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99761	BL8590, 115022	0.10966	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.
99762	BL8592, 115020	0.01274	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.
99763	1174750	0.16012	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.
99764	1174751	0.19869	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99765	BL8560, 1174755	0.37699	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.
99766	BL8556, 1174757	0.1983	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.
99767	BL8556, 1174758	0.10391	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.
99768	1174759	0.10883	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99769	1174760	0.03962	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99770	1174763	0.16249	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.
99771	BL8592, 115013	0.03221	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.
99772	1174765	0.19008	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
99773	1174766	0.0225	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99774	1174769	0.07243	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99775	1174772	0.09692	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99776	1174773	0.14148	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99777	1174774	0.1557	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99778	BL8595, 112267	0.2046	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.

<b>WEMO ID</b>	<b>Designated Route # &amp;/or CN # &amp;/or route name</b>	<b>Length (Miles)</b>	<b>Proposed Asset Classification</b>	<b>Proposed Designation Alternative 5</b>	<b>Proposed Subdesignation Alternative 5</b>	<b>Applicable 43 CFR 8342.1 Section</b>	<b>Designation Decision Justification and Impact Minimization</b>
99779	1174776	0.18892	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99780	1174777	0.06293	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99781	1174778	0.09926	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99782	1174779	0.12648	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99783	1174781	0.01684	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99784	1174782	0.02616	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99785	1174783	0.01466	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

<b>WEMO ID</b>	<b>Designated Route # &amp;/or CN # &amp;/or route name</b>	<b>Length (Miles)</b>	<b>Proposed Asset Classification</b>	<b>Proposed Designation Alternative 5</b>	<b>Proposed Subdesignation Alternative 5</b>	<b>Applicable 43 CFR 8342.1 Section</b>	<b>Designation Decision Justification and Impact Minimization</b>
99786	1174784	0.03008	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99787	1174785	0.04938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99788	1174786	0.05337	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99789	1174787	0.03968	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99790	1174788	0.05076	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99791	1174789	0.06775	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99792	1174790	0.04648	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99793	1174791	0.01424	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99794	1174792	0.04199	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99795	1174793	0.03861	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99796	1174794	0.03694	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99797	1174795	0.04244	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99798	1174796	0.02196	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99799	1174797	0.23948	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99800	BL8595, 112267	0.17554	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.
99801	1174799	0.05287	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99802	1174800	0.24929	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99803	1174801	0.03893	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99804	1174802	0.06829	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99805	1174803	0.0236	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99806	1174804	0.03336	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99807	BL8595, 1174808	0.00972	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99808	1174809	0.13266	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99809	BL8591, 1174812	0.10009	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.
99810	1174823	0.18	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.

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
99811	BL8591, 1174828	0.12835	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.
99812	BL8591, 1174831	0.2462	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.
99813	BL8595, 112267	0.02059	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.
99814	1174836	0.53024	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99815	1174837	0.32197	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99816	1174842	0.33035	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.
99817	1174844	0.32429	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99818	1174845	0.2738	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99819	1174846	0.16011	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.

<b>WEMO ID</b>	<b>Designated Route # &amp;/or CN # &amp;/or route name</b>	<b>Length (Miles)</b>	<b>Proposed Asset Classification</b>	<b>Proposed Designation Alternative 5</b>	<b>Proposed Subdesignation Alternative 5</b>	<b>Applicable 43 CFR 8342.1 Section</b>	<b>Designation Decision Justification and Impact Minimization</b>
99823	1174854	0.2965	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.
99824	1174855	0.19747	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.
99826	1174857	0.16462	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.
99827	1174862	0.12697	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.
99828	1174868	0.13265	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.
99829	1174869	0.09835	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.

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
99872	1174998	0.00121	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.
99879	1175005, Mojave Road	0.05903	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.
99880	1175006	0.47036	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
99881	1175007	0.45613	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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.
99882	1175008	0.34514	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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.
99883	1175009	0.06128	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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
99884	1175010	0.04527	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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.
99885	1175011	0.07228	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99886	1175012	0.08157	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99888	1175014	0.04138	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99889	1175015	0.10921	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99890	1175016	0.02353	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
99892	1175018	0.04429	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99894	932531, Basin Road	0.04375	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.
99895	1175021	0.00652	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99896	1175022	0.29199	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.
99897	1175023	0.20454	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99906	1175032	0.00721	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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99908	1175034	0.0062	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99914	1175040	0.16538	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99915	1175041	0.09813	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99916	1175042	0.07569	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.
99917	1175043	0.21215	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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99918	AC9610, 1175044, Mojave Road	0.13266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
99919	1175045	0.35	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
99920	1175046	0.25541	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
99926	1175052	1.04843	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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99927	1175053	0.98576	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.
99928	1175054	1.30268	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.
99929	1175055	0.00479	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.
99930	1175056	0.00857	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.
99931	1175057	0.00713	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.
99932	1175058	0.23762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99933	1175059	0.88948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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99934	AC9610, 1175060, Mojave Road	0.1232	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
99935	1175061	0.17094	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.
99936	1175062	0.19465	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99937	1175063	0.86263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
99938	1175064	0.06531	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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99939	1175065	0.0323	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.
99940	1175066	0.05896	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.
99941	1175067	0.06186	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.
99942	1175068	0.22046	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.
99943	AC9622, 1175069	0.24819	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.
99944	1175070	0.26153	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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99945	1175071	0.14917	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.
99946	1175072	0.05441	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.
99947	1175073	0.79875	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.
99948	1175074	0.06904	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.
99949	1175075	0.07431	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.
99950	1175076	0.1189	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.
99951	1175077	0.00961	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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99952	1175078	0.0068	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.
99953	1175079	0.63488	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.
99954	1175080	0.33894	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.
99955	1175082	0.38913	Primitive Route	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.
99956	1175083	0.02269	Primitive Route	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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99957	1175084	0.09623	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.
99958	1175085	0.21669	Primitive Route	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.
99959	1175086	0.01557	Primitive Route	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.
99968	1175095	0.56482	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.
99969	1175096	0.05673	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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99970	1175098	0.05232	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.
99971	1175099	0.18576	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.
99972	AC9476, 1175100	0.01416	Primitive Route	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.
99973	1175101	0.0141	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.
99974	1175102	0.01554	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.
100024	1175161	0.28334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100027	1175164	0.00476	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100028	1175165	0.56737	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100029	1175166	0.10694	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.
100030	1175167	0.18016	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.
100056	1175194	1.00167	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100057	1175195	0.03038	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100065	1175203	0.00222	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.
100110	1175248	0.01263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100117	1175255	0.77065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100118	1175256	0.01406	Primitive Road: Primary	Motorized	Street Legal	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
100119	1175257	0.16002	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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100120	1175258	0.47733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100121	1175259	0.10869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100122	1175260	0.23015	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100123	1175261	0.39388	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100124	1175262	0.88406	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100126	1175264	0.23465	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100127	1175265	0.05152	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100128	1175266	0.0577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100129	1175267	0.27619	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100130	1175268	0.11755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100153	1175292	0.00047	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.
100174	1175313	0.00656	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100177	1175316	0.00802	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100207	1175520	0.00471	Primitive Route	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.
100212	BL8599, 112255	0.21164	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.
100234	BL8599, 112144	0.16639	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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100235	BL8599, 112144	0.0989	Primitive Route	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.
100249	1175589	0.05885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100256	BL9470, 111607	0.79953	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.
100257	133404	1.20462	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
100258	BL9470, 133404	0.17346	Primitive Route	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.
100259	1175612	0.40842	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.
100260	BL9489, 1175619	0.18955	Primitive Route	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.
100261	BL9489, 1175620	1.61413	Primitive Route	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.



