

**APPENDIX A  
ROUTE DESIGNATION**

HOLLISTER FIELD OFFICE  
CLEAR CREEK MANAGEMENT AREA  
ROUTE DESIGNATION WORKSHEET

1. Route Number:
2. Route Characteristics
  - a. Length
  - b. Continuity
  - c. Description
  - d. Trail Maintenance Objective
3. Topographic Map(s):

EVALUATION CRITERIA				
Level	Criteria Name	Criteria Value1	Determination Date	Mitigation
Tier 1	Private/state lands/mines			
Tier 1	Sensitive species and Cultural			
Tier 1	RNA/WSA			
Tier 1	Barrens Interface			
Tier 1	Riparian Areas			
Tier 2	Erosion, Soil Loss Standard			
Tier 3	OHV use/use spectrum			
Tier 4	Transportation/manageability			
Tier 4	Admin Use/ROW's			
Tier 4	Route Proliferation/redundancy			
Tier 4	Route Continuity			

4. ROUTE DESIGNATION:  
(If Limited, Describe Limitation)
5. ROUTE DESIGNATION DATE:
6. Other Proposed Actions
7. Route Specific Rationale:
8. Decision Record:  
This decision is in conformance with the Hollister Resource Management Plan, 1984; Clear Creek Management Plan and Record of Decision, 1986; Clear Creek Management Plan Amendment and Record of Decision 1999.

Decision Criteria: Includes all criteria identified in 43 CFR 8342.1 parts (a) through (d) and the Proposed Action.

**HOLLISTER FIELD OFFICE  
CLEAR CREEK MANAGEMENT AREA  
ROUTE EVALUATION CRITERIA and DATA ELEMENT DICTIONARY**

**Introduction:** The following criteria represent the data on which decisions about the authorized recreation use of routes is based. The data element dictionary describes the allowed responses for each criterion. The information on each route will be entered into an electronic database for analysis and query.

**Route Designation Criteria**

The criteria have been combined into four tiers, roughly corresponding to the criteria's likelihood of requiring route closure. Where possible, mitigation measures are discussed that can be used to reduce the expected motorized OHV impacts under each criterion. Mitigation, as used in the process, refers to management actions that BLM can undertake to alleviate the effects of OHV use with respect to the designation criteria.

**Tier One**

These factors can individually result in a closure decisions for a given route. Nevertheless, some of the detrimental characteristics identified by these criteria can be successfully mitigated, given sufficient funding, staffing, and recreation interest.

**Private Land, State Lands and Mines**

Private and state lands occur throughout the CCMA. To date, managed routes have been maintained to reduce erosion by the Bureau without regard to ownership unless the Bureau has specifically been asked to assist in preventing OHV and other uses. Where routes desirable for recreation traverse private land, the Bureau will seek clarification from landowners about whether or not they wish to allow for OHV use. Should a landowner request it, the Bureau will close routes that traverse non-Bureau lands by closing the route back to the nearest intersections. The Bureau will seek reciprocal rights-of-way with private landowners as appropriate to provide access on primary route connectors. Reroutes to avoid non-Bureau lands will be evaluated under a separate Environmental Analysis, given sufficient recreation interest, adequate staff and sufficient funds. Mines will be avoided by closing routes leading to or through mined areas to avoid subjecting recreation users to increased levels of hazardous materials.

**Mitigation.** The Bureau will seek reciprocal rights-of-way with private landowners as appropriate to provide access on primary route connectors. Possible mitigation for mined lands will be to sufficiently prevent off route travel. Complete fencing of a route, to prevent public access to hazardous mine areas can be considered mitigation. Route closure due to private/state lands can possibly be avoided by building a new portion of route. New route construction is not analyzed under this DEIS.

### **Sensitive Species and Cultural Resources**

Federal laws and BLM policy require protection of sensitive resources, such as threatened and endangered species and their habitat and cultural resources. Areas that OHV recreation may adversely impact are best protected from such use by avoidance. These types of resources are best protected by not having routes bisect occupied or moderate- to high-potential habitat. Sensitive species and their habitat are also best protected by distance and adequate natural barriers. Cultural resources are similarly sensitive to OHV use impacts and can be managed in a manner analogous to sensitive plants and animals.

