

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
14	TBD	1.42375	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
15	TBD	0.0866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
16	TBD	0.04189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
17	SE164	0.02259	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
21	P24	0.38477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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23	SE31	0.01037	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
24	SE31	0.08796	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
25	SE993	0.08872	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
26	TBD	0.26681	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
30	882657	0.15575	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
31	882655	0.31011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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33	SE977, 882654	0.67437	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
101	SE993, 881101	1.4412	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
119	P232	0.37369	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
127	881104	0.08268	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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129	SE10	0.63681	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
131	RM9245	1.29667	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
135	RM4139, 888460	1.07474	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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136	SE756	0.28856	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137	888421	0.75831	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138	888420	0.4301	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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142	SE984	0.24799	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145	TBD	0.24404	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148	SE992	0.14725	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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149	SE998, 881114	0.2522	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151	SE993, 881100	0.34981	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152	SE152, 888417	0.06995	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153	SE177, 888458	0.71786	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
154	SE184, 888618	0.24999	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155	SE125, 888590	0.52258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156	888438	0.53152	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
157	888434	0.12515	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158	885435	0.07066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
162	P102	0.12899	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
163	P102	0.28412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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164	P30	0.84856	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
166	P17	0.16618	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
168	TBD	0.29845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
171	TBD	0.71934	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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174	TBD	0.1631	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
177	TBD	0.05622	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
178	888591	0.15624	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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179	888605	0.37915	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
182	RM9243	0.30103	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
183	SE112	0.04439	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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198	LA2, 881107	7.23005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
450	881102	0.02926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
525	TBD	0.00096	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1060	RM143, 947584	0.90548	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1121	P10, 947309	0.0916	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1123	TBD	0.68979	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
1214	947183	0.02147	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1219	LA2, 947234	0.08382	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1238	RM10006, 958006	0.0502	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1293	959484	0.03204	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1294	LA2, 949455	0.11231	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1295	LA2, 947108	0.63505	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1327	P10001, 947593	0.0048	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1329	947164	0.09024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1415	947315	0.0968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1459	959577	0.08758	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1463	SE994, 116174	0.12713	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1464	LA1, 947701	0.6763	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1821	960135	0.00595	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1850	959649	0.15341	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1860	SE996, 949565	0.03099	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1904	SE43, 949664	0.52874	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1905	SE177, 949527	2.55333	Primitive Route	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
1906	SE70, 949559	0.63034	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
2936	938214	0.72545	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3167	SE996, 952304	0.02479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3168	P19, 938204	1.55044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3234	221405	0.53827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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3262	P25, 938207	0.1985	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
3314	938212	0.10135	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3445	938205	0.32191	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3526	882651	0.52004	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
5800	P141, 981611	0.14282	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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46568	202259	0.03228	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46569	SE110, 202277	0.40976	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
46591	SE997, 201991	0.07387	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
46651	202215	0.10909	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
46709	LA2, 202276	0.07928	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
46740	202380	0.07568	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46748	SE999, 204816	0.28948	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
46770	SE997, 201987	0.80991	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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46796	202279	0.03739	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46816	204980	0.8282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46820	202270	0.0061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46824	202278	0.01416	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46901	204960	0.34072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
46924	204955	0.08028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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46966	SE110, 205226	0.89673	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
46967	205243	0.22449	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
47055	204956	0.10036	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47100	LA1, 204975	0.10731	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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47169	SE105, 202000	0.18601	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47179	205268	0.04341	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47194	202222	1.24107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47223	205219	0.05037	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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47244	SE110, 202265	0.01649	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47245	202122	0.02996	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47246	202133	0.02618	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47298	201980	0.00396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47301	LA2, 202280	0.06998	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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47302	SE110, 202282	0.15862	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47324	202088	0.32426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47348	205237	0.04424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47374	SE100, 881113	0.42169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47375	202128	0.56133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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47545	202291	0.103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47551	202261	0.33617	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47555	202285	0.04551	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47626	LA2, 202379	1.57663	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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47627	LA2, 202420	1.34179	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47677	202382	1.43613	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47679	202255	0.34223	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47681	202260	0.00605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47705	202290	0.08877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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47724	LA1, 202262	1.69147	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47768	202258	0.02659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47819	222291	0.10861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
47834	SE994, 222428	1.5592	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
47852	222279	0.29016	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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47905	222427	0.57528	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
48004	205242	0.02043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48037	LA2, 205227	0.48191	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48039	SE105, 204953	0.10527	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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48044	202001	0.02105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48058	205224	0.05189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48060	205272	0.11988	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48098	LA1, 205063	1.76206	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48106	202003	0.02339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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48177	205261	0.05553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48180	205236	0.07791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48219	205142	0.03886	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48295	205144	0.00199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48350	205238	0.02012	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48366	205241	0.00187	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
48412	202414	0.6708	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48413	202283	0.10184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48462	205266	0.09894	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48469	204948	0.13639	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48473	LA2, 205233	0.01823	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48492	202273	0.08749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
48493	202275	0.04408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48494	202096	0.36157	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48543	205140	0.02058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48547	LA1, 205229	0.1943	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48566	202123	0.02334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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48572	202135	0.0454	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48718	204933	0.2745	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48733	202274	0.19737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48803	202387	0.0299	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48925	202284	0.04459	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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48934	202257	0.32179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48943	SE110, 202267	0.4562	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
48944	202269	0.45304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
48992	202227	0.3172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
49082	205270	0.16314	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
49140	204835	0.07935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49160	SE121, 205561	1.0087	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
49316	204957	0.04342	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49392	205310	0.01852	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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49451	205225	0.02807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49455	205217	0.06586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49501	202388	0.08448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49508	204961	0.06164	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49554	205220	0.25442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49556	205230	0.00919	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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49562	205135	0.05612	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
49630	SE105, 202081	0.61842	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
49716	205222	0.06783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49719	205240	0.0174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49720	205265	0.09544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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49782	205267	0.02232	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
49856	LA1, 205231	0.16663	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50111	204974	0.00097	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50124	205141	0.01744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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50284	205131	0.20828	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50286	205317	0.64484	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50443	205239	0.06462	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50474	222224	0.02101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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50669	224808	0.08833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50762	SE21, 223200	0.42001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50790	222985	0.74509	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50799	222892	0.26137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50814	TBD	0.19315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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50880	205221	0.86206	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
50895	205139	0.01485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50896	205271	0.03348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50985	222287	0.03059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
50986	222330	1.15182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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51042	202121	0.03512	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
51045	202221	0.07245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51101	SE110, 202264	0.01861	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
51102	202289	0.02654	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51295	222276	0.00613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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51694	223367	0.34457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51767	223340	0.02329	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
51792	223356	0.06307	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51794	223383	0.00337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51795	223269	0.11379	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
51802	223374	0.00761	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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51804	223379	0.00045	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
51836	SE31, 220370	0.17649	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
51939	205264	0.00917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52008	221257	0.45548	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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52172	218806	0.18265	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52250	SE748, 223551	0.69219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52330	221248	0.56353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52371	220963	0.47412	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52382	SE55, 223969	1.19417	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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52426	223541	0.13178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52429	SE978, 224132	0.37228	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52436	221105	0.0436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52534	220968	0.26008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
52594	220559	0.09893	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52596	224081	0.47497	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52603	220944	0.03557	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52617	223355	0.06781	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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52633	221191	0.01946	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52668	221261	0.00204	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52669	224076	0.00323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52670	224128	0.0072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52703	224126	0.05205	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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52714	SE748, 221198	0.19513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52715	224121	1.32826	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52717	224224	0.90258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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52722	SE748, 221199	0.01196	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52746	223601	0.0024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52791	224077	0.00249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52792	221104	0.17552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52829	220357	0.02441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52842	224127	0.00422	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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52875	223619	0.17064	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
52981	223985	0.33696	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
52983	220947	0.02945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53009	SE55, 221610	0.22474	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53026	224074	0.12327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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53031	SE748, 221234	0.76735	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53054	P17A, 221406	0.12261	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
53094	224472	0.94937	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53117	221057	0.55382	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
53175	224026	0.03033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53176	224078	0.05335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53206	SE978, 221831	0.03057	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53216	SE773, 223828	1.41416	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53223	224075	0.00346	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53265	LA1, 224336	0.41623	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53273	221828	0.21987	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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53279	SE978, 221830	0.17184	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53289	SE992, 224751	0.35842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53296	222770	0.03979	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53314	SE978, 221827	0.04588	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53400	221963	1.18758	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53448	LA1, 224374	0.70378	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53476	221853	0.0015	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53489	224467	0.18963	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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53507	SE774, 221480	0.26406	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53508	SE774, 221485	1.01524	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53520	LA1, 221343	3.48602	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53556	SE978, 224122	0.08579	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53559	224251	0.05459	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53566	221260	0.03165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53570	SE55, 221479	0.12181	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53585	SE978, 224131	0.72499	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53638	221714	1.06325	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53654	220965	0.0495	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53660	221058	0.06469	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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53682	221725	0.58593	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53685	224008	0.40545	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53687	224339	0.33047	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
53698	224635	0.3336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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53701	221848	0.59532	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
53725	221729	0.04066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53753	221718	0.72377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53759	224211	0.80704	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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53766	224129	0.43997	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
53784	224471	0.1246	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53815	222075	0.70073	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53836	224493	0.30897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
53871	SE981, 224350	1.29959	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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53893	LA1, 221854	1.18657	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54079	221126	0.60751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54104	SE978, 221829	0.02664	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54105	221847	0.08493	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
54139	221727	0.0036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54245	221733	0.03512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54331	221821	0.80604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54403	221726	0.0031	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54429	220954	0.16599	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54493	221265	0.13965	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54495	203369	0.00326	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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54576	203859	0.0048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
54618	221717	0.12202	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54773	224083	0.71641	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54865	221201	0.09452	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
54890	247809	0.29023	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54915	221063	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54925	SE774, 247801	0.22463	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
54931	201979	0.08909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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54956	221834	0.00337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55009	221833	0.00503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55058	247800	0.31618	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55059	247828	1.12487	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55060	247820	0.06381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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55080	224125	0.05822	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55082	224347	1.32958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55091	247802	0.05344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55125	222065	0.05396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55172	SE774, 247803	0.01681	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55211	247885	0.11928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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55217	247811	0.04272	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55257	SE748, 221193	0.04004	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55258	221200	0.10578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55313	224736	0.18917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55375	SE774, 247804	0.07272	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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55380	247799	0.16405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55477	202268	0.04336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
55510	247818	0.37694	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55688	248195	0.01296	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55748	202272	0.12414	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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55823	LA1, 205228	0.6095	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55826	205313	0.00843	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
55950	204821	0.07953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56016	202223	0.05769	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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56061	SE996, 204824	0.06071	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56070	205062	0.00748	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
56168	LA1, 205232	0.18348	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
56255	202271	0.08328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56285	202226	0.33401	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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56402	205143	0.00623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56496	222845	0.81241	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56716	257489	0.13481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56732	247352	1.07483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56741	247349	0.0675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56823	257550	0.11627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56865	260049	0.02237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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56893	223375	0.00831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56906	260035	0.06039	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56910	247366	0.00328	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
56924	247277	0.01171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56925	247345	0.24541	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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56962	247676	0.11809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56964	247689	0.01249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56971	247667	0.00231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56976	247726	0.12882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56981	247269	0.55585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56985	247259	0.04311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56989	247635	0.173	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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56990	247686	0.24792	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
56992	247675	0.403	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
56993	247677	0.01426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
56995	247351	0.1931	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57005	247657	0.0305	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57050	247687	0.08283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57053	247265	0.07382	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57057	260034	0.02292	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57058	247472	0.63451	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57059	247474	0.3383	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57060	247663	0.02587	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57064	249478	0.55581	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57067	260082	0.39666	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
57069	260047	0.06462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57072	221102	0.34381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57073	SE978, 224120	0.21754	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57075	224335	0.08957	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57081	249476	0.02672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57086	247724	0.11088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57100	247266	0.08777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57138	223380	0.00445	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57140	260051	0.21325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57141	257490	0.08594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57142	247662	0.12338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57143	260032	0.08039	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57144	249644	0.08111	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57149	249653	0.43845	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57152	247719	0.33468	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57153	247654	0.06215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57158	249475	0.15569	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57162	249656	0.80692	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57163	249673	0.60185	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57165	247656	0.0212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57170	247683	0.02916	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57171	247684	0.03766	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57190	249486	0.40758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57255	SE774, 260036	0.22626	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57259	247356	0.02694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57273	224372	0.72994	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57279	247715	0.05266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57286	249471	0.01722	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57287	247712	0.3085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57291	249676	0.09835	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57295	247722	0.13598	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57301	247636	0.39376	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57302	247720	0.03687	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57339	247718	0.33857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57350	249637	0.02608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57377	249490	0.03486	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57387	247355	0.11241	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57388	258540	0.45828	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57391	TBD	0.11317	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57393	249566	0.02806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57394	249657	0.13252	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57418	249733	0.1506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57426	SE748, 221194	0.07041	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57457	249565	0.2523	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57480	250048	0.3828	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57481	249956	0.04783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57482	247725	0.11771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57483	249659	0.002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57500	249655	0.19909	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57502	247430	0.26457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57503	249647	0.02613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57504	258527	0.02662	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57507	249553	0.05512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57509	258555	0.15217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57533	249944	0.27889	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57534	249969	0.26793	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57535	249648	0.04493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57537	250085	0.10155	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57554	249976	0.01233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57611	249660	1.34221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57623	247444	0.72973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57624	249950	0.04869	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57625	250033	0.11489	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57626	249962	0.01437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57628	247685	0.21972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57644	250026	0.01884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57646	250061	0.11438	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57647	261213	0.67093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57648	247666	0.08047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57650	260080	0.96355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57651	249951	0.0446	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57653	259179	0.04178	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57698	249972	0.06136	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57700	249654	0.00328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57702	249684	0.19733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57703	247655	0.00516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