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
100262	BL9489, 1175621	0.15714	Primitive Route	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.
100263	1175623	0.67777	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100264	1175637	0.18342	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.
100265	1175659	0.13737	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.
100266	115094	0.0715	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
100267	1175662	0.17047	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.
100268	1175663	0.39484	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.
100269	1175664	1.13825	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.
100270	BL8681, 112253	2.88904	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
100271	112144	0.09956	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.
100272	112144	0.0599	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.
100273	1175689	0.23667	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.
100274	1175693	0.05636	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.
100275	1175694	0.07199	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.
100276	1175695	0.13851	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.
100277	1175697	0.36975	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.

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
100278	1175698	0.22747	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.
100279	1175712	0.80968	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.
100280	BL9470, 133404	0.10797	Primitive Route	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.
100281	1175723	0.45424	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.
100282	1175724	0.05198	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.
100283	1175729	0.05307	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
100284	1175730	0.00999	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.
100285	1175742	0.69197	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.
100286	1175744	0.3055	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.
100287	1175745	0.09476	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.
100288	1175766	0.00722	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.
100289	1175767	0.58646	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
100290	BL8560, 1175768	0.30336	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.
100291	1175769	0.05512	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100292	1175770	0.37498	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.
100293	BL8590, 1175771	1.66972	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.

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
100294	1175772	0.56361	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100295	BL8680, 112256	0.72442	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.
100296	1175796	0.09129	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.
100297	1175797	0.5191	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.
100298	BL9489, 1175798	0.1439	Primitive Route	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
100299	BL9489, 1175799	0.53195	Primitive Route	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.
100448	1176068	0.17394	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.
100454	1176074	0.01382	Primitive Road: Primary	Motorized	Street Legal	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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
100457	1176077	0.01271	Primitive Road: Primary	Motorized	Street Legal	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
100458	1176078	0.47686	Primitive Road: Primary	Motorized	Street Legal	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
100459	1176079	0.16676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100472	BL9489, 1176342	0.40228	Primitive Route	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
100473	BL9489, 1176346	0.15391	Primitive Route	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.
100474	112143	0.44851	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.
100475	1176362	1.07779	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.
100476	112143	0.41436	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.
100477	1176364	0.29685	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.
100478	1176380	0.03679	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
100479	1176381	0.04955	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.
100480	1176388	0.1588	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.
100481	1176389	0.15961	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.
100482	TBD	0.04131	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.
100483	BL8681, 1176393	0.08459	Primitive Route	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.

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
100484	BL8681, 1176395	0.15961	Primitive Route	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.
100485	1176398	0.09335	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.
100486	1176399	0.26734	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.
100487	1176400	0.20579	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.
100488	1176402	0.24873	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.
100489	1176403	0.37576	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.

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
100490	1176405	0.14402	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.
100491	TBD	0.38704	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.
100492	1176407	0.11503	Primitive Route	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.
100493	BL8681, 1176409	0.06947	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.