**Mitigation.** While avoidance is the preferred method to manage OHV use impacts, several strategies have also been documented to be successful in protecting sensitive resources. A combination of well-designed erosion control structures and corridor fencing has greatly reduced OHV use impacts to San Benito evening-primrose along the Clear Creek Canyon Road. It is not currently practical to eliminate the county road from the trail system. It is a well established route and OHV use impacts can generally be ameliorated by corridor fencing. Elsewhere, routes should be selected that do not bisect sensitive species habitat or cultural resources.

### **SBMRNA/ACEC/WSA**

The management of the expanded San Benito Mountain Research Natural Area (approximately 4,147 acres), including the Wilderness Study Area (WSA) CA-040-309 (1500ac), requires more restrictive use of OHV's. Pursuant to 43 CFR 8342.1(d) routes shall be located in Research Natural Areas only if the authorized officer determines that off-road vehicle use in such locations would not adversely affect the natural, esthetic, scenic, or other values for which the area was established. All affected routes were evaluated following the criteria presented for the SBMRNA/ACEC designation and are consistent with the SBMRNA/ACEC expansion criteria.

**Mitigation.** The primary objective of WSA management is to return the WSA's natural character essentially unaltered by humans during the time it is being managed as a WSA. The existing WSA designation allows vehicle use only on the county route (R011) and the "Ridge Route," now called R010, R012 and R013. No other routes will be considered within this 1500 acre area. For the existing RNA and proposed expanded RNA, designated routes may need to be fenced or otherwise limited to reduce potential impacts of OHV use off the designated route. No mitigation for considering additional routes is possible for the WSA, since only the current routes are authorized.

### **Interface with Closed and Proposed Closed Barrens**

A number of barrens have been closed along riparian corridors and within the WSA. Routes through barren areas are particularly susceptible to route proliferation and off route vehicle use. Routes through closed barrens will be avoided where possible.

**Mitigation.** Construction of fence or other barriers that control off-route use can be considered as mitigation for this criterion. Reroutes to avoid a particular barren or to change the location of the route to minimize impacts can also be considered.

## **Riparian Areas**

Riparian areas provide specialized habitat for several sensitive species and can act to filter sediments. Therefore, riparian areas are to be avoided and impacts from OHV use minimized to the extent practicable. Historically, a number of trails used streams as the primary route of travel and resulted in impacts to sensitive resources. This past practice is too destructive to be continued. Routes crossing streams can also be resource impairing, therefore the number of such crossings should be minimized. Sediment modeling conducted by PTI Environmental Services identified a number of sub-watersheds within the Clear Creek watershed that are projected to contribute particularly high levels of sediment into Clear Creek. It is especially important that these sub-watersheds be evaluated for opportunities to reduce sediment delivery into an active drainage.

**Mitigation.** Impacts to riparian zones can be minimized by reducing the number of stream crossings, changing their location and/or orientation of the crossing to the stream, or by changing the actual crossing by appropriate hardening or utilizing bridges. In using these mitigation measures, it is important to design stream crossings that maintain an adequate flow rate so as to discourage yellow-legged frogs from attaching egg masses at these high use areas.

## **Tier Two**

Criteria within this tier can also result in closure of a route. However, given sufficient recreation interest and available funds, actions can be taken to ameliorate most potential negative effects.

## **Erosion and Soil Loss Standards**

Routes can cause erosion within the route tread, and through concentrated runoff, to off-tread locations. The data for this criterion is gathered following guidance found in the California State Soil Loss Standards. Besides requirements for signing, route design, and soil sustainability, the standards also require corrective actions within specified timeframes.

**Mitigation.** Many of the implementation strategies are designed to reduce route use impacts, direct and indirect. Most maintenance and corrective actions are relatively inexpensive and can be accomplished in a timely manner with existing staff. Some corrective actions will need to be carefully justified by comparing costs with benefits. Other problem areas can be avoided by constructing reroutes.

