

ACTIVITY PLAN DECISION RECORD: TRAVEL MANAGEMENT PLAN
SUPPORTING AGUA FRIA NATIONAL MONUMENT RESOURCE MANAGEMENT PLAN
AND FINAL ENVIRONMENTAL IMPACT STATEMENT

AZ-210-2008-052 (EIS)

Introduction: This document explains my decision and rationale for the designation of roads, primitive roads and trails on public lands in the Agua Fria National Monument, administered by the Bureau of Land Management (BLM), Hassayampa Field Office. Route designation is an implementation level decision governed by the higher level Approved Resource Management Plan (RMP). Public scoping and analysis for this plan was conducted as part of the preparation of the Agua Fria National Monument and Bradshaw-Harquahala Proposed Resource Management Plan and Final Environmental Impact Statement (RMP/EIS BLM 2008). The RMP/EIS was prepared in compliance with the National Environmental Policy Act (NEPA). The route system underwent reviews with an interdisciplinary team and received many comments during RMP/EIS comment periods. The administrative record is available for review at the BLM Agua Fria National Monument office, 21605 N. 7th Ave, Phoenix, Arizona. This Travel Management Plan (TMP) is available in pdf format at the Arizona State Office website at: http://www.blm.gov/az/st/en/prog/blm_special_areas/natmon/afria.html. Please direct questions about this Decision Record or the environmental analysis to Thomas Bickaaskas, Travel Management Coordinator at 623-580-5502. The Record of Decision for the RMP can be reviewed at the BLM website at http://www.blm.gov/az/st/en/fo/hassayamapa_field_office.html.

Appeal Procedures: Implementation decisions are subject to appeal. Appeal procedures are described on pages 8-9 of the Record of Decision for the Agua Fria National Monument Approved RMP, to which this activity plan is attached as Appendix C.

Project Description: The RMP analyzed the impacts associated with the proposal to designate 171 miles of routes within the Agua Fria National Monument as Roads, Primitive Roads and Trails that are open, closed or limited in their use. The Hassayampa Field Office proposes to designate routes on approximately 70,900 acres of BLM- administered public lands east of I-17, north of Black Canyon City in central Arizona.

Background: The Agua Fria National Monument was designated in 2000 by Presidential Proclamation #7263. The proclamation mandated that there would be no off-road driving, interpreted as a ban on cross-country travel. Many miles of dirt roads and trails in existence became the interim route system until site specific designations could be made. A thorough route inventory was completed to document the location of roads and trails and their observed uses. Through the six year planning process, route system alternatives were created to meet the objectives for the corresponding plan alternatives. 43CFR8342.1 regulations form the basis for reviewing and minimizing effects on natural resources. The preferred alternative (alternative E) and management actions in the RMP strive to minimize any adverse effects and protect the many natural and cultural resources for which the Monument was designated.

Decision: This decision includes designation of the engineering assets of Roads, Primitive Roads and Trails and their associated OPEN, CLOSED or LIMITED status, a Signing Plan, guidance for developing

a monitoring system along with direction for education and outreach, maintenance, enforcement and possible future projects.

Of the 171 miles of existing routes, 44% will be permanently closed and rehabilitated or limited to administrative use only. Conversely, 56% of the routes will be retained and are designated as Roads, Primitive Roads or Trails that are open for public use. Specifically, 15 miles are designated as Roads which are open to all modes of travel. 154 miles of the 171 miles are Primitive Roads, 78 miles of which are open to all travel modes, 24 miles are limited to administrative use only and 51 miles are closed and will be rehabilitated. Two miles are designated as Trails, one mile of which is limited to non-motorized use, the other mile is closed and will be rehabilitated. Maintenance Intensities and Functional Classes for the routes are designated with the assets to complete the route designation.

Upon the signing of this decision, I am ordering all travel by motor vehicle to remain on Roads and Primitive roads designated for such use. Bicycles are restricted to open non-motorized trails and on roads or primitive roads open to motor vehicles. Hiking and equestrian travel is allowed on any Road, Primitive Road or trail and cross-country, provided doing so does not damage monument resources.

Rationale: This decision is based upon the extensive public participation and workshops held throughout the process, a structured analysis process and interdisciplinary team approach throughout the process. The route designation and TMP recognize the importance of access to the monument for public visitation, scientific studies and administrative uses while providing for the protection of monument objects. The evaluation process incorporated the four minimization criteria set forth by 43CFR8342.1(a-d). The truncation and limitation to administrative use of several key routes affords protection to cultural resources. Some redundant, unserviceable or unsustainable routes were removed from the system to simplify management and reduce the opportunity to drive in unauthorized areas. The designated route system is consistent with land use allocations for the Front Country and Back Country Recreation Management Zones as well as areas managed to maintain wilderness characteristics. When compared with access to the Monument at the time of Presidential proclamation, the places that most people would want to visit in the Monument are still accessible by motor vehicle and most importantly, the resources will be managed in a proper and sustainable manner as a result of this decision. My decision to implement the route designation and TMP reflect the importance of selecting a route system that supports the Monument purposes and appropriate uses of this land.

Mitigation Measures: During the structured analysis process, referred to as an evaluation tree process, sensitive resources were identified requiring mitigation measures that would minimize effects to Monument objects and resources.

Mitigation Measures Common to All Resources: The proposed action shall be adapted to provide the appropriate response to protect the Monument's natural and cultural resources. Best management practices such as, but not limited to, closures, relocations, drainage improvements, hardening, change in motorized/non-motorized use, seeding, etc. shall be promptly implemented when monitoring or field reviews indicate such action is appropriate.

Specific Mitigation Measures:

Cultural Resources: For mapping and signing efforts, particularly at information kiosks, the Monument office will develop appropriate cultural resources information, education and legal penalties

language to be included in all handouts, maps and kiosks. During maintenance activities, ground disturbance will be minimized to reduce the possibility of disturbing previously undiscovered resources. Drainage and tread repairs will be limited to the minimum necessary to make the route serviceable.

Invasive, Non-native species: During reclamation activities, only native seed mixtures will be planted. Where soil disturbance will occur, all equipment will be required to be cleaned and inspected prior to use within the monument. Public education and signs promoting the use of clean vehicles preventing the spread of weeds, shall be included in entry kiosks and on literature.

Pronghorn Antelope: Monitoring of population, movement and fawning areas may lead to adjustments of the route system and the use of the system if doing so would offset changes in habitat and help meet established goals for the antelope. Visitor management or area restoration efforts will not employ fencing unless necessary to exclude the public and will be to the minimum necessary. Interagency efforts will continue for monitoring, study and habitat restoration.

Sonoran Desert Tortoise: In habitat areas for Desert Tortoise, guidance as detailed in the RMP will be followed. Maintenance activities will only occur after a survey of the disturbance area is completed. Road Maintenance using heavy equipment will be conducted seasonally, during periods of tortoise inactivity.

Threatened and Endangered Species: Minimize disturbance in riparian zones including closely monitoring maintenance or other proposed route based activity in or proximate to riparian zones.

Sound Levels: Annual training will be provided to law enforcement officers on a district wide basis to allow for improved enforcement of state decibel limits for off-highway vehicles.

Transportation maintenance: Signs shall be placed, maintained or replaced on all routes to indicate the open or limited routes as often as necessary. "End of route" signs will be placed at locations where route proliferation concerns were identified during the evaluation of routes. "Entering/Leaving Agua Fria National Monument" and "Stay on Designated Routes" signs will be employed to raise awareness of special rules affecting travel. Periodic monitoring will identify when and if changes in management are necessary to stop route proliferation. Agreements may be established with volunteers and groups to offset funding or staffing short falls for monitoring, maintenance, construction.

Monument Manager Recommendation

I have reviewed this Travel Management Plan and the environmental analysis contained in the Agua Fria National Monument Resource Management Plan and Final Environmental Impact Statement (EIS). Having considered a full range of reasonable alternatives, associated effects and public input, I recommend adoption and implementation of the attached Agua Fria National Monument Travel Management Plan.

Rem Hawes
Agua Fria National Monument Manager

Date

Field Manager Approval

I have determined that the proposed Travel Management Plan is in conformance with the Approved Resource Management Plan. The proposed action, with the mitigation measures described above, will not have any significant impacts on the human environment and the analysis included in the Final EIS is complete and sufficient. It is my decision to implement the plan.

Steven M. Cohn
Hassayampa Field Manager

Date

Table of Contents

I.	Introduction	5
II.	Background information	5
	Purpose and Need	5
	Planning Area Description	6
III.	Proposed Transportation and Travel Management Plan.....	7
	Management Actions	8
	Route Designation	8
	Maps	11
	Signs and Markers.....	12
	Education and Information.....	14
	Rehabilitation	15
	Monitoring.....	16
	Enforcement	17
	Engineering and Maintenance.....	18
	Implementation	19
	Foreseeable Projects / Adaptive Management.....	19
IV.	References to the EIS	20
	A. Introduction	20
	B. Proposed Action and Alternatives	21
	C. Affected Environment.....	22
	D. Environmental Consequences	22
	E. Tribes, Organizations, Agencies or Individuals Consulted	23
	MAPS.....	24
	Map 1 - Route Designation for Agua Fria National Monument.....	25
	Map 2 - Linear Asset Type and Associated Maintenance Intensity	26
	Map 3-1 - Public Route Map (1 of 2)	27
	Map 3-2 - Public Route Map (2 Of 2)	28
	Map 4-1 - Sign Plan Map (1 of 2)	29
	Map 4-2 - Sign Plan Map (2 of 2).....	30

Appendices.....	31
Appendix A - Route Designations Table	32
Map 1 of 2 - Route Evaluation Numbering	45
Map 2 of 2 - Route Evaluation Numbering	46
Appendix B - Definition of Transportation Asset Type, Functional Class, Maintenance Intensity	47
Appendix C - Criteria for Opening, Closing or Limiting routes	51
Appendix D - Example of Travel Management Objective Form.....	53
Appendix E - Arizona Resource Advisory Committee (RAC) OHV Guidelines	55

I. Introduction

This document establishes a Travel Management Plan for the Agua Fria National Monument (AFNM). This plan addresses the trend of using vehicles to access attractions along unpaved roads and trails, also known as Off-Highway Vehicle (OHV) recreation. This trend is expected to continue as increasing populations near the AFNM generate more visitors to the monument. Many factors contribute to increasing use, some of which are not under the control of the Bureau of Land Management (BLM). Therefore, well-planned management of motorized and non-motorized travel in the AFNM is necessary, foremost to protect the monument objects, values, and resources; to address public and administrative access needs and safety; and to minimize conflicts between activities that are consistent with the Record of Decision and Approved Resource Management Plan (RMP) for the AFNM.

II. Background Information

All BLM-managed public lands have OHV area designations, in accordance with *43 CFR 8340 – Off Road Vehicles*. The OHV area designation categories described in this regulation include:

1. **Open** – “...an area where all types of vehicle use is permitted at all times, anywhere in the area subject to the operating regulations and vehicle standards...”
2. **Limited** – “...an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but can generally be accommodated within the following type of categories: Numbers of vehicles; types of vehicles; time or season of vehicle use; permitted or licensed vehicles only; use on existing roads and trails; use on designated roads and trails; and other restrictions.”
3. **Closed** – “...an area where off-road vehicle use is prohibited. Use of off-road vehicles in closed areas may be allowed for certain reasons; however, such use shall be made only with the approval of the authorized officer.

The OHV area designations for the Agua Fria National Monument were made in the Approved Resource Management Plan. The OHV designation in the AFNM is “limited to designated roads and trails.” This designation is intended to minimize impact to soils, vegetation, cultural resources, wildlife, and visual resources. This category can only be changed through the land use planning process by amendment of the RMP. The associated, route- specific designation decisions are implemented through this Travel Management Plan.

Purpose and Need

The Monument Proclamation established interim guidance for managing monument objects and resources, prohibiting all motorized and mechanized vehicle use off road, except for emergency or authorized administrative purposes. Later, detailed planning to designate specific roads and trails was completed in conjunction with the land use planning process for the Approved RMP. Public participation was an important component of the planning process. The BLM has strived to complete

travel planning as a means to protect the monument objects and resources, while allowing for public education and enjoyment consistent with resource protection.

In 2001, the BLM completed the *National Management Strategy for Motorized Off-Highway Vehicle (OHV) Use on Public Lands*. In 2002, the *National Mountain Bicycling Strategic Action Plan* was completed. The two strategies provide national guidance and have emphasized travel management as a priority for all BLM Field Offices. This priority was re-emphasized by *The BLM's Priorities for Recreation and Visitor Services*, completed in May of 2003.

The purpose of this plan is to designate routes within the AFNM, as required by the AFNM Approved Resource Management Plan. The AFNM Travel Management Plan is needed to structure access and protect the objects and purposes of the monument. The designation of individual routes is necessary to comply with the RMP decision to implement the "Limited to Designated Roads and Trails" area designation.

Access by vehicle will continue to be allowed on the AFNM, while recognizing that recreation is not a primary purpose for the monument. Recreation use of any type, including the use of vehicles, is permissible only when the purposes of the monument are met first.

Planning Area Description

The AFNM is located north of Black Canyon City, Arizona and south of Cordes Lakes, Arizona on the east side of Interstate Highway 17. The 70,900 acre planning area is bordered by the Tonto National Forest on the east side and Prescott National Forests on the north side. The south end of the monument adjoins private land in Black Canyon City. The west side is bounded by Interstate 17.

Location Map 1 shows the location of the planning area in relationship to nearby cities.

Location Map 1



The two most widely used access roads are Bloody Basin Road, BLM Road number 9269 and Badger Springs Road, number 9001. These are roads that have been maintained in the past and are currently entered into the Facility and Asset Management System (FAMS). Bloody Basin Rd, 11.3 miles long, connects Interstate 17 with the Tonto National Forest. Badger Springs Road, 1.5 miles long, starting at Interstate 17, accesses a popular camping and hiking access point.

An inventory of the roads and trails in the planning area was completed in 2001 using GPS/GIS technology, aerial photos, and historic information. This map of inventoried roads and trails was included in the Proposed RMP in Chapter 3, Affected Environment. For the purposes of this plan, roads, primitive roads and trails may be referred to as routes.