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
100495	BL8590, 1176420	0.47985	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.
100501	BL8680, 133399	0.29064	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
100502	1176436	0.42799	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100504	BL8680, 133399	0.02868	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
100505	1176440	0.03012	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100506	TBD	0.14093	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.
100507	1176450	0.44436	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.
100508	1176451	0.40838	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.
100509	1176455	0.67712	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.
100510	112143	0.32682	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
100511	BL9489, 1176461	0.74007	Primitive Route	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.
100514	1176741	0.05537	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.
100520	BL9470, 130747	0.74979	Primitive Route	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.
100521	BL9470, 130747	0.44864	Primitive Route	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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100522	BL9470, 130747	0.17721	Primitive Route	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.
100523	1176784	0.4831	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.
100524	1176789	0.13772	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.
100525	1176838	0.06392	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.
100526	1176841	0.06422	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
100527	BL9470, 130747	0.20299	Primitive Route	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.
100528	BL9470, 1177588	0.04768	Primitive Route	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.
100529	1177589	0.49309	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.
100530	1177681	0.46561	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.
100531	1177682	0.29879	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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100532	1177686	0.06094	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.
100533	1177687	0.07963	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.
100534	1177688	0.19623	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.
100535	1177690	0.1637	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.
100536	1177691	0.02977	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.
100537	BL9489, 1177692	0.12118	Primitive Route	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
100538	1177693	0.16025	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.
100539	BL9489, 1177696	0.12603	Primitive Route	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.
100540	BL9489, 1177699	0.05273	Primitive Route	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.
100541	1177701	0.17263	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.
100542	1177702	0.48275	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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100605	1177941	0.19916	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.
100606	1177942	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.
100633	1177970	0.09225	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100634	1177971	0.5149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100635	1177972	0.18646	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100636	1177973	0.0333	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100637	1177974	0.0528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100638	1177975	0.74514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100639	1177976	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.
100647	1177985	0.10934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100648	1177986	0.12846	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100649	1177987	0.04896	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100651	1177989	0.00533	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100653	1177991	0.20284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100655	1177993	0.1935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100656	1177994	0.01525	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100668	1178006	0.26669	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100678	1178017	0.03169	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.
100694	1178034	0.2658	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.
100695	1178036	0.70297	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.
100696	1178037	0.72037	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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100697	1178043	0.44047	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.
100698	BL8681, 112253	1.02396	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.
100699	BL8681, 112253	0.51548	Primitive Route	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.
100700	1178056	0.31142	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.
100701	1178060	0.16306	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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100702	1178061	0.17976	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.
100703	1178062	0.3977	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.
100704	1178084	0.06606	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100705	BL8680, 133399	0.12086	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.
100706	BL8680, 133399	0.04055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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100707	1178110	0.14294	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.
100708	1178111	0.24156	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.
100709	1178113	0.07142	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.
100710	1178114	0.06388	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.
100711	1178121	0.04271	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.
100712	1178122	0.00931	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.
100713	1178124	0.04744	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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100714	1178137	0.87255	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.
100725	1179123	0.08286	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.
100726	1179124	0.41719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100727	1179125	0.09927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100750	1179148	0.2663	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.
100757	1179155	0.80298	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100759	1179157	0.14947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100760	1179158	0.14022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100761	1179159	0.21417	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100762	1179160	0.29295	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100763	1179161	0.17532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100764	1179162	0.1971	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.
100765	1179163	0.26889	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.
100766	1179164	0.23439	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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100770	1179168	0.3068	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.
100771	1179169	0.22862	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.
100772	1179170	0.06919	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.
100775	1179173	0.04485	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.
100781	BL8683, 130743	0.79038	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.
100782	1179555	0.03585	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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100783	1179556	0.03997	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.
100784	1179557	0.05224	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.
100785	1179558	0.01334	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.
100786	1179561	0.53726	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.
100787	1179565	0.08134	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.
100788	1179566	0.11638	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.
100789	1179567	0.09113	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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100790	1179570	0.21545	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.
100791	1179571	0.17859	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.
100792	1179572	0.00932	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.
100793	1179573	0.27669	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.
100794	1179576	0.09818	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.
100795	1179578	0.0392	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.
100796	1179579	0.03035	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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100797	1179588	0.25432	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.
100798	1179590	0.1603	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.
100799	112253	0.02473	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.
100800	112253	0.05614	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.
100801	1179599	0.16776	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.
100802	1179600	0.09298	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.
100803	1179602	0.58424	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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100804	1179656	0.43221	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.
100805	1179659	0.11141	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.
100806	1179661	0.16196	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.
100807	1179662	0.10828	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.
100808	1179663	0.08613	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.
100809	1179664	0.06514	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.
100810	1179666	0.08211	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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100811	1179668	0.14709	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.
100812	1179691	0.05348	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.
100813	1179699	0.06012	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.
100814	BL8683, 133402	0.13173	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100815	BL8683, 133402	0.10338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100816	1179726	0.26007	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.
100817	1179727	0.31247	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100818	1179728	0.16219	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.
100819	1179730	0.10945	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100820	1179731	0.08327	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100821	BL8683, 130743	0.02607	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.
100838	1180329	0.00069	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
100842	1180333	0.0007	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.
100843	1180334	0.0007	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.
100862	1180354	0.02458	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100863	1180355	0.00538	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100864	1180356	0.02302	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100865	1180357	0.00937	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100866	1180358	0.02664	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100867	1180359	0.06425	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100868	1180360	0.2861	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.
100869	1180361	0.02785	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.
100870	1180362	0.06455	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.
100871	1180363	0.11037	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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100872	1180364	0.07034	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.
100873	1180365	0.13314	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.
100874	1180366	0.40058	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100875	1180367	0.02226	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100876	1180368	0.36746	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100877	1180369	0.21021	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
100878	1180370	0.17756	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100880	1180372	0.00036	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.
100892	1180384	0.00022	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.
100897	1180389	0.00326	Primitive Road: Primary	Motorized	Street Legal	(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.
100900	1180392	0.26596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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100940	Historic Route 66, National Trails Hwy	0.31229	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
100985	1180480	0.00025	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.
100989	1180484	0.25035	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.
101014	1180509	0.03555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101017	1180512	0.24932	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.
101018	1180513	0.00082	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.
101024	1180519	0.51284	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.
101026	1180521	0.26183	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.
101027	1180522	0.33226	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.
101028	1180523	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.

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101032	1180527	0.16879	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.
101038	1180534	0.0504	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.
101040	1180536	0.09505	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.
101041	1180537	0.28904	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.
101042	1180538	0.31784	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.
101133	1180633	0.76431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101134	1180634	0.00079	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.
101135	1180635	0.48848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101136	1180738	1.15968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101143	1180745	0.6882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101150	1180752	0.09256	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.
101151	1180753	0.03967	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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101152	1180754	0.23403	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.
101153	1180755	0.02597	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.
101154	1180756	0.36555	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.
101156	1180758	0.03623	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.
101157	1180760	0.04602	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.
101158	1180761	0.15022	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.
101163	1180766	0.01259	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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101188	1180791	0.03818	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.
101189	1180792	0.21171	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.
101195	1180798	0.28328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101196	1180799	0.08525	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101197	1180800	0.10862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101198	1180801	0.26958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101199	1180802	0.05624	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101200	1180803	0.03499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101201	1180804	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.
101203	1180806	0.05838	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101214	1180817	0.01184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101224	1180828	0.08891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101225	1180829	0.15927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101237	1180842	0.20094	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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101254	1181131	0.08275	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.
101255	1181132	0.11746	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.
101256	1181145	0.04959	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.
101257	1181149	0.05404	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.
101259	BL8689, 133403	0.11315	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.
101260	1181195	0.15172	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
101261	1181196	0.03947	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.
101263	BL8689, 133403	0.27203	Primitive Route	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.
101264	BL8689, 133403	0.34292	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.
101265	BL8689, 133403	0.20008	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.



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
101266	BL8689, 133403	0.3828	Primitive Route	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.
101267	BL8689, 133403	0.2348	Primitive Route	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.
101268	1181279	0.28981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101269	1181280	0.06805	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.
101270	1181281	0.39553	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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101272	1181284	0.1431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101273	1181287	0.10653	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101277	BL8689, 133403	0.40806	Primitive Route	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.
101278	1181315	0.1001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101279	1181344	0.08054	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.
101280	1181349	0.01531	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.