## **Tier Three**

The criteria within this tier describe the level of recreation interest of a given route, and whether it contributes to the recreation opportunity and diversity of recreation experience within the entire CCMA.

## **OHV Use/Recreation Spectrum**

Route selection will consider linking visitor desires with recreation opportunities. Nearly all routes have some recreation value. Nevertheless, it is important that the open route network contributes to achieving the CCMA plan's resource condition objectives. Routes should be selected that provide a wide spectrum of recreation use throughout the CCMA and provide a variety of difficulty levels. Consideration will be given to the level of recreation interest, providing a diversity of trail types and experiences, and allowing for a variety of recreation activities.

#### **Tier Four**

This tier describes criteria focused on basic issues of route management, including maintenance, conflicting uses, official and administrative use, existing rights-of-way, and contribution to the overall route network. Consideration may be given, weighing of the costs of managing routes versus the recreation benefits of those routes.

#### **Route Management Objective (RMO)**

While the trail maintenance objective will not trigger a decision on whether to open or close a route, the objective does impact the cost (personnel and equipment) of keeping a route open. Similarly, the manageability of a route does not necessarily affect the resource impacts of its use, assuming the route is adequately managed. However, routes that are difficult to manage/maintain will be costly and given current budget constraints may need to be closed for this reason alone. Changing a route's management objective may sufficiently reduce the cost of its maintenance to allow for OHV use.

**Mitigation.** The primary way to mitigate the effect of this criteria on route closure are to reduce costs of maintenance, through either improved efficiency or use of volunteers, or by reducing the level of required maintenance by changing the route management objective.

#### **Administrative Use/Rights of Way**

This criterion considers non-recreation uses of a route such as access to a communication site, access to state or private lands, authorized uses, and valid existing rights-of-way. Recreation may not always be appropriate for these maintained routes. When this is the case, the route will be Limited to Administrative Use. Administrative use designations will not be available for casual recreation use. Use will be restricted to permittees, licensees, rights-of-way holders, Federal government and its' authorized representatives. These routes differ from closed routes in that they will be regularly maintained and will not be considered for reclamation.

**Mitigation.** Designation as administrative use with appropriate restrictions may reduce potential OHV impacts.

#### **Proliferation and Redundancy**

Route proliferation is clearly prohibited by the 1999 ROD. To the extent practicable, route designations should be used to reduce route proliferation. As it applies to this criterion, route proliferation pertains to whether the individual route may contribute to unauthorized use and the creation of new routes, or whether unauthorized use itself created the route. Determining whether or not a route is redundant requires considering several factors, including, RMO/trail type, proximity to sensitive resources, resource and user conflicts, proliferation, and contribution to route network.

**Mitigation.** Route proliferation can be reduced in some situations by barrier construction. Beyond the scope of this Final EIS is the possibility of rerouting a portion of a route to take advantage of existing natural or human-made barriers.

**Route Continuity**

Recreation use of OHV’s is the dominant form of recreation in the CCMA. However, a variety of recreation uses need to be accommodated through the route designation process. On a given trail, these various uses may be in conflict, possibly creating safety concerns in addition to visitor frustration. Some routes are dead ends which are advantageous for some uses, such as hunting or camping, but may result in route proliferation at the dead end by OHV use. Logically connecting routes are emphasized when considering recreational OHV use. Certain dead end routes and spur routes may be desirable with appropriate limitations on the use or types of vehicles.

**Mitigation.** Rather than arbitrarily close all dead end routes, BLM may install signs letting users know the route is a dead end, closed ahead, or designating certain limitations on OHV use.