III. Proposed Transportation and Travel Management Plan

The implementation strategy for this Travel Management Plan follows a set of management guidelines known as the “4-Es”. All management actions flowing from goals generally fit within these four areas:

- Engineering - the design of roads, trails, facilities and road/trail signs
- Education - the use of informational signs, brochures, maps and personal contact
- Enforcement - the use of law enforcement personnel to enforce travel regulations
- Evaluation - a system of monitoring to determine if objectives are being met

The Desired Future Condition (TM-1) from the AFNM Record of Decision states:

Designate, implement and monitor a comprehensive travel management network affording a range of high-quality and diverse motorized and non-motorized recreation opportunities. The network consists of a system of roads, primitive roads and trails. The designated travel management network and associated recreation opportunities are consistent with all monument resource management objectives, recreation settings, and preservation of monument objects.

Individual goals are derived from TM-1 and include:

- 1) Designate the route asset types, maintenance intensities and functional classes for each route
- 2) Identify and communicate motorized/non-motorized recreation opportunities
- 3) Create a monitoring program for the route network
- 4) Implement the routes selected under the Preferred Alternative in the RMP
- 5) Identify triggers for adaptive management, future planning needs and opportunities related to travel management

Goal 1

Designate the route asset types, maintenance intensities and functional classes for each route

Objective: Roads, Primitive Roads and Trails are designated as:

- 1) Open to all public uses, all the time
- 2) Limited to administrative use only
- 3) Limited to non-motorized use
- 4) Closed to all use

Three asset types are to be established through route designations. They are as follows:

Definitions of linear asset types:

Road: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Primitive Road: A linear route managed for use by four-wheel drive or high clearance vehicles. These routes do not normally meet any BLM road design standards.

Trail: A linear route managed for human powered, stock or off-highway vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel or high clearance vehicles.

Management Actions

This Travel Management Plan supports the goals set forth in section 1.5.1.4 of the AFNM Proposed RMP and implements the Travel Management decisions numbered as TM1 through TM51 in the Approved RMP. Route alternative maps for all action alternatives were included in the Draft and Proposed RMPs and analyzed in the travel management section of the RMP. Routes were evaluated using the process identified in Appendix D of the Proposed RMP, while Appendix T included a summary of mitigation measures for typical OHV related impacts, in an order of least expensive and/or easiest to implement to most expensive and/or hardest to implement.

Route Designation

Objective: Designate Roads, Primitive Roads and Trails as Open, Closed or Limited for Public, Permitted and Administrative Use.

An interdisciplinary approach was taken to evaluate the merits and effects of each individual route. The selection of the route system has been completed using a process described in Appendix D of the Proposed RMP and included public input through the planning process.

The management alternatives for the AFNM were discussed and analyzed in the Proposed RMP. This plan implements the preferred alternative, as finalized in the Approved RMP. A summary of the route designation mileage by asset type, functional class and maintenance intensity is shown below in Tables 1 through 4. Map 1 displays the route designations.

Map 2 displays the Asset Type and Maintenance Intensity together. On Map 2, road asset type is overlaid onto assigned maintenance intensity levels. As shown in Figure 1, primitive roads and trails correspond to Maintenance Intensity Level 1 while roads correspond to Maintenance Intensity Level 3.

All maps are described in the next section, Maps.

Table 1 Final Route Designation

Designation	Miles
Open	94
Limited to Administrative Use	24
Limited to Non-motorized Use	1
Limited (Total)	25
Closed	52
Total	171

Table 2 AFNM BLM Transportation Asset Type Designation Summary

Asset Type	Designation	Miles	Sum-Miles
Road			15
	Open	15	
	Limited	0	
	Closed	0	
Primitive Road			154
	Open	78	
	Limited to Admin Use	24	
	Limited to Non-motor	0	
	Closed	51	
Trails			2
	Open	0	
	Limited to Admin Use	0	
	Limited to non-motor	1	
	Closed	1	
Total			171

Table 3 Functional Classes

Functional Class	Miles
Collector Roads	0
Local Roads	15
Resource Roads	104
Unclassified due to closure	52
Total	171

Table 4 AFNM BLM Maintenance Intensity Mileage Summary

Maintenance Intensity	Miles
Level 0	52
Level 1	104
Level 3	15
Total	171

Asset Type	Maintenance Intensity	Functional Class
Road	3	Local Road
Primitive Road	1	Resource Road
Trail	1	None

Figure 1 Relationship of Asset Type to Maintenance Intensity and Functional Class

Two heavily used roads, Bloody Basin and Badger Springs Roads, have been maintained in the past by BLM. These two roads will remain and be designated as an asset type of Road. Four other roads are designated to private property and are maintained by Yavapai County. All of these roads are included in Appendix A – *Route Designation Table*. Both are assigned maintenance intensity 3 and Local Road Functional Class. On Bloody Basin Road, only licensed vehicles will be allowed.

A summary table of Open, Closed and Limited designations with a brief explanation of the reason for opening, closing or limiting appears in Appendix A. This table also designates each route’s asset type, maintenance intensity and functional class. Maps showing the route number assigned to evaluate each route appear at the end of the table in Appendix A. These maps, comprising the route inventory, appear in the Affected Environment section of the Proposed RMP. The individual route analysis reports are not included in this document for brevity. They are available to the public on compact disc by request from the Agua Fria National Monument manager.

Non-motorized travel

Non-motorized travel is permitted on all Open designated roads and trails. Non motorized, non-mechanized cross country travel will be allowed if the use does not result in the creation of new trails or otherwise cause resource damage. Bicycles must remain on designated “Open” roads and trails specifically designated for non-motorized use. The use of bicycles is not permitted off of designated and signed roads and trails.

Goal 2:

Identify and communicate motorized/non-motorized recreation opportunities.

Maps

Objective: Produce an official public travel management map to communicate route designations.

- 1) Create an official Travel Management Map identifying the designated routes.
- 2) Identify all BLM system roads and trails with assigned numbers.
- 3) Make the map widely available and free of cost.
- 4) Provide the map data for use in updates to BLM maps and other map products.

A description of the maps appearing in the MAPS section of the plan is as follows:

Map 1 shows the final designation of roads, primitive roads and trails.

Map 2 shows the identification of the routes with their identified Asset Type and Maintenance Intensity.

Map 3 displays the Public Travel Management Map including the assigned 9000 series route numbers.

Map 4 identifies the location of signs and kiosk boards to be installed.

The official final route designation map is shown on Map 3: Agua Fria National Monument Travel Management Map. The public use map (3-1, 3-2) appearance may change in appearance prior to printing to facilitate understanding and communicate specific messages about the monument. The route numbers and allowable uses will remain unchanged.

Route designations of asset types Road, Primitive Road and Trails are defined as:

Open – Roads will be designated for use by motor vehicle and non- motorized travel year round.

Closed – Roads and trails will be designated closed to all uses. Management action TM44 states that closed motorized routes may be considered for redevelopment as hiking, equestrian, and/or mechanized vehicle trails.

Limited to Non-motorized Use– Trails will be designated for use by non-motorized travel modes.

Limited to Administrative Use – Roads will be limited to authorized vehicles only for purposes such as Arizona Game and Fish Department monitoring of wildlife; legal access to private land; maintenance of existing utility lines; administering grazing allotments; or conducting maintenance or installation of range improvements. These routes are closed to the public unless specifically authorized on a case-by-case basis.

Map 2 displays these asset types of Road, Primitive Road and Trail along with the associated Maintenance Intensity. In all cases within AFNM, maintenance intensity levels, functional classes and assets are associated as depicted on this map.

Additional actions to be taken:

- Enter updates or changes into the Facility and Asset Management System (FAMS).
- Submit the official travel management map to the Arizona State Office for inclusion in future revisions of the 1:100,000 land status map for this area.
- Post GIS data to the BLM website for self service data acquisition.

Signs and Markers

Objective: Identify the designated routes on the ground in a clear and consistent manner.

- 1) Information signs or kiosks will be placed at each main entry point to the AFNM. Map 4 shows the sign plan. Information Sign Locations shows the location of signs currently installed or are planned to be installed and the messages to be displayed.
- 2) Information signs will be placed at each main entry point onto BLM-managed public lands in the Agua Fria National Monument as shown on Map 4. The information signs will include a map of the area showing the designated routes and an explanation of the route marker system. Information will be incorporated to explain the importance of OHV designations and their link to protecting and restoring resource and cultural values, such as reducing soil erosion, reducing the spread of invasive species, improving wildlife habitat, and protecting archaeological sites from vandalism. Each sign will also provide tips for low impact travel and outdoor ethic messages such as Leave No Trace and Tread Lightly!.
- 3) Route designations will be marked with flexible marker posts bearing standard decals as follows:
 - OPEN roads and trails will be marked with brown colored signs and a four digit route number at intersections and periodically along the route. OPEN routes may or may not have symbols indicating the allowable uses since all uses are permissible. An effort to include these symbols will be made if it improves communication.

-NON-MOTORIZED USE ONLY trails will be marked a four digit route number at intersections and as frequently as necessary. Standard symbols indicating the prohibited types of uses including motor vehicles will be used. Allowable uses will be shown if it improves communication. Trail names may be added to the sign using bolt on sign type boards if needed.

-ADMINISTRATIVE USE ONLY roads will be marked with standard "Administrative Use Only" decals. Routes will be gated as necessary by BLM. Placement of signs and gates will be assessed on-site to minimize effect on the viewshed and improve effectiveness.

-CLOSED roads and trails will generally not be marked. In areas where continued traffic is expected, the routes will be signed with "No Motor Vehicles" or "Route Closed" decals. In areas where visual resources will not be impacted such as along main roads, red colored signs will be used to improve communication. As closed routes reclaim and markers are no longer necessary, the signs will be removed.

- 4) Where the potential for extension of an open route exists, an "END OF ROUTE" sign will be used. A turn around area may also be engineered to improve the end of route communication and compliance.
- 5) Signs indicating public land boundaries will be employed if it improves compliance or is otherwise necessary to achieve goals. Such signs could read "ENTERING AGUA FRIA NATIONAL MONUMENT" or "LEAVING AGUA FRIA NATIONAL MONUMENT". Placement of additional signs may be considered at the request of land owners such as "Leaving Public Lands".
- 6) County Road signs will be placed in conjunction with Yavapai County maintenance. All county maintenance will be conducted under the proper agreement thus conveying the proper authority to do maintenance. Initially, road maintenance agreements are to be used followed possibly by right-of-way issuance when and if the County applies for such rights.

Approximately 175 signs will be installed. Most will be a slender, flexible brown fiberglass type commonly used to mark road numbers and deliver simple messages. Such signs are visually unobtrusive, are easy to transport and install and can be expected to last up to ten years. Other signs will be mounted on rigid posts and consist of panel type signs. Sign size will be selected based on traveler speed and message importance. Most signs will be no larger than 24" by 36". Portal entry signs will be of the truncated style and are approximately 96"x 36".

Sign examples:



Portal entry sign example



Route marker sign example

Education and Information

Objective: Provide clear and consistent information related to the route designations. Make maps and signs easy to read and understand.

- 1) A two sided handout with the public route map on front side and travel rules/monument rules shown on the back. The handout will include information related to area rules, low impact travel, resource protection, restoration of resources and coping with emergencies. This information will be made available at no cost and be widely disseminated.
- 2) Informational signs will be posted at major entry points. An area map will be included along with other information necessary to successfully comply with travel rules and monument regulations.
- 3) Personal contact by a non-law enforcement ranger will be employed. Duties for this ranger include area interpretation, resource protection and monitoring.
- 4) News releases will be prepared for the release of public maps and any subsequent significant changes to the route system. Maps and important information will be posted on the monument's internet site.
- 5) Display the official map at the BLM Phoenix District Office and distribute copies to local agencies and organizations that provide information to the public, such as the Forest Service, AZ Game and Fish Department, Black Canyon City Chamber of Commerce and others as necessary.

- 6) Information will be available off-site at the Phoenix District Office and locations in nearby communities, such as Black Canyon City. The BLM website and other progressive media may be employed such as podcasts, interactive maps with Latitude/Longitude and possibly a blog site to help visitors obtain needed information.

Rehabilitation

Objective: Rehabilitate routes to achieve a natural appearance. Apply active rehabilitation techniques to closed routes only where necessary to speed the recovery process.

- 1) Rehabilitation actions will be determined according to the following options:
 - a. Leave route to natural re-vegetation, route is not currently visible, no need to sign.
 - b. Closed routes will only be posted where evidence of use is apparent.
 - c. Sign route as closed and leave to naturally reclaim.
 - d. Sign route as closed, place a berm or other barrier and leave to natural re-vegetation.
 - e. Sign route as closed and reclaim the portion that is visible from open routes.
 - f. Sign route as closed and reclaim the entire route.
 - g. Barriers will be placed in areas deemed necessary.
- 2) Seeding will be done where necessary to aid rehabilitation of closed routes. Appropriate native seed mixtures will be selected for each site based on site conditions. Reclamation techniques include ripping the surface with a tractor to break up compacted soil and allow rain retention. Broadcast seeding will be done prior to the winter rainy season. Some areas will be fenced to prevent disturbance. These areas are usually near main roads where camping or parking may occur.
- 3) Reclamation techniques for routes in Areas with Wilderness Characteristics will be specifically planned to return the area to its original condition in the shortest amount of time.
- 4) Weed and vegetation treatment control measures will be implemented as needed to promote re-vegetation with native plants and prevent any new weed establishment and /or control of existing weed sources.

Goal 3:

Create a monitoring program for the route network

Monitoring

Objective: Identify specific actions, including timeframes, methods and anticipated resource needs for environmental monitoring.