<b>WEMO ID</b>	<b>Designated Route # &amp;/or CN # &amp;/or route name</b>	<b>Length (Miles)</b>	<b>Proposed Asset Classification</b>	<b>Proposed Designation Alternative 5</b>	<b>Proposed Subdesignation Alternative 5</b>	<b>Applicable 43 CFR 8342.1 Section</b>	<b>Designation Decision Justification and Impact Minimization</b>
101281	1181355	0.11014	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.
101282	1181356	0.04355	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.
101283	1181358	0.01576	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.
101284	1181360	0.04828	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.
101285	1181367	0.40418	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.
101286	1181372	0.04196	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.
101287	1181376	0.13347	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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101288	1181377	0.03373	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.
101289	1181379	0.23187	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.
101290	1181421	0.02643	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.
101291	1181422	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.
101292	1181423	0.01152	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
101293	1181425	0.06375	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.
101294	BL8685, 1026151	0.10862	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101295	BL9707, 1181427	0.06702	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.
101296	1181551	0.14165	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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101297	TBD	0.2108	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.
101298	1181635	0.10307	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.
101299	BL8685, 1026151	0.25819	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.
101300	BL8685, 1026151	0.18839	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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101301	1181638	0.05787	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.
101302	1181639	0.05975	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.
101303	BL8685, 1026151	0.13361	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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101304	BL8685, 1026151	0.20943	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.
101305	1181642	0.05935	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.
101306	1181643	0.05405	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.
101307	1181644	0.46788	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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101308	BL8680, 1181645	0.15669	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.
101309	BL8685, 1026151	0.11406	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.
101310	BL8685, 1026151	0.03565	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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101311	BL8685, 1026151	0.16078	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.
101312	1181651	0.04985	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.
101313	1181652	0.04355	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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101335	1181676	0.05052	Primitive Route	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.
101336	1181677	0.03015	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.
101337	1181678	0.05156	Primitive Route	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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101338	BL8685, 1026151	0.10538	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.
101339	1181681	0.09279	Primitive Route	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.
101340	BL8685, 1026151	0.19545	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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101341	BL8685, 1026151	0.01538	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.
101342	BL8685, 1026151	0.01713	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.
101343	BL8685, 1026151	0.08371	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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101344	BL8685, 1026151	0.01932	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.
101345	BL8685, 1026151	0.05652	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.
101346	1181694	0.01128	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.

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
101347	1181695	0.01187	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.
101348	1181696	0.05037	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.
101349	1181697	0.02702	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.

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
101350	1181698	0.01884	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.
101351	1181699	0.01373	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.
101352	1181700	0.06132	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.

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
101353	1181701	0.06198	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.
101354	1181702	0.09133	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.
101355	BL8685, 1026151	0.11291	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
101356	BL8685, 1026151	0.04916	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.
101357	1181707	0.03283	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.
101358	BL8685, 1026151	0.02257	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
101359	BL8685, 1026151	0.05995	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101360	BL8685, 1026151	0.029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101361	1181711	0.15472	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
101362	1181712	0.05106	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.
101363	1181713	0.05295	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.
101364	1181714	0.02872	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.

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
101365	BL8685, 1026151	0.09936	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101366	BL8685, 1026151	0.03835	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101367	1181719	0.23544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101368	1181720	0.17018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101369	1181721	0.11678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
101370	1181724	0.21096	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101371	1181725	0.04988	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101372	1181726	0.02951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101373	1181727	0.03098	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101374	BL8685, 1026151	0.05234	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101375	1181731	0.06415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101376	1181732	0.21787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101377	1181733	0.14535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101378	BL8685, 1026151	0.04457	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101379	1181742	0.03269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101380	1181743	0.36402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
101381	BL8685, 1026163	0.01349	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.
101382	1026151	0.01103	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101383	1181748	0.01283	Primitive Route	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
101384	1181753	0.13133	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101385	1181756	0.03	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101386	BL8685, 1026163	0.02508	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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101387	1181758	0.01741	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101388	BL8685, 1026163	0.01823	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.
101389	1026218	0.01645	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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101390	1181765	0.01535	Primitive Route	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.
101391	BL8685, 1026163	0.03733	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.
101392	1026215	0.03806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101393	1026216	0.0077	Primitive Route	Motorized	Authorized/Permitted	(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 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
101394	1181769	0.06373	Primitive Route	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.
101395	1181770	0.04379	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.
101396	1181771	0.04027	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.
101397	1026210	0.04621	Primitive Route	Motorized	Authorized/Permitted	(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 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
101398	1026210	0.04671	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101399	BL8685, 1026163	0.03655	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.
101400	1181780	0.05578	Primitive Route	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
101402	1181782	0.00773	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101403	1181783	0.07486	Primitive Route	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.
101404	1181784	0.08892	Primitive Route	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
101405	BL8685, 1026163	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.
101406	1026203	0.01729	Primitive Route	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.
101407	1181787	0.0128	Primitive Route	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.
101408	1181788	0.20854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
101409	1181793	0.07944	Primitive Route	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.
101416	1026163	0.07827	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.
101417	1181806	0.12356	Primitive Route	Motorized	Authorized/Permitted	(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 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.
101418	1181807	0.11443	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
101419	BL8687, 115101	0.40083	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.
101421	BL8687, 115101	0.29394	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.
101431	BL8670, 1183185	0.29268	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
101432	BL8670, 1183186	0.05605	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.
101433	1183187	0.03174	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.
101434	BL8670, 1183188	0.29457	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
101435	1183189	0.0315	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.
101436	BL8670, 1183190	0.26277	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101437	1183191	0.02706	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.

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
101438	BL8670, 1183192	0.28228	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.
101439	1183193	0.0314	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.
101440	BL8670, 1183194	0.25031	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
101441	1183195	0.02268	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.
101442	BL8670, 1183196	0.27989	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.
101443	1183197	0.02564	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.

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
101444	BL8670, 1183198	0.30302	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.
101445	1183199	0.02589	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.
101446	BL8670, 1183200	0.31045	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
101447	1183201	0.02651	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.
101448	BL8670, 1183202	0.31262	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.
101449	1183203	0.02755	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.

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
101450	BL8670, 1183204	0.3184	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.
101451	1183205	0.02907	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.
101452	BL8670, 1183206	0.28726	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
101453	1183207	0.02585	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.
101458	BL8670, 1183212	0.1984	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.
101459	1183213	0.03417	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.