**DATA ELEMENT DICTIONARY**

**Tier 1**

**1. Private/state lands/mines**

Code	Definition
11000	All BLM.
11010	Some private, use o.k.
11020	Some state, use o.k.
11030	Some mine, use o.k.
11040	Some private and state, use o.k.
11050	Some private and mine, use o.k.
11060	Some state and mine, use o.k.
11070	Some private, state and mine, use o.k.
11119	Some private, use NOT o.k.
11129	Some state, use NOT o.k.
11139	Some mine, use NOT o.k.
11149	Some private and state, use NOT o.k.
11159	Some private and mine, use NOT o.k.
11169	Some state and mine, use NOT o.k.
11179	Some private, state and mine, use NOT o.k.
11111	Some private, use UNKNOWN.
11121	Some state, use UNKNOWN.
11131	Some mine, use UNKNOWN.
11141	Some private and state, use UNKNOWN.
11151	Some private and mine, use UNKNOWN.
11161	Some state and mine, use UNKNOWN.
11171	Some private, state and mine, use UNKNOWN.
11212	Some private, POTENTIAL MITIGATION
11222	Some state, POTENTIAL MITIGATION.
11232	Some mine, POTENTIAL MITIGATION.
11242	Some private and state, POTENTIAL MITIGATION.
11252	Some private and mine, POTENTIAL MITIGATION.
11262	Some state and mine, POTENTIAL MITIGATION.
11272	Some private, state and mine, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**2. Sensitive species and Cultural**

Code	Definition
12000	No known conflicts.
12010	Plants nearby, use o.k.
12020	Animals nearby, use o.k.
12030	Cultural nearby, use o.k.
12040	Plants and animals nearby, use o.k.
12050	Plants and cultural nearby, use o.k.
12060	Animals and cultural nearby, use o.k.
12070	Plants, animals and cultural nearby, use o.k.
12119	Plants nearby, use NOT o.k.
12129	Animals nearby, use NOT o.k.
12139	Cultural nearby, use NOT o.k.
12149	Plants and animals nearby, use NOT o.k.
12159	Plants and cultural nearby, use NOT o.k.
12169	Animals and cultural nearby, use NOT o.k.
12179	Plants, animals and cultural nearby, use NOT o.k.
12212	Plants nearby, POTENTIAL MITIGATION.
12222	Animals nearby, POTENTIAL MITIGATION.
12232	Cultural nearby, POTENTIAL MITIGATION.
12242	Plants and animals nearby, POTENTIAL MITIGATION.
12252	Plants and cultural nearby, POTENTIAL MITIGATION.
12262	Animals and cultural nearby, POTENTIAL MITIGATION.
12272	Plants, animals and cultural nearby, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**3. RNA/WSA**

Code	Definition
13000	No known conflicts.
13010	RNA nearby, use o.k.
13020	WSA nearby, use o.k.
13030	RNA and WSA nearby, use o.k.
13119	RNA nearby, use NOT o.k.
13129	WSA nearby, use NOT o.k.
13139	RNA and WSA nearby, use NOT o.k.
13212	RNA nearby, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**4. Barrens Interface**

Code	Definition
14000	No known conflicts.
14010	Barren nearby, use o.k.
14119	Barren nearby, use NOT o.k.
14212	Barren nearby, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**5. Riparian Areas**

Code	Definition
15000	No known conflicts.
15010	Riparian nearby, use o.k.
15119	Riparian nearby, use NOT o.k.
15212	Riparian nearby, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**Tier 2**

**6. Erosion, Soil Loss Standard**

Code	Definition
16000	No known conflicts (Green)
16010	Yellow, use o.k.
16020	Red, use o.k.
16119	Red, use NOT o.k.
16212	Red, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**Tier 3**

**7. OHV use/use spectrum**

Code	Definition
17000	No known conflicts – contributes to use spectrum.
17119	Does NOT contribute to use spectrum.
17010	Recreation Conflicts – Limited Use o.k.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**Tier 4**

**8. Route Management Objective (RMO)**

Code	Definition
18000	No known conflicts – manageable given current RMO and funding/staffing levels.
18119	Not manageable due to physical conditions, use NOT o.k.
18212	Not manageable due to physical conditions, POTENTIAL MITIGATION (reroute)
18222	Not manageable due to RMO, POTENTIAL MITIGATION.
18232	Not manageable due to funding/staffing, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**9. Admin Use/ROW's**