- 1) Trail Management Objectives (TMO) will be created for each numbered route. This form is shown in Appendix B and includes basic information about the route including:
 - a. Route number and name
 - b. Route type (Road, Primitive Road, Trail)
 - c. Allowable types of use and any other restrictions
 - d. Target use level, maintenance intensity and type of maintenance (e.g. mechanized, handwork, interval, or as needed)
 - e. Road or trail specifications (width, grade, brush clearance, allowable surface obstacle size, drainage structures)
 - f. Type and expected frequency of patrol (law enforcement, visitor service, maintenance, monitoring)
 - g. Listing of facilities along route
 - h. Monitoring frequency and notes field / signature block for completion of task
 - i. Crossover identifier for use in Facilities Asset Management System (FAMS)

- 2) Traffic counters will be employed to document overall motorized and non-motorized travel. Counters are currently in use and their use will continue for the reasons listed.
Counters will be placed for the following reasons:
 - a. Document the total number of visitors for input into the Recreation Management Information System (RMIS).
 - b. Document visitation during a particular event such as a permitted event
 - c. Study and understand public use patterns for better service
 - d. Law enforcement activities

- 3) Photo monitoring points will be established in key locations to monitor implementation actions and their effectiveness. Examples of where photo points will be established are:
 - a. Closed routes and rehabilitation projects
 - b. Potential erosion points where immediate action is not necessary
 - c. Areas of good road quality for future reference
 - d. Single use cross country travel areas to document natural rehabilitation time
 - e. General area monitoring for visual signs of overuse including camping along routes
 - f. Establishing a sign inventory for maintenance

Photo points will be logged with the associated route's TMO form for efficient pass along and periodic review. Each route will be reviewed at least once every five years with a standard of 20 percent reviewed per year.

- 4) Non-law enforcement park ranger logs will be organized, possibly using a database system, to assist in monitoring, compliance and reporting. Consideration will be given to creating a district wide monitoring database that includes ranger patrols and the TMO information above. Paper logs will be used if a database is not used.
- 5) Monitoring data collected would be used to assess the effectiveness of the plan on a yearly basis. Closed routes will be monitored for signs of use and photo points will be taken yearly until completely rehabilitated. Rehabilitating routes will be monitored to determine effectiveness of seeding and water flow.
- 6) Standardized forms may be created to assist in the collection of data not normally collected such as tread wear measurements and rapid site assessments. Such forms would support Trail Management Objective forms created for each numbered route. Data collection and analysis may be outsourced to manage workloads, reduce cost, improve efficiency and manage quality.
- 7) Camping will be monitored and the data integrated into the road monitoring. Decision RR-47 from the RMP Record of Decision limits camping to existing campsites accessed by designated routes. An existing inventory of campsites will serve as the baseline for determining if new campsites are being created.

Enforcement

Objective: Identify specific actions, including timeframes, methods and anticipated resource needs for compliance and enforcement related to the route designations.

- 1) Law enforcement efforts will be implemented in stages, beginning with warnings and progressing to citations upon full implementation of the signing and public outreach portions of this plan.
- 2) Upon full implementation, citations will be as follows:
 - First offense will usually result in a collateral forfeiture citation, also known as a fine.
 - Subsequent offenses for off-route violations will result in fine and a court appearance.
- 3) The Agua Fria National Monument is identified as a priority area for law enforcement patrol. Educational efforts will be mainly conducted by non-law enforcement rangers and field staff. Supervised volunteers may provide assistance in these efforts.
- 4) Increased patrol will be implemented in areas where monitoring efforts detect non-compliance with route designations.

Engineering and Maintenance

Objective: Document route system engineering standards and maintenance needed.

- 1) Identify the BLM Asset Type (Road, Trail, and Primitive Road), Functional Class (Collector, Local, Resource) and Maintenance Intensity. This information will be recorded in BLM's Facility and Asset Management System (FAMS). Travel Management Objectives (TMOs) forms will be established for each route which contains this information and other information necessary for upkeep and monitoring.
- 2) Maintenance of open roads, primitive roads and trails will be done to minimize soil erosion and other resource degradation. For primitive roads, maintenance will be done on a case-by-case basis unless scheduling it is beneficial. One reason for scheduling maintenance would be the limited availability of equipment or operator or known recurring problems. Roads will be put on a maintenance schedule. Work will be completed by BLM, Yavapai County, permittees or contracted out. Any maintenance conducted by permittees will be supervised by BLM and will include water control measures specifically.
- 3) Significant changes to roads or trails, such as widening or rerouting, will require prior biological and/or archaeological clearance. A significant change would be one that requires rerouting of more than 0.1 miles. Each route will be reviewed on the ground by the appropriate monument staff prior to conducting maintenance activities. Public notice and opportunity for public input will be given where a proposed project is likely to affect monument objects or change the recreation setting.
- 4) Maintenance procedures and schedules will be developed for signs and markers. This will include anticipated replacement needs. A sign location and photo log/database will be created to facilitate timely replacement of missing or damaged signs. This may be combined with the overall monitoring procedure including logs/database.
- 5) Maintenance procedures for physical barriers will be developed as needed. Replacement or modification of barriers is expected as use levels and types change. Barriers will be used sparingly and only for the duration necessary to minimize effects to visitor experiences and visual resources.
- 6) BLM coordination with the following entities will continue for maintenance, monitoring, restoration and law enforcement:

Tonto National Forest
Prescott National Forest
Arizona Game and Fish
Department

Arizona Department of
Transportation
Arizona State Land Department
Yavapai County Public Works

Goal 4:

Implement the routes selected under the Preferred Alternative in the RMP

Implementation

Objective: Implement the action items specified in this plan in a consistent and timely manner.

The order in this list refers to the priority of the task:

- 1) Install new information kiosks and billboards. Existing kiosks will be upgraded. Portal Entry signs will be installed at locations where none exist. Existing signs will be replaced as necessary.
- 2) Create, print and distribute public access maps.
- 3) Complete the installation of route markers including route numbers that match the map.
- 4) Develop the monitoring program as described in this plan.
- 5) Develop a road and trail maintenance schedule or on-demand triggers to meet the Travel Management Objectives (TMOs) desired route conditions.
- 6) Improve engineering on roads and trails through specific projects to halt soil loss, maintain access and meet other project or resource needs.
- 7) For any significant changes needed to the route system or management plan, a project will be started and will include the appropriate level of outreach and NEPA analysis. This includes proposals for new routes and changes to existing routes of more than 0.1 miles.

Goal 5:

Identify triggers for adaptive management, future planning needs and opportunities related to travel management.

Foreseeable Projects / Adaptive Management Objective: Identify route system actions that may be taken at a later date which will require further analysis and documentation.

- 1) Public access will be sought on roads crossing private property if the opportunity becomes available. Doing so would need to be consistent with managing for monument values.
- 2) Replacing lost and eroded tread within the existing boundary of road 9611. Foreseeable needs include transporting road base material to the area and creating proper drainage structures to prevent erosion from reoccurring.
- 3) Designating existing cross-country hiking trails or constructing new hiking trails to archaeological sites that may be interpreted for public use in the future.
- 4) Relocation of Badger Springs Road 9001 to avoid the low area where the road currently exists.

- 5) Stabilization or improvement of Road 9005 south of Badger Springs Road. If use levels increase dramatically, the steep primitive road climbing up onto the mesa will need to be stabilized or rerouted to make it more sustainable.
- 6) The designation of non-motorized trails to access archaeological sites would be considered at a later date. Recognition of existing trails or creation of new trails where needed to access sites for interpretation may be needed to protect resources and improve visitor experiences.
- 7) Air quality could become an issue if use levels increase significantly and regional air quality declines. Currently, there are no requirements in Yavapai County to conduct air quality monitoring or maintain roads to reduce dust. If air quality becomes an issue, a plan addressing travel would be formulated at that time to achieve air quality goals.
- 8) Modifications to this plan, or another appropriate plan, would be considered if monitoring indicates that goals and objectives are not being met. Adaptive Management Thresholds triggering a review of this plan, or another appropriate plan, will be as follows:
 - Monument values or objects are being harmed, or are likely to be harmed if current trends continue.
 - a determination that fewer than 95% of visitors are staying on route
 - staff is unable to keep up with rehabilitation of off-route travel and impacts from parking and/or camping

References to the EIS

Environmental review for the proposed route designations was completed in the Agua Fria National Monument Proposed Resource Management Plan (RMP) and Final Environmental Impact Statement (EIS). The following sections are provided to help locate information and demonstrate the assessment process.

A. Introduction

1) Project Location –

Agua Fria National Monument

Yavapai County, AZ.	Township 9N	Range 2E
	Township 9N	Range 3E
	Township 10N	Range 2E
	Township 10N	Range 3E
	Township 11N	Range 2E
	Township 11N	Range 3E

2) Project Background –

The Agua Fria National Monument was established by Presidential Proclamation 7263 in 2001. AFNM RMP section 1.5.1 explains that the monument was established to “protect an array of cultural, historical, biological, geological and hydrological objects.” Full text of the monument proclamation can be found in Appendix A of the Proposed RMP. The proclamation immediately established that off-road travel, interpreted as cross-country travel off of existing roads or trails, would no longer be allowed. The proclamation did not designate the specific routes or their asset types.

B. Proposed Action and Alternatives

The Proposed RMP/Final EIS included 1) a no action alternative 2) three action alternatives and 3) a preferred alternative. Chapter 2 of the Proposed RMP explains in detail the factors that shaped the alternatives. The route designations presented here represent the preferred alternative from the RMP, carried forward into the Approved RMP.

The following sections of the Proposed RMP describe the management alternatives considered.

RMP Section	Alternative
2.2.1	Alternative A - AFNM
2.3.1	Alternative B - AFNM
2.4.1	Alternative C - AFNM
2.5.1	Alternative D - AFNM
2.6.1	Proposed Action - AFNM

Conformance with the Land Use Plan

Implementation of this Travel Management Plan with route designations is in conformance with the Record of Decision and Approved Resource Management Plan for the Agua Fria National Monument, as detailed in management decisions TM1 through TM51. The designation presented here is the preferred alternative carried forward from the Proposed RMP.

Relationship to Statutes, Regulations and Other Plans

This travel management plan follows all the statutes and regulations as listed in the Proposed RMP, sections 1.7 and 1.8. In addition to the RMP list, Instruction Memorandums that apply to this travel management plan are Instruction Memos addressing travel management are as follows:

- 1) WO IM 2006-173 Implementation of Roads and Trails Terminology Report
- 2) WO IM 2008-014 Clarification of Guidance and Integration of Comprehensive Travel and Transportation Management Planning into the Land Use Planning
- 3) WO IM 2007-030 Clarification of Cultural Resource Considerations for OHV Designations and Travel Management

- 4) AZ IM 2009-017 State Specific Guidance for Implementation of Arizona Off-Highway Vehicle(OHV) Law
- 5) Arizona Resource Advisory Council OHV Guidelines as shown in Appendix E

C. Affected Environment

- 1) General Project Setting

The planning area is generally undeveloped and is comprised mostly of BLM managed land, about 70,900 acres, with several private in holdings totaling 1,444 acres totaling 72,344 acres. The entire monument planning area is within Yavapai County, Arizona. Proposed RMP section 1.5.1 explains area settings and values further.

The following resources' affected environment appears in the PRMP/FEIS sections noted below:

RMP Section	Resource Affected Environment	RMP Section	Resource Affected Environment
3.2	Special Area Designations	3.9	Wilderness Characteristics
3.3	Lands and Realty	3.10	Visual Resources
3.4	Soil, Air and Water Resources	3.11	Rangeland Management
3.5	Biological Resources	3.13	Fire Management
3.6	Cultural Resources	3.15	Social and Economic Conditions
3.7	Paleontological Resources	3.16	Environmental Justice
3.8	Recreation	3.18	Travel Management

D. Environmental Consequences

The following resources were analyzed for impacts from Travel Management in Chapter 4 of the AFNM Proposed RMP/Final EIS.

RMP Section	Resource being impacted	RMP Section	Resource being impacted
4.6	Special Designations	4.15	Visual Resource Management
4.7	Lands and Realty	4.16	Rangeland Management
4.8	Soil Resources	4.18	Fire and Fuel Resources
4.9	Air Quality	4.20	Travel Management
4.1	Water Resources	4.21	Wilderness Characteristics
4.11	Biological Resources	4.22	Social and Economic Conditions
4.12	Cultural Resources	4.23	Environmental Justice
4.13	Paleontological Resources	4.24	Cumulative Impacts
4.14	Recreation	4.25	Mitigation

Resources that are unaffected and were not analyzed include:

- Prime or Unique Farmlands
- Wild Horses and Burros

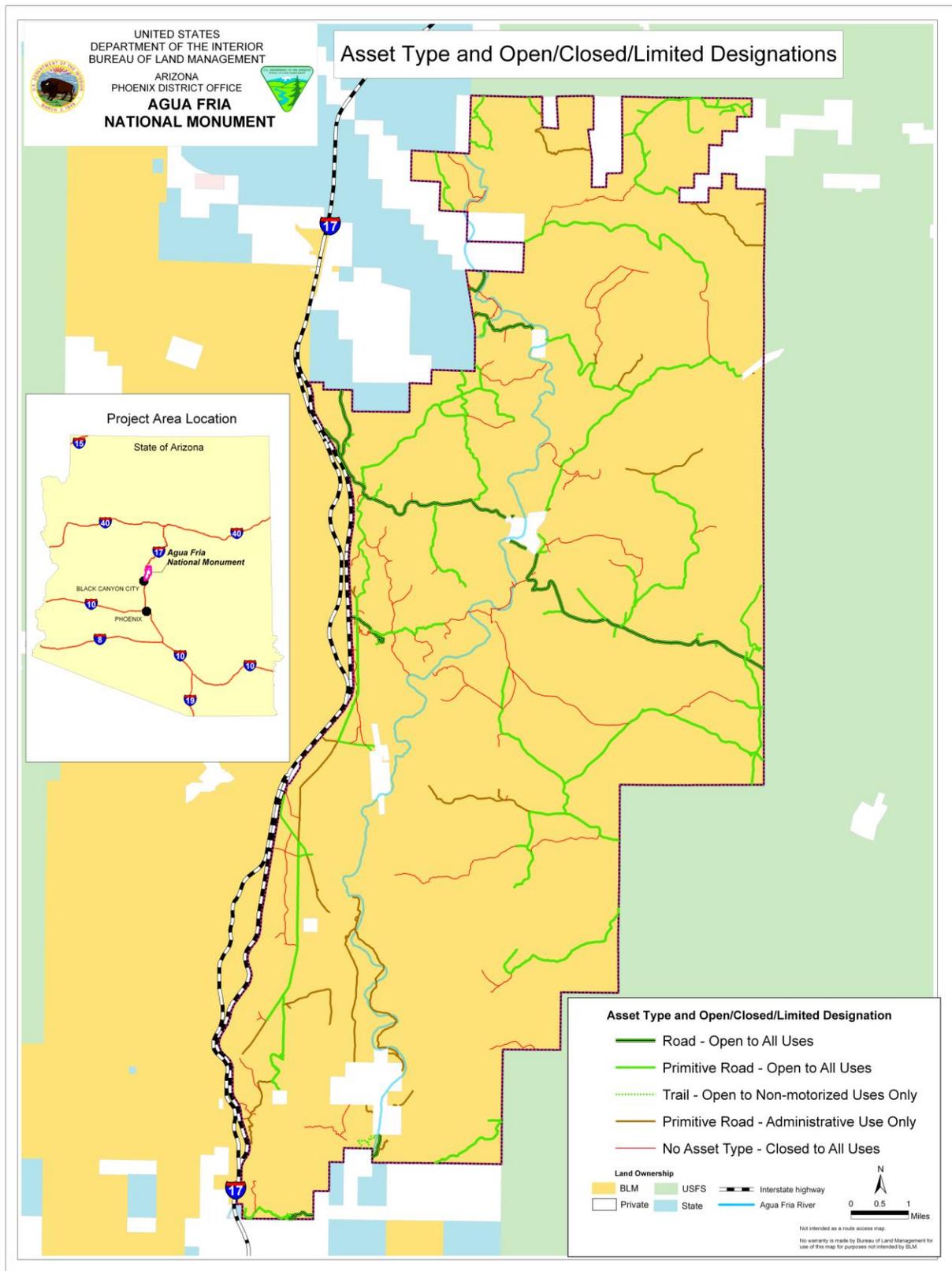
E. Tribes, Organizations, Agencies or Individuals Consulted

Extensive outreach and collaboration was done to develop the RMP including the route designations contained in this plan. Section 1.4 and Chapter 5 of the AFNM Proposed RMP provide a summary of the collaboration and cooperation process. This information is incorporated by reference into this Travel Management Plan.

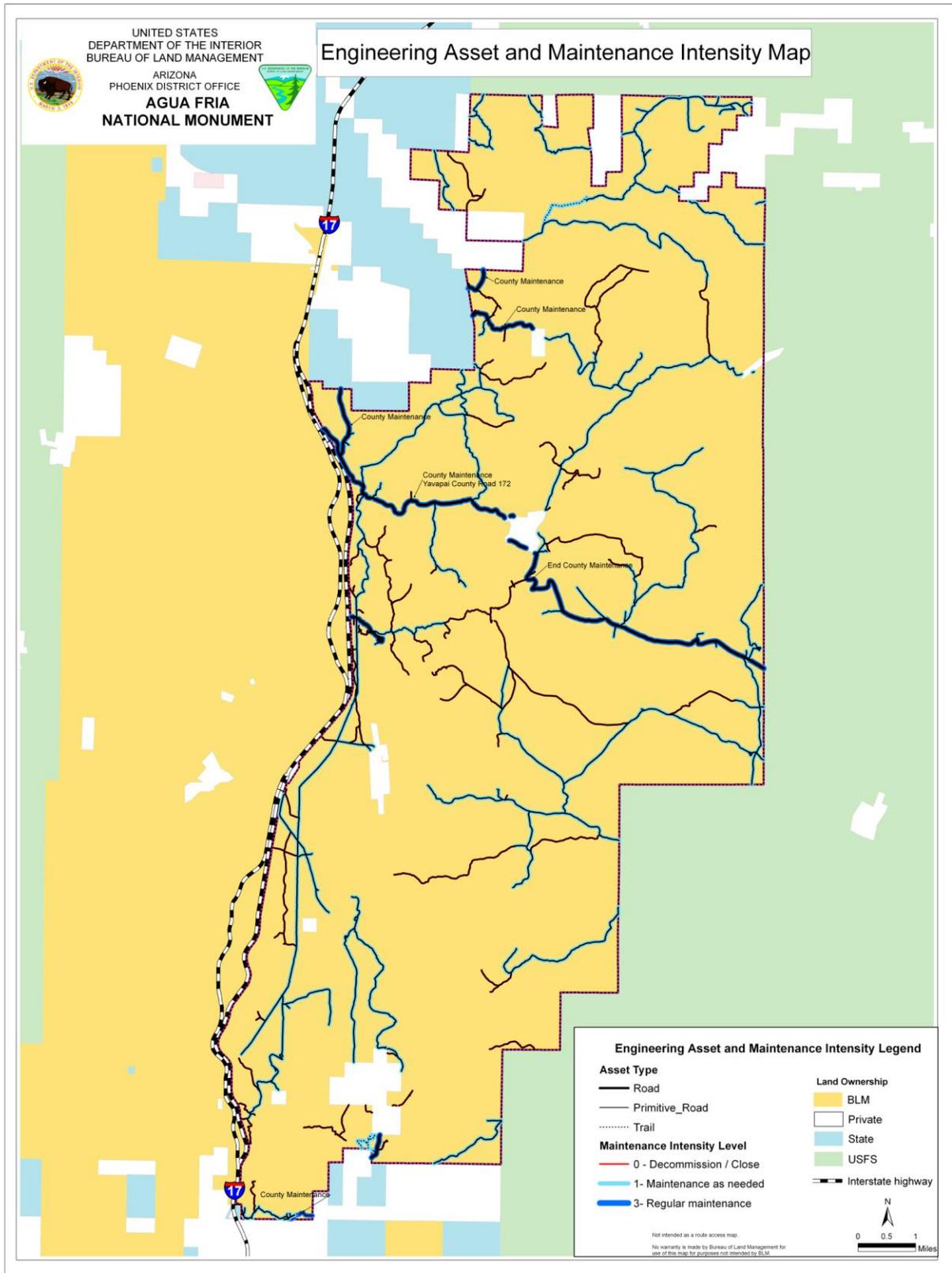
LIST OF MAPS

Map 1	Route Designation for the Agua Fria National Monument
Map 2	Linear Asset Type and Associated Maintenance Intensity
Map 3-1	Public Route Map (1 of 2)
Map 3-2	Public Route Map (2 of 2)
Map 4-1	Sign Plan Map (1 of 2)
Map 4-2	Sign Plan Map (2 of 2)

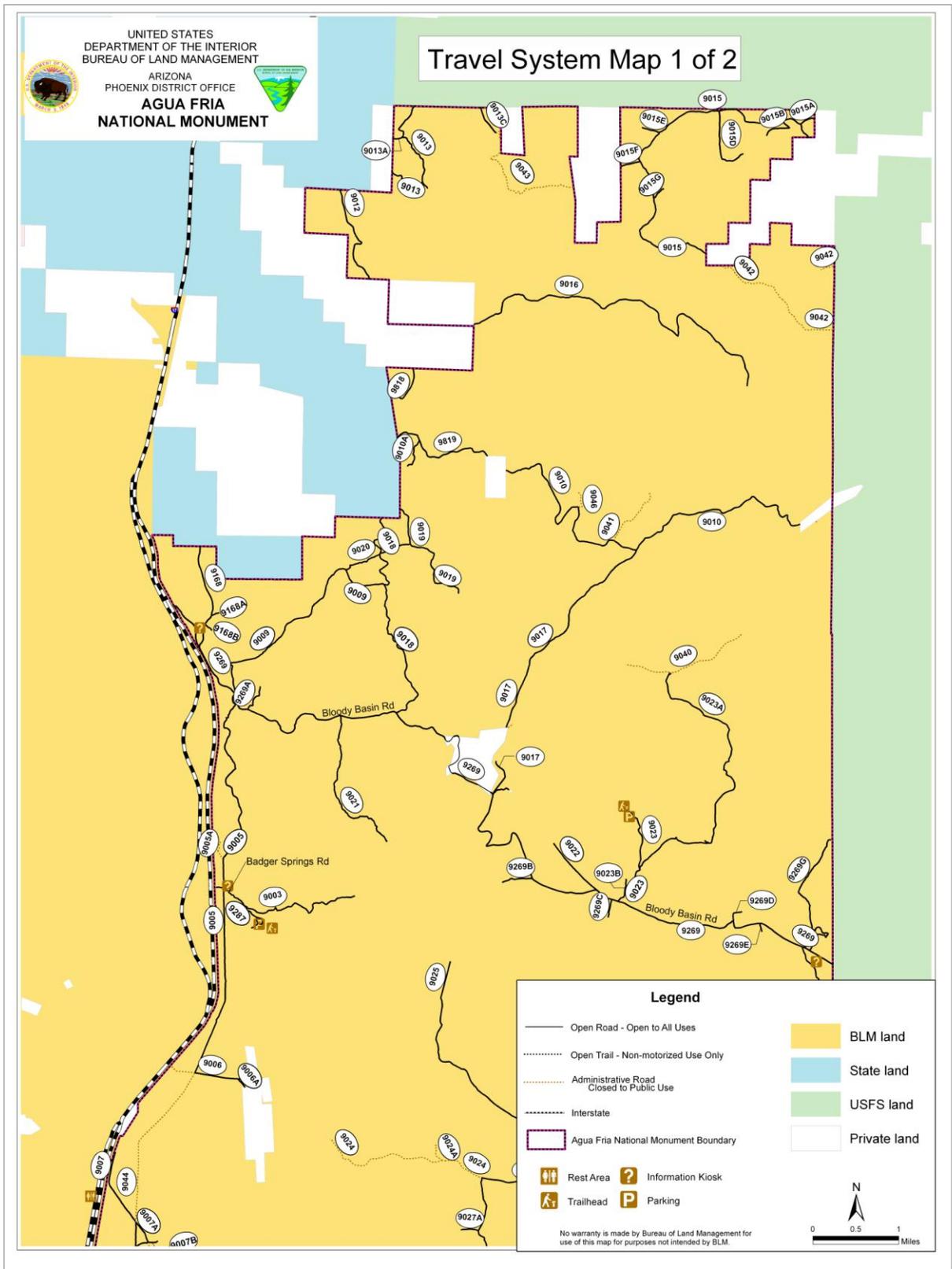
Map 1 - Route Designation for Agua Fria National Monument



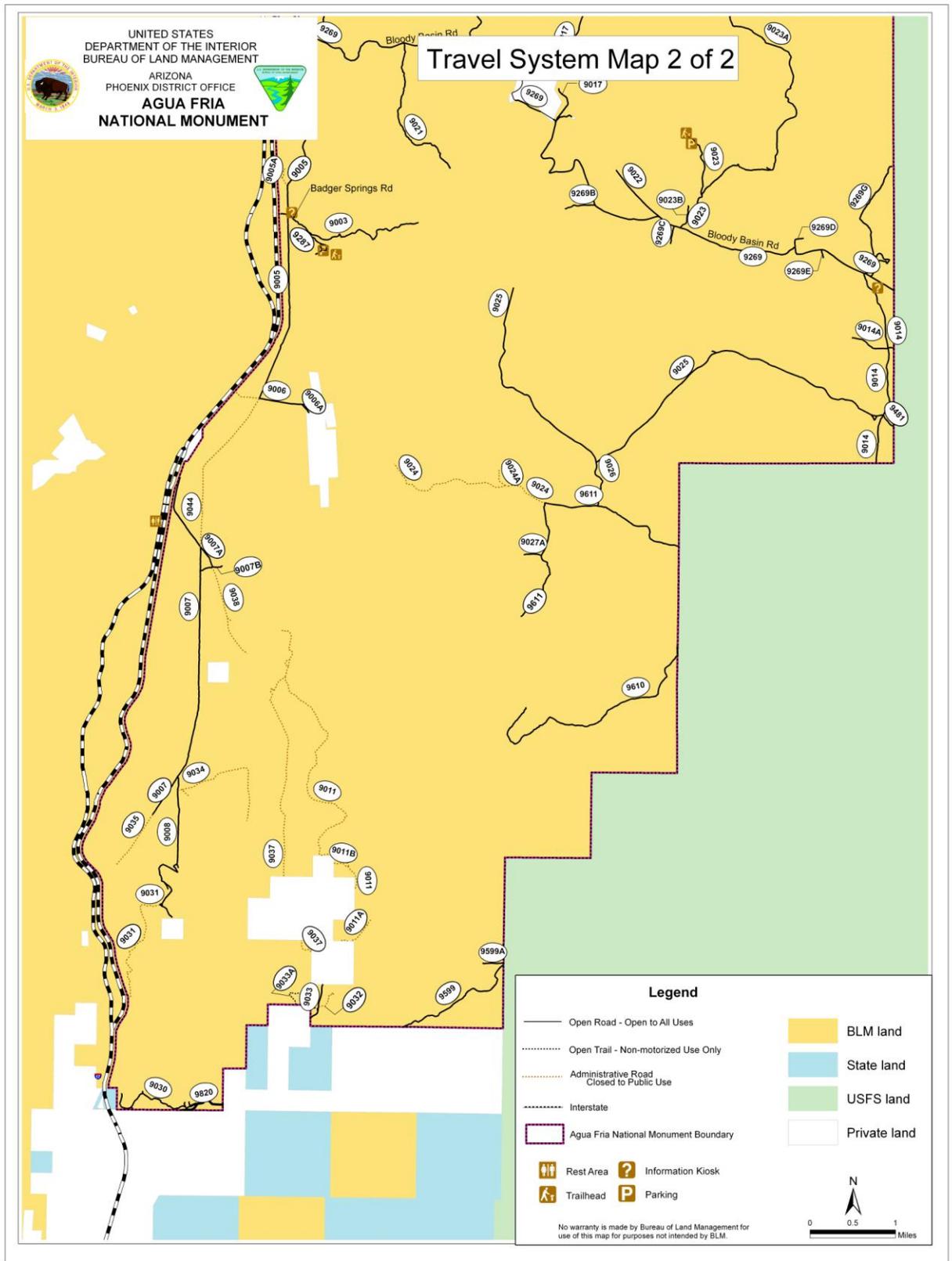
Map 2 - Linear Asset Type and Associated Maintenance Intensity