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
101460	1183214	0.07521	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.
101461	1183215	0.14481	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.
101462	1183216	0.02077	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
101463	1183217	0.02889	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.
101464	1183218	0.11499	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.
101467	1183221	0.03085	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.

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
101468	1183222	0.02953	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.
101470	1183224	0.06432	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.
101471	1183225	0.01251	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.
101472	1183226	0.09352	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101473	1183227	0.0165	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101474	1183231	0.09937	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101475	1183232	0.12946	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.
101476	1183233	0.03639	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101477	1183234	0.10842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
101478	1183235	0.08124	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.
101479	1183236	0.12864	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101480	1183237	0.01746	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.
101481	BL8706, 1183238	0.18002	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
101483	BL8706, 1183240	0.30832	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.
101484	BL8707, 112516	0.26053	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.
101485	BL8707, 112516	0.20341	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
101487	BL8707, 112516	0.11876	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.
101488	1026233	0.07438	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.
101489	1026233	0.12243	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
101490	1026233	0.2796	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.
101491	1026233	0.02271	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.
101492	1183250	0.11577	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101493	1183251	0.11608	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
101494	1026233	0.06961	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.
101495	1183253	0.12902	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101496	1183254	0.03838	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.
101497	1183255	0.03245	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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101498	1183256	0.0985	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101499	BL8709, 1183257	0.29127	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.
101500	BL8709, 1183258	0.12185	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.
101501	BL8717, 115211	0.20607	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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101502	1183261	0.0981	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101503	BL8717, 1183262	0.34099	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.
101504	BL8709, 1183263	0.11685	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.
101505	BL8709, 1183264	0.22066	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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101506	BL8709, 1183265	0.77912	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.
101507	1026233	0.3029	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.
101508	1183267	0.03716	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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101509	1026233	0.20698	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.
101510	1183270	0.04715	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.
101511	1026233	0.22247	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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101512	1026233	0.0139	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.
101513	1183273	0.01071	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101514	1183274	0.00823	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.
101515	1183275	0.02279	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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101516	1026233	0.24154	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.
101517	1183277	0.15972	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.
101518	1026233	0.26113	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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101519	1183279	0.03376	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.
101520	1026233	0.15953	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.
101521	1183281	0.06654	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101522	1183282	0.13762	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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101523	1026233	0.13332	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.
101524	1183284	0.04136	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.
101525	BL8733, 115228	0.2976	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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101526	1183287	0.1209	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.
101527	1183288	0.245	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.
101528	BL8737, 1183289	0.28158	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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101529	1183290	0.28348	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.
101530	1183291	0.29415	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101531	1183292	0.24802	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101532	1183293	0.15764	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101536	1183297	0.04833	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.
101537	1183298	0.02103	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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101538	1183300	0.05648	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.
101539	1183301	0.03446	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.
101540	1183302	0.02838	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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101541	1183303	0.02963	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.
101542	1183304	0.03562	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.
101545	BL7809, 112614	0.97348	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101550	BL8810, 1183316	0.28148	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101551	BL8810, 1183317	0.2896	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101552	BL8810, 1183318	0.31495	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101553	BL8810, 1183319	0.25768	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101554	BL8810, 1183320	0.31694	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101556	1183325	0.02553	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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101557	1183326	0.02783	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.
101558	1183327	0.03891	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.
101559	1183328	0.02697	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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101560	BL8655, 115209	0.5862	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.
101561	BL8657, 1183330	0.24226	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.
101562	BL8655, 1183331	0.12838	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
101563	BL8570, 115191	0.58357	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.
101564	1183333	0.16257	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.
101565	BL8570, 115191	0.26412	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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101566	BL8570, 115191	0.372	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.
101567	BL8660, 1183342	3.00829	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.
101568	1183343	0.06218	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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101569	1183344	1.11205	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101570	BL8655, 115209	0.16705	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.
101571	BL8650, 1183346	2.67513	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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101572	BL8647, 1183347	0.38422	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.
101573	BL8650, 1183348	0.2546	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.
101574	BL8643, 1183349	0.31896	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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101575	BL8643, 1183350	0.25984	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.
101576	BL8650, 1183351	0.18915	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.
101579	BL8650, 1183354	0.83852	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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101580	BL8640, 115234	0.5725	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.
101581	BL8650, 1183356	0.63962	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.
101582	BL8660, 1183357	0.20749	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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101583	BL8660, 1183358	0.15641	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.
101584	BL8660, 1183359	0.16591	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.
101585	BL8660, 1183360	0.15148	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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101586	BL8660, 1183361	0.37703	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.
101587	BL8660, 1183362	0.00661	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.
101588	BL8660, 1183363	0.03235	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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101589	BL8660, 1183364	0.01026	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.
101590	BL8660, 1183365	0.07514	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.
101591	BL8660, 1183366	0.0951	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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101592	BL8660, 1183367	0.42065	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.
101593	BL8717, 115211	1.03549	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.
101594	BL8660, 1183369	0.9426	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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101595	BL8660, 1183370	0.85966	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.
101596	BL8660, 1183371	0.68549	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.
101597	BL8739, 115225	0.53367	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101598	1183373	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.
101599	BL8660, 1183374	0.2259	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101600	BL8660, 1183375	1.24926	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101601	BL8660, 1183376	0.46305	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101603	1183378	0.00029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101604	112614	0.00182	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101606	112615	0.00344	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101608	BL8739, 115225	0.12327	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.
101609	BL8660, 1184732	0.40389	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101610	1184733	0.16609	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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101611	1184734	0.03756	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.
101612	BL8739, 112488	0.25189	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.
101613	BL7755, 115244	0.22956	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.
101614	1184737	0.57261	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101615	BL8640, 112518	0.11112	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.
101616	BL7765, 1184739	0.62849	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.
101617	National Trails Hwy, 1184740, HIST Route 66	1.76054	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101618	112614	0.00099	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101619	BL9710, 112614	0.61106	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101620	BL9712, 1184743	0.14588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101621	BL9712, 1184744	0.35236	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
101622	BL9710, 1184745	2.16906	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101623	112614	0.24682	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101624	133382	1.28578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101626	National Trails Hwy, 1184753, HIST Route 66	0.2442	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
101627	BL8739, 115246	0.04125	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101628	1184755	0.12668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101629	1184757	0.13399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101630	133382	0.27951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101631	BL8820, 1184759	0.50176	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101632	BL8821, 1184760	0.35985	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101633	BL8820, 1184761	0.76974	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101634	BL7815, 112139	1.10939	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101635	BL7815, 112139	0.99532	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.
101636	BL7815, 112139	0.08601	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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101637	1184765	0.246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101638	1184766	0.22944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101639	BL8830, 1184767	0.61133	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101640	BL7815, 112139	0.81777	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.
101641	BL8846, 1184771	0.71531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101642	BL8841, 1184772	0.04316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101643	BL7815, 1026225	1.15039	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.
101644	BL9810, 1184774	0.2815	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101646	BL9810, 1184776	1.99334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101647	BL9710, 1026227	1.94648	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101649	BL7815, 1026225	1.02396	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.
101650	BL9730, 1184782	0.50583	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101651	BL9730, 1184783	0.45925	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101652	1184784	0.77162	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101653	1026163	0.03072	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101654	1026190	0.01909	Primitive Route	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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101655	1026163	0.0305	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101656	1184788	0.02739	Primitive Route	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.
101657	BL9740, 1026222	0.11091	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
101658	BL9740A, 1184790	0.23812	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101659	BL9740, 1026222	0.82137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101660	BL7815, 1026225	0.01972	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.
101664	1185534	0.00069	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101665	1185535	0.50743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101695	1185565	0.57264	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.
101696	1185566	0.16912	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.
101710	1185580	0.01174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101713	1185585	0.16011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101714	1185586	0.03517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101715	1185587	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.