57706	249980	0.13046	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57707	250030	0.09815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57712	249973	0.03254	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57713	249971	0.1135	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57728	249638	0.05875	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57739	249963	0.0184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57747	250084	0.13569	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57750	247580	0.28775	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
57751	247716	0.02455	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57756	250042	0.23491	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57757	249894	0.82733	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57758	250034	0.16426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57759	249978	0.10184	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57760	250055	0.37806	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57769	249926	0.22487	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57770	249974	0.00407	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57774	249952	0.00376	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57775	259504	0.1228	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57787	SE978, 221826	0.04095	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57800	250031	0.09602	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57801	250090	0.02782	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57806	259401	0.33389	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57840	249895	0.02254	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57842	249947	0.03086	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57849	259788	0.1022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
57851	259177	0.0353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57852	249677	0.05354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57891	256938	0.16254	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57898	257100	0.00337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57900	257152	0.60356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57923	257063	0.07041	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57934	259417	0.89631	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57935	256944	0.1766	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57937	257101	0.00404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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57940	SE748, 257298	0.09708	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57945	257403	0.03495	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
57947	256934	0.21458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
57980	259683	0.0889	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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57984	250027	0.02745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
58001	247723	0.00241	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
58024	257099	0.00228	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
58103	257401	0.02609	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
58211	247581	0.04165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77107	1092022	0.07559	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77290	1090447	0.196	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77346	218682	0.56771	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77349	1095765	0.83893	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77401	1095755	0.32582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77402	218761, SE128	0.49701	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77415	1095765	0.06373	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77550	1095753	0.06138	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77649	221289	3.07427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77676	218684	1.39913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81351	RM143, 948201	2.77225	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81352	RM3145, 948202	0.34271	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
81353	RM143, 948203	4.8419	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81357	RM4139, 948208	0.57834	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81358	948210	1.0955	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81359	948214	0.10197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81360	948215	0.32453	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81361	948216	0.65875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81362	948217	0.5087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81363	948218	0.43689	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81364	RM3148, 948219	1.63204	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81365	948220	1.47602	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81366	RM8229, 948221	2.4981	Primitive Road: Primary	Motorized	Motorcycle	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81367	RM8212, 948222	1.23207	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81368	948223	0.82401	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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81369	948224	0.60519	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81370	948225	2.88552	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81371	948226	0.78585	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81384	948240	0.52837	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
81385	RM4144, 948241	1.31145	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81394	948250	0.30051	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81416	RM1001, 948274	2.53809	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81417	948275	0.25821	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81418	948276	0.32387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81419	948277	0.68997	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81420	948278	0.10384	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81421	948279	0.1319	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81422	948281	0.4442	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81423	948282	0.70017	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81424	948283	0.15452	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81425	RM6140, 948284	3.67275	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81426	RM9245, 948286	2.10549	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81427	948288	0.3859	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81428	948291	0.60571	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81429	948292	0.15164	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81430	RM6175, 948293	4.58425	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81431	948294	5.77235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81432	C1, 948295	3.12429	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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81434	RM8215, 948297	1.31186	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81435	948298	1.43578	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81436	948299	0.1227	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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81437	948300	0.92383	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81438	948301	0.13149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81439	948302	0.30745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81440	948303	0.53901	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81441	948304	0.00153	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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81442	RM8223, 948305	0.97337	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81443	RM8218, 948306	0.66348	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81445	948309	0.57434	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81446	948310	0.11328	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81447	948311	0.09452	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81448	948312	0.12236	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81449	948313	0.06595	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81450	948314	0.06981	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81451	948315	1.53833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81452	948317	2.07074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81455	948321	2.31331	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81456	948322	1.82402	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81457	948323	0.05039	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81458	948324	0.22066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81459	C6, 948328	0.82902	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81460	948329	0.2007	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81461	C6, 948330	0.24252	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81462	948331	1.17053	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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81463	RM4146, 948333	0.17494	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81464	948334	1.65285	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81465	948336	1.31589	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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81466	948337	0.79537	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81467	948338	0.11857	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81468	948339	0.03022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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81469	948340	0.14671	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81470	948341	0.45077	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81471	948342	0.37835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81472	RM4130, 948343	0.39316	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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81473	948344	0.08465	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81474	948345	0.47368	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81476	948347	1.70956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81477	948350	0.09282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81478	948351	2.5246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81483	RM4139, 948356	0.67022	Primitive Road: Primary	Motorized	Motorcycle	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81484	RM4140, 948357	0.4575	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81485	948358	0.42953	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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81486	948359	0.56805	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81487	948362	2.15282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81488	948363	0.67043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81489	948364	1.00354	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81490	948365	0.33316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81491	948366	0.70024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81492	948367	0.51415	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81493	948369	1.25005	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81494	948370	0.68819	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
81495	948371	0.57563	Primitive Road: Primary	Motorized	Motorcycle	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
81496	948372	0.3621	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81498	RM8221, 948374	0.38569	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81499	948375	0.86297	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81500	RM8219, 948377	0.29017	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81501	948378	0.07593	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
81502	RM8212, 948379	1.72895	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
81503	948380	0.64266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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81586	948474	0.05687	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82112	961794	0.1807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82113	961795	0.24254	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82144	RM6171, 962815	0.52503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82145	RM3144, 962818	0.11125	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82146	962819	0.53838	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82147	RM3142, 962820	0.15624	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82207	SE985, 994405	0.58226	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82208	SE985, 994406	1.50559	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82209	SE986, 994407	1.26667	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82210	994408	2.43661	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82211	994409	0.38785	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82212	994410	0.4621	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82213	994411	0.00197	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82214	994412	0.6571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82218	994416	0.1404	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82219	994417	0.00314	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82220	994418	0.4541	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82221	994419	0.44814	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82222	994420	0.31724	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82223	994421	1.99159	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82224	994422	0.29263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82225	994423	0.10163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82226	994424	0.33964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82227	994425	0.38989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82228	994426	0.00154	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82229	SE984, 994428	0.26744	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82230	SE980, 994429	1.03527	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82235	SE756, 994435	4.6061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82236	994436	0.01098	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82237	994437	0.31782	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82238	994438	0.78866	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82241	994441	0.01793	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82242	994442	0.12103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82243	994443	0.5083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82244	994444	0.33742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82245	994445	0.35393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82246	994446	0.31001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82247	994447	0.19044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82248	994448	0.30142	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82249	994450	0.11413	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82250	994451	0.28977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82251	994452	0.0312	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82252	SE752, 994453	0.98801	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82266	994467	0.09571	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82267	994468	0.00349	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82268	994469	0.25189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82269	SE435, 994470	4.46271	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82270	994471	0.40159	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82271	SE432, 994472	1.16098	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82272	SE0433, 994473	1.1272	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82273	994476	0.23976	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82274	SE0433, 994478	0.25066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82275	994479	0.09188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82276	SE0433, 994480	0.47336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82277	SE432, 994481	1.21654	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82278	SE434, 994482	0.80853	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82279	SE434, 994484	0.32455	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82280	994485	0.07501	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82281	994486	0.59862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82282	SE430, 994487	0.04698	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82283	SE430, 994488	1.0445	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82284	SE431, 994489	0.43765	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82285	SE431, 994490	0.69559	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82286	994491	0.35224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82287	SE756, 994492	2.04062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82288	994493	0.9858	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82289	SE870, 994494	2.58178	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82290	994495	0.68134	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82291	SE756, 994497	0.1813	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82292	SE756, 994498	0.09935	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82293	SE756, 994499	0.74209	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82294	SE765, 994500	1.3888	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82295	SE778, 994502, South Haiwee Rd	0.79055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82296	SE778, 994503	0.15015	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82299	SE778, 994506	0.06022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82300	SE776, 994507	0.67773	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82301	994508	0.31831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82302	994509	0.02227	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82303	994510	0.03828	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82304	994511	0.15991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82309	994516	0.83263	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82310	994517	0.24357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82311	994518	0.11615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82312	994519	0.00298	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82316	994523	1.23632	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82317	SE777, 994524	1.24241	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82318	994525	0.21733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82319	994526	0.77805	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82320	994527	0.34089	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82321	994528	0.01884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82322	994529	0.19651	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82324	994531	0.94438	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82325	994532	0.28999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82339	994546	0.00098	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82343	994550	0.22584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82345	994552	0.01043	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82349	994556	0.20811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82350	994557	0.0742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82351	994558	0.04964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82352	994559	0.02824	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82353	994560	0.34652	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82354	994561	0.63797	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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82355	SE750, 994562	0.14226	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82366	994575	0.00137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82369	SE766, 994578	1.92662	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82370	SE765, 994579	0.76295	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82371	994581	0.43755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82372	994582	0.48678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82373	994583	0.07426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82374	994584	0.49656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82375	994585	0.32841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82376	994587	0.20132	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82377	SE858, 994588	2.20367	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82378	994590	2.18684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82379	SE859, 994591	3.09073	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82380	SE867, 994592	0.6934	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82381	994593	1.45081	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82382	994594	0.03327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82383	SE881, 994595	0.912	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82384	994596	0.08962	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82385	994597	0.11196	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82386	994598	2.00761	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82387	SE979, 994600	0.96459	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82388	994601	0.07074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82389	994602	1.04347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82390	SE984, 994603	0.8896	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82391	994604	0.17804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82392	994605	0.17395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82393	994607	0.36947	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82394	994609	0.16846	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82395	SE984, 994610	1.26266	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82396	SE980, 994612	0.7065	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82398	994614	0.00104	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82402	994618	0.20316	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82403	994619	0.04067	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82404	994620	0.03508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82405	SE860, 994621	1.25105	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82406	994622	0.17197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82407	994623	0.12827	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82408	SE860, 994624	0.17057	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82409	994625	0.04813	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82410	SE861, 994626	0.75071	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82411	SE867, 994627	0.90971	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82412	994628	0.17149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82413	994629	0.19672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82414	SE861, 994630	1.46211	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82415	SE861, 994631	0.04822	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82416	994632	0.39735	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82417	SE866, 994633	1.2721	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82418	SE866, 994634	0.94399	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82419	SE0766, 994635	0.06429	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82420	994638	0.57851	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82422	994640	0.11173	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82423	994641	0.06933	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82424	SE869, 994642	2.35337	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82425	994644	0.82804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82426	994645	0.23704	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82427	994646	0.23404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82428	SE756, 994647	2.40423	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82429	994649	1.01158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82430	SE756, 994650	0.82239	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82431	994651	0.40705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82432	994652	0.0903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82433	994653	0.15175	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82434	SE868, 994654	0.52813	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82435	994655	0.08568	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82436	994656	0.11934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82437	994657	0.37898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82438	994658	0.35029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82439	994659	1.17873	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82440	994660	0.54811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82441	994661	0.20032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82442	994662	0.94895	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82443	994663	0.09848	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82444	994664	0.09127	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82445	994665	0.01891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82446	994666	0.12227	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82447	994667	1.50563	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82448	994668	0.44531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82449	994669	0.12467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82450	994670	0.17043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82451	994671	0.20977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82452	994672	0.06198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82453	994673	0.00317	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82454	SE772, 994674	1.77776	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82455	994677	0.08372	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82456	994678	0.24171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82458	994680	0.1443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82459	SE762, 994681	0.83792	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82460	994685	0.21447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82461	994686	0.70909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82462	994687	0.18443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82463	994688	0.5559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82464	994689	0.44945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82465	994690	0.24812	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82466	994691	0.15235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82467	994692	0.09605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82468	994693	0.22803	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82469	994694	0.13246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82470	994695	0.03282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82471	994696	0.16833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82472	994697	0.10938	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82473	994698	0.29384	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82474	994699	0.05848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82475	994700	0.19467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82476	994701	0.2651	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82477	994702	0.11116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82478	994703	0.32625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82479	994704	0.22381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82480	994705	0.09438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82481	994706	0.08557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82482	994707	0.07875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82483	994708	0.14473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82484	SE766, 994709	1.35779	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82485	SE766, 994710	0.52084	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82486	SE766, 994711	2.88133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82487	994712	0.10684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82488	994714	0.41885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82489	994715	1.1347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82490	994716	0.22384	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82491	994717	0.30269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82493	994719	1.24367	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82495	994721	0.45847	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82496	994722	0.09754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82497	994723	0.12921	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82498	994724	0.11575	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82499	994725	0.08146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82500	994726	0.37146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82501	994727	0.03951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82502	994728	0.37863	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82503	994729	0.92778	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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82504	994730	0.84114	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82505	994731	0.29969	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82506	994732	0.20116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82507	994733	0.14291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82508	994734	0.05857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82509	994735	0.05999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82510	994736	0.11996	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82511	994737	0.0737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82512	SE766, 994738	0.12638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82513	994739	0.05086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82514	994740	0.07967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82515	994742	0.56391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82516	994744	0.49773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82519	994748	0.51174	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82520	994749	2.51216	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82521	994750	0.00049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82523	994752	0.24073	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82524	994753	0.01695	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82525	994754	0.06071	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82526	994755	0.14996	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82527	SE109, 994756	1.35857	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82528	994757	0.28843	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82529	994758	0.05726	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82530	994759	0.39425	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82532	994761	0.34916	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82533	994762	0.03701	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82534	994763	0.23129	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82535	994765	1.72808	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82536	994766	1.7315	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82537	994767	0.03365	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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82538	994768	0.01101	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82541	994771	0.17824	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82542	994772	0.02718	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82544	SE100, 994774	1.18882	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82545	994775	2.91638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82546	994776	0.30708	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82547	SE106, 994777	4.11761	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82548	994778	0.09382	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82551	994781	0.06053	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82552	994782	0.02237	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82553	994783	0.13077	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82554	994784	0.12784	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82555	994785	0.45249	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82556	SE108, 994786	0.45127	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82557	994787	0.06239	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82558	