Code	Definition
19000	No known conflicts
19119	Traverses private, no public access, use NOT o.k.
19129	Unprotected facility, use NOT o.k.
19212	Private route, POTENTIAL MITIGATION.
19222	Unprotected facility, POTENTIAL MITIGATION.
19139	Other Conflicts (specify below), use NOT o.k.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**10. Route Proliferation/redundancy**

Code	Definition
110000	No known conflicts
110119	Presently excessive route proliferation, use NOT o.k.
110129	Route is redundant, use NOT o.k.
110212	Route proliferation, POTENTIAL MITIGATION.
110222	Route redundant, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

**11. Route Continuity**

Code	Definition
111000	No known conflicts, promotes OHV continuity/connectivity.
111010	Dead end route, all use o.k.
111020	Dead end route, Limited Use o.k.
111119	Dead end route, OHV use NOT o.k.
111212	Dead end route, POTENTIAL MITIGATION.
9999	NO DATA AVAILABLE
TEXT	TEXT DESCRIPTION OF MITIGATION PROPOSAL

ROUTE DESIGNATION RECORD

Route Number	Route Length Miles	Route RMO	Route Designation	Route Evaluation Criteria 1,2										
				Tier 1					2	3	Tier 4			
				1	2	3	4	5	6	7	8	9	10	11
R001	9.4	IMP	County	11010	12212	13010	14212	15010	16010	17000	18000	19000	110000	111000
R002	6.9	4WD	OPEN	11050	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
R003	0.3	4WD	OPEN	11000	12212	13000	14212	15000	16010	17000	18000	19000	110000	111000
R004	1.0	4WD	OPEN	11010	12000	13000	14212	15000	16000	17000	18000	19000	110000	111000
R005	5.8	4WD	OPEN	11020	12000	13000	14212	15212	16000	17000	18000	19000	110000	111000
R006	1.0	4WD	OPEN	11000	12000	13000	14010	15212	16212	17000	18000	19000	110000	111000
R007A	2.1	JEEP	OPEN	11000	12000	13000	14212	15010	16212	17000	18000	19000	110000	111010
R007B	1.8	JEEP	CLOSED *	11000	12000	13000	14212	15010	16212	17000	18000	19000	110000	111000
R008A	1.5	4WD	OPEN	11000	12212	13000	14212	15212	16212	17000	18000	19000	110000	111000
R008B	2.0	4WD	CLOSED	11010	12212	13000	14212	15212	16119	17000	18000	19000	110000	111000
R009	0.9	IMPR	CLOSED *	11010	12000	13000	14212	15000	16212	17000	18212	19000	110222	111000
R010A	1.6	JEEP	OPEN	11020	12212	13212	14212	15000	16010	17000	18000	19000	110222	111000
R010B	0.9	JEEP	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
R010C	2.7	JEEP	CLOSED *	11000	12149	13119	14000	15000	16000	17000	18000	19000	110000	111000
R011	9.5	IMPR	County	11010	12212	13212	14212	15212	16010	17000	18000	19000	110000	111000
R011	4.7	IMPR	OPEN	11010	12212	13212	14212	15212	16010	17000	18000	19000	110000	111000
R011	1.9	IMPR	CLOSED*	11119	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
R012	0.4	4WD	CLOSED*	11000	12000	13212	14000	15000	16000	17000	18000	19000	110000	111000
R013	1.1	4WD	OPEN	11000	12000	13010	14000	15000	16010	17000	18000	19000	110000	111000
R014	1.3	JEEP	OPEN	11030	12000	13000	14212	15000	16010	17000	18232	19000	110000	111000
R015A	2.7	IMPR	County	11010	12000	13000	14212	15000	16010	17000	18232	19000	110000	111000
R015B	2.1	IMPR	County	11010	12212	13000	14212	15212	16000	17000	18000	19000	110000	111000
R016	2.5	JEEP	OPEN	11070	9999	13000	14000	15000	16010	17000	18000	19000	110000	111010
R017	1.8	JEEP	LIMITED	11020	12232	13000	14000	15212	16212	17010	18000	19000	110000	111000
R018	2.8	JEEP	LIMITED	11020	12010	13000	14000	15000	16010	17010	18000	19000	110000	111020
R019A	6.8	IMPR	CLOSED*	11139	12119	13000	14000	15000	16010	17000	18000	19000	110000	111000
R019B	1.4	IMPR	CLOSED*	11139	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
R019C	0.2	IMPR	OPEN	11010	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000