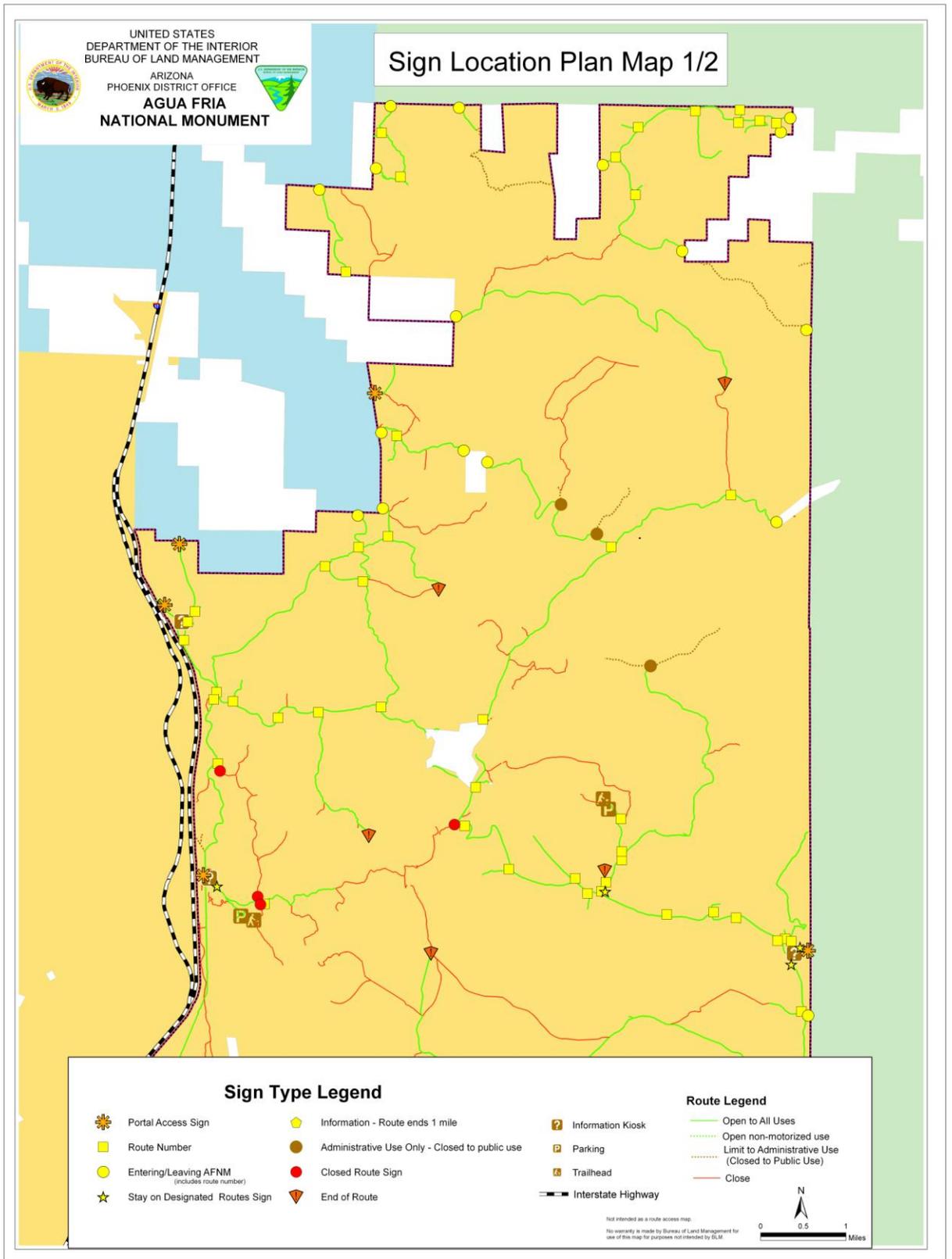
Map 3-1 - Public Route Map (1 of 2)



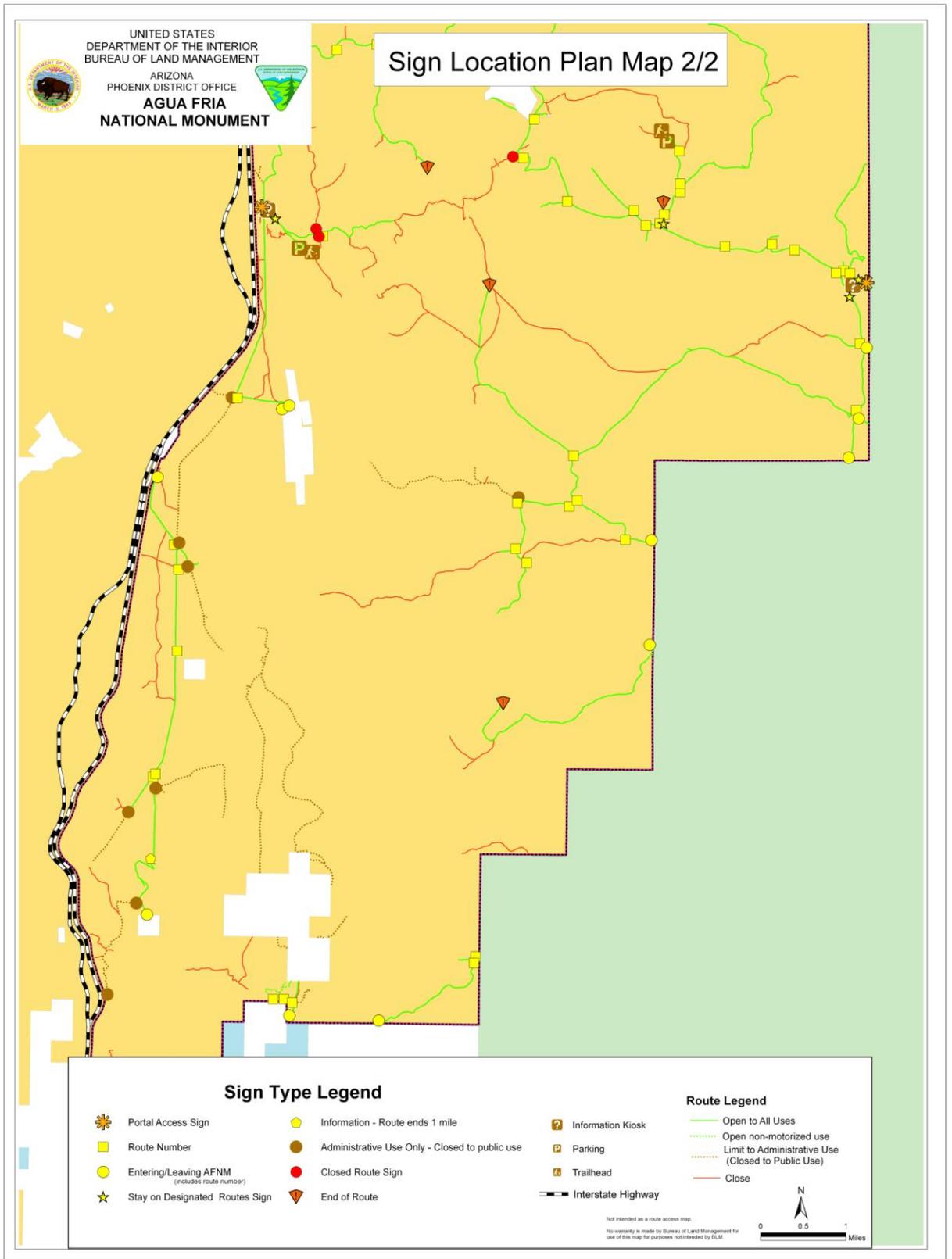
Map 3-2 - Public Route Map (2 Of 2)



Map 4-1 - Sign Plan Map (1 of 2)



Map 4-2 - Sign Plan Map (2 of 2)



Appendices

Appendix A - Route Designations Table

Definition of final management decision:

Open = Open to all transportation modes year round, including all motorized and non-motorized uses.

Mitigate Open = Same as Open with the caveat that special consideration or action is needed to protect sensitive resources.

Limit = Access to the route is limited to a particular mode of transportation mode, time of use or entity.

Mitigate Limit = Same as Limit with the additional caveat special consideration or action is needed to protect sensitive resources.

Close = Close the route to all uses. Routes allowed to reclaim naturally would be available for cross-country hiking and horse use.

<i>Route number for designation</i>	<i>Final management Decision</i>	<i>BLM Asset Type</i>	<i>Maintenance Intensity</i>	<i>Functional Class</i>	<i>Abbreviated reason for decision</i>	<i>Official BLM Sign Number</i>
1	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide commercial ranching and opportunities for monument enjoyment considering monument objects and setting. Access across private property is by permission of the land owner.	9015
1A	Open	Primitive Road	1	Resource Road	Open to provide ranch access and hunting opportunity.	9015A
1B	Open	Primitive Road	1	Resource Road	Open to provide ranch access and hunting opportunity.	9015
1C	Open	Primitive Road	1	Resource Road	Open to provide ranch facility access and hunting opportunity.	9015B
1D	Open	Primitive Road	1	Resource Road	Open to provide ranch facility access and hunting opportunity.	9015D
1E	Open	Primitive Road	1	Resource Road	Open to provide ranch facility access and hunting opportunity.	9015E
1F	Open	Primitive Road	1	Resource Road	Open to provide access to private property and opportunity to park off of the main road.	9015F
1G	Open	Primitive Road	1	Resource Road	Open to provide ranch facility access and hunting opportunity.	9015G
1H	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permittee use for ranch facility access. Closed to the public due to lack of permissive access across private property, not a designated forest access point and route proliferation potential.	9042
1Z	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and private property/permitted use for private property/ranch access. Closed to the public to maintain desired setting and route proliferation potential.	9043
2	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide commercial ranching and opportunities for monument enjoyment considering monument objects and setting. Access across private property is by permission of the land owner.	9016
2A	Close	None	0	None	Close due to poor condition and to protect Pronghorn Antelope habitat.	---

2B	Close	None	0	None	Close to protect riparian resources specifically identified by AZ Game and Fish Dept.	---
2C	Close	None	0	None	Close to protect riparian resources specifically identified by AZ Game and Fish Dept.	---
2D	Close	None	0	None	Close to protect riparian resources specifically identified by AZ Game and Fish Dept.	---
3	Open	Primitive Road	1	Resource Road	Open to provide commercial ranching and opportunities for monument enjoyment considering monument objects and setting. Access across private property is by permission of the land owner.	9013C
4	Open	Primitive Road	1	Resource Road	Provides private property access, commercial ranching and monument enjoyment compatible with monument settings and object protection.	9013
4A	Open	Primitive Road	1	Resource Road	Open to allow access to private property and provide access for monument enjoyment considering desired setting and monument objects.	9013A
4B	Open	Primitive Road	1	Resource Road	Open to provide vehicle access within an appropriate distance of Little Ash Creek for hunting, wildlife viewing and other forms of monument enjoyment.	9013B
4C	Open	Primitive Road	1	Resource Road	Open to provide a parking and camping opportunity considering the desired setting and monument objects.	9013C
5	Close	None	0	None	Closed to maximize protection of Little Dry Creek and minimize the possibility of trespass onto private land.	---
5B	Close	None	0	None	Close to protect riparian resources in Little Ash Creek and minimize opportunity for trespass onto private land.	---
5C	Close	None	0	None	Close to protect riparian resources in Little Ash Creek and minimize opportunity for trespass onto private land.	---
6	Open	Primitive Road	1	Resource Road	Open to provide utility right-of-way access and monument enjoyment activities compatible with monument setting and object protection.	9012
7	Mitigate/Open	Road	3	Resource Road	Open to provide private property access and an appropriate level of access to Agua Fria River.	9818
7A	Close	None	0	None	Close to protect riparian resources and maintain Wild and Scenic River eligibility.	---
7B	Close	None	0	None	Close to protect riparian resources and maintain Wild and Scenic River eligibility.	---
7C	Close	None	0	None	Close to protect visual resources near Agua Fria river.	---
7D	Close	None	0	None	Close to protect riparian resources near Agua Fria river.	---

7E	Close	None	0	None	Close to reduce number of access points along AFNM boundary near Cordes Lakes. Access to private and state lands is available on route 7.	---
8	Open	Primitive Road	3	Resource Road	Open to provide private property access and monument enjoyment opportunities compatible with monument setting and protection of objects.	9819
8A	Close	None	0	None	Close to maintain Pronghorn Antelope habitat and for public safety due to poor route condition.	---
8B	Close	None	0	None	Close to maintain Pronghorn Antelope habitat and for public safety due to poor route condition.	---
8C	Limit	Primitive Road	1	Resource Road	Limit to administrative and permitted use only. Closed to the public to maintain Pronghorn Antelope habitat and the desired recreation setting.	9041
8D	Close	None	0	None	Close to protect soils on steep slopes and reduce route proliferation from dead end routes.	---
8E	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow access to historic site for public enjoyment considering monument objects and desired settings. Interpretation and additional signage will be required.	9010A
8F	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use only to manage access on private land/monument boundary yet is necessary for ranch operation. Route is closed to the public since it is only accessible from private property.	---
8H	Mitigate/Limit	Primitive Road	1	None	Limited to administrative and permitted use only to maintain Pronghorn Antelope habitat and to manage parking impacts. Only location for parking along this route is at the windmill.	9046
8I	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow access for ranching and administrative uses and for enjoyment of the monument considering monument objects and desired settings. Access across private property is by permission of the land owners.	9010
8L	Close	None	0	None	Close route to manage traffic along the monument boundary. Route is not at a desirable location for general public access. The route dead ends at a location that could be difficult to prevent dumping and other illegal activities.	---
9	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow access to utility right-of-way and provide some appropriate vehicle based loop sightseeing experiences compatible with monument objects and setting.	9018 / 9009