994788	0.20108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82559	994789	0.69257	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82560	994790	0.06061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82561	994791	0.05561	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82562	994792	0.10538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82563	SE107, 994793	0.50929	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82564	994794	0.06958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82565	994795	0.15556	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82566	994796	0.16093	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82567	994797	0.38628	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82569	994799	0.39437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82570	994800	0.1502	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82571	994801	0.10543	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82572	994802	0.23287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82573	994803	0.62677	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82574	994804	0.57218	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82575	994805	0.06807	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82576	994806	0.04279	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82577	994807	0.29406	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82578	994808	0.2195	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82579	994809	0.05817	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82580	994810	0.21626	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82581	994811	0.06416	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82582	994812	0.21112	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82583	994813	0.07705	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82584	994814	0.04214	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82585	994815	0.28656	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82586	994816	0.25583	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82587	994817	0.07535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82588	994818	0.15157	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82589	994819	0.46466	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82590	994820	0.32778	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82591	994821	0.07405	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82592	994822	0.10326	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82593	SE996, 994823	0.11491	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82594	994824	0.017	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82595	SE999, 994826	0.27635	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82596	994827	4.06916	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82597	994828	1.52601	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82598	994829	0.00102	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82599	994830	0.46688	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82600	994831	0.34183	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82601	SE987, 994832	1.70615	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82602	994833	0.34378	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82603	994834	1.1128	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82604	994835	0.28136	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82605	SE106, 994836	3.69159	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82606	SE103, 994837	0.31814	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82607	SE101, 994838	0.5664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82608	994840	0.03952	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82609	994841	0.08023	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82610	994842	0.86965	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82611	SE296, 994843	0.80487	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82612	994844	0.44129	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82613	994845	0.05197	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82614	994846	0.36301	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82615	994847	1.07043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82616	994848	0.7706	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82617	994849	0.04432	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82618	994850	0.59562	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82619	994851	0.37273	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82620	994852	0.01337	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82621	994853	0.01118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82622	994854	0.29083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82623	SE992, 994855	0.03252	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82624	994856	1.23097	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82625	994857	0.55994	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82626	994858	0.2169	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82628	SE101, 994860	1.0806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82629	994861	0.39371	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82630	994862	0.37121	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82631	SE995, 994863	0.89483	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82633	994865	0.27725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82634	994866	0.6237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82635	SE996, 994867	1.22211	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82636	994868	0.47755	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82637	994869	0.19472	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82638	994870	0.14773	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82639	994871	0.09693	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82646	994879	0.00771	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82650	994883	0.56845	Trail	Non-Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82651	994884	0.18545	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82652	994885	0.3118	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82654	994887	0.10731	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82655	LA1, 994888	3.96671	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82656	994889	0.05567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82657	LA1, 994891	0.58916	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82658	994892	0.07282	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82659	SE112, 994893	1.05469	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82660	994894	2.78149	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82661	LA2, 994895	3.53796	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82662	SE138, 994896	0.91913	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82663	994897	0.74798	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82665	994899	1.62005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82666	994900	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82670	SE139, 994904	1.55713	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82671	994905	0.02198	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82672	SE143, 994906	0.95358	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82673	SE141, 994908	0.4482	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82674	SE140, 994909	0.06627	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82675	994910	0.04904	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82676	994911	0.89482	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82677	994913	0.26875	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82678	SE147, 994914	1.01209	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82679	SE152, 994915	1.45335	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82680	SE164, 994917	4.32838	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82681	SE164, 994918, Indian Wells Canyon Rd	0.93411	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82682	SE164, 994919	0.08978	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82683	SE164, 994920	0.04964	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82684	994921	0.10589	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82686	SE121, 994923	0.75549	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82687	SE112, 994924	0.64098	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82688	994925	0.0221	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82689	994926	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82691	994928	0.24724	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82692	994929	0.05593	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82693	994930	0.09821	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82694	SE111, 994931	0.58912	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82695	994932	0.05965	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82696	SE111, 994933	0.46349	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82697	994934	0.18884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82698	994935	0.12176	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82699	LA2, 994936	1.74613	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82700	SE113, 994937	1.0031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82701	994938	0.00286	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82704	994941	0.00538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82705	994942	0.17302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82706	994943	0.67923	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82707	994944	0.08839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82708	994945	0.11092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82709	994946	0.50334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82710	SE151, 994947	0.31313	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82711	994948	0.10375	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82712	SE177, 994949	0.20777	Primitive Route	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82713	994950	0.26562	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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82714	994951	0.03384	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82715	994952	0.16782	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82716	994953	0.11046	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82717	SE175, 994954	1.32242	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82718	994955	0.09513	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82719	994956	0.07155	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82720	994957	0.03451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82721	994958	0.18578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82722	994959	0.03088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82723	LA1, 994960	0.13298	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82724	LA1, 994961	2.67	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82725	LA1, 994962	2.39048	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82726	SE189, 994963	0.23019	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82727	LA2, 994964	1.9811	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82728	LA0002, 994966	0.79621	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82729	LA2, 994967	0.78865	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82730	994968	0.07335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82731	LA1, 994969	0.17114	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82732	LA1, 994970	0.02154	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82733	LA2, 994971	0.38276	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82734	LA1, 994972	0.97908	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82735	994973	0.00367	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82736	994974	0.17096	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82737	994975	0.07185	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82738	SE183, 994976	1.20179	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82739	994977	0.17298	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82740	SE184, 994978	0.64883	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82741	994980	0.06805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82742	SE185, 994982	0.18741	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82743	994983	0.19778	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82745	994986	0.26411	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82746	994987	0.19264	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82747	994988	0.25195	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82749	994990	1.32717	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82750	994991	0.97592	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82751	994992, Agnew Rd	0.50135	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82753	994994	0.00588	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82757	994998	0.04529	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82759	995000	0.37105	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82760	995001	0.53377	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82761	995002	0.53119	Trail	Non-Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82762	995003	0.26508	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82763	995004	0.18999	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82764	995005	0.27233	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82765	995006	0.02038	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82766	995007	0.47268	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82767	995008	0.25982	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82771	SE117, 995012	1.69405	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82772	SE117, 995013	0.90379	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82773	SE115, 995014	1.61488	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82774	995015	0.0347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82778	995019	0.1305	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82779	SE116, 995020	0.48733	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82780	995021	0.03419	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82781	SE117, 995022	0.02239	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82782	995023	0.02546	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82783	995024	0.13243	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82784	995025	0.12667	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82786	995027	0.09748	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82787	995028	0.01699	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82788	995029	0.07732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82789	995030	0.68909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82790	995031	0.01547	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82791	995032	0.60959	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82792	995033	0.19755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82793	995034	0.05451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82794	995035	0.12011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82795	SE114, 995036	0.26282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82796	995037	0.13702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82799	LA1, 995040	0.73572	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82800	995042	0.49285	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82801	LA1, 995043	3.11485	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82802	LA1, 995044	0.0999	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82803	LA1, 995045	0.98616	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82804	995046	0.53281	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82805	995048	0.01442	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82806	SE120, 995049	0.83973	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82807	995050	0.18038	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82808	995051	0.02503	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82809	LA1, 995052	0.92812	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82810	SE128, 995053, Grapevine Canyon Rd	1.7309	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82811	995054	0.05256	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82812	995055	0.06868	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82813	995056	0.10703	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82814	995057	0.06097	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82815	995058	0.05485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82816	SE121, 995059	1.13332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82817	995060	0.09981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82818	995061	0.32622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82819	SE125, 995062	0.25433	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82820	SE125, 995063	0.36791	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82821	SE122, 995065	0.07841	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82822	995066	0.0315	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82823	995067	0.00628	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82826	995070	0.38287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82827	995071	0.444	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82828	995072	0.72821	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82829	995073	0.02957	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82830	995074	0.11085	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82831	SE125, 995075	0.06472	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82832	995076	0.19176	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82833	995077	0.81972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82834	995078	0.18697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82835	995079	0.54714	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82836	995080	0.11035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82838	995082	0.06084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82839	SE125, 995083	0.45372	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82840	SE125, 995084	0.20424	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82841	995085	0.6488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82842	SE125, 995086	0.42282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82843	995087	0.05626	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82844	995088	0.07242	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82845	SE137, 995089	0.43207	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82846	SE137, 995090	0.65628	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82847	SE137, 995091	0.0242	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82848	SE139, 995092	0.56993	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82849	995093	0.18122	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82850	995095	0.02461	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82851	SE144, 995097	0.75317	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82852	995098	0.61532	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82853	SE146, 995099	0.63342	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82854	995100	0.05789	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82855	995101	1.21292	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82856	995102	1.09769	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82857	995103	0.21406	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82858	995104	0.60315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82859	995105	0.11808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82860	995106	0.19871	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82861	995107	0.14883	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82862	995108	0.09782	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82865	995111	0.1376	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82866	SE149, 995112	0.8996	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82867	995113	0.05372	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82868	995114	0.25074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82869	995115	0.10837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82870	995116	0.05447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82871	995117	0.53367	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82872	995118	0.09635	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82873	995119	0.12805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82874	995120	0.1963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82875	995121	0.08215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82876	995122	0.08102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82877	995123	0.88269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82878	SE149, 995124	0.20644	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82879	995125	0.74434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82880	995126	0.2902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82881	995127	0.05216	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82882	995128	0.36403	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82886	995132	0.06193	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82887	995133	0.02318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82888	995134	0.43438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82889	995135	0.06487	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82890	995136	0.36961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82891	SE145, 995137	0.47572	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82892	SE143, 995138	1.64863	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82893	995139	0.59947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82894	995140	0.33108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82895	995141	0.30744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82896	995142	0.15765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82897	995143	0.09148	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82898	995144	0.10748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82899	995145	0.13644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82900	995146	0.42305	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82901	995147	0.2053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82903	995149	0.13001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82904	995150	0.1163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82905	995151	0.04126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82906	995152	0.26576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82907	995153	0.27567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82908	995154	0.20927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82909	995155	0.13944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82910	995156	0.15739	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
82911	995157	1.86507	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82912	995158	0.07894	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82913	995159	0.08209	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82914	995160	0.13	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82915	995161	0.03732	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82916	995162	0.61395	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82917	995163	0.73149	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82918	995164	0.31562	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82919	995165	0.27267	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82920	995166	0.20454	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82921	SE158, 995167	0.54577	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82922	SE159, 995168	0.55726	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82923	995169	0.75427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82924	995170	0.26978	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82925	995171	0.11221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82926	995172	0.07437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82927	LAP, 995173	0.15394	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82928	995174	0.07942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82929	995175	0.06426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82930	995176	0.09741	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82931	995177	0.06697	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82932	995178	0.03849	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82933	995179	0.07814	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82934	995180	0.06759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82935	995181	0.08788	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82936	995182	0.05906	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82937	995183	0.07163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82938	995184	0.11215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82939	995185	0.09001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82940	995186	0.11953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82941	995187	0.16267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82942	995188	0.06896	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82943	995189	0.0633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82944	995190	0.06765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82945	995191	0.03508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82946	995192	0.04306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82948	995194	0.58136	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82949	LA2, 995195	0.1494	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82950	SE160, 995196	0.4965	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82951	995197	0.07964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82952	995198	0.19381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82953	LA1, 995199	0.33761	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82954	995200	0.30881	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82955	995201	0.29925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82956	995202	0.27058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82957	995203	0.40768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82958	995204	0.11601	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82959	995205	0.2903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82960	LAP, 995206	0.18008	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
82961	SE188, 995207	0.4225	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82962	995208	0.59011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82963	995209	0.05255	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82964	SE197, 995210	0.48433	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82965	SE188, 995211	0.37167	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82966	995212	0.12076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82967	995213	0.02429	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82968	995214	0.02441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82969	995215	0.48959	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82970	995216	0.03992	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82971	995217	0.18296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82972	LA1, 995218	0.11927	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82973	995219	0.07246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82974	SE189, 995220	0.03492	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82976	995222	1.35831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82977	995223	0.87376	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82978	995224	0.06516	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82982	995228	0.11733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82983	995229	0.06115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82984	995230	0.25886	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82985	995231	0.07032	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82986	995232	0.04211	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82987	995233	0.057	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82988	995234	0.42619	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82989	SE174, 995235	0.52313	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
82990	SE174, 995236	0.35947	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82991	SE174, 995237	0.07078	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82992	SE174, 995238	0.03818	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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82993	SE174, 995239	0.63517	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82994	SE174, 995240	0.68998	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82995	995241	0.1625	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
82996	SE169, 995242	0.31349	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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82997	SE169, 995243	0.03744	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82998	995244	0.50903	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
82999	995245	0.11544	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83000	995246	0.49551	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83001	995247	0.07975	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83002	995248	0.64118	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83003	RM3163, 995536	2.32098	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83004	RM3164, 995537	0.41458	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83005	RM3164, 995538	1.7507	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83006	995540	0.45722	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83007	RM3165, 995541	0.62079	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83008	RM3163, 995542	1.81764	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83009	995544	0.41087	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83010	995545	0.13142	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83011	RM3160, 995546	1.96945	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83012	995548	1.67929	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83013	995550	0.08128	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83014	RM6140, 995551	1.49367	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83015	RM6140, 995552	1.35512	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83016	RM5179, 995553	4.63784	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83017	RM9245, 995554	2.62642	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83018	RM6140, 995556	2.17356	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83019	RM6140, 995557	1.06638	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83020	RM3162, 995558	0.46	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83021	RM6180, 995559	0.1062	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83022	995560	0.01325	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83023	995561	0.13589	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83024	995563	0.15377	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83027	995567	0.66076	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83028	995569	0.26765	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83029	995570	0.00788	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83030	RM5178, 995571	0.34557	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83031	995572	1.98814	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83032	RM9242, 995574	0.50519	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83033	995576	0.1276	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83034	995577	0.21215	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83035	995578	0.18554	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83036	995579	0.07677	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83037	995580	0.13142	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83038	995581	0.0933	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83039	995583	0.69915	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83040	995584	0.18799	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83041	995586	0.45376	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83042	995589	0.36596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83043	995590	0.08425	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83044	995591	0.04983	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83045	995592	0.06033	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83046	995593	0.11776	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83047	995594	0.03616	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83048	995595	0.07878	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83049	995596	0.68868	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83050	995598	1.7756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83051	995601	0.37284	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83052	995602	0.38264	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83053	995604	0.16187	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83054	RM9243, 995605	0.79094	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83055	995606	0.45784	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83056	995607	0.18049	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83057	995608	0.22362	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83058	995609	0.12885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83059	995610	0.12718	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83060	995611	0.62058	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83061	995612	0.04732	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83062	995613	0.19417	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83063	995614	0.19556	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83064	995615	0.61174	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83065	995616	0.58475	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83068	218687	0.48754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83069	SE186, 995628	0.751	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83076	221331	0.30662	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83077	221331	3.56981	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83078	1095783	0.29293	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83079	996405	0.50109	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83080	996406	0.06236	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83081	996407	0.139	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83082	996408	0.10492	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83083	996409	0.231	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83084	996410	0.68599	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83085	996411	0.72254	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83086	996413	0.465	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83087	996414	0.40399	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83088	SE185, 996415	0.48113	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83089	996416	0.18491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83090	221284	0.16058	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83094	SE135, 997205	1.1146	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