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101716	1185588	0.47234	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.
101717	1185589	0.0906	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.
101748	1185620	0.51522	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.
101787	1185660	0.0971	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.
101789	1185662	0.06581	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.
101790	1185663	0.02942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101791	1185664	0.03611	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101792	1185666	0.07048	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.
101793	1185667	0.0695	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.
101795	1185669	0.50695	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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101809	1185683	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.
101810	1185684	0.45417	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101811	1185685	0.30237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101812	1185686	0.33241	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101813	1185687	0.05734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101814	1185688	0.16332	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.
101815	1185689	0.01499	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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.
101816	1185690	0.17538	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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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101817	1185691	0.0399	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.
101818	1185692	0.26257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101819	1185693	0.99165	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101820	1185694	0.17255	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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101821	1185695	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.
101822	1185696	0.10018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101824	1185698	0.05415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101827	1185701	0.00035	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.
101828	1185702	0.99901	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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101831	1185705	0.39545	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101832	1185706	0.00144	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.
101833	1185707	0.50406	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.
101834	1185708	0.05299	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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101835	1185709	0.00105	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.
101843	1185717	0.1409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101844	1185718	0.15516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101845	1185719	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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101848	1185722	0.32012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101849	1185723	0.06601	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101850	1185724	0.18721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101851	1185725	0.14476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101852	1185726	0.01024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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101854	1185728	0.00103	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101855	1185729	0.16816	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
101857	1185731	0.01474	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
101858	1185732	0.00022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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102038	1188405	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.
102039	1188406	0.0005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102040	1188407	0.17183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102041	1188408	0.12437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102044	1188411	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.