\* CLOSED TO PUBLIC, ADMINISTRATIVE USE ONLY

Route Evaluation Criteria: 1, Private/state lands/mines; 2, Sensitive Species and Cultural; 3, RNA/WSA; 4, Barrens Interface; 5, Riparian Areas; 6, Erosion, Soil Loss Standard; 7, OHV use/use spectrum; 8, RMO; 9, Admin Use/ROW's; 10, Route Proliferation/redundancy; 11, Route Continuity.

ROUTE DESIGNATION RECORD

Route Number	Route Length Miles	Route RMO	Route Designation	Route Evaluation Criteria 1,2										
				Tier 1					2	3	Tier 4			
				1	2	3	4	5	6	7	8	9	10	11
R019F	0.4	IMPR	OPEN	11010	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T101	1.5	STT	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T103	1.4	JEEP	OPEN	11000	12212	13000	14000	15000	16010	17000	18000	19000	110000	111000
T104	4.5	JEEP	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T105	1.0	JEEP	OPEN	11000	12212	13000	14000	15000	16010	17000	18000	19000	110000	111000
T106	0.9	ATV	OPEN	11000	12212	13000	14000	15212	16010	17000	18000	19000	110000	111000
T107	1.6	JEEP	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T108	1.0	ATV	OPEN	11000	12000	13000	14000	15212	16010	17000	18000	19000	110000	111000
T109	0.7	STT	OPEN	11000	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T110	0.9	JEEP	CLOSED	11139	12000	13000	14000	15212	16010	17000	18000	19000	110000	111000
T111	0.9	JEEP	OPEN	11000	12000	13000	14010	15000	16010	17000	18000	19000	110000	111000
T112	0.5	ATV	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T113	1.5	ATV	OPEN	11010	12212	13000	14212	15010	16212	17000	18000	19000	110222	111000
T114	1.2	STT	OPEN	11000	12010	13000	14212	15000	16010	17000	18000	19000	110000	111000
T115	2.1	JEEP	OPEN	11010	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T116	2.6	STT	OPEN	11000	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T117	1.3	STT	OPEN	11010	12000	13000	14212	15212	16212	17000	18000	19000	110000	111000
T118	0.2	STT	CLOSED	11139	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T119	1.2	ATV	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T120	1.7	JEEP	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T121	0.4	ATV	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T122	0.5	STT	OPEN	11000	12000	13000	14000	15212	16000	17000	18000	19000	110000	111000
T123	0.3	STT	OPEN	11000	12212	13000	14000	15212	16000	17000	18000	19000	110000	111000
T124A	1.5	STT	OPEN	11000	12000	13000	14212	15000	16000	17000	18000	19000	110000	111000
T124B	1.3	STT	OPEN	11000	12000	13212	14212	15000	16000	17000	18000	19000	110000	111000
T125	4.9	ATV	OPEN	11050	12212	13000	14212	15212	16010	17000	18000	19000	110000	111000
T126	1.2	STT	OPEN	11050	12212	13000	14212	15212	16010	17000	18000	19000	110000	111000

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Route Evaluation Criteria: 1, Private/state lands/mines; 2, Sensitive Species and Cultural; 3, RNA/WSA; 4, Barrens Interface; 5, Riparian Areas; 6, Erosion, Soil Loss Standard; 7, OHV use/use spectrum; 8, RMO; 9, Admin Use/ROW's; 10, Route Proliferation/redundancy; 11, Route Continuity.