83095	997206, SE133	1.68254	Trail	Non-Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
83097	997211	0.00668	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83098	997212	0.17108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83099	997213	0.08666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83100	997214	0.05862	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83101	SE120, 997215	1.4151	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83102	997216	0.00631	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83123	998410	0.00549	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83124	261107	0.04048	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83132	SE997, 881112	0.31385	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83134	SE997, 881112	0.05064	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83135	881112	0.00338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83136	881112	0.08701	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83137	LA2, 881112	1.5496	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83138	881112	0.00219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83139	881112	0.36734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83140	SE994, 881112	0.76768	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83141	881112	0.0038	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83142	881112	0.09725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83143	881112	0.18022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83144	881112	0.69795	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83145	881112	0.34068	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83146	881112	0.63619	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83147	881112	1.54534	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83148	SE996, 881112	0.14326	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83149	881112	0.00517	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83154	881112	0.00532	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83159	881112	0.33602	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83160	LA2, 881111	2.79826	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83161	224810	0.00135	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83162	222421	0.00172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83163	SE993, 882653	0.36677	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83164	SE989, 882653	3.79365	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83165	SE0993, 882653	0.18585	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83166	SE993, 882653	0.08951	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83167	882652	0.02667	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83168	882652	0.03592	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83169	882652	0.03232	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83170	882652	0.00635	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83171	882652	0.06759	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83172	882652	0.14836	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83173	882650	0.20063	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83174	882650	0.51825	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83175	882650	0.04382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83176	882650	0.27102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83177	SE985, 881099	0.2101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83178	881099	0.21543	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83179	881099	0.06671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83180	881099	0.57932	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83181	881109	0.90958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83182	881109	0.2245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83183	881109	0.0728	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83184	881109	0.03418	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83185	LA1, 881109	0.07203	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83186	881109	0.08122	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83187	881109	0.68773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83188	LA1, 881109	2.1125	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83189	881109	0.37133	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83190	881109	0.098	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83191	881109	0.08547	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83192	881109	0.38856	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83193	LA1, 881109	0.57539	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83194	881109	2.38935	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
83195	881109	0.18856	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83196	261213	0.63755	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83197	224249	0.04634	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83199	224227	0.13798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83200	659381	5.21975	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
83201	261222	0.9594	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83202	221734	0.06811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83203	SE776, 221619	0.0442	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83206	204440	0.00798	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83207	1006006	0.11542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83208	659381	0.23476	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83209	659381	0.00036	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83210	1006015	0.47212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83211	1006016	0.71235	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
83212	1006017	0.32384	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83213	1006018	0.41694	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
83214	1006019	0.13671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83215	1006020	1.51042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83217	1006022	0.30449	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83218	1006023	0.36417	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83219	1006024	0.28347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83220	1006025	1.01007	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83221	1006026	0.58021	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83222	1006027	0.07599	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83223	1006028	0.3716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83224	1006029	0.83732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83227	1007205	1.78454	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83228	1007206	0.18961	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83229	1007207	0.50721	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83230	1007208	2.56678	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83231	1007209	0.45667	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83232	1007210	0.46506	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83233	1007211	2.13704	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83234	1007212	0.47001	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83235	1007213	1.36355	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83236	1007214	1.82336	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83237	1007215	0.44404	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83238	1007216	0.07767	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83239	1007217	0.11165	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83240	1007218	0.83562	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83241	1007219	2.76691	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83242	1007220	0.07212	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83243	1007221	0.9505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83244	1007223	0.06127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83245	1007224	0.08167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83246	1007225	0.12356	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83247	1007226	0.25463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83248	1007227	0.39742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83250	SE, 1007229	0.11287	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83251	1007232	0.31398	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83252	1007233	2.31796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83253	1007234	0.20119	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83254	1007235	0.12477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83255	221331	0.52879	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83256	221331	0.14487	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83257	221331	0.10628	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83258	221331	0.78919	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83259	221331	0.49179	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83260	1007605	0.43841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83261	1007606	0.0498	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83262	221331	1.05351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83263	221331	0.07114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83264	221331	0.73391	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83265	221331	0.39625	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83266	1007611	0.08891	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83267	SE176, 221331	0.65755	Trail	Non-Motorized	Bicycle	(a), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
83268	221331	0.45453	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83269	221331	0.03933	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83270	221331	0.36343	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83271	221331	0.06722	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83272	221331	0.54322	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83273	221331	0.21763	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83274	221331	0.30616	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83275	1007624	0.1014	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83276	221331	0.203	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83277	221331	0.16454	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83278	221331	0.93047	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83279	1007628	0.52978	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83280	1007629	0.45098	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83281	1007630	0.49111	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83282	1007631	0.51906	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83283	1007632	0.43185	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83284	221331	0.30258	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83285	SE140, 221331	0.12978	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83286	221331	0.30171	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83287	221331	0.4334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83288	221331	0.31414	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83289	1007638	0.32892	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83290	1007639	0.24514	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83291	1007640	0.40674	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83294	218761	0.09567	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83295	218761	0.1439	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83296	1095765	1.78934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83297	1095765	0.35705	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83298	1095765	0.69596	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83299	1095765	0.52371	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83300	1095765	0.17244	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83301	1095765	0.0625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83302	1095765	0.71054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83303	1095765	0.38885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83304	218761	0.16532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83305	218761	0.32856	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83306	1007655	0.7078	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83307	1007656	0.21072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83308	1007657	0.05224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83309	1007658	0.1256	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83310	1007659	0.48026	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83311	1007660	0.17626	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83313	1007662	0.35753	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83314	1007663	0.68613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83315	218684	0.09303	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83316	218684	0.35604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83317	218684	0.45128	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83318	1010808	0.34048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
83319	1010809	0.60137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83320	1010810	0.13672	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83321	1010811	0.14116	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83322	1011605	0.35601	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83323	1011606	0.15651	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83324	1011607	0.02973	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83325	1011608	1.26532	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83326	1011609	0.30133	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83327	1011610	1.74242	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83328	1011611	0.8342	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83329	1011614	0.52256	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83330	1012405	0.34572	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83331	1012406	0.06667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83332	1012407	0.42438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83333	1012408	0.36196	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83334	1012409	0.18966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83335	1012410	0.45627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83336	1012411	1.09736	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83337	1012412	0.29483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83338	1012413	0.19338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83339	1012414	1.4948	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83340	1012415	0.24102	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83341	205062	4.39482	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83343	1012418	0.73982	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83344	1012419	0.11	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83345	1012420	0.16752	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83346	1012421	0.37267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83347	1012422	0.5046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83348	1012423	0.0055	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83349	1012424	1.48746	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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83350	SE985, 1012425	0.55703	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86881	1091436	1.55044	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86882	1092632	0.74571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86884	1092639	7.13066	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86885	1092641	0.05445	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86886	1092642	0.4319	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86887	1092643	1.12227	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86888	1092644	2.13057	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86889	SE3, 1093032	1.68906	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86891	1093040	0.01017	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86900	1093050	0.77775	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86902	1093054	0.0275	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86905	1093057	0.0246	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86911	SE749, 1093063	0.6883	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86912	1093064	0.00185	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86913	1093065	0.20758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86915	1093069	0.63865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86916	1093070	0.11205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86921	1093833	0.80974	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86928	1093840	0.09392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86929	1093841	0.16336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86930	1094232	0.23681	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86931	1094233	0.08412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86932	1094235	0.86144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86933	1094236	0.70004	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86938	1094241	0.37723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86939	1094242	0.15954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86940	1094243	0.44511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86941	1094244	0.24548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86943	1094246	0.6174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86946	SE762, 1094250	0.59206	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86947	1094251	1.84518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86949	1094253	0.31664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86950	1094255	0.57954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86951	1094256	0.16539	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86952	1094257	0.78412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86955	1094260	0.15848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86956	1094261	0.18028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86958	1094264	0.41673	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86959	1094265	0.00523	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86963	1094270	0.02111	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86965	1094272	0.19121	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86966	1094273	0.20195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86971	1094278	0.33766	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86972	1095032	0.20577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87035	1095438	0.34233	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94948	1137587, Trona Road	2.24928	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94950	P23, 1137589	1.19516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94951	1137590	0.06018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94952	P23, 1137591	2.10024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94953	1137592	0.05213	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94954	P23, 1137593	0.22098	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94955	P102, 1137594	1.7501	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94956	1137595	0.82382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94957	1137596	1.60749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94958	P6, 1137598	1.90591	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94959	P6, 1137600	0.40967	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94960	P11A, 1137601	0.32084	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94962	P11, 1137603, Quarry Rd	2.62824	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94963	P4, 1137604, Quarry Rd	0.63593	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94964	1137605	1.01858	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94965	P105, 1137612	1.46053	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94966	P105, 1137613	0.37481	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94967	1137614	0.18595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94968	P7, 1137615	0.05038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94969	P1909, 1137616	0.5146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94970	1137617	0.47611	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94971	1137618	0.02332	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94972	P10, 1137619	1.68664	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94973	P13, 1137620	1.63972	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94975	P105, 1137648	0.45796	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94976	1137649	0.13107	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94984	1137657	0.15323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94989	P105, 1137662	0.81067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94990	P105, 1137663	0.47746	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94991	P105, 1137667	0.95256	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94992	P105, 1137668	0.40185	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94993	1137669	0.32776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94994	1137670	0.14823	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94995	P2, 1137671	1.36845	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
94996	P2, 1137672	0.80577	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
94997	1137673	0.0948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94998	1137674	0.02233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
94999	1137675	0.2405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95000	1137676	0.06719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95001	P2, 1137677	0.07975	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95002	P3, 1137678	0.39566	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95003	P3, 1137679	0.32702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95004	1137680	0.01815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95005	1137681	0.27466	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
95007	1137683	0.16591	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95008	1137684	0.31408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95018	P102, 1137716	0.33203	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95019	P102, 1137717	0.37377	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95020	1137718	0.06597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95021	1137719	0.09435	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95022	1137720	0.05424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95023	1137721	0.05658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95024	1137722	0.17888	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95025	1137723	0.06411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95026	P102, 1137724	0.6789	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95028	P102, 1137726	0.54072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95029	P32, 1137727	0.97403	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95033	1137731	0.2697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95034	1137732	0.15636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95035	1137733	0.7368	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95036	P102, 1137734	1.92827	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95037	1137735	0.17581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95038	P102, 1137736	0.65019	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95039	P102, 1137737	0.84666	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95040	P102, 1137738	0.29199	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95041	P67, 1137739	3.19227	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95042	1137764	0.04211	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95045	1137767	0.00343	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95046	1137768	0.89656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95047	1137769	1.39879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95048	1137770	0.08559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95049	1137771	0.018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95050	1137772	0.14972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95051	1137773	1.03818	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95052	P12, 1137774	0.85355	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95053	P23, 1137775	0.04328	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95054	1137776	1.00498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95055	1137778	0.2248	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95056	1137779	0.14625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95057	1137780	0.03636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95058	1137781	0.09014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95059	1137782	0.03676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95060	1137783	0.07384	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95061	1137784	0.23944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95066	1137789	0.14718	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
95067	1137790	0.21321	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
95068	1137791	2.50511	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95070	1137794	0.04779	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95071	1137795	0.54959	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95072	1137796	0.11855	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95073	1137797	0.09092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95074	P10, 1137798	0.89134	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95075	P10, 1137799	0.39813	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95076	1137800	0.54447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95077	1137801	0.37926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95078	1137802	0.05144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95079	1137803	0.0994	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95080	1137804	0.11588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95081	1137805	0.14622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95082	1137806	0.59637	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95083	1137807	0.32369	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95084	1137808	0.0583	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95085	1137809	0.45536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95086	1137810	0.08783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95087	1137811	0.11933	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95088	1137812	0.06953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95089	1137813	1.24946	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95090	1137814	0.62102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95091	1137815	0.16261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95092	1137816	0.14833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95093	1137911	2.14599	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95094	1137912	0.50858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95095	1137913	1.33053	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
95096	1137914	1.00641	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95097	1137917	0.01624	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95113	1138122	0.90885	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95114	P30, 1138123	0.67002	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95115	P68	0.45435	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95118	1138130	0.00137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95119	1138131	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95120	1138132	0.11278	Primitive Road: Primary	Motorized	None	(a), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95121	1138133	0.19152	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95126	1138138	0.18819	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95127	P140, 1138139	1.07067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95128	P140, 1138140	2.05377	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95129	P140, 1138141, Searles Dry Lake Rd	1.70555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95130	P140, 1138144, Searles Dry Lake Rd	2.09657	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95131	1138145, Searles Dry Lake Rd	0.12406	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95132	1138146	0.59537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95133	1138147	0.43248	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95134	1138148	0.25177	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95135	1138149, Searles Dry Lake Rd	3.03144	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95136	P128, 1138150, Standard Mine Rd	1.92173	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95137	P127, 1138151	0.51036	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95138	1138153	0.66017	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95139	1138154	0.67134	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95140	P158, 1138156, Copper Queen Canyon Rd	1.60927	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95141	P125, 1138157, Copper Queen Canyon Rd	0.96321	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95142	P125, 1138158	0.28265	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95143	P125, 1138159	0.68225	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95144	1138160	0.17796	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95145	1138161	0.11866	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95146	1138162	0.39556	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95147	1138163	0.79519	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95149	1138165	0.8787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95150	1138166	0.13531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95151	1138167	0.62553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95152	1138168	0.67563	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95153	1138169	0.1479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95154	1138170	0.23747	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95155	1138171	1.57175	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95157	P66, 1138173	0.8008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95158	P66, 1138174	0.40788	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95159	1138175	0.07427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95160	1138176	0.2661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95161	P69, 1138179	1.78201	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95162	P69, 1138180	0.30161	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95163	1138181	0.09434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95164	1138182	0.08192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95165	1138183	0.10491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95166	1138184	0.05705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95167	1138185	0.22246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95168	P69, 1138186	0.2117	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95169	P69, 1138187	0.21044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95170	1138188	0.10087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95171	1138189	0.0434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95172	1138190	0.07722	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95173	1138193	2.07185	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95174	P33, 1138194	0.98639	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95175	P33, 1138195	0.48461	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95177	1138197	0.11469	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95178	1138198	0.19475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95179	1138199	1.59136	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95180	1138200	0.04875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95181	1138202	0.18511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95182	1138205	1.78477	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95183	1138206	0.06554	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95184	1138207	0.25629	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95185	1138208	0.42368	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95186	1138209	0.89364	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95187	1138210	0.56982	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95188	1138211	0.00033	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95189	1138212	0.09299	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95190	1138213	0.23274	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95191	1138214	0.1071	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95193	P17, 1138216, Homewood Canyon Rd	0.68821	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95194	1138217	0.50109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95195	1138218	0.32439	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95196	1138219	0.38207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95197	1138220	0.40719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95198	P16, 1138221	0.55796	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95202	1138227	0.50317	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95203	1138228	0.04853	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95204	1138229	0.35473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95205	1138230	0.08454	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95206	P21, 1138231	2.20162	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95207	P21, 1138232	0.89432	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95208	P28, 1138233	0.87018	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95209	P27, 1138234	0.8892	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95210	P27, 1138235	0.57885	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95211	1138236	0.09508	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95212	P26, 1138237	0.21557	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95213	1138238	1.01624	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95214	P27, 1138239	1.73849	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95218	1138243	0.78676	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
