

As described in the Record of Decision criteria for designation of trails and areas was considered in the development of the Proposed Action for Scoping and the Alternatives. The Record of Decision also describes application of the National Forest Management Act, Multiple-Use Sustained Yield Act, the Land and Resource Management Plan, and other legal requirements. In addition to my decision on which trails to designate for motor vehicle use, the following specific actions will be taken that also address 36CFR212.55(b).

### **Minimization – 36 CFR 212.55(b)**

36 CFR § 212.55 (b) provides direction to Federal agencies in response to Executive Order 11644, as amended by Executive Order 11989. The rule applies to decisions on motorized access designations. Subsection (b) provides:

**b. Specific criteria for designation of trails and areas.** In addition to the criteria in paragraph (a) of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing:

- 1) Damage to soil, watershed, vegetation, and other forest resources;
- 2) Harassment of wildlife and significant disruption of wildlife habitats;
- 3) Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and
- 4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands.
- 5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

No motor vehicle areas will be designated so the following information pertains to motor vehicle use of trails. In addition, some trails that are currently designated for motorized use will no longer be designated with this new Record of Decision. Those changes in designation also result in minimization of impacts relative to the five criteria listed above. For those trails where this occurred, it is discussed in the Record of Decision. The following discussion applies to trails where motor vehicle use will be designated.

Criteria #1 was considered for each trail. Motor vehicle areas were considered but not analyzed in detail in part due to potential damage to rare plant habitat (FEIS Section 3.2). Currently, the waters within the Rico-West Dolores Landscape meet water quality standards for sediment. Many trails occur on soils prone to mass movement however the trails do not increase the potential for movement, and trail maintenance crews would respond to slumps or slides if they occur. The decision to permanently prohibit cross country travel which will minimize impacts to rare plant habitats including alpine areas above treeline. The table below describes specific actions for each trail designated for motor vehicle use.

Criteria #2 was considered and applied to the decision to prohibit cross-country travel by motor vehicles which minimizes impacts to all types of wildlife. Motor vehicle areas were considered but not analyzed in detail in part due to potential disruption of wildlife habitat (FEIS Section 3.2). Criteria #2 was applied in the decision to implement timing restrictions on motor vehicle use of trails, as explained in the Record of Decision. When trails are used by motor vehicles, use causes disturbance to wildlife during the daylight hours when vehicles pass by, however the analysis determined that although this disturbance occurs, it is not 'significant' because habitat is effective. Removing motorcycle use from trails, for other reasons, expanded habitat security areas as described in the Record of Decision. For wildlife species associated with streams, riparian, wetlands and fens (fish amphibians, birds) the table below displays actions to minimize disruption of wetland habitat. Harassment and significant disruption of Canada lynx habitat was not identified as an issue.

Criteria #3 applies to all motorized trails designated. Based on public comment, some level of conflict between motor vehicle use and existing or future recreational use has been identified for all trails that would be designated for motor vehicle use through this decision. In Semi-Primitive Motorized and Roaded Natural ROS Class settings visitors can expect to encounter a number of other users along roads, trails, and developed sites, including both motorized and non-motorized use. This rate of encounter is expected to be less in Semi-Primitive Motorized settings compared to Roaded Natural settings. For all the trails designated, conflict would be addressed through the continued use of signs, trail brochures and maps to alert riders they may encounter on the trail. Also, conflict would be addressed through regular maintenance of the trail tread according to Forest Service handbook guidance.

Criteria #4 only applies to the Special Designation Trails Open to Motor Vehicles 62-inches or Less because only those trails would have a mix of vehicle classes (ATV, UTV and Motorcycle). Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails. Trail design and maintenance will follow Forest Service handbooks. Criteria #4 does not apply to single track trails because motorcycle is the only class of vehicle designated for those trails.

Criteria #5 was considered and applied in the decision for all trails in the project area. Populated areas include the Town of Rico, County Rd 38 residents, and residents near Morrison Trail. Analysis of sound can be found in Section 3.12. See the Record of Decision (and the points summarized in the table below) for trails changed to nonmotorized due in part to minimizing impacts to populated areas. This includes minimizing conflicts identified by the Town of Rico for trails that intersect with the town.

The table below displays specific actions to be taken for each trail designated for motor vehicle use to minimize effects. When a criteria does not apply a N/A is shown. All trails would be designated 'motorcycle only seasonally' except for the 62-inch trails which are noted as such and designated 'motor vehicles less than 62 inches in width seasonal'.