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102045	1188412	0.00569	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102162	1188764	0.03378	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102224	1188827	0.00258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102225	1188828	0.01383	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102226	1188829	0.25812	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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102227	1188830	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.
102285	1188891	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.
102286	1188892	0.00025	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.
102287	1188893	0.20152	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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102288	1188894	0.09511	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.
102289	1188895	0.81614	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102297	1188903	0.91431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
102298	1188904	0.50668	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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102299	1188905	0.7119	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.
102300	1188906	0.00023	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.
102552	1193137	0.21182	Primitive Route	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.
102553	1193937	0.63059	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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102554	1193938	0.20788	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.
102555	1193939	0.32758	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.
102556	1193940	0.10565	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.
102557	1193941	0.27355	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.
103584	1201941	0.07638	Primitive Road: Primary	Motorized	Street Legal	(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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103585	1201943	0.00031	Primitive Road: Primary	Motorized	Street Legal	(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.
103586	WV1957, 112781, Ironage Rd	0.19757	Primitive Road: Primary	Motorized	Street Legal	(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.
103589	WV1957, 112781, Ironage Rd	0.35953	Primitive Road: Primary	Motorized	Street Legal	(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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103591	1201949	0.2543	Primitive Road: Primary	Motorized	Street Legal	(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.
103593	1201951	0.13105	Primitive Road: Primary	Motorized	Street Legal	(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.
103594	1201952	0.0801	Primitive Road: Primary	Motorized	Street Legal	(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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103595	1201953	0.31863	Primitive Road: Primary	Motorized	Street Legal	(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.
103598	1201956	0.06575	Primitive Road: Primary	Motorized	Street Legal	(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.
103600	WV1957, 110201, Ironage Rd	1.79873	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
103605	1201964	3.53355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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103606	1202340	1.686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103729	1203608	3.43473	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103730	1203609	0.06461	Primitive Road: Primary	Motorized	Street Legal	(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.
103838	1205966	0.19581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103839	1205967	0.36768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103850	NS6746, 1206770	3.3784	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103852	NS6746, 1206772	2.92662	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.
103922	1208770	0.64266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103923	NS7803, 1208771	2.97221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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103924	1208772	0.18995	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103925	1208773	0.12152	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103926	1208774	0.20792	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103927	1208775	0.16776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103928	1208776	1.69408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103929	1208777	0.22748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103930	1208778	0.27183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103931	1208779	0.05915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103932	1208780	0.07551	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103933	NS7826, 1208781	1.29727	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103934	1208782	0.32483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103935	1208784	0.12925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103936	1208785	0.23737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103937	1208786	0.0165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103938	1208787	0.04589	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103939	1208788	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.
103940	1208789	0.12315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103941	1208790	0.02638	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103942	1208791	0.5465	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103943	1208792	0.15967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103944	NS6742, 1208793	3.41296	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103946	NS6742, 1208795	3.14821	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103947	1208796	0.1213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103948	1208797	0.02786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103949	1208798	0.1538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103950	1208799	0.10485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103951	1208800	0.04387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103952	1208801	0.13968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103953	1208802	0.15728	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103954	1208803	0.01974	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103955	1208804	0.02011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103956	1208805	0.13369	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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103957	1208806	0.10451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103958	1208807	0.14996	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103959	1208808	0.08459	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103960	1208809	0.10979	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103961	1208810	0.09835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103962	NS7815, 1208811	0.72419	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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103964	NS7821, 1208813	1.10137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103967	NS7824, 1208817	0.40601	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103969	NS7815, 1208819	0.39116	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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103971	NS7815, 1208821	1.04522	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103973	NS7815, 1208823	0.69356	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103974	NS7823, 1209570	0.2564	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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103975	NS7822, 1209571	0.79719	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103976	1209572	0.04981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103977	1209574	0.1455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103978	NS7819, 1209575	0.45011	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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103979	NS7815, 1209576	0.85453	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103980	1209577	0.07852	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
103986	1209584	0.04531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
103987	NS7826, 1209585	0.16335	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104000	1209599	0.02666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104001	1209600	0.16234	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104002	1209601	0.15705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104004	1209603	0.17138	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104005	1209604	0.04464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104007	1209606	0.07197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104008	1209607	0.45467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104010	1209609	0.34075	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104012	NS8739, 1209611	0.13876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104016	1209615	0.42375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104017	1209616	0.21943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104030	NS7825, 1209631	0.18439	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104031	NS7825, 1209632	0.14093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104033	1209634	0.08074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104034	1209635	0.08226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104035	1209636	0.10913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104036	1209637	0.11716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104037	1209638	0.19771	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104038	1209639	0.06525	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104039	1209640	0.28721	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104040	112837	0.00113	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.
104042	NS6746, 1209643	7.42036	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104043	1209644	0.62945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104044	NS6727, 109388	0.07148	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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104045	NS6742, 1209646	0.20932	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.
104048	1209649	0.45586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104049	1209650	0.1323	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104050	1209651	0.53012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104051	1209652	0.45967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104052	1209653	0.12219	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104053	1209655	0.45443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104054	1209657	0.20833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104055	NS7812, 1209658	0.28603	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104056	1209659	0.06596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104057	NS7814, 1209660	0.30152	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104058	1209662	0.01128	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104060	1209970	0.10307	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104062	1209972	0.08598	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104063	1209973	0.05061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104064	NS7812, 1209974	0.19642	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104066	NS7812, 1209976	0.47266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104069	NS7812, 1209979	0.1483	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104070	NS7811, 1209981	0.10715	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104072	1209983	1.08844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104076	1209987	0.25298	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104078	1209989	0.48863	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104079	1209990	0.02394	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104080	NS, 1209991	0.03967	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
104081	1209992	0.04583	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104082	NS, 1209993	0.18381	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104084	NS, 1209995	0.21231	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104086	NS7810, 1209997	0.47251	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104087	NS7810, 1209998	0.7077	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104088	1209999	0.1825	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104089	NS7813, 1210000	0.44102	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
104090	1210001	0.12492	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104091	1210002	0.06345	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104092	1210003	0.12859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104094	NS7811, 1210005	0.20538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
104096	NS7811, 1210007	0.35357	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104097	NS7811, 1210008	0.56451	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104099	NS7811, 1210010	0.64747	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104103	1210412	0.11639	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104104	1210413	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.
104105	1210414	0.05962	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104106	NS7817, 1210415	0.15523	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104107	1210416	0.15499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104108	1210417	0.13679	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104109	1210418	0.64879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104111	1210420	0.12065	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104113	1210422	0.08108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104116	NS6844, 1210425	0.263	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104118	NS6844, 1210427	0.04335	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104119	NS6848, 1210428	0.41815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104120	1210429	0.06035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104121	1210430	0.05617	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104122	1210431	0.16465	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104123	1210432	0.81148	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104124	NS6844, 1210433	0.12216	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104126	1210435	0.12627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104133	1210443	1.86393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104134	NS6850, 1210444	0.30522	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104626	1211842	0.13469	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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104628	1211844	0.32796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104630	1211846	0.5462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104893	1214567	0.13669	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104894	1214568	0.25529	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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104895	NS7981, 1214569	2.04995	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
104896	1214570	1.23575	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.
104906	1214583	0.68466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104907	1214584	0.17269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
104910	NS7826, 1214587	1.72829	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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105079	1215671	0.15027	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105080	1215672	0.1284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105081	NS6850, 1215673	0.62979	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105084	NS6850, 1215676	0.07458	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105088	1215681	0.10348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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105089	NS6846, 1215682	0.27279	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105091	1215686	0.0375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105092	NS6844, 1215687	0.03173	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105094	1215689	0.02956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105097	NS6852, 1215693	0.29605	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105098	1215694	0.02578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105102	NS6854, 1215698	0.21528	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105103	NS6847, 1215699	0.16143	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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105104	NS6852, 1215700	0.22421	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105105	1215702	1.45928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105106	1215703	0.74887	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105107	1215704	1.50055	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105120	1215725	1.05639	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105121	1215726	0.2049	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
105122	1215727	0.08242	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105123	1215728	0.41927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105124	1215729	0.94811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105125	TBD	0.01148	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105126	1215732	0.15259	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105127	NS7964, 1215733	0.69769	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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105128	1215734	0.02802	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105129	1215735	0.1499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105130	1215736	0.04895	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105131	1215737	0.21991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105132	1215738	0.18278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105133	1215739	0.08753	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105134	1215740	0.61074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
105139	NS6737, 1215748	0.16773	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.
105140	1215749	0.2344	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105141	1215750	0.09994	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105142	1215751	2.5253	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105143	112385	0.21972	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
105146	NS5903, 1215755	0.52893	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
105147	1215756	1.13373	Trail	Non-Mechanized	Hiking	(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.
105149	NS5922, 1215758	0.06947	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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
105152	NS5927, 112387	0.19141	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.
105153	112387	0.00173	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105154	NS5927, 1215764	0.25581	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105155	1215767	0.95576	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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105158	1215770	0.07512	Primitive Route	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.
105159	1215771	0.10148	Primitive Route	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.
105161	1215773	0.31535	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.
105162	1215774	0.63291	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105163	1215775	0.02727	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.
105164	1215776	0.98511	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.
105165	1215777	0.04397	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.