95219	1138244	0.5068	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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95221	RM4154, 1138246	0.65885	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95222	1138247	0.34972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95223	1138248	0.11134	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95224	1138249	0.46889	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95234	1138259	0.00243	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95235	RM1158, 1138260	0.87352	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95236	RM1158, 1138261	0.26133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95237	1138262	0.15854	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95238	1138263	0.08183	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95239	CS1002A, 1138264	0.34233	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95243	RM1162, 1138268	0.35594	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95244	RM1162, 1138269	0.20291	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95248	1138273	0.01169	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95252	1138277	0.25621	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95254	1138279	0.31505	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95255	P231, 1138280	0.37737	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95256	1138281	0.27692	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95259	1138284	0.61807	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95260	1138285	0.0705	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95263	P40, 1138288	0.6325	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95264	P36, 1138289	1.08002	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95269	1138294	0.51866	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95270	P36, 1138295	0.37606	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95271	P36, 1138296	0.17516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95272	P105, 1138297	0.96114	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95273	P105, 1138298	2.33005	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95275	1138300	0.03428	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
95277	1138302	0.08558	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95278	1138303	1.30946	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
95279	1138304	0.0017	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95280	1138305	0.07106	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95281	1138306	0.10079	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95282	1138308	0.12648	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95283	1138309	0.12817	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95284	1138310	0.18842	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
95285	RM3147, 1138311	0.72157	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95286	1138313	0.00443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95287	RM3151, 1138314	0.83195	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95288	1138316	2.08343	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95289	1138317	0.65984	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95290	1138318	0.45219	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95291	1138319	0.27483	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95292	1138320	0.23674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95293	RM1001, 1138322	0.67432	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95294	1138324	0.41791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95295	1138325	1.46373	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
95296	1138326	0.0547	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95297	1138327	0.20695	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95298	1138328	0.22738	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95299	1138329	0.88665	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95300	1138330	0.29488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95301	1138331	0.0512	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95302	1138332	0.20863	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95303	1138333	0.10716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95304	1138334	0.36582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95306	1138336	0.17509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95308	1138338	0.14057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95309	1138339	0.008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95310	1138340	0.30466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95311	P105, 1138342	1.03148	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95313	P35, 1138344	0.51139	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95314	P34, 1138345	0.58125	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95317	P32, 1138348	0.12884	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95318	P32, 1138349	0.08577	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95319	1138350	0.10347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95320	P31, 1138351	0.60221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95321	P32, 1138352	0.40185	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95322	1138353	0.71674	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95323	P25, 1138354	1.35029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95324	P963, 1138355	0.55462	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95325	P26, 1138356	0.99217	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95326	1138357	1.11784	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95327	1138358	0.04842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95328	1138359	0.08463	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95329	P22, 1138360	0.3898	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95330	P20, 1138361	0.32861	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95331	P20, 1138362	0.13269	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95337	P21, 1138368	0.08658	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95338	1138369	0.02607	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95339	1138370	0.23484	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95340	1138371	0.05857	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95341	1138372	0.01284	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95342	P20, 1138373	0.96817	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95343	1138374	0.18615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95344	1138375	0.08307	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95345	1138376	0.01729	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95346	P20, 1138377	0.8048	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95347	1138378	0.37951	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95348	1138379	0.18107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95349	P20, 1138380	0.08339	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95350	P23, 1138381	0.54315	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95351	P24, 1138382	0.99674	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95352	P24, 1138383	0.3354	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95353	P24, 1138384	1.1498	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95354	P29, 1138386	0.49875	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95355	1138387	0.22815	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95356	1138388	0.424	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95357	1138389	0.19419	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95358	1138390	0.40488	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95359	1138393	0.12871	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95360	1138394	0.48478	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95361	1138395	0.94208	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95362	1138397	0.10338	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95363	1138398	0.27722	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95364	1138399	0.00105	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95365	1138400	0.83978	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95366	1138401	0.00056	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95371	1138406	0.13799	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95372	1138407	0.45408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95373	1138408	0.23983	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95377	1138412	0.58158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95378	P137, 1138413	0.18954	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95381	1138416	0.09236	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95382	P138, 1138417	1.4773	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95383	1138418	0.21459	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95384	P138, 1138419	0.7112	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95385	P138, 1138420	0.30074	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95386	P138, 1138422	0.14724	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95390	1138426	0.08523	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95391	1138427	0.16221	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95392	1138428	0.68868	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95393	1138429	0.49948	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95399	1138435	0.00141	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95400	1138436	0.10522	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95401	1138437	0.21517	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95403	1138439	0.32726	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95404	1138440	0.0549	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95405	1138441	0.06758	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95406	1138442	0.14266	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95407	1138443	0.18016	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95410	1138446	0.21302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95411	1138447	0.10816	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95412	1138448	0.0743	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95413	1138449	0.04176	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95414	1138450	0.0354	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95415	1138451	0.81405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95423	1138461	0.04771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95424	1138462	0.50805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95425	1138463	0.05761	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95426	1138464	0.12153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95427	1138465	0.02986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95428	1138466	1.29362	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95429	1138468	0.08999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95431	1138475	0.16138	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95432	1138476	1.38983	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95434	1138478	0.00059	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95436	1138480	0.6281	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95437	1138481	0.042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95438	1138482	0.2219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95439	1138483	0.09197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95440	1138484	0.27883	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95441	1138485	0.09044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95442	1138486	0.36093	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95443	1138487	0.19857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95444	1138488	0.05353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95445	1138489	0.06411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95446	1138490	0.0499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95447	1138491	0.04863	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95448	1138492	0.23526	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95449	1138493	0.07998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95450	1138494	0.09053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95451	1138495	1.12817	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95452	1138496	0.0623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95453	1138499, VASSER Road	2.64658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95454	RM6175, 1138500	0.65123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95462	1138508	0.18792	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95463	1138509	0.02345	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95464	1138510	0.16069	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95465	1138511	0.19913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95466	1138512	0.337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95467	RM4248, 1138513	0.64679	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95468	RM4155, 1138515	0.5626	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95470	RM4156, 1138517	1.6168	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95471	1138518	0.17219	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95473	1138520	0.12056	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95474	1138521	0.11069	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95475	1138522	0.03202	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95476	1138523	0.17262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95477	1138524	0.36103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95478	1138525	0.4076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95479	RM4157, 1138526	0.77119	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95480	1138527	0.1599	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95481	1138528	0.45466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95482	RM4157, 1138529	1.12478	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95483	1138530	0.6707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95484	1138531	0.45092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95485	1138532	0.21359	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95486	1138533	0.39026	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95487	1138534	0.05992	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95488	P230, 1138535	0.42873	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95492	1138539	0.2658	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95494	P232, 1138542	0.27862	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95499	1138547	0.05367	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95500	1138548	0.05854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95501	1138549	0.10502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95503	1138551	0.08296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95504	1138552	0.05882	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95505	1138553	0.06368	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95506	1138554	0.00482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95507	1138555	0.01628	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95508	1138556	0.00437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95509	1138557	0.01805	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95510	1138558	0.03605	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95511	1138559	0.06045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95512	1138560	0.11161	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95513	1138561	0.02504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95514	1138562	0.08088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95515	1138563	0.04933	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95516	1138564	0.04654	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95517	1138565	0.39111	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95518	1138566	0.11796	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95519	P232, 1138567	0.61239	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95520	P232, 1138568	0.2915	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95522	1138570	0.2395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95523	1138571	0.39431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95524	1138572	0.00165	Primitive Road: Primary	Motorized	None	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95525	1138573	0.67508	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95526	1138574	0.03479	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95527	1138575	0.13023	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95528	1138576	0.12336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95529	1138577	0.0443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95530	1138578	0.10081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95531	1138579	0.11422	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95532	1138580	0.05013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95533	1138581	0.0754	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95534	1138582	0.04167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95535	1138583	0.03221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95538	1138586	0.00426	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95541	1138589	0.44949	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95542	1138590	0.18867	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95543	1138591	0.04683	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95544	1138592	0.27061	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95545	1138593	0.28093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95546	1138594	0.185	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95547	1138595	0.01995	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95548	1138596	0.16786	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95549	1138597	0.16628	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95553	1138601	0.29738	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95554	1138602	0.15744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95555	1138603	0.13327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95556	1138604	0.05561	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95557	1138605	0.1668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95558	1138606	0.02159	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95559	1138607	0.08966	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95560	1138608	0.15793	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95561	1138609	0.03836	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95562	1138610	0.05838	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95563	1138611	0.16186	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95564	1138612	0.07536	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95565	1138613	0.1599	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95566	1138614	0.03824	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95567	1138615	0.00315	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95569	1138617	0.00077	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95570	P230, 1138618	0.03518	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95571	1138619	0.15087	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95572	1138620	0.3904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95573	1138621	0.22406	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95574	1138622	0.25664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95575	1138623	0.15787	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95576	1138624	0.35076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95578	1138626	0.18488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95579	1138627	0.5499	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95580	1138628	0.58857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95581	1138629	0.14706	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95582	1138630	0.13762	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95583	1138631	0.05286	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95584	1138632	0.06523	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95585	1138633	0.44794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95586	1138634	0.03643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95587	1138635	0.1411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95588	1138636	0.21259	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95593	1138641	0.36958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95594	1138642	0.03195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95595	1138643	0.43623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95596	1138644	0.34197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95598	1138646	0.31793	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95599	1138647	0.09014	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95600	1138648	0.21542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95601	1138649	0.04899	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95602	1138650	0.07166	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95603	1138651	0.08287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95608	1138656	0.18048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95609	1138657	0.14851	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95610	1138658	0.15514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95611	1138659	0.09551	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95612	1138660	0.17056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95614	1138662	0.05363	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95615	1138663	0.17115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95616	1138664	0.08534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95617	1138665	0.08256	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95618	1138666	0.17754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95619	1138667	0.08018	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95621	1138669	0.32054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95622	1138670	0.23187	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95623	1138671	0.1517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95624	1138672	0.2313	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95626	1138674	0.57016	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95627	1138675	0.26555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95628	1138676	0.0681	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95629	1138677	0.20379	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95630	1138678	0.16471	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95631	1138679	0.22273	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95632	1138680	0.12737	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95633	1138681	0.15306	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95634	1138682	0.13615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95635	1138683	0.22695	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95636	1138684	0.04506	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95637	1138685	0.05888	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95638	1138686	0.15135	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95639	1138687	0.11509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95640	1138688	0.13184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95641	1138689	0.18279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95642	1138690	0.04024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95643	1138691	0.13734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95644	1138692	0.07043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95645	1138693	0.22791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95646	1138694	0.15233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95650	1138698	0.26858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95651	1138699	0.085	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95653	1138701	0.23268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95654	1138702	0.0565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95655	1138703	0.10646	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95657	1138705	1.71097	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95658	1138706	0.03052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95659	1138707	0.54318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95660	1138708	0.10074	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95661	1138709	0.23721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95662	1138710	1.18219	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95663	1138711	1.00058	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95664	1138712	0.61477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95665	1138719	0.62132	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95666	SE9, 1138720	4.30137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95667	SE0009, 1138721	2.22711	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95668	SE9, 1138722	1.13534	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95669	SE2, 1138723	3.30602	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95670	1138724	0.9008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95671	1138725	0.04778	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95672	1138726	0.62282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95673	1138727	0.28928	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95674	1138728	1.15088	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95675	TBD	0.09247	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95676	1138730	0.08442	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95677	1138731	0.00221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95678	1138732	0.00306	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95679	1138733	0.59415	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95684	SE4, 1138738	4.95766	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95685	1138739	0.0892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95686	1138740	0.08332	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95687	1138741	0.52748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95688	1138742	0.36147	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95689	1138743	0.84505	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95690	1138744	0.21738	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95691	1138745	0.20752	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95692	1138746	0.26645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95693	1138747	0.69436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95694	1138749	0.27267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95695	1138750	0.0629	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95696	1138751	0.06774	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95697	1138755	0.07645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95699	1138758	0.0756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95700	1138759	0.14442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95702	1138761	0.00104	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95703	1138762	1.24359	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95704	1138763	0.1159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95705	1138764	0.90274	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95706	1138765	0.25068	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95707	1138766	0.53158	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95708	1138767	0.11432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95709	1138768	0.62986	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95710	1138769	0.66806	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95711	1138770	0.00513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95712	1138771	0.66201	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95713	1138772	0.5409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95715	1138774	1.01829	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95717	1138776	0.25243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95719	1138778	1.48009	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95720	1138779	0.26	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95728	1138787	0.0017	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95731	1138790	0.49737	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95732	1138791	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95733	1138792	0.52735	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95734	1138793	0.08051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95735	1138794	0.46685	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95736	1138795	0.73705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95737	1138796	0.87095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95739	1138798	0.33778	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95740	1138799	1.00019	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95741	1138800	0.47244	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95742	1138801	0.09419	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95744	1138803	0.1845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95745	1138804	0.89655	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95746	1138805	2.83748	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95747	1138807	0.09008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95748	1138808	0.70932	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95749	1138809	0.05612	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95750	1138810	0.16733	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95751	SE3, 1138811	0.76781	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95752	1138812	1.15179	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95753	1138813	0.4723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95754	1138814	0.33799	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95755	1138815	0.0032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95756	1138816	0.21594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95757	1138818	1.29359	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95758	1138819	1.44032	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95760	1138823	2.27084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95761	1138825	0.01159	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95762	1138827	0.06949	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95763	SE10, 1138828	0.49903	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95764	1138829	0.19202	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95765	1138830	0.08216	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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95766	1138831	0.16398	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95767	1138832	0.79943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95768	1138834	1.26106	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95769	1138835	0.09877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95770	1138836	0.68144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95771	1138837	0.12909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
95772	1138838	0.8264	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95773	1138839	0.28668	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95774	1138840	0.37867	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95775	1138841	0.06681	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95776	1138842	0.02653	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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95777	1138843	0.09071	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95778	1138844	0.03576	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
95779	1138845	0.25017	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