ROUTE DESIGNATION RECORD

Route Number	Route Length	Route RMO	Route Designation	Route Evaluation Criteria 1,2										
				Tier 1					2	3	Tier 4			
				1	2	3	4	5	6	7	8	9	10	11
T127	0.4	STT	OPEN	11010	12212	13000	14212	15000	16010	17000	18000	19000	110000	111000
T128	1.9	ATV	OPEN	11010	12212	13000	14000	15000	16010	17000	18000	19000	110000	111000
T129	0.8	STT	OPEN	11000	12000	13000	14212	15000	16212	17000	18000	19000	110000	111000
T130	0.7	STT	CLOSED	11000	12212	13000	14212	15000	16000	17000	18000	19000	110000	1111190
T131	0.6	STT	CLOSED	11010	12000	13000	14212	15000	16219	17000	18232	19000	110000	111000
T132	1.2	JEEP	OPEN	11010	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T133	0.3	JEEP	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T134	1.1	JEEP	OPEN	11000	12212	13000	14212	15212	16010	17000	18000	19000	110000	111000
T135	1.1	STT	OPEN	11000	12212	13000	14212	15212	16010	17000	18000	19000	110000	111000
T136	0.5	JEEP	CLOSED	11000	12212	13000	14212	15212	16119	17000	18000	19000	110222	111000
T137	2.7	STT	OPEN	11010	12000	13000	14212	15212	16010	17000	18000	19000	110000	111000
T138	0.7	STT	OPEN	11000	12000	13000	14212	15000	16010	17000	18000	19000	110000	111000
T139	0.8	JEEP	OPEN	11000	12212	13000	14000	15000	16010	17000	18000	19000	110000	111000
T140	0.8	JEEP	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T141	1.0	JEEP	OPEN	11030	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T142	0.7	STT	OPEN	11000	12000	13000	14212	15000	16010	17000	18000	19000	110000	111000
T143	1.3	JEEP	OPEN	11000	12000	13000	14212	15000	16010	17000	18000	19000	110000	111000
T144	1.1	STT	CLOSED	11010	12212	13000	14212	15119	16119	17000	18000	19000	110000	111000
T145	2.1	STT	CLOSED	11010	12212	13000	14212	15119	16010	17000	18000	19000	110000	111000
T147	1.0	JEEP	OPEN	11000	12212	13000	14212	15000	16010	17000	18000	19000	110000	111000
T148	1.5	JEEP	OPEN	11020	12000	13000	14212	15000	16000	17000	18000	19000	110000	111000
T149A	0.3	JEEP	OPEN	11020	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T149B	0.3	JEEP	CLOSED	11030	12000	13000	14000	15000	16000	17119	18000	19000	110000	111000
T150	1.2	JEEP	OPEN	11020	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T151A	5.1	4WD	OPEN	11142	12212	13000	14212	15212	16010	17000	18000	19000	110000	111000
T151B	1.2	4WD	CLOSED	11119	12149	13000	14000	15000	16000	17000	18000	19000	110000	111000

