMT	1.52	Trail Open to All Trail Vehicles
03S1018	WHMT	0.61	Administrative Use Only
03S637	WHMT	0.75	Administrative Use Only
04S01	WHMT	2.16	Mixed Veh Use w/ CHP Concurrence
04S01A	WHMT	0.17	Administrative Use Only
04S322	WHMT	7.55	Administrative Use Only
05S01A	WHMT	3.95	Trail Open to All Trail Vehicles
05S136	WHMT	5.01	Trail Open to All Trail Vehicles
05S139	WHMT	0.77	Trail Open to All Trail Vehicles
05S141	WHMT	1.70	Trail Open to All Trail Vehicles
06S01A	WHMT	2.82	Trail Open to All Trail Vehicles
06S107	WHMT	0.28	Trail Open to All Trail Vehicles
06S116	WHMT	1.47	Trail Open to All Trail Vehicles
06S19	WHMT	0.38	Trail Open to All Trail Vehicles
06S20	WHMT	0.78	Trail Open to All Trail Vehicles
07S06	WHMT	2.73	Trail Open to All Trail Vehicles
07S136	WHMT	1.24	Trail Open to Motorcycles Only
07S150	WHMT	0.34	Trail Open to All Trail Vehicles
07S16	WHMT	6.68	Trail Open to All Trail Vehicles
07S20	WHMT	0.93	Trail Open to All Trail Vehicles
07S20	WHMT	0.52	Trail Open to Vehicles 50" or less
07S239	WHMT	1.78	Trail Open to All Trail Vehicles
07S240	WHMT	1.58	Trail Open to All Trail Vehicles
08S146	WHMT	4.46	Trail Open to All Trail Vehicles
08S171	WHMT	2.00	Trail Open to All Trail Vehicles

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