95780	1138846	0.08191	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96042	1142088	0.59098	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96043	1142089	0.33792	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96044	1142090	1.08669	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96045	1142091	0.15594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96046	1142095	1.59736	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96047	1142097	1.99752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96048	1142098	0.10205	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96049	1142099	0.26457	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96050	RM146, 1142100	0.59861	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96051	1142103	0.37182	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96052	1142104	0.1306	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96053	1142105	0.12398	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96054	1142106	0.2548	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96056	1142108	1.36589	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96057	1142109	0.20574	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96058	1142110	0.76657	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96059	1142111	0.58985	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96060	1142112	0.15043	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96061	1142113	0.12979	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96062	1142114	0.2411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96063	1142115	0.64622	Primitive Road: Primary	Motorized	None	(a), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96064	1142116	0.21124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96065	1142117	0.65156	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96066	RM10002, 1142118, OXY Road	0.92601	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96067	1142889	0.64816	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96068	RM10001, 1142890, ARCO Road	2.85684	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96069	RM10003, 1142892, STUB Road	2.00682	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96070	RM10005, 1143288, CANAL Road	1.93478	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96071	RM10004, 1143289	0.15247	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96072	RM10006, 1143290, EASTMAN Road	0.45928	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96073	RM10007, 1143291, LEONARDI Road	0.85899	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96074	RM02168, 1143292, WHITE Road	2.56203	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96075	RM10013, 1143293, POTASH Road	0.45548	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96076	P10000, 1143294, BURMA Road	4.50235	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96077	RM10012, 1143297, BORAX Road	0.64645	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96078	P10005, 1143300	0.17116	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96079	P10003, 1143301, PAYNE Road	0.38812	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96080	P10002, 1143302, FAIRCHILD Road	0.54293	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96081	P10001, 1143303, BULLER Road	1.49778	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96082	P10013, 1143304	0.30528	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96083	P10014, 1143305, WESTEND MIDDLE Road	1.78953	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96084	P10012, 1143306, MOULTON Road	0.29924	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96085	P10010, 1143307, WIMPY Road	2.57236	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96086	P10011, 1143308, WESTEND SOUTH Road	3.07099	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96088	P10009, 1143310, SALT CAKE Road	0.32992	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96089	P10015, 1143311, WESTEND NORTH Road	4.33426	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96090	P10020, 1143312, SOUTH TRONA Road	0.52963	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96102	RM02165, 1143324	0.21807	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96105	RM02167, 1143327	0.41337	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96108	RM02169, 1143331	0.15793	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96113	P10025, 1143337, MEXICAN CENTRAL Road	0.24797	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96114	P10021, 1143338, OSCAR JOHNSON Road	0.94446	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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96116	1143341	0.00708	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96117	1143342	0.00671	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96119	1143344	0.00051	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96122	1143347	0.5075	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96123	1143348	0.56965	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96126	1143351	0.02122	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96127	1143352	0.13794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96128	1143353	0.11858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96132	1143357	0.06444	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96150	1143375	0.29565	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96151	1143376	0.11439	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96152	1143377	0.01754	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96153	1143378	0.06814	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96154	1143379	0.05186	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96155	1143380	0.10192	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96156	1143381	0.33866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96157	1143382	0.09049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96158	1143383	0.04187	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96159	1143384	0.04727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96174	1143399	0.00033	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96183	1143714	0.17353	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96184	P137, 1143715	0.30006	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96186	P370, 1143717	0.64584	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96187	P152, 1143718	0.14057	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96188	P371, 1143719	1.09223	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96189	1143720	0.40591	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96190	1143721	0.08017	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96191	1143722	1.11997	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96192	1143723	2.04101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96193	1143724	0.28401	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96194	1143725	0.02179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96195	1143726	0.8078	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96196	1143727	0.69009	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96198	1143729	0.00046	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96199	1143730	0.21235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96200	1143731	0.61768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96201	1143732	0.21931	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96202	1143733	0.11109	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96203	1143734	0.19429	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96204	1143735	0.52957	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96205	P35, 1143736	0.14085	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96206	1144511	0.06544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96207	1144512	0.07477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96208	1144513	0.02163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96209	1144514	0.0472	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96210	1144515	0.0806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96211	1144516	0.02285	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96212	1144517	0.0002	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96214	P138, 1144519	0.42657	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96215	1144520	0.08954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96216	1144521	0.12915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96217	1144522	0.14504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96218	1144523	0.10649	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96219	1144524	0.0643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96220	1144525	0.11546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96221	1144526	0.02891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96222	1144527	0.17466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96224	1144529	0.00413	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96225	1144530	0.66385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96226	1144531	0.25047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96227	1144532	0.14284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96228	1144533	0.06921	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96229	1144534	0.05537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96230	1144535	0.04937	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96231	1144536	0.63963	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96232	1144537	0.20608	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96234	1144539	0.41633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96235	221405	0.04125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96236	1144545	0.27024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96237	1144546	0.07834	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96238	1144547	0.1675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96239	1144548	0.32398	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96240	1144549	0.08649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96241	1144550	0.18839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96242	1144551	0.11727	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96243	1144911	0.88801	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96244	1144912	0.25693	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96245	1144913	0.021	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96246	1144914	0.39306	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96247	1144915	0.02314	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96248	1144916	0.79374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96249	1144917	0.17902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96250	1144918	0.04002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96251	1144919	0.7601	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96252	1144920	0.55212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96253	1144921	0.50712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96254	1144922	0.44378	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96255	1144923	0.18041	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96256	1144924	0.47794	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96257	P25, 1144925	0.10564	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96258	1144926	0.47012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96259	1144927	0.13461	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96260	1144928	0.1901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96261	1144929	0.17273	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96262	1144930	0.12432	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96263	1144931	0.8485	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96264	1144932	0.51478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96265	1144933	0.10783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96266	P64, 1144935	0.32036	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96267	1144936	0.37348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96268	1144937	0.23118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96269	1144938	0.27014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96270	1144939	0.21206	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96271	1144940	0.50504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96272	TBD	0.68375	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96273	1145319	0.24456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96275	P158, 1145322	1.09471	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96277	1146112	0.48885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96278	1146113	0.10657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96280	1146115	0.00163	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96291	1146127	0.10175	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96292	1146128	0.40496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96298	1146134	0.04254	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96299	1146135	0.20387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96301	1146137	0.03314	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96302	1146138	0.08505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96304	1146140	0.35404	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96305	1146141	0.89718	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96306	1146142	0.47039	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96307	1146143	0.34566	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96308	1146149	0.29287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96309	1146150	0.14962	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96310	1146151	0.16612	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96311	1146152	0.17662	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96312	1146153	0.14204	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96313	1146154	0.07418	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96314	1146155	0.19969	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96317	TBD	3.87146	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96319	1146513	0.69836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96320	1146518	1.92835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96321	1146519	0.07927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96322	1146520	0.08762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96323	1146521	0.35256	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96324	1146522	0.37742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96325	1146523	0.05404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96326	1146524	0.10769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96327	1146525	0.36527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96328	1146526	0.15351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96329	1146527	0.19385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96330	1146528	0.22095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96331	1146529	0.08379	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96332	1146530	0.11077	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96334	1146532	0.22945	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96335	1146534	0.26875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96336	1146535	0.16521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96337	1146536	0.04332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96338	1146537	0.22895	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96342	1146542	0.15859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96343	1146543	0.6362	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96344	1146544	0.08377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96513	1154928	0.01031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96514	1154929	0.54466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96516	1154937	0.40194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96518	1155311	0.00234	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96522	1155315	1.21046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96523	1155316	0.15982	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96524	1155317	1.12532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96690	1158519	0.27506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96691	1158521	0.35905	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96692	1158523	0.74132	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96693	SE3, 1158524	0.20166	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96694	1158525	1.06778	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96695	1158526	0.4754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96696	1158527	1.27517	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96697	1158528	0.51102	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96698	1158529	0.32592	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96699	1158530	0.118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96700	1158531	1.01663	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96701	1158532	0.40432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96702	1158533	0.5325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96703	1158534	0.53494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96704	1158535	0.28553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96705	1158536	0.2062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96706	1158537	0.26459	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96707	1158538	0.53177	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96708	1158539	0.18344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96709	1158540	0.38168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96710	1158541	0.71537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96711	1158542	0.28491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96712	1158543	0.41668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96713	1158544	0.31594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96714	SE749, 1158545	0.46023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96715	1158915	0.16023	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96716	1158916	0.16303	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96718	1161316, Main St	0.00485	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96719	SE25, 1161317, Main St	0.09049	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96720	1161318	0.20501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96721	1161319	0.05823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96722	SE66, 1161320, Ophir Rd	1.29517	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96724	SE75, 1161322	1.43849	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96725	1161323	2.03165	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96726	1161324	0.17564	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96727	SE72, 1161325	1.14634	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96728	SE72, 1161326	2.71973	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96729	SE72, 1161327	0.44579	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96730	1161330	2.50762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96731	SE9, 1161331	2.13808	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96732	SE75, 1161332	0.89122	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96733	1161333	0.0575	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96738	SE271, 1161338	0.23038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96739	SE71, 1161339	0.53466	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96740	1161340	0.07079	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96741	SE70, 1161341	2.70079	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96743	SE76, 1161345	0.1788	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96744	SE76, 1161346	0.29709	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96745	SE72, 1161347	0.56874	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96746	SE72, 1161348	0.04092	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96747	1161349	0.72024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96748	1161350	0.62295	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96749	1161351	0.96744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96750	SE271, 1161352	3.11993	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96755	1161357	0.16176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96756	1161358	2.88757	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96757	1161359	0.04537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96758	1161360	0.7332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96759	1161361	0.14909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96760	1161362	0.05769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96761	1161363	0.12744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96762	1161364	0.17188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96763	1161365	0.65314	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96764	1161366	0.12509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96765	1161367	0.08402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96766	1161368	1.22894	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96767	1161369	0.1908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96768	SE74, 1161370	1.37751	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96769	SE77, 1161371	0.80784	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96770	SE76, 1161372	0.49049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96772	SE72, 1161375	0.85806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96773	SE72, 1161376	0.06521	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96774	SE19, 1161377	0.12602	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96775	SE22, 1161378	1.01521	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96776	SE20, 1161379	0.73431	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96777	SE19, 1161380	1.46527	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96778	1161381	0.61838	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96779	SE18, 1161382	0.70493	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96780	SE19, 1161383	0.253	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96781	1161384	0.52913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96782	1161385	0.12907	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
96783	1161386	0.12788	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96784	SE18, 1161387	0.11647	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96785	SE18, 1161388	0.45638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96786	SE18, 1161389	0.09981	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96787	SE18, 1161390	0.46862	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96788	1161391	0.52057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96789	1161392	0.20114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96790	SE72, 1161393	1.86115	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96791	SE23, 1161394	2.05051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96792	SE19, 1161395	4.0725	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96793	SE19, 1161396	2.25146	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96794	1161397	0.26118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96795	1161398	0.11268	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96796	1161399	0.08456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96797	SE25, 1161400	0.06287	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96798	1161401	0.13958	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96799	1161402	0.17709	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96800	1161403	0.03041	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96801	1161404	0.25226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96802	1161405	0.48402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96803	1161406	0.27005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96804	1161407	1.41912	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96805	1161408	0.76477	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96806	1161409	0.71832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96807	1161410	0.8229	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96808	1161411	0.16973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96809	1161412	0.13609	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96810	SE47, 1161413	0.30731	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96811	SE47, 1161414	2.12875	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96812	SE47, 1161415	0.25227	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96813	1161416	0.61209	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96814	1161417	0.06958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96815	SE47, 1161418	0.36118	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96816	SE48, 1161419	0.35508	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96817	SE47, 1161420	0.44493	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96818	SE47, 1161421	0.3754	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96819	1161422	0.06053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96820	SE23, 1161423	0.63704	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96821	1161424	0.08695	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96822	SE24, 1161425	1.22274	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96823	1161426	0.11341	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96824	SE46, 1161427	1.12897	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96825	1161428	0.39672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96826	1161429	0.01275	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96827	1161430	0.52799	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96828	1161431	0.17385	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96829	1161432	0.47164	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96830	1161433	0.66215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96831	1161434	0.75562	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96832	SE25, 1161435	1.56709	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96833	1161436	0.53672	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96834	1161437	0.06514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96835	SE40, 1161438	1.49066	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96836	SE40, 1161439	0.10887	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96837	1161440	0.55426	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96838	1161441	0.62244	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96839	1161442	0.277	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96840	SE25, 1161443	0.33508	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96841	SE25, 1161444	0.53843	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96842	1161445	0.42385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96843	1161446	0.73006	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96844	1161447	0.2498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96845	SE42, 1161448	0.69692	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96846	1161449	0.15937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96847	1161450	0.5715	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96848	SE40, 1161451	0.90069	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96850	1161453	0.12923	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96851	1161454	0.12657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96852	1161456	0.02862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96853	1161457	0.23668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96855	1161459	0.1726	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96856	1161460	1.00086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96857	1161461	0.34879	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96858	SE64, 1161556	0.03658	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96859	SE64, 1161557	1.2487	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96860	SE64, 1161558	0.28979	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96861	SE66, 1161559	1.66986	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96862	1161560	1.32546	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96863	SE38, 1161561	0.14943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96864	SE38, 1161562	0.17136	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96865	1161563	0.23575	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96866	1161564	0.27143	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96867	1161565	0.07359	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96868	1161566	0.15185	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96869	1161567	0.01299	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96870	1161568	0.16564	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96871	1161569	0.16487	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96872	1161570	0.11814	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96873	1161571	0.34718	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96874	1161572	0.18244	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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96875	1161573	0.05743	Trail	Non-Motorized	Bicycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
96876	SE33, 1161574	0.85162	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96877	SE35, 1161575	0.36136	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96878	1161576	0.31024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96879	1161577	0.06538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96880	1161578	0.31002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96881	SE33, 1161579	2.28474	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96882	SE33, 1161580	0.75553	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96883	1161581	0.17573	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96884	1161582	0.54047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96885	1161583	0.37727	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96886	1161584	0.2785	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96887	SE34, 1161585	1.01955	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96888	1161586	0.30365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96889	SE30, 1161587	1.65248	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96890	SE30, 1161588	0.63049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96894	SE28, 1161592	0.94638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96895	1161593	0.43258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96896	SE26, 1161594	2.07232	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96897	1161595	0.6646	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96898	1161596	0.26172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96899	1161597	0.14888	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96900	1161598	0.71093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96901	1161599	0.71024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96902	1161600	0.01307	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96903	1161601	0.02516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96904	1161602	0.04521	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96905	1161603	0.02007	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96906	1161604	0.08381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96907	SE66, 1161605, Ophir Rd	2.16851	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96908	SE66, 1161606, Ophir Rd	2.725	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96909	SE66, 1161607	0.05873	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96910	SE66, 1161608	0.13412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96912	1161610	0.07007	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96913	SE64, 1161611	0.36862	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96914	1161612	0.86807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96916	SE64, 1161614	0.83793	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96917	1161615	0.20453	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96918	SE64, 1161616	0.72482	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96920	SE28A, 1161618	0.33852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96921	SE28A, 1161619	0.2044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96922	1161620	0.10277	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96923	SE26, 1161621	0.0494	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96924	SE26, 1161622	0.19102	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96925	1161623	0.05582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96930	1161628	0.00295	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96931	1161629	0.0665	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96932	1161630	0.36426	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96933	1161631	0.08564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96934	1161632	0.04891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96935	1161633	0.16613	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96936	1161634	0.1028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96938	1161636	0.10947	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96939	1161637	0.78368	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96940	1161638	0.26638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96941	1161639	0.50911	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96942	1161640	0.27427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96943	1161641	0.45418	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96944	SE31, 1161642	1.19387	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96945	SE31, 1161643	0.57652	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96946	SE31, 1161644	0.91603	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96947	SE63, 1161645	0.43103	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96948	SE63, 1161646	0.18874	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96949	SE63, 1161647	0.57924	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96950	SE61, 1161648	0.65149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96954	1161652	3.14254	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96955	1161653	0.2819	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96956	1161654	0.43897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96957	1161655	0.14048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96959	1161657	0.03232	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96960	SE62, 1161658	1.1121	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96961	SE62, 1161659	0.54118	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96962	1161660	0.19633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96963	SE62, 1161661	0.15667	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96964	1161663	0.11478	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96965	1161664	0.019	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96968	1161667	0.10533	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96971	1161670	0.18926	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96972	1161671	0.34234	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96975	1161677	0.55214	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96976	SE65, 1161678	0.34468	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96977	1161679	0.10197	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96978	1161680	0.41189	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96979	1161681	0.13207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96983	1161685	0.37264	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96984	1161686	0.04514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96985	1161687	0.45947	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96986	1161688	0.32719	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96987	1161689	0.34793	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96988	1161690	0.80246	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96989	1161691	0.05536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96990	1161692	0.05928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96991	1161693	0.52886	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96992	1161694	0.06925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96996	1161698	0.00038	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96997	1161699	0.06467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96998	1161700	0.0998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96999	1161701	0.24056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97000	1161702	0.0586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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97001	1161703	0.06099	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97002	1161704	0.48538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97003	1161705	0.0538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97004	1161706	0.10832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97005	1161707	0.17211	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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97008	1161710	0.00025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97009	1161711	0.00641	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97010	SE47, 1161712	0.23846	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97013	1161753	0.14086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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97014	1161754	0.71548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97015	SE36, 1161755	1.59627	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97016	SE36, 1161756	0.86765	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97017	1162115	1.29555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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97019	1162121	0.08872	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97021	223475	0.00546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97022	1162125	0.38769	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