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ROUTE DESIGNATION RECORD

Route Number	Route Length	Route RMO	Route Designation	Route Evaluation Criteria 1,2										
				Tier 1					2	3	Tier 4			
				1	2	3	4	5	6	7	8	9	10	11
T152	0.5	ATV	CLOSED	11159	12212	13000	14212	15000	16119	17000	18000	19000	110000	111000
T153	3.0	JEEP	OPEN	11252	12212	13212	14212	15000	16010	17000	18000	19000	110000	111000
T154	0.8	STT	CLOSED	11159	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T155	3.2	ATV	CLOSED	11159	12212	13212	14212	15000	16212	17000	18000	19000	110000	111000
T156	0.4	ATV	CLOSED	11000	12000	13119	14212	15000	16010	17000	18000	19000	110000	111000
T157	1.2	JEEP	CLOSED	11119	12212	13212	14212	15212	16000	17000	18000	19000	110000	111000
T158A	1.4	4WD	County	11010	12212	13212	14212	15212	16212	17010	18000	19000	110000	111000
T158B	1.0	4WD	County	11000	12212	13212	14212	15212	16212	17010	18000	19000	110000	111000
T159	3.5	JEEP	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T160	0.2	JEEP	CLOSED	11000	12000	13000	14000	15000	16119	17000	18000	19000	110000	111000
T161	0.2	STT	CLOSED	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111119
T162	0.6	STT	OPEN	11000	12000	13212	14000	15212	16010	17000	18000	19000	110000	111000
T163	1.5	STT	OPEN	11000	12000	13000	14212	15000	16212	17000	18000	19000	110000	111000
T164	1.6	STT	OPEN	11000	12000	13000	14000	15212	16010	17000	18000	19000	110000	111000
T165	1.0	STT	OPEN	11000	12000	13000	14212	15000	16010	17000	18000	19000	110000	111000
T166	5.0	STT	OPEN	11010	12000	13000	14000	15212	16010	17000	18000	19000	110000	111000
T167	0.8	STT	OPEN	11000	12000	13000	14212	15000	16212	17000	18000	19000	110000	111000
T168	1.1	JEEP	OPEN	11010	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T169	1.2	ATV	OPEN	11000	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T170	0.4	IMPR	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T171A	2.3	ATV	LIMITED	11000	12030	13000	14000	15000	16010	17000	18000	19000	110000	111000
T171B	2.2	JEEP	LIMITED	11000	12030	13000	14000	15000	16010	17000	18000	19000	110000	111000
T172A	0.7	JEEP	CLOSED	11000	12000	13000	14000	15000	16119	17000	18000	19000	110000	111000
T172B	0.2	JEEP	CLOSED	11000	12000	13000	14000	15000	16119	17000	18000	19000	110000	111000
T173	1.1	STT	CLOSED	11119	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000

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ROUTE DESIGNATION RECORD

Route Number	Route Length	Route RMO	Route Designation	Route Evaluation Criteria 1,2										
				Tier 1					2	3	Tier 4			
				1	2	3	4	5	6	7	8	9	10	11
T175	0.9	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T176	1.1	ATV	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T177A	0.7	STT	CLOSED	11119	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T177B	0.8	ATV	CLOSED	11119	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T178	2.0	ATV	OPEN	11000	12010	13000	14212	15212	16000	17000	18000	19000	110000	111000
T179	0.1	JEEP	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T181	3.2	STT	OPEN	11000	12010	13000	14000	15212	16212	17000	18000	19000	110212	111000
T182	0.7	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T183	1.3	STT	OPEN	11000	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T184	6.0	STT	OPEN	11000	12212	13000	14212	15212	16212	17000	18000	19000	110000	111000
T185	0.6	STT	OPEN	11000	12212	13000	14000	15000	16010	17000	18000	19000	110000	111000
T188	1.2	STT	CLOSED	11139	12212	13000	14000	15000	16000	17119	18000	19000	110000	111119
T189A	0.9	JEEP	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T189B	0.6	JEEP	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T189C	3.2	ATV	OPEN	11000	12212	13000	14212	15000	16212	17000	18000	19000	110000	111000
T190	1.0	STT	CLOSED	11139	12000	13000	14000	15000	16119	17000	18000	19000	110000	111000
T191	2.1	STT	OPEN	11000	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T192	0.3	STT	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T193	2.8	STT	OPEN	11000	12000	13212	14212	15000	16000	17000	18000	19000	110000	111000
T194	2.3	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T195	0.8	STT	OPEN	11010	12000	13000	14000	15000	16212	17000	18000	19000	110000	111000
T196	0.3	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T197	0.5	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T198	2.4	STT	OPEN	11000	12000	13000	14000	15000	16010	17000	18000	19000	110000	111000
T199	0.6	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000
T200	0.6	STT	OPEN	11000	12000	13000	14000	15212	16212	17000	18000	19000	110000	111000
T201	0.5	STT	OPEN	11000	12000	13000	14000	15000	16000	17000	18000	19000	110000	111000

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