Trail ID	Trail Name	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Comments
607	Bear Creek (portion that will be motorized)	X	X	X	NA	NA	<ol style="list-style-type: none"> <li>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized.</li> <li>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</li> <li>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users. In addition a significant portion of this trail will be designated non-motorized which will further minimize conflict of uses.</li> <li>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</li> <li>5) This trail is not located in the proximity of a populated area.</li> </ol>
new	Black Mesa Special Designation Trail Open to Motor Vehicles 62-inches or Less (two loops)	X	X	X	X	N/A	<ol style="list-style-type: none"> <li>1) Establish Black Mesa OHV loop as a dual delegation on existing ML1 roads with one section of unauthorized route to also be used. Reconstruction of drainage features or stream crossings in keeping with handbook direction for ML1 roads and ATV trails will be done to minimize affects. The trail surface will be reshaped if needed and re-alignments up to 500 feet may be applied if needed to minimize impacts to wetlands.</li> <li>2) A seasonal timing restriction of 9/8 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</li> <li>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</li> </ol>

Trail ID	Trail Name	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Comments
							<p>4) This trail will be designated for use by ATVs, UTVs, and motorcycles. Other instances where this situation occurs on the District have not resulted in conflict of uses, therefore it is not anticipated that there will be conflicts among different classes of motor vehicle uses. In addition, scoping and comment periods did not result in information that this was an issue. Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails which should minimize conflicts of uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
208	Calico North	X	X	X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found this section of trail bisects wetlands that provide habitat for rare plants and amphibians. Proper function of wetlands is important to watershed health. To minimize impacts, trail developments will be installed (see list and corresponding map in Attachment 2 of this Record of Decision). In addition, regular maintenance for trail class 3 will continue to minimize effects. With the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized. Lastly as has been done in the past, emergency closure authority is still a possibility if conditions warrant such action.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>

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211	Calico South	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
new	Corral Draw	X	X	X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources. This new 350 yard section of trail will be built to a TC 3 standard. Regular maintenance for trail class 3 will minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>

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629	Eagle Peak	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found where sections cross shale soils regular maintenance will improve and maintain the cross drainage to prevent rills, and if sections become wider than 36 inches trail maintenance will narrow the trail tread. Shale soils are not hydrologically connected to streams or wetlands. Regular maintenance for trail class 2 will minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
638	East Fork	X	X	X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found opportunities to minimize effects of the current alignment. From the trailhead off of Hwy 145, the first 1,000 feet of trail bisects a high elevation wet meadow and this type of vegetation provides habitat for rare plants and meadow function is important to watershed health. Approximately 1,000 feet of trail would be moved from its current location to the nearby trees (500-1000 feet from original alignment). Each of three separate sections of trail 628 bisect small wetlands that provide habitat for rare plants and amphibians. Short re-alignments will be created to minimize impacts. Hydrologist would be consulted for appropriate implementation techniques. An un-used section of the trail will be officially decommissioned and removed from the trail system because this section passes through a fen complex.</p>

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							<p>Limited actions are necessary for re-vegetation and the hydrologist will direct restoration efforts at this location. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
741	East Twin Springs	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>

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new	Extension of East Fork Trail where NFSR578B and B1 converted to trail	X	X	X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found opportunities to minimize effects of this road by converting it to a trail with specifications. A hydrologist will be consulted to re-shape roadbed so that the portion not used as trail can re-vegetate and drains properly in order to restore the function of the fens. Establishment of a Trail Class 3 trail according to handbook direction would be implemented. Establish trail tread, drainage and spring crossings using trails management handbook. Realign a portion of trail to avoid direct contact with an existing spring source. Designate for motorcycles only and remove current uses by full size vehicles, ATVs and UTVs. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
618	Gold Run	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in</p>



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							<p>an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users. In addition, site distances will be maintained to ensure safe passage of different users in the talus areas identified during the comment period.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
608	Grindstone	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
new	Groundhog Special Designation Trail Open to Motor Vehicles 62-	X	X	X	X	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources. Trail tread, drainage features and stream crossings would follow trail management handbook design for ATV trails and layout will avoid cultural sites, wetlands and raptor nests. If unauthorized routes are in proper location they may be used,</p>

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	inches or Less						<p>but if not, new construction of trail tread occur to ensure alignment is in a better location. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated for use by ATVs, UTVs, and motorcycles. Other instances where this situation occurs on the District have not resulted in conflict of uses, therefore it is not anticipated that there will be conflicts among different classes of motor vehicle uses. In addition, scoping and comment periods did not result in information that this was an issue. Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails which should minimize conflicts of uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
614	Hillside Connector	X		X	N/A		<p>1) Resource specialists analyzed this trail and found it comes within 230 feet of fen. The trail also crosses a stream that drains from the fen approximately 260 feet downstream from the fen. The trail crosses this stream in a culvert and is not adversely impacting the fen and there are no signs of headcutting or other signs of erosion from the crossing that could damage the fen in the future. The trail crosses a very small wetland about 100 feet from the trailhead off of NFSR 436. A short realignment will extend past the road closure on NFSR 436D approximately 30 feet and then head south approximately 100 feet to connect with the current trail alignment to minimize effects. Regular</p>