97023	1162126	0.02379	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97026	SE47, 1162129	0.16011	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
97027	SE36, 1162130	0.15351	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97028	SE32, 1162132	0.43475	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97030	1162516	0.00644	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97033	1162519	0.30357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
97034	1162520	0.16767	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97036	SE69, 1162915	0.86635	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97037	SE68, 1162916	0.62024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97038	1162917	0.1419	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
97039	SE67, 1162918	0.42825	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97041	1163316	0.14429	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97042	1163317	0.09148	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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97043	1163318	0.10663	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97044	1163319	0.1774	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97046	1163321	0.01825	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
97047	1163322	0.25874	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97048	1163323	0.14084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
97049	1163324	0.24367	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97050	1163325	0.23042	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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97051	1163326	0.04673	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
97052	1163327	0.26901	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101942	SE43, 1186333	0.90333	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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101943	SE41, 1186334	0.75938	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
101944	SE65, 1186335	0.23636	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101945	1186336	0.07486	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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101946	SE67, 1186337	0.72033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101947	SE67, 1186338	0.20733	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101948	1186339	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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101949	SE19, 1186341	0.32605	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101950	1186342	0.01182	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101951	SE25, 1186344	0.01565	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
101952	SE66, 1186346, Ophir Rd	0.02018	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101955	SE45, 1186349	0.1281	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101956	SE60, 1186350	0.066	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
101957	SE26, 222845	0.1439	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101958	1186352	0.08093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101959	1186353	0.80466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101960	SE47, 1186354	0.03452	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101961	1186355	0.09313	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101962	1186356	0.11876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101963	SE64, 1186357	0.57543	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101964	1186358	0.02017	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101965	1186360	0.12399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101966	SE31, 1186361	0.14277	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101967	SE49, 1186362	0.3671	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102403	SE73, 1191536	0.79902	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
102404	1191537	0.17136	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
102405	SE76, 1191538	0.04434	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102406	1191539	0.08618	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102407	1191540	0.28773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102548	1192736	0.16539	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
102549	SE73, 1192737	2.15018	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102550	SE72, 1192739	0.35167	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102551	SE73, 1192740	0.07804	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103196	P21, 1198743	0.59893	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103197	1198744	0.00068	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103198	P10	0.00461	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103199	1198746, Homewood Canyon Rd	0.13786	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103201	1198748	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103202	1198750	0.00037	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103203	P23, 1198751	0.04035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103207	P27, 1198755	0.61391	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103208	P68, 1198760	1.17805	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103209	P102, 1199141	1.77139	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103210	P4, 1199142, Quarry Rd	2.15317	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103211	1199145	0.06631	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103212	P18, 1199148	0.70719	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103216	1199153	0.06595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103217	1199154	0.04446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103218	P17	0.55228	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103219	1199156	0.00024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103221	938204	0.00032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103406	1200340	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103412	1200346	0.00331	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103413	1200347	0.00131	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103414	1200348	0.03205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103415	1200349	0.09399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103417	P105, 1200352	0.07133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103418	P28, 1200353	0.52156	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103419	1200354	0.00127	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103420	P27, 1200355	0.72546	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103421	P31, 1200357	0.45531	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103422	1200358	0.0004	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103423	1200359	0.19918	Primitive Route	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103424	P40, 1200360	0.24257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103425	1200361	0.00096	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103426	1200362	0.17871	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103427	1200363	0.00025	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103429	1200365	0.00141	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103433	P964, 1200369	0.03996	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103434	1200370	0.00308	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103436	1200372	0.24635	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103437	1200373	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103440	1200377	0.31322	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103441	1200378	0.00036	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103444	1200381	0.03481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103446	P39, 1200384	0.21303	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103447	P33, 1200385	0.16734	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103448	1200386	0.00097	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103449	1200388	0.00061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103450	P69, 1200389	0.09728	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103451	1200390	0.0013	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103453	P33, 1200393	0.22264	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103454	1200394	0.2833	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103455	1200395	0.00324	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103457	P33, 1200397	0.14048	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103458	P65, 1200398	0.66075	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103459	1200399	0.10198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103460	P27, 1200401	0.02696	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103461	1200402	0.08224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103462	1200403	0.00862	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103466	1200407	0.07908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103467	P138, 1200409	0.8736	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103468	1200410	0.45367	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103469	1200411	0.00258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103471	1200413	0.00077	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103472	1200414	0.00077	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103473	1200415	0.00082	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103474	1200416	0.09324	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103475	1200417	0.02981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103476	1200418	0.5557	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103479	P23139, 1200421	0.25068	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103480	1200422	0.00126	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103481	1200423	0.19877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103482	1200424	0.18743	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103483	1200425	0.03245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103484	1200426	0.00106	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103485	1200427	0.07562	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103486	1200428	0.00049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103487	1200429	0.00047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103488	1200431	0.0006	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103489	1200432	0.07186	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103490	1200433	0.00172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103491	1200434	0.03404	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103492	1200435	0.05759	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103494	P158, 1200437	0.73918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103496	1200439	0.00036	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103498	1200441	0.01264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103499	1200442	0.00087	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103500	1200443	0.01111	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103501	1200444	0.05567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103502	1200445	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103505	1200448	0.0887	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103506	1200449	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103508	1200451	0.00465	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103509	1200452	0.00137	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103511	1200454	0.00415	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103513	1200456	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103514	1200457	0.00135	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103515	1200458	0.00132	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103516	1200459	0.12231	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103517	1200460	0.02748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103518	1200461	0.0003	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103520	1200463	0.07684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103522	1200465	0.15136	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103524	1200467	0.11758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103525	1200468	0.09863	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103526	1200469	0.00051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103527	1200470	0.14509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103528	1200471	0.16337	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103530	1200474	0.00138	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103531	1200475	0.21351	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103532	1200476	0.12816	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103534	1200478	0.0394	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103536	1200480	0.00139	Primitive Road: Primary	Motorized	None	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103537	1200481	0.05492	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103538	1200482	0.0006	Primitive Road: Primary	Motorized	None	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103539	P232, 1200483	0.31947	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103540	1200484	0.00182	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103541	1200485	0.00187	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103542	1200486	0.0313	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103543	1200487	0.00029	Primitive Road: Primary	Motorized	None	(a), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103544	1200488	0.06049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103545	1200489	0.00179	Primitive Road: Primary	Motorized	None	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103546	1200490	0.01515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103547	1200491	0.25101	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103548	1200492	0.01589	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103549	1200493	0.00053	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103550	1200494	0.01841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103551	1200495	0.01052	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103555	1200499	0.00888	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103556	1200500	0.00109	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103557	1200501	0.05692	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103559	1200503	0.00056	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103560	1200504	0.00203	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103564	1200508, 1st St	0.2591	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103566	1200510	0.0874	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103568	1200513	0.02418	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103569	1200514	0.0014	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103570	1200515	0.0003	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103571	RM1161, 1200516	0.037	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103572	1200517	0.00029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103574	P140, 1200519, Searles Dry Lake Rd	1.26665	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103575	1200520	0.06887	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103577	1200522	0.05604	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103578	1200523	0.1216	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103579	1200524	0.11359	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103580	1200525, Copper Queen Canyon Rd	0.30238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103645	RM8213, 1203166	1.49221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103646	RM8213A, 1203167	0.19094	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103647	RM8215A, 1203168	0.44487	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103648	RM8217, 1203169	0.32604	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103649	1203170	0.07908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103650	RM8223, 1203171	0.08526	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103651	RM6172, 1203172	0.48829	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103652	1203174	0.14306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103653	RM6174, 1203176	0.60517	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103654	RM6176, 1203177	0.97419	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103655	RM6177, 1203178	1.09408	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103656	RM6181, 1203179	1.1816	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103657	1203180	0.79556	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103658	RM8230, 1203182	0.3532	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103659	1203184	0.40703	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103660	RM9243, 1203185	1.14351	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103661	1203186	0.18536	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103662	RM8240, 1203188	0.32152	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103663	RM8240A, 1203189	0.07408	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103664	1203191	0.09745	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103665	RM3142, 1203192	0.22367	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103666	1203193	0.20295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103667	1203195	0.14196	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103668	RM3144, 1203196	0.06558	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103669	1203197	0.09603	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103670	RM3144, 1203198	0.0825	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103671	1203199	0.17614	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103672	RM3144, 1203200	0.08257	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103673	RM5241, 1203201	0.08924	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103674	1203204	0.21553	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103675	1203205	0.06375	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103676	1203208	0.26979	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103677	RM5241, 1203209	0.18037	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103678	RM3144, 1203211	0.63052	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103679	1203212	0.25771	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103680	1203214	0.05795	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103681	1203215	0.09972	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103682	RM9244, 1203216	0.83715	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103683	1203219	0.0307	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103684	RM9243, 1203221	0.29946	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103685	RM9243, 1203225	0.18202	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103775	1204767	0.07606	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103776	1204769	1.90121	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103777	1204770	1.7048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103779	1204772	0.60075	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103780	1204773	1.60811	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103781	1204774	0.59146	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103782	1205164	0.00085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103783	1205165	0.04045	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103784	1205166	0.01473	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103787	1205169	0.00027	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103788	1205170	0.00082	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103790	1205174	0.01004	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103791	RM143, 1205175	1.10739	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103796	RM3163, 1205180	0.05907	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103798	1205182	0.02659	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103799	1205183	0.00274	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103800	1205184	0.00031	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103802	1205186	0.00195	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103808	RM6140, 1205193	0.27009	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103809	1205194	0.69064	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103810	1205195	0.00101	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103811	1205196	0.29218	Primitive Road: Primary	Motorized	Competitive C	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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103812	1205197	0.00136	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103815	RM4248, 1205203	0.54812	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103816	1205207	0.34902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103817	1205213	0.01848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103818	1205214	0.60372	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103819	C6, 1205216	0.65461	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103820	1205217	0.53917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103821	1205218	0.27398	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103822	1205219	0.88385	Primitive Road: Primary	Motorized	Motorcycle	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103823	204403	0.56395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103824	1205221	0.0007	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103825	1205222	0.14656	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103826	1205223	0.00173	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103828	1205225	0.02899	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103829	1205226	0.41978	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
103830	RM4141, 1205227	0.52955	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103831	1205228	0.58718	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103832	RM4140, 1205229	0.25042	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103846	1206371	0.34874	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103847	1206372	0.43481	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103849	RM3147, 1206375	0.19049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103867	1207570	0.00313	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103868	SE9, 1207572	0.72967	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103869	1207573	0.0022	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103870	1207574	0.00168	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103871	1207575	0.06725	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103872	1207576	0.22307	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103874	1207578	0.14416	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103875	1207579	0.00455	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
103876	1207580	0.00095	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103878	1207583	0.04897	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103879	1207584	0.0152	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103880	1207585	0.013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103881	1207586	0.24633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103882	1207587	0.5214	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103884	1207589	0.00205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103885	SE866, 1207590	0.56106	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103886	1207591	0.00233	Primitive Road: Primary	Motorized	None	(a), (b), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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103887	1207592	0.00323	Primitive Road: Primary	Motorized	None	(a), (b), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103889	261095, US-395	0.00058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103893	218682	0.12322	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103894	218682	0.00093	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104101	RM1349, 1210012	0.16719	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104102	RM6170, 1210013	1.47315	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104135	SE75, 1210812	0.72596	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104136	SE76, 1210813	0.55654	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104144	249472	0.03053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104145	249630	0.13991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104146	249630	0.0022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104147	659381	0.00039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104148	249647	0.00146	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104149	249648	0.00251	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104153	247369	0.04352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104154	659381	0.05574	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104155	659381	0.17189	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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104156	220954	0.00057	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104157	223339	0.20347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104159	223369	0.00257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104160	220945	0.01506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104165	1210842	0.24431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104166	1210843	0.02474	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104168	1210845, Cactus Flats Rd	0.07622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104169	1210846	0.25495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104170	1210847	0.03606	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104171	1210848, Cactus Flats Rd	0.1509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104172	1210849	0.0064	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104173	1210850	0.23351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104175	1210852	0.10592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104176	1210853	0.03809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104178	1210855	0.23833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104181	1210859	0.06998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104182	1210860	0.04059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104183	1210861	0.00047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104184	1210862	0.4053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104185	SE750, 1210863, Cactus Flats Rd	0.35985	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104187	1210865	0.11093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104188	1210866	0.10032	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
104189	1210867	0.12056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104190	1210868	0.00121	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104191	221257	0.0025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104192	1210870	0.03348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104193	1210871	0.00522	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104194	1210872	0.00199	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104195	1210873	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104196	1210874	0.25549	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104197	1210875	0.15615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104199	1210877	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104200	1210878	0.00165	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104201	1210879	0.11483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104202	1210880	0.01829	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104205	1210883	0.08901	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104206	1210884	0.00456	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104208	1210886	0.05542	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104213	1210891	0.50195	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104214	1210892	0.00386	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104215	1210893	0.00155	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104216	221735	0.02654	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104219	1210897	0.00077	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104221	221847	0.09681	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104222	221853	0.04931	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104223	221935	0.04177	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104224	1210902	0.01202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104226	1210904	0.25638	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104227	659381	0.1253	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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104229	1210907	0.00263	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104230	1210908	0.03389	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104231	1210909	0.04125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104232	1210910	0.00253	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104233	LA1, 1210911	0.34045	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104234	LA1, 1210912	0.10945	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104235	1210913	0.04919	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104236	1210914	0.01369	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104237	1210915	0.38184	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104238	1210916	0.02487	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104240	1210918	0.00379	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104241	259417	0.01336	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104244	221101	0.04119	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104246	221063	0.00935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104247	223369	0.29217	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104248	223364	0.19103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104251	1210929	0.00688	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104252	1210930	0.02843	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104255	1210933	0.04656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104258	1210936	0.00211	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104259	659381	1.15528	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104260	659381	0.00134	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104265	224336	0.0031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104267	1210945	0.03363	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104268	1210946	0.04831	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104271	1210949	0.04885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104272	1210950	0.03285	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104273	1210951	0.00301	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104274	1210952	0.03516	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104275	881109	0.53114	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104277	881105	0.12945	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104278	881105	0.01592	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104279	1210957	0.0697	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104280	1210958	0.00339	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104281	1210959	0.00241	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104283	222330	0.17232	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104284	SE994, 881112	0.03914	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104286	881112	0.05181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104288	881115	0.24409	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104290	201980	0.04255	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104292	881112	0.32794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104295	882658	0.15784	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104296	882658	0.00482	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