10	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranching access, hunting and vehicle based access compatible with monument setting and protection of objects.	9009
10B	Close	None	0	None	Close to reduce loop traffic circulation in the area, thus reducing Pronghorn antelope disturbance.	---
11	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide vehicle access within an appropriate distance of Agua Fria River considering wild and scenic river eligibility.	9019 / 9020
12	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow appropriate vehicle loop access near Cordes Lakes considering monument objects and setting.	9019
12A	Close	None	0	None	Close to protect soils on steep slopes and reduce route proliferation from dead end routes.	---
12B	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow appropriate vehicle loop access near Cordes Lakes considering monument objects and setting.	9019
12C	Close	None	0	None	Close to minimize trespass on private property restrict vehicles from Agua Fria river to maintain Wild and Scenic River eligibility.	---
13	Open	Road	3	Resource Road	Open in conjunction with Yavapai County's right-way recognizing that the county controls access on the road.	9168
13A	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide vehicle access for parking, camping and hunting access in front country.	9168A
13B	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide rare camping opportunity with shade.	9168B
14	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranching access and recreation and hunting access considering monument objects and setting.	9017
14A	Close	None	0	None	Close to restrict vehicles from Agua Fria river to maintain Wild and Scenic river eligibility.	---
14B	Close	None	0	None	Close to reduce possibility of route proliferation. Turn around area is not well established and could be a management problem.	---
14C	Close	None	0	None	Close to maximize Pronghorn habitat and prevent 14C and 15C from being reconnected, thereby increasing traffic levels into backcountry.	---
14D	Close	None	0	None	Close to maximize protection of riparian zone specifically identified by Arizona Game and Fish Department and due to poor route condition.	---
14F	Limit	Primitive Road	1	None	Limit route to administrative and permitted use for landing strip. Access is permissive across private property. The airstrip is closed to all public land based travel..	---

15	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranching access, recreation and hunting access considering sensitive natural resources at Silver Creek.	9023 / 9023A
15A	Close	None	0	None	Close to maximize protection of riparian habitat and endangered fish habitat	---
15B	Limit	Primitive Road	1	Resource Road	Limit to administrative and permitted use to minimize Pronghorn Antelope disturbance and maintain desired backcountry setting.	9040
15C	Limit	Primitive Road	1	Resource Road	Limit to administrative and permitted use to minimize Pronghorn Antelope disturbance and maintain desired backcountry setting.	9040
15Z	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranch facility access, hunting and monument enjoyment opportunity.	9023A
16	Open	Primitive Road	1	Resource Road	Open to provide ranching and hunting access near stock tanks.	9023B
17	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranching, hunting and vehicle access to an appropriate parking location for visiting a popular archeological site.	9023
17A	Close	None	0	None	Close due to poor route condition, maximize protection of archeological resources and maintain desired backcountry setting.	---
17B	Close	None	0	None	Close due to reclaiming status and maximize protection of endangered fish habitat and other monument objects.	---
17C	Close	None	0	None	Close due to reclaiming status and maximize protection of endangered fish habitat and other monument objects.	---
17D	Close	None	0	None	Close to protect archeological resources. Consider designating as a maintained hiking trail in the future.	---
18	Open	Road	3	Local Road	Open to provide access to Tonto National Forest and all other uses of the monument while recognizing Yavapai county's right-of-way and maintenance from I-17 to Silver Creek.	9269
18A	Open	Primitive Road	1	Resource Road	Open to provide camping, hunting and monument enjoyment opportunity near Bloody Basin road.	9269A
18B	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, for hunting access and monument enjoyment.	9021
18C	Close	None	0	None	Close to maximize protection of Pronghorn Antelope habitat and prevent route proliferation between this route and 23E.	---

18D	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, for hunting access and monument enjoyment. Scenic vista opportunity not afforded by other vehicle routes in the area.	---
18E	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to hiking and scenic vista opportunity away from Bloody Basin Rd.	9022
18F	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to camping and monument enjoyment off of Bloody Basin Rd.	9269F
18G	Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility and scenic opportunity away from Bloody Basin Rd.	9269G
18H	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility and parking off of Bloody Basin Rd for archeological sightseeing and monument enjoyment.	9269C
18I	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to transmitter right-of-way and parking off of Bloody Basin Rd for monument enjoyment.	9269E
18J	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to camping off of Bloody Basin Rd.	9269D
18K	Close	None	0	None	Close to prevent route proliferation up Silver Creek. A parking area will be allowed for walk-in access to the tree shaded area.	---
18L	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow access to ranch facility and parking for hiking to Baby Canyon.	9269B
18M	Close	None	0	None	Close to improve Pronghorn Antelope habitat and manage human impacts along Bloody Basin Road.	---
18N	Close	None	0	None	Close to protect riparian resources and maintain Wild and Scenic River eligibility.	---
18O	Close	None	0	None	Close to prevent route proliferation and maximize Pronghorn Antelope habitat.	---
19	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranching access and vehicle access for hunting and recreation within an appropriate distance of sensitive resources	9025 / 9481
19A	Close	None	0	None	Close due to poor route condition and redundancy with 19 in Pronghorn Antelope habitat.	---
19B	Close	None	0	None	Close due to poor route condition and to protect archeological resources.	---
19C	Close	None	0	None	Close due to reclaiming status, redundancy to 19C and 19E and to maintain desired backcountry setting.	---
19D	Close	None	0	None	Close due to reclaiming status, redundancy to 19E and to maintain desired backcountry setting.	---
19E	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, hunting opportunity and opportunity for vehicle based camping and other opportunities for monument enjoyment.	9025

19F	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility and access to Tonto National Forest.	9036
19G	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, wildlife watching and hunting opportunity.	9014A
19H	Close	None	0	None	Close due to reclaiming status and to maintain Wild and Scenic River eligibility and desired setting.	---
20	Mitigate/Open	Road	1	Resource Road	Open to provide camping and parking access off of Badger Springs Rd.	9287
20A	Close	None	0	None	Close due to poor condition, possible conflict with Pronghorn Antelope movement and to improve general manageability of the area.	---
21	Close	None	0	None	Closed to maximize protection of riparian values and maintain desired monument settings. Consideration may be given at a later time to designating a non-motorized trail in this location.	---
21A	Close	None	0	None	Close due lack of access from route 21 and route proliferation potential to connect with route 20.	---
22	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide appropriate vehicle access to a parking area near the Agua Fria River.	9003
22A	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and protect riparian resources.	---
22B	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and lack of good parking area. Route 22 is a better parking area.	---
22C	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and lack of good parking areas before entering the W&SR buffer zone proximate to the Agua Fria River.	---
22D	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and protect riparian resources.	---
22E	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and protect riparian resources.	---
22F	Close	None	0	None	Close to maintain Wild and Scenic River eligibility and lack of good parking areas before entering the W&SR buffer zone proximate to the Agua Fria River.	---
23	Open	Primitive Road	1	Resource Road	Open to provide ranching access, hunting and vehicle based sightseeing opportunities considering monument objects and setting.	9005
23A	Close	None	0	None	Close due to redundancy with route 23 and public safety issue with entry onto Bloody Basin Road.	---
23B	Close	None	0	None	Close due to route 23H being closed and possibility of route proliferation in wash up to Bloody Basin Road.	---
23C	Open	Primitive Road	1	Resource Road	Open to provide utility right-of-way access and monument enjoyment activities compatible with monument setting and object protection.	9005

23D	Close	None	0	None	Close due to poor condition and proximity to I-17. Temporary access could be allowed to utility company if necessary, although access is still available on 23C.	---
23E	Close	None	0	None	Close due to route 23H being closed and possibility of route proliferation towards route 18C.	---
23F	Close	None	0	None	Close due to route 23H being closed and possibility of route proliferation up the wash.	---
23G	Close	None	0	None	Close to protect riparian resources.	---
23H	Close	None	0	None	Close to protect riparian resources to the south on route 23G and improve manageability of closure on route 23G.	---
24	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facilities and provide hunting and a vehicle based loop driving opportunity considering monument objects and setting.	9026
25	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facilities and provide hunting and a vehicle based loop driving opportunity considering monument objects and setting. This route is a continuation of Forest Road 611 and will need aggregate or other road base added to make this route more attractive than 27A (closed).	9027 / 9611
26	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranch facility access, hunting and vehicle access to an appropriate parking/camping location considering monument objects and settings.	9027
26A	Close	None	0	None	Close to protect archeological resources.	---
26B	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use for ranch facility access. Closed to the public due to protect archeological resources and Pronghorn Antelope habitat.	9039A
26C	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use for ranch facility access. Closed to the public due to protect archeological resources and Pronghorn Antelope habitat.	9039
26D	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use for ranch facility access. Closed to the public due to protect archeological resources and Pronghorn Antelope habitat.	9039
27	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranch facility access, hunting and vehicle access to an appropriate parking/camping location considering monument objects and settings.	9027

27A	Close	None	0	None	Close due to redundancy with route 25. Although current condition of this route is better than 25, considering permitted and public access needs, 25 is more a more valuable asset. 27A will be easier to reclaim.	---
27B	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to wildlife water for monitoring and hunting. A turn around area will be provided to make the turnaround location easy to understand.	9027A
27C	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, monitoring and for monument enjoyment including hunting.	9027
27D	Close	None	0	None	Close to protect archeological resources and Pronghorn Antelope habitat.	---
27E	Close	None	0	None	Close to protect archeological resources and Pronghorn Antelope habitat.	---
28	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide ranch facility access, hunting and vehicle access for monument enjoyment considering monument objects and settings.	9610
28A	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, hunting, sightseeing and camping opportunity.	9028
28B	Close	None	0	None	Close to protect archeological resources.	---
28C	Close	None	0	None	Close to protect archeological resources.	---
29	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide utility and ranch access as well as access a unique vantage point overlooking Black Canyon City.	9599
29A	Close	None	0	None	Close due to poor condition, erosive soils and to maintain primitive setting.	---
29B	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility and hunting / sightseeing access.	9599A
29C	Mitigate/Open	Road	1	Resource Road	Open to provide primary access to monument and Forest Service lands.	9014
30	Limit	Primitive Road	1	Resource Road	Limited to Administrative and permitted uses only to maintain Agua Fria River Wild and Scenic eligibility and due to current inaccessibility because of closed private land.	9037
30A	Limit	Primitive Road	1	Resource Road	Limit to administrative and permitted use for access to well and pump for Sunset Point rest area. Closed to the public to maintain Wild and Scenic River eligibility protect riparian resources and minimize trespass across private land.	9036
30B	Close	None	0	None	Close due to limited access from private land.	---
30C	Close	None	0	None	Close due to limited access from private land.	---
31	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to utility right-of-way and private property as well as hunting and vehicle access for monument enjoyment.	9005

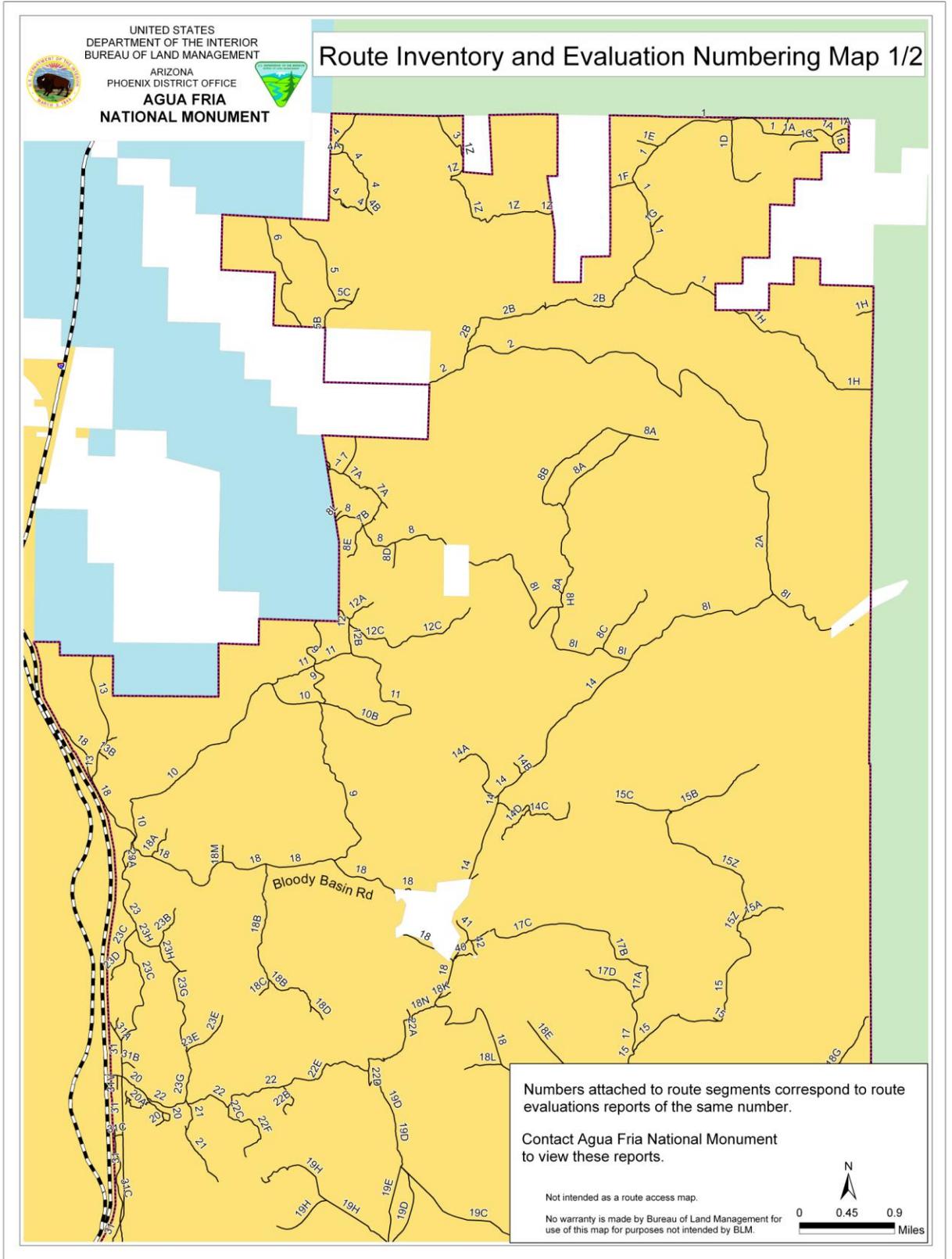
31A	Limit	Primitive Road	1	Resource Road	Limit to administrative and utility right-of-way holder. Closed to the public to improve wash habitat and prevent route proliferation up the wash.	9005A
31B	Close	None	0	None	Close to improve Pronghorn Antelope habitat and prevent route proliferation on a dead end route.	---
31C	Close	None	0	None	Close due to poor condition and redundancy with route 31. Temporary access could be allowed to utility company for access although access is still available on route 31.	---
31D	Close	None	0	None	Close due to poor condition and redundancy to route 31.	---
31E	Close	None	0	None	Close due to poor condition and redundancy to route 31.	---
31F	Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility and vehicle access within easy walking distance to rim of Agua Fria river canyon.	9007A
31G	Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, sightseeing and hunting opportunity.	9007B
31H	Open	Primitive Road	1	Resource Road	Open to provide access to ranch facility, sightseeing and hunting opportunity.	9007B
31I	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative, permitted and utility right-of-way holder access. Closed to the public due to poor condition, lack of legal access to I-17 and difficulty of managing this remote route in general.	9031
31J	Close	None Assigned	0	None	Close due to lack of public access on 31O and no administrative uses.	--
31K	Close	None	0	None	Close due to lack of public access on 31O. Temporary use could allowed for utility company access if needed.	---
31L	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to private property and opportunity for monument enjoyment.	9008
31M	Close	None	0	None	Close due to public safety concerns along I-17 and lack of public access on 31O.	---
31N	Close	None	0	None	Close due to public safety concerns along I-17 and lack of public access on 31O.	---
31O	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative, permitted and utility right-of-way holder access. Closed to the public due to poor condition, lack of legal access to I-17 and difficulty of managing this remove route in general.	9031
31P	Close	None	0	None	Close due to reclaiming status. Routes cannot be found anymore.	
31S	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative and permitted access to ranch facility. Closed to the public because of poor condition, protection of archeological resources and Pronghorn Antelope habitat.	9034