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							<p>maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
639	Johnny Bull	X	X	X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found opportunities to minimize effects. Currently trail users must ford the West Fork of the Dolores River which creates sedimentation into the stream that provides habitat for MIS fish species (brook, brown, hybridized cutthroat, and rainbow trout). The stream is not occupied by the threatened greenback lineage cutthroat trout. A trail bridge will be designed and constructed following engineering handbooks and in consultation with the hydrologist to minimize effects of this crossing. Regular trail maintenance as a trail class 3 will minimize effects on the rest of the trail. Also, with the seasonal restrictions of 11/1 to 5/31 the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p>

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							4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.
738	Loading Pen	X			N/A	N/A	<p>1) Resource specialists analyzed this trail and found reconstruction of sections of this trail will accommodate design parameters for motorcycles thereby decreasing long-term maintenance needs and minimizing effects of the trail. No wetland/riparian vegetation or streams are impacted by this trail. The trail alignment would be moved approximately 500 feet and climbing turns may also be added to minimize any effects. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
new	Lone Cone Special Designation Trail Open to Motor Vehicles 62-	X	X	X	X	N/A	1) Resource specialists analyzed this road system and found conversion roads to trails would minimize effects. The road to trail conversion will lessen the footprint of motor vehicle use through high elevations spruce/fir forests interspersed with wetlands. Drainage features and stream crossings will be reconstructed in keeping with handbook direction for ATV trails.

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	inches or Less						<p>The trail surface will be reshaped if needed and re-alignments up to 500 feet may be implemented to minimize impacts to wetlands. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated for use by ATVs, UTVs, and motorcycles. Other instances where this situation occurs on the District have not resulted in conflict of uses, therefore it is not anticipated that there will be conflicts among different classes of motor vehicle uses. In addition, scoping and comment periods did not result in information that this was an issue. Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails which should minimize conflicts of uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
645	Priest Gulch	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p>

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							<p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
435	Rough Canyon	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
new	Spring Creek Extension Connection Dual Delegation of NSFR692A	x	x				<p>1) Resource specialists analyzed dual delegation of this road as a motorized trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance of the trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in</p>

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							<p>an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area</p>
624	Stoner Mesa			X			<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
new	Taylor OHV Loop Special Designation Trail Open to Motor Vehicles 62-	X	X	X	X	N/A	<p>1) Resource specialists analyzed this trail and found opportunities to minimize impacts to soil, watershed, vegetation, and other forest resources. Establishment of the Taylor OHV loop will be implemented using an existing ML1 road. Drainage features would be reconstructed in keeping with handbook direction for ML1 roads and ATV trails. The trail surface will be reshaped if needed and re-alignments up to 500 feet will be applied to minimize impacts to nearby wetlands. Use of these trails in a</p>

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	inches or Less						<p>sustainable location minimizes ATV/UTV riding impacts in nearby areas that are less sustainable. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated for use by ATVs, UTVs, and motorcycles. Other instances where this situation occurs on the District have not resulted in conflict of uses, therefore it is not anticipated that there will be conflicts among different classes of motor vehicle uses. In addition, scoping and comment periods did not result in information that this was an issue. Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails which should minimize conflicts of uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
640	West Fall Creek	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p>



Trail ID	Trail Name	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Comments
							<p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users. In addition, the portion of West Fall Creek trail north west of NFSR 471 has been designated as non-motorized to provide a non-motorized option in this area to minimize conflict amongst uses.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
739	West Twin Springs	X		X	N/A	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 2 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p> <p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated as motorcycle only, therefore there will not be conflicts among different classes of motor vehicle uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>
619	Willow Divide Special Designation Trail Open to Motor Vehicles 62-	X		X	X	N/A	<p>1) Resource specialists analyzed this trail and found no negative impacts to soil, watershed, vegetation, and other forest resources in its current alignment. Regular maintenance for trail class 3 will continue to minimize effects. Also, with the seasonal restrictions of 11/1 to 5/31, the likelihood of travel on the trails when very wet is minimized.</p>

Trail ID	Trail Name	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Comments
	inches or Less						<p>2) A seasonal timing restriction of 11/1 to 5/31 will be in place on this trail which will further minimize effects to wildlife habitat in an area where the current condition is already meeting the criteria for effective wildlife habitat.</p> <p>3) This trail is within a SPM/RN ROS; see general statement above for minimization of conflicts between users.</p> <p>4) This trail will be designated for use by ATVs, UTVs, and motorcycles. Other instances where this situation occurs on the District have not resulted in conflict of uses, therefore it is not anticipated that there will be conflicts among different classes of motor vehicle uses. In addition, scoping and comment periods did not result in information that this was an issue. Signs, trail brochures and maps will alert riders to the types of vehicles they can expect to see on these trails which should minimize conflicts of uses.</p> <p>5) This trail is not located in the proximity of a populated area.</p>