104297	1210976	0.36224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104302	1210981	0.25241	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104304	1210983	0.18445	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104307	1210986	0.0033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104308	1210987	0.00632	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104313	202081	0.0009	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104314	204975	0.00786	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104315	202091	0.00659	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104316	204974	0.09674	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104320	202094	0.22866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104323	1211002	0.00334	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104325	205062	0.06609	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104326	1211006	0.0965	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104327	205097	0.03034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104329	1211009	0.00421	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104330	202222	0.01852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104331	202222	0.00148	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104333	1211013	0.47936	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104335	SE112, 1211015	0.13513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104336	1211017	0.13677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104337	1211018	0.85061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104338	1211019	0.00112	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104340	LA2, 1211021	0.4239	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104341	1211022	0.00135	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104342	SE120, 1211023	0.41575	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104343	1211024	2.1E-06	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104344	1211025, SE121	0.25858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104345	SE121, 1211026	1.21171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104347	1211028	0.0002	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104348	218761, SE128	0.40202	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104349	218761	0.00571	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104350	SE129, 218761	0.39603	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104353	218761	0.02862	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104354	1211035, Grapevine Canyon Rd	0.00385	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104355	1211036	0.00383	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104356	1211037, Sterling Rd	0.00324	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104358	1211039	0.02613	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104359	1211040	0.00965	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104360	1211041	0.06559	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104361	1211042	1.06708	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104362	1211043	0.47184	Trail	Non-Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104364	1211045	0.03292	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104370	1211051	0.25009	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104371	1211052	0.16209	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104373	1211054	0.1753	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104375	1211056	2.71887	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104377	SE117, 1211058	0.26578	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104380	1211061	0.0009	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104381	1211062	0.04466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104384	1211065	0.03253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104386	1211067	0.50677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104389	1211070, Neal Ranch Rd	0.21677	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104391	TBD	0.00745	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104409	1211612	0.0096	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104411	1211614	0.49805	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104412	LA1, 1211615	0.62586	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104414	LA2, 1211617	0.19986	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104415	SE152, 1211618	0.59975	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104416	1211619	0.00519	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104418	TBD	0.0036	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104419	1211622	0.24468	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104422	1211625	0.07158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104424	1211627	0.00182	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104430	LAP, 1211633	4.39058	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
104432	1211635	0.08692	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
104433	1211636	0.46495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
104442	1211645	0.09678	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104443	1211646	0.00088	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104444	1211647	0.10404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104445	1211648	0.06215	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104446	1211649	0.0121	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104453	1211657	0.27501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104457	1090447	0.09155	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104460	1211664	0.0558	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104461	1211665	0.90135	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104462	1211666	0.00145	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104463	LA2, 1211667	0.37296	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104465	218687	0.00241	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104466	218687	0.00813	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104467	1211671	0.00321	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104468	1211672	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104469	SE189, 1211673	0.08507	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104471	1211678	0.00388	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104472	SE2, 1211679	0.28259	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104473	1211680	0.002	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104474	1211681	0.00148	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104645	1212029	0.18707	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104646	247269	0.02197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104647	247655	0.10882	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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104648	SE748, 249927	0.06243	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104650	247644	0.13989	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
104651	223610	0.07472	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104652	221261	0.04283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104653	1212038	0.23988	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
104654	1212039	0.00069	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104655	1212040	0.00222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104656	1212041	0.00176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104657	SE750, 1212042, Cactus Flats Rd	0.28267	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104658	1212043	0.00504	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104660	1212045	0.03655	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104661	1212047	0.00661	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104662	SE861, 1212050	0.32187	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104663	SE765, 1212051	0.53123	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104664	247719	0.00159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104665	260080	0.00532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104666	247887	0.09124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104668	1212056	0.15167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104669	SE778, 1212057, South Haiwee Rd	0.0824	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104671	SE771, 1212059	0.32937	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104673	1212062	0.00659	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104674	SE433, 1212065	0.7662	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104727	1212467	0.46245	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104728	1212468	0.01522	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104729	1212473	0.08182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104730	1212474	0.09762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104731	881110	0.0357	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104732	SE993, 882654	0.74236	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104733	1212481	0.17807	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104734	SE296, 1212484	0.13313	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104735	SE999, 1212486	0.1909	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104736	SE997, 881112	0.3785	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104737	SE994, 882658	1.41856	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104738	882658	0.00928	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104739	882658	1.07071	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104740	LA1, 881111	1.68286	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104741	1212494	0.4137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104742	1212495	0.13641	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104743	1212499	0.36278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104748	1212871	0.46085	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104752	1212876	0.05335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104753	1212877	0.77542	Trail	Non-Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
104754	1212878	0.00252	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
104755	1212879	0.59891	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104758	205313	0.07303	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104759	1212883	0.0182	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104760	SE112, 1212884	0.26435	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104761	1212885	0.19924	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104763	SE111, 1212887	0.08383	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104767	1212891	0.00258	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104768	1212892	0.3821	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104770	SE114, 1212894	0.06333	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104771	1212895	0.00086	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104772	SE117, 1212896	0.22661	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
104774	SE117, 1212898	0.06283	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104775	SE117, 1212900	0.01105	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104776	SE117, 1212901	0.26538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104778	1212903	0.01745	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104779	1212904	0.00376	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104780	1212906	0.0533	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104781	SE126, 1212907, Grapevine Canyon Rd	0.50345	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104782	SE125, 1212908, Grapevine Canyon Rd	0.09847	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104784	SE145, 1212910	0.12099	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104785	SE143, 1212911	0.71855	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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104786	1212912	0.49248	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104787	1212916	0.42826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104788	LA1, 1212918	0.30912	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
104789	LA2, 1212919	0.11548	Primitive Road: Primary	Motorized	Motorcycle	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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104790	SE160, 1212920	0.20753	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104791	se197, 1212921	0.30483	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112255	1095765	0.06153	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112301	1095783	0.11899	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112302	995240	0.16281	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112303	995240	0.0604	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
112304	SE174, 995240	0.15039	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
112305	221331	0.12749	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112306	995244	0.08434	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112307	995243	0.00835	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112308	221331	0.00987	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112309	994916	0.01092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112310	SE157, 995157	0.02766	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112311	994584	0.01544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112312	1094251	0.02616	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112313	994592	0.054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112314	1094256	0.02038	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112315	1094257	0.00712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112316	994761	0.01839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112319	1007223	0.01452	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112320	1007224	0.06947	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112322	995227	0.06528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112323	1212901	0.00232	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112324	1212896	0.00276	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112325	995022	0.01283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112327	1155316	0.15845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112328	1138749	0.09998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112329	1138750	0.03486	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112330	1138749	0.03258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112331	995100	0.01992	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112334	995226	0.00047	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112336	SE983, 881109	0.3375	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112337	SE983, 881109	0.05112	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112338	881109	0.07349	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112339	SE983, 881109	1.79431	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112340	1138748	0.5585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112341	1161339	0.04793	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112342	204956	0.02293	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112343	995042	0.07037	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112344	1207576	0.01417	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112346	221331	0.01186	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112347	221331	0.00803	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112348	221331	0.07275	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112349	221331	0.03743	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112350	995248	0.37357	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112351	995246	0.37134	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112352	221331	0.00793	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112353	221331	0.09419	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112354	221331	0.04225	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112355	218761	0.13106	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112356	218761	0.01204	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112357	1006025	0.03705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112358	TBD	0.0105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
112359	1006028	0.00625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112360	1006026	0.00846	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112796	1137675	0.13684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112797	1146524	0.05458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112798	1137799	0.24254	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112799	1137813	0.69884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
112800	1138229	0.10623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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112803	1137677	0.06508	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112804	1138261	0.00091	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
114657	1154937	0.17723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
114658	P138, 1138417	0.01758	Trail	Non-Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized use, resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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118732	995223	0.24502	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
118733	995223	0.00031	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
118745	1006021	0.00297	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
118747	995630	0.00687	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120694	1161323	0.00174	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
120695	1161332	0.00206	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120696	1161331	0.07078	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120697	1161330	0.08667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120698	1161322	0.07215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
120700	1161408	0.00266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120701	SE29, 1161617	0.08493	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120702	SE30, 1161589	0.11104	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
120703	SE30, 1161587	0.11808	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120704	1161587	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120705	1161635	0.0198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120706	SE29A, 1161628	0.11879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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120707	SE30, 1161587	0.0797	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120708	1161587	0.00117	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120709	1161698	0.02864	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120710	1161697	0.05009	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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120711	1161560	1.44958	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120717	SE60, 1161710	0.14526	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120718	SE60, 1161710	0.04044	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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120720	1161710	0.00054	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120721	SE45, 1186349	0.06067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120787	TBD	0.19706	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120788	TBD	0.00892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120789	TBD	0.01939	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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120790	TBD	0.1447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120791	TBD	0.80124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120792	TBD	0.59721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120793	TBD	0.10895	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
120794	1093032	0.55645	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120795	TBD	0.19404	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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120797	SE1	0.25689	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120798	1138778	0.36215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
120799	1138778	0.00044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121601	TBD	0.14579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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121602	TBD	0.09157	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121603	TBD	0.16966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121604	TBD	0.13495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121606	1161671	0.09305	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121607	1161671	0.00025	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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121608	SE68, 1162916	0.17275	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121609	1162916	0.00035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121611	1161681	0.02254	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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121613	1161560	0.00032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121615	TBD	0.0402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121616	TBD	0.00703	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121617	TBD	0.0344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121618	TBD	0.03008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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121621	1161559	0.00431	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121622	SE66, 1161605, Ophir Rd	0.05001	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121623	1161605, Ophir Rd	0.00056	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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121624	1186335	0.00025	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121688	SE55	0.27451	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121689	TBD	0.24105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121690	SE775	0.25169	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
121691	SE55	0.13392	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121879	TBD	0.07344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121885	TBD	0.00937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121886	TBD	0.44265	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121887	TBD	0.10466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121888	TBD	0.89511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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121889	TBD	0.06976	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121890	TBD	0.18871	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121891	TBD	0.63628	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121893	TBD	0.37055	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121894	TBD	0.11098	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
121895	TBD	0.33279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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121896	SE756, 994496	0.58736	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
121897	994482	0.28576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
129636	P68, 1138123	0.61577	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
129637	P69, 1138466	0.29052	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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129949	995554	0.45528	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
129950	RM3160, 995546	1.39533	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
129951	RM3161, 995548	1.45665	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
129952	995554	0.13414	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
129956	948346	0.08	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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129959	948305	0.06132	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
129960	RM8222, 948304	0.26273	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
129963	948297	0.01275	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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129964	RM8216, 948315	0.24499	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
129965	938204	0.44732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
129966	1138828	1.09386	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
130055	994588	0.62395	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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130188	P12, 1137791	0.93379	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130189	P12	0.32864	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130190	TBD	0.05673	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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130191	TBD	0.05981	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
130192	TBD	1.10119	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
130193	RM3163, 995536	2.59945	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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130194	RM3163, 995536	1.52221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130360	LA1, 881111	1.5914	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130430	997210	0.25961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
130431	221331	0.14504	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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130504	1138740	0.3644	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130524	221102	0.0008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
130525	SE66, 1161607	0.52304	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
130527	1162115	0.40719	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
130641	1161582	0.07534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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130642	1161581	0.01877	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
134632	TBD	0.00156	Translinear Disturbance	Translinear Disturbance	None	(c)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150462	TBD	0.25147	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
311637	TBD	0.22672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313127	TBD	1.82738	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.

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313129	TBD	0.23473	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
313131	TBD	3.70843	Trail	Non-Mechanized	None	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
313884	TBD	1.77757	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313885	TBD	0.48156	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316496	TBD	0.0991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316497	TBD	0.02522	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316520	TBD	0.07389	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316524	TBD	0.08382	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316525	TBD	0.02291	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316526	TBD	0.14921	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316529	TBD	0.03182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316531	TBD	0.03412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316542	TBD	0.2329	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316556	TBD	0.26603	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316559	TBD	0.0214	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316573	TBD	0.0759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316587	TBD	0.0605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316590	TBD	0.10892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316592	TBD	0.00989	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316612	TBD	0.29826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316628	TBD	0.01675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316631	TBD	0.0643	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316639	TBD	0.11871	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316643	TBD	0.05537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316646	TBD	0.12143	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316649	TBD	0.08832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316666	TBD	0.01434	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316678	TBD	0.23034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316680	TBD	0.41364	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316682	TBD	0.02339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316683	TBD	1.03596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316708	TBD	0.53502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316711	TBD	0.24089	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316721	TBD	0.03536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316731	TBD	0.01215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316733	TBD	0.09395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316741	TBD	0.00917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316744	TBD	0.03673	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316747	TBD	0.10958	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316756	TBD	0.12422	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316759	TBD	0.14058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316770	TBD	0.02136	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316782	TBD	0.18703	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316791	TBD	0.07846	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316806	TBD	0.0381	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316815	TBD	0.01874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316817	TBD	0.11038	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316826	TBD	1.08081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316829	TBD	0.15296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316832	TBD	0.03194	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316836	TBD	0.11626	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316837	TBD	0.06356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316861	TBD	0.03308	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316862	TBD	0.02858	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316871	TBD	0.11551	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316877	TBD	0.19659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316924	TBD	0.10111	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316926	TBD	0.04501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316929	TBD	0.03993	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316945	TBD	0.02145	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316957	TBD	0.00021	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316959	TBD	0.03693	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316960	TBD	0.02895	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316966	TBD	0.27198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316969	TBD	0.04491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316975	TBD	0.14286	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316982	TBD	3.11245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316983	TBD	0.1435	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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316985	TBD	0.4021	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316987	TBD	0.04743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317001	TBD	0.07398	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317003	TBD	0.01655	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317005	TBD	0.02521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317007	TBD	0.07468	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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317011	TBD	0.03661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317014	TBD	0.16578	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317015	TBD	0.01283	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317016	TBD	0.19563	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317020	TBD	0.02005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317023	TBD	0.00977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317026	TBD	0.04658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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317037	TBD	0.04483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317039	TBD	0.03275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317043	TBD	0.05294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317052	TBD	0.05744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317055	TBD	0.13145	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317056	TBD	0.27457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
317058	TBD	0.0633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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400417	TBD	1.58695	Trail	Non-Mechanized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.