31T	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative, permitted and right-of-way holder access for pipeline maintenance. Closed to the public to protect Pronghorn Antelope habitat and archeological resources.	9038
31U	Limit	Primitive Road	1	Resource Road	Limit to administrative, permitted and utility right-of-way holder access. Closed to the public due to poor condition, lack of legal access to I-17 and difficulty of managing this remove route in general.	9031
31V	Close	None	0	None	Close due to reclaiming status. Temporary access could be allowed for utility company although access is still available on route 31.	---
31W	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow utility company access and public access for monument enjoyment considering desired settings and monument objects.	9007
31X	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative and utility right-of-way holder. Closed to the public to control access to unsafe conditions on steep, rocky slopes.	9044
31Y	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative and utility right-of-way holder. Closed to the public to control access to unsafe conditions on steep, rocky slopes.	9044
31Z	Mitigate/Limit	Primitive Road	1	Resource Road	Limit to administrative and utility right-of-way holder. Closed to the public to control access to unsafe conditions on steep, rocky slopes.	9035
32	Mitigate/Open	Primitive Road	1	Resource Road	Open to provide access to the south end of the monument from Black Canyon City, recognizing that improvement of this route will be necessary if use level increases.	9030
32A	Close	None	0	None	Close to protect archeological resources and eliminate vehicle parking impacts, specifically vehicle turn around areas.	---
32B	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow limited vehicle access to the south end of the monument for public enjoyment of monument resources considering desired settings and monument objects.	9030
32C	Close	None	0	None	Close to manage vehicle parking and access on the south end of the monument.	---
32D	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow limited vehicle access to the south end of the monument for public enjoyment of monument resources considering desired settings and monument objects.	9030B
32E	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow limited vehicle access to the south end of the monument for public enjoyment of monument resources considering desired settings and monument objects.	9030A

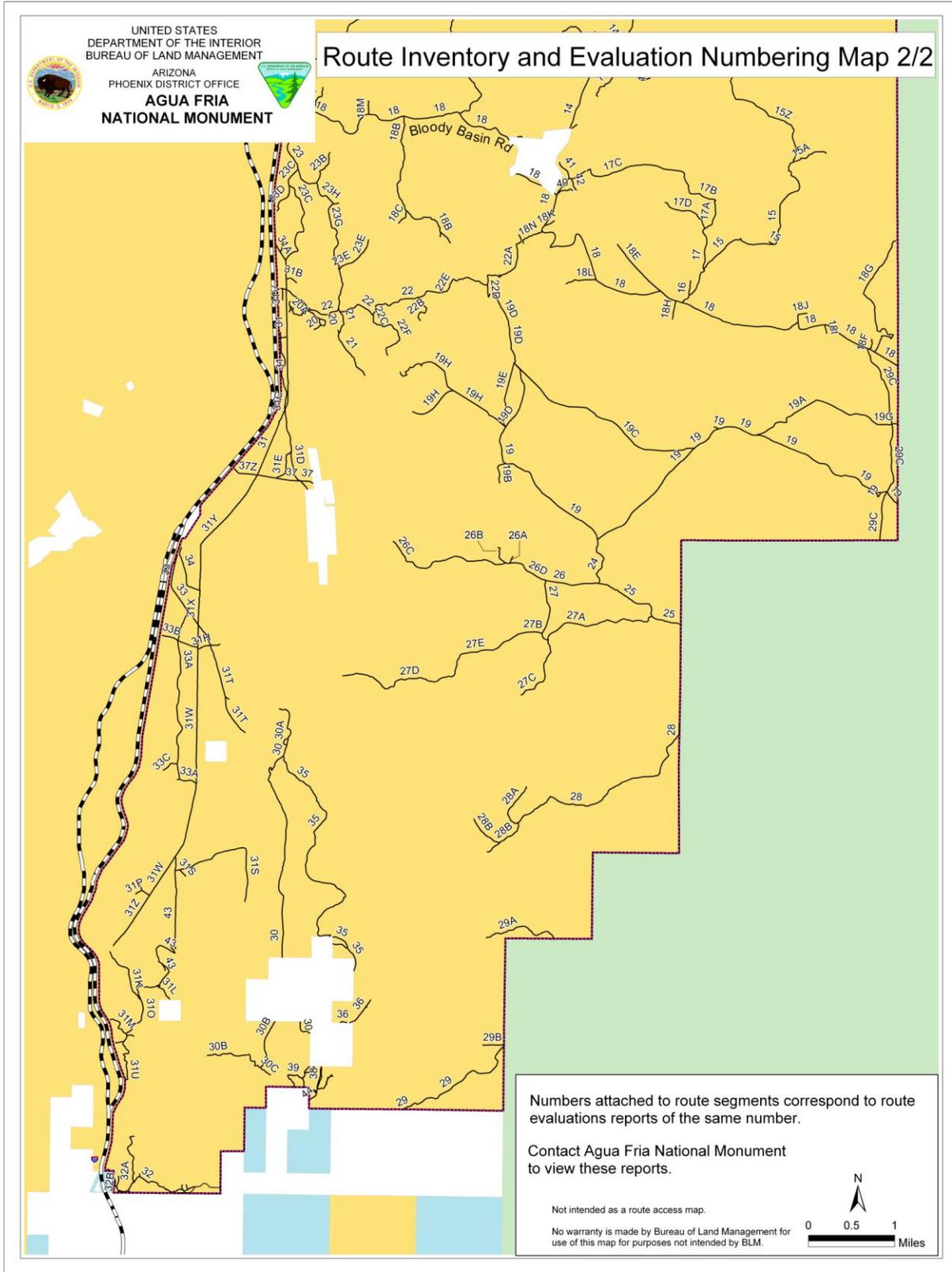
32F	Close	None	0	None	Close to manage vehicle parking impacts and access on the south end of the monument.	---
32G	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow limited vehicle access to the south end of the monument for public enjoyment of monument resources considering desired settings and monument objects.	9030C
32H	Open	Road	1	Resource Road	Open to allow access to private property and access to the south end of the monument for enjoyment by the public, while recognizing Yavapai County's right-of-way and maintenance.	9030
32I	Close	None	0	None	Close to manage vehicle access to the south of the monument.	---
32J	Open	Road	3	None	Open to allow access to private property and access to the south end of the monument for enjoyment by the public, while recognizing Yavapai County's right-of-way and maintenance.	9820
33	Open	Primitive Road	1	Resource Road	Open to provide access to utility rights-of-way, private property as well as hunting and vehicle access for monument enjoyment.	9007
33A	Close	None	0	None	Close due to reclaiming status. Temporary access could be allowed for utility company although access is still available on route 31W.	---
33B	Close	None	0	None	Closed due to safety concerns at I-17. There is no legal access to I-17 and attempting to access the highway would be dangerous. Pronghorn Antelope habitat is improved by closing this route.	---
33C	Close	None	0	None	Close due to reclaiming status of route 33A and unsafe conditions may exist at old mine site.	---
33D	Close	None	0	None	Closed due to safety concerns at I-17. There is no legal access to I-17 and attempting to access the highway would be dangerous. Pronghorn Antelope habitat is improved by closing this route.	---
34	Close	None	0	None	Close due to poor condition and redundancy with rt 33. Temporary access could be allowed for utility access and maintenance, but access to the public is closed and directed to route 33.	---
35	Mitigate/Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use only to maintain wild and scenic river eligibility, protecting resource values in the Agua Fria river and due to the lack of public access across closed private land. This route is closed to the public.	9011
35A	Limit	Trail	1	None	Limit to non-motorized use only to minimize impacts to monument resources. Access is from private land.	9036

35B	Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use only to maintain wild and scenic river eligibility, protecting resource values in the Agua Fria river and due to the lack of public access across closed private land. This route is closed to the public.	9011B
36	Limit	Primitive Road	1	Resource Road	Limited to administrative and permitted use only to maintain wild and scenic river eligibility, protecting resource values in the Agua Fria river and due to the lack of public access across closed private land. This route is closed to the public.	9011A
37	Open	Primitive Road	1	Resource Road	Open to provide private property access and reasonable vehicle access to the rim of the Agua Fria river canyon for monument enjoyment.	9006
37A	Open	Primitive Road	1	Resource Road	Open to allow access to private property and parking on BLM land for monument enjoyment. Access to private land is not granted by BLM.	9006A
37Z	Limit	Primitive Road	1	Resource Road	Limited to administrative use only due to public safety concerns. This access to I-17 is not a legal access point and will only be used by agency personnel with caution lighting and the necessary keys to enter.	9044
38	Close	None	0	None	Closed due to poor condition and redundancy with rt 52.	---
38A	Limit	Primitive Road	1	Resource Road	Limited to administrative use and permitted use only. Route is closed to the public for protection of archeology and Desert Tortoise habitat and reduces route proliferation opportunity.	9032
39	Limit	Trail	1	None	Limited to non-motorized use to maintain current trail based monument enjoyment opportunities. Permission to cross private property is required to complete loops.	9033
40	Open	Primitive Road	1	Resource Road	Open to provide private property access and opportunity to park off of Bloody Basin road.	9017A
41	Open	Primitive Road	1	Resource Road	Open to provide private property access and access to routes north of Horseshoe Ranch. Permission to cross private property is required.	9017
42	Close	None	0	None	Closed due to reclaiming status and inaccessibility from other open routes.	---
43	Mitigate/Open	Primitive Road	1	Resource Road	Open to allow access to private property, utility rights-of-way and vehicle access for monument enjoyment.	9008
44	Open	Road	3	Resource Road	Open to allow access to private property and access to the south end of the monument for enjoyment by the public.	9033

Map 1 of 2 - Route Evaluation Numbering



Map 2 of 2 - Route Evaluation Numbering



Appendix B - Definition of Transportation Asset Type, Functional Class, Maintenance Intensity

Transportation Asset Type

The Transportation Asset Types of Road, Primitive Road and Trail are established by the Roads and Trails Terminology Report issued in April 2006. The report was an attachment to Instruction Memorandum No. 2006-173.

DEFINITIONS:

Road - A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Primitive Road - A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.

Trail - A linear route managed for human-powered, stock or off-highway vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

BLM Functional Classifications

DEFINITIONS:

Collector Road - These Bureau roads normally provide primary access to large blocks of land, and connect with or are extensions of a public road system. Collector roads accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic of all the roads in the Bureau road system. User cost, safety, comfort and travel time are primary road management considerations. Collector roads usually require application of the highest standards used by the Bureau. As a result, they have the potential for creating substantial environmental impacts and often require complex mitigation procedures.

Local Road - The Bureau roads normal serve a smaller area than collectors, and connect to collectors or public road systems. Local roads receive lower volumes, carry fewer traffic types and generally serve fewer uses. User cost, comfort and travel time are secondary to construction and maintenance cost considerations. Low volume local roads in mountainous terrain, where operation speed is reduced by effort of terrain, may be single land roads with turnouts. Environmental impacts are reduced as steeper grades, sharper curves, and lower design speeds than would be permissible on collector roads are allowable.

Resource Road - These Bureau roads normally are spur roads that provide point access and connect to local or collector roads. They carry very low volume and accommodate only one or two types of use. Use restrictions are applied to prevent conflicts between users needing the road and users attracted to the road. The location and design of these roads are governed by environmental compatibility and minimizing Bureau costs, with minimal consideration for user cost, comfort, or travel time.

Maintenance Intensity

Level 0

Maintenance Description:

Existing routes that will no longer be maintained and not longer be declared a route. Routes identified as Level 0 are identified for removal from the Transportation System entirely.

Maintenance Objectives:

- No Planned annual maintenance
- Meeting identified environmental needs
- No preventive maintenance or planned annual maintenance activities

Maintenance Funds:

- No annual maintenance funds

Level 1

Maintenance Description:

Routes where minimum (low intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.