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
105166	1215778	0.4653	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.
105167	1215779	0.88798	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.
105168	1215780	0.03938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105169	109713	0.09276	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105170	1215783	0.03842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105172	1215785	0.10181	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105175	1215788	0.19204	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.
105176	1215789	1.50582	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.
105177	1215790	0.24954	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.
105178	1215792	0.15694	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105182	1215797	0.55185	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105183	112395	0.62853	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.
105184	1215799	1.29925	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.
105186	1215802	0.87145	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105187	1215803	0.06414	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105189	109830	0.02057	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.
105190	1215806	0.0152	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.
105192	1215808	0.57238	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105193	1215809	0.56144	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.
105194	1215810	0.68022	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105197	112582	0.00096	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.
105203	TBD	0.07234	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105206	1215823	0.06559	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105208	1215825	0.1563	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105209	1215826	0.14764	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105210	1216076	0.20107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105211	1216077	0.43555	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105212	1216078	0.10852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105213	1216081	0.76146	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
105214	1216082	0.48657	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.
105215	1216083	2.05826	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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105216	1216084	0.05771	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.
105745	WV1948, 1220077	0.14164	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
105746	1220078	0.0233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
105753	1220085	0.23043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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105757	1220090	0.60543	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.
106056	BL8687, 1222478	1.7287	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.
106057	1222479	0.20968	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106058	1222480	0.01921	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106059	1222481	0.04651	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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106060	1222482	0.14115	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106061	1222483	0.08026	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106062	BL8691, 1222484	0.08431	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106063	BL8688, 1222485	0.15741	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106064	BL8688, 1222486	0.05402	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106065	1222876	0.14054	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
106091	TBD	1.069	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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106092	TBD	1.57018	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.
106093	TBD	0.0559	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.
106094	TBD	0.2565	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.
106095	TBD	0.63174	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.
106096	TBD	0.75192	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.
106099	TBD	0.16775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
108177	Utility ROW	0.01425	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116168	TBD	0.59347	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.
116169	TBD	0.2185	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.
116170	TBD	0.29495	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.
116171	TBD	0.29386	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.
116173	TBD	0.64681	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.
116174	TBD	2.40406	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116175	TBD	1.35457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116176	TBD	0.22959	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116177	TBD	1.14304	Trail	Non-Mechanized	Hiking	(a), (b), (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.
116178	AC9607	4.05912	Primitive Route	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.

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
116179	1045453	0.15324	Primitive Route	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.
116180	TBD	0.20178	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.
116418	TBD	0.43181	Primitive Road: Primary	Motorized	Authorized/Permitted	(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 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.
116419	TBD	1.3303	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
116420	TBD	0.3951	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.
116421	TBD	0.98267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116422	TBD	0.1455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116423	TBD	0.01034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116424	TBD	0.35232	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116425	TBD	0.18103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116426	TBD	0.09095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116427	TBD	2.69291	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.
116428	TBD	0.06653	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116429	TBD	0.24222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116430	TBD	0.94027	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116431	TBD	0.15972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116432	TBD	0.57755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116433	TBD	0.19332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116434	TBD	0.2771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116435	TBD	0.50602	Primitive Route	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.
116436	TBD	0.50295	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.
116437	TBD	0.03334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
116440	1168552	0.01551	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.
116441	TBD	0.96659	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.
116442	1168555	0.07583	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116443	TBD	0.2042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116445	TBD	2.14294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116446	TBD	0.02708	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116447	TBD	0.42872	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116448	TBD	0.31741	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116452	TBD	0.66441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116453	TBD	0.03597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116454	TBD	0.77528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116455	TBD	0.3546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116456	TBD	0.13279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116457	Campground Rd	0.26322	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
116458	Campground Rd	0.05771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116459	TBD	0.80005	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.
116460	TBD	0.00026	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.
116475	AC9612	0.37771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
116477	TBD	1.6888	Trail	Non-Mechanized	Hiking	(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.
116478	TBD	0.34047	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116479	TBD	0.30938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116480	TBD	0.20833	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116481	TBD	0.40883	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116488	TBD	0.02565	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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116490	TBD	1.66207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116827	AC9478	0.64045	Primitive Route	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.
116829	AC9478	0.49391	Primitive Route	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.
116830	AC9478	0.34556	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.

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
116831	1175604	0.4532	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.
116832	BL9713	1.29178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116834	TBD	1.00772	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.
116835	TBD	0.04834	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116837	TBD	0.02989	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116838	TBD	0.03741	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
130436	947838	0.03266	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
131428	BL8685, 1026163, NN0017	0.08471	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.
135675	112395	0.92972	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.
136943	1045869	0.26678	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138316	TBD	0.30463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the 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
141641	TBD	0.04262	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.
141642	TBD	0.11467	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.
141643	TBD	0.14471	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.
141644	TBD	0.44238	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the 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
141645	TBD	0.01131	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.
141646	TBD	0.02066	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.
141647	TBD	0.22436	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141648	TBD	1.1898	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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141649	PC8630	0.82156	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.
141650	PC7629	1.00755	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.
141651	PC8631	0.35566	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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141666	TBD	0.17342	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.
141670	TBD	0.22999	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141671	TBD	0.07743	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141674	112770	0.33179	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.

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
141827	TBD	1.70319	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.
141828	TBD	1.05178	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.
152567	TBD	1.10773	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated 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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152591	TBD	0.13903	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.
152593	TBD	0.24138	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152595	TBD	0.00067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
311506	TBD	1.01485	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.

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311507	TBD	1.02926	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.
311509	TBD	0.11927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311676	TBD	0.39997	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312051	TBD	0.00459	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.
313449	TBD	0.00022	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313450	TBD	0.2257	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313451	TBD	1.76198	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.



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313540	TBD	0.01428	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.
313541	TBD	0.02474	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.
313542	TBD	0.01889	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.
313543	TBD	0.00838	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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313544	TBD	0.07855	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313545	TBD	0.01465	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.
313546	TBD	0.01519	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.
313547	TBD	0.02687	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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313548	TBD	0.01255	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.
313549	TBD	0.01079	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.
313550	TBD	0.0102	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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313551	TBD	0.01578	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.
313552	TBD	0.01686	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.
313553	TBD	0.04055	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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313554	TBD	0.01328	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.
313555	TBD	0.01497	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.
313556	TBD	0.02137	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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316372	TBD	0.04798	Primitive Route	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.
316374	TBD	0.03041	Primitive Route	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.
316375	TBD	0.02214	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316376	TBD	0.03824	Primitive Route	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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316377	TBD	0.03665	Primitive Route	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.
316378	TBD	0.02458	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.
316379	TBD	0.01102	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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316380	TBD	0.04618	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.
316381	TBD	0.06327	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.
316382	TBD	0.02571	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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316383	TBD	0.04487	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
316384	TBD	0.04301	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.
316385	TBD	0.0746	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent 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.