Maintenance Objectives:

- Low (minimal) maintenance intensity
- Emphasis is given to maintaining drainage and runoff patterns as needed to protect adjacent lands. Grading, brushing or slide removal is not performed unless route bed drainage is being adversely affected, causing erosion.
- Meet identified resource management objectives.
- Perform maintenance as necessary to protect adjacent lands and resource values
- No preventive maintenance
- Planned maintenance activities limited to environmental and resource protection
- Route surface and other physical features are not maintained for regular traffic

Maintenance Funds:

Maintenance funds provided to address environmental and resource protection requirements. No maintenance funds provided to perform preventive maintenance.

LEVEL 3

Maintenance Description:

Routes requiring moderate maintenance due to low volume use (e.g. seasonally or year-round for commercial, recreation, or administrative access). Maintenance Intensities may not provide year-round access but are intended to generally provide resources appropriate to keep the route in use for the majority of the year.

Maintenance Objectives:

- Medium (Moderate) maintenance intensity
- Drainage structures will be maintained as needed. Surface maintenance will be conducted to provide a reasonable level of riding comfort at prudent speeds for the route conditions and intended use. Brushing is conducted as needed to improve sight distance when appropriate for management uses. Landslides adversely affecting drainage receive high priority for removal; otherwise, they will be removed on a scheduled basis.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventive maintenance as required to generally keep the route in acceptable condition

Maintenance Funds:

Maintenance funds provided to preserve the route in the current condition, perform preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

LEVEL 5

Maintenance Description:

Routes for high (Maximum) maintenance due to year-round needs, high volume traffic, or significant use. Also may include routes identified through management objectives as requiring high intensities of maintenance or to be maintained open on a year-round basis.

Maintenance Objectives:

- High (Maximum) maintenance intensity
- The entire route will be maintained at least annually. Problems will be repaired as discovered. These routes may be closed or have limited access due to weather conditions but are generally intended for year-round use.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventive maintenance as required to generally keep the route in acceptable condition
- Planned maintenance activities should include environmental and resource protection efforts, annual route surface
- Route surface and other physical features are maintained for regular traffic

Maintenance Funds:

Maintenance funds provided to preserve the route in the current condition, perform planned preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

Appendix C - Criteria for Opening, Closing or Limiting routes

During the course of analyzing and eventually designating the individual routes that make up the travel system, criteria were established that would ensure the routes were reviewed and chosen in a systematic, reasoned way. The evaluation process is described in Appendix D of the Proposed RMP. The criteria shown below were used to guide the decision making process on all routes in the monument. As suggested by public comment on the Draft EIS, BLM additionally applied and considered evaluation questions posed by Craters of Moon National Monument on controversial routes.

The criteria used in determining the route designations are described below.

Agua Fria National Monument – Criteria for Consideration of Opening Routes

- Routes that provide access to existing rights with access needs such as rights-of-way(R/W), easements, private land, state land and Arizona Game and Fish managed sites
- Routes that provide access for maintenance of range improvements, law enforcement, commercial operations or other administrative activities
- BLM roads already in the FAMS computer system would remain open if still needed.
- Routes that provide access to large blocks of BLM administered public land or serve as important connecting routes
- Routes that provide access for research or other management activities
- Routes that provide access for public and permitted users; such opportunities may include wildlife and scenery viewing, camping, scenic lookout points, hunting, and cultural site viewing.

Agua Fria National Monument – Criteria for Consideration of Closure of Routes

- Routes causing unacceptable resource damage, erosion, or route proliferation that are not manageable (i.e. wash outs, deep ruts, detours)
- Routes through soils that are easily damaged, riparian areas, or areas highly susceptible to resource damage
- Multiple routes to the same location

- Routes that are naturally re-vegetating, are no longer used or are no longer physically present
- Routes that have a high potential to negatively affect Threatened and Endangered (T&E) species, sensitive wildlife species and limited or important wildlife habitat
- Routes that have a high potential to encourage harassment or disruption to pronghorn antelope
- Routes causing conflict between motorized and non-motorized recreation, consider routes within semi-primitive non-motorized areas
- Routes which may adversely affect areas of cultural or religious concern for Native Americans
- Routes associated with ongoing or potential damage to prehistoric and historic sites from physical disturbance, erosion, or vandalism
- Routes inaccessible due to access restrictions on private or other property
- Routes impacting visual and scenic resources and maintenance of wilderness characteristics

Agua Fria National Monument – Criteria for Designation other than Open or Closed

Where designating a route as Open or Closed to all uses is not feasible or desirable by BLM, using the limited classification is suitable. Limitations typically include limitation to administrative use only, non-motorized use, width restriction such as “< 50inches”, or seasonal restriction.

- Routes not clearly fitting into Open or Closed categories would be considered for a specific type of limitation where doing so would benefit the monument objects, scientific research, public enjoyment or improve manageability.

Appendix D – Example of Travel Management Objective Form

TRAVEL MANAGEMENT OBJECTIVE (TMO) FORM								
Trail / Road Name	Official Route Number			FAMS #				
Designated for use by :	2WD	4WD	ATV	OHV	BICYCLE	HORSE	HIKING	
Use level expected:	Recreational -			Heavy	Moderate	Light		
	Commercial -			Heavy	Moderate	Light		
	Special Rec Permit-			Heavy	Moderate	Light		
Restrictions Noted:	_____							
Route experience	Main Access		Loop	Destination				
Expected driving condition	Easiest	More Difficult (not a rating)		Most Difficult	Very Difficult			
Road/Trail Specifications:	Tread Width	_____			Grade %:	Avg _____	Max _____	
	Sub-grade width	_____						
	Clearance needed	_____			Width _____ ft	Height _____ ft		
	Surface obstacles:	_____			Smooth	Moderate	Rough	
	Drainage structures	_____			Yes	No		
	Cut / Fill:	_____			1/2	3/4	full bench	
	Back Slope:	_____			1/1	2/1	1/2	
Operations, Patrol, Monitoring:								
<u>Who will patrol or monitor</u>	Agency Host	Volunteer Adopt-a-Trail		How Often _____				
<u>Type of Patrol</u>	Law Enforcement Monitoring			Maintenance Visitor Services				
Maintenance:								
<u>Frequency</u>	Monthly	Yearly		Other _____				

<u>Maintained by</u>	Agency	Contract	Volunteer	Hardening / Dust suppression	
<u>Method</u>	Handwork	Mechanized			
Facilities:	Signs		Fiberglass	Metal on post	Portal
	Drainage Structures		Drain dips Bridges	Ditches Retaining Walls	Culverts
Monitoring Site Locations:	Notes:				
	UTM	N	E		
Submitted by:	Authorized by:				
TMO Form Aug 2009 V:\tbickaus\TMO form					

Appendix E - Arizona Resource Advisory Committee(RAC) OHV Guidelines

The Arizona BLM oversees a Resource Advisory Committee (RAC) comprised of citizens from around the state representing various interests and geographic areas. The RAC formed a subcommittee to study policy and create suggested guidelines to address recreation management. The extent possible and considering current policy, Arizona BLM attempts to use these guidelines in the preparation of plans such as Travel Management Plans. The following guidelines represent the recommendations from the RAC that have been incorporated into BLM's planning.

Arizona BLM Guidelines for Off-Highway Vehicle (OHV) Recreation Management

February 24, 2007

Introduction

Off-Highway Vehicle (OHV) recreation, as well as commercial use, has become increasingly more popular and prevalent on public lands. Arizona's population growth has placed ever greater demands on outdoor recreation opportunities, and BLM managed public lands are frequently the premier outdoor destination for both urban and rural recreational users. The range of OHV users includes not only the dirt bike, all-terrain vehicle (ATV), and four wheel drive jeep riders, but also recreationists such as hikers, hunters, and birders who use OHVs such as sport utility vehicles (SUVs) and pickup trucks to access their favorite hiking, hunting, or bird-watching destination. Thus, OHV recreation spans virtually all recreational uses of the public lands. Recognizing the growing significance of OHV use, the Bureau of Land Management, Washington, DC office, published the National Strategy for Motorized Off-Highway Vehicle Use on Public Lands, dated January, 2001. The National Strategy emphasizes that the BLM should be proactive in seeking motorized OHV management solutions that conserve natural resources while providing for appropriate motorized recreation opportunities. Soon after publication of the 2001 Strategy, BLM realized that it must manage all modes of travel. Public land users travel by a variety of modes: motorized, mechanized, animal, pedestrian and over water and snow. However, the most critical travel management priority currently facing the Arizona BLM is OHV recreation. Thus, this set of guidelines will deal primarily with OHV recreational use and actions necessary to assure rangeland health, as well as broader, more strategic OHV recreation management implementation strategies.

These guidelines were developed in a collaborative process with the Arizona Resource Advisory Council (RAC) similar to the process that resulted in the Standards for Rangeland Health and Guidelines for Grazing Administration (USDI 1997) (copy included at the Appendix to these OHV Guidelines).

The OHV guidelines are presented in two sections. The first section addresses OHV guidelines that directly relate to the Arizona BLM rangeland health standards. Each standard is listed along with its associated OHV guidelines. As a comparison, see Appendix which defines the Grazing Guidelines, developed in 1997. These OHV guidelines deal primarily with on-the-ground actions necessary to assure that OHV use and travel activities are managed in a manner to assure achievement of the rangeland health standards, or that significant progress is being made toward attainment. Inherent in the application of these guidelines is the need to conduct monitoring and evaluation of their effectiveness. Through adaptive management, new or modified guidelines may be required to enable attainment of the rangeland health standards. Specific application of the rangeland health standards and OHV guidelines will be governed by the Resource Management Plan.

The second section addresses a broader and more strategic set of OHV recreation management implementation strategies that are largely derived from the BLM National OHV Strategy (USDI 2001) and consider OHV “best practices” adopted by other western states. These strategies identify successful practices for managing OHV recreation, including user education and outreach, land use planning considerations, OHV partnerships, route maintenance, law enforcement and monitoring, and visitor services information.

These guidelines and implementation strategies are intended to provide an initial toolbox for management of OHV recreation on Arizona BLM public lands. Recognizing the dynamic nature of OHV recreation, this document may be modified or augmented in the future as dictated by lessons learned from field offices’ implementation.

I. Arizona Standards for Rangeland Health and Guidelines for Management of OHV Use

A. Standard 1: Upland Sites

Upland soils exhibit infiltration, permeability, and erosion rates that are appropriate to soil type, climate and landform (ecological site).

Criteria for meeting Standard 1:

Soil conditions support proper functioning of hydrologic, energy, and nutrient cycles. Many factors interact to maintain stable soils and healthy soil conditions, including appropriate amounts of vegetative cover, litter, and soil porosity and organic matter. Under proper functioning conditions, rates of soil loss and infiltration are consistent with the potential of the site.

Ground cover in the form of plants, litter or rock is present in pattern, kind, and amount sufficient to prevent accelerated erosion for the ecological site; or ground cover is increasing as determined by monitoring over an established period of time.

Signs of accelerated erosion are minimal or diminishing for the ecological site as determined by monitoring over an established period of time.

As indicated by such factors as:

- Ground Cover
 - litter
 - live vegetation, amount and type (e.g., grass, shrubs, trees, etc.)
 - rock

- Signs of erosion
 - flow pattern
 - gullies
 - rills
 - plant pedestaling

Exceptions and exemptions (where applicable):

- none

OHV Guidelines:

1-1. Route Design and Location. Locate and manage OHV travel use to conserve soil functionality, vegetative cover, and watershed health. Consider the following factors when designing and locating roads, primitive roads, and trails (hereafter referred to as routes) or when approving/designating existing routes for inclusion in a transportation plan:

- Grade

Routes should be designed to cross any slopes rather than go straight up or down the fall line. Grade should not exceed 50% of the cross slope of the area being crossed to avoid channeling water. To the extent practicable, route grade should change frequently enough to diminish or dissipate the erosive energy of overland water flow.

- **Water Control**
Water control structures should be incorporated into the route grade. Construct or reconstruct routes with rolling dips, undulating route design or route grade breaks.
- **Location**
Main route networks should disperse users away from environmentally sensitive or heavily used areas. Locate routes on stable soils and avoid areas with highly erosive soils. Avoid route proliferation by designing routes with adequate mileage distance, suitable access to desired destinations, and diversity of experiences. Use signs and barriers to delineate approved routes.
- **Curves and Switchbacks**
Turns and curves can be used as a design feature to reduce sight distances, increase difficulty and therefore control speed. When multiple turns are necessary to gain elevation in steep country, use climbing turns rather than switchbacks if possible. Climbing turns have a longer radius, are preferentially used to maintain route integrity and soil stability, and provide for a more useable and enjoyable turn.
- **Vegetation and Clearing**
The type of clearing on a route can also be used to maintain route integrity, control speed or increase the level of difficulty on a route. To protect against erosion and to maintain natural conditions, leave trees and woody vegetation in place where possible. Narrow routes provide a better rider experience and minimize loss of soil cover and vegetation.

1-2. Route Maintenance. Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting desired soil conditions. Erosion problems such as head-cuts should be addressed early on and may require route reconstruction or rehabilitation.

1-3. Route Stabilization and Hardening. Use stabilization materials to repair and improve tread integrity.

1-4. Re-vegetation (or Reclamation). Where land use plan/implementation decisions dictate closure of non-system routes, re-vegetate closed routes using natural materials. Some routes may be suitable for natural reclamation (e.g. already reclaiming routes), therefore no re-vegetation would be required. Employ vertical mulching to the visual horizon, where appropriate.

B. Standard 2: Riparian-Wetland Sites

Riparian-wetland areas are in properly functioning condition.

Criteria for meeting Standard 2:

Stream channel morphology and functions are appropriate for proper functioning condition for existing climate, landform, and channel reach characteristics. Riparian-wetland areas are functioning properly when adequate vegetation, land form, or large woody debris is present to dissipate stream energy associated with high water flows.

Riparian-wetland functioning condition assessments are based on examination of hydrologic, vegetative, soil and erosion-deposition factors. BLM has developed a standard checklist to address these factors and make functional assessments. Riparian-wetland areas are functioning properly as indicated by the results of the application of the appropriate checklist.

The checklist for riparian areas is in Technical Reference 1737-9 "Process for Assessing Proper Functioning Condition." The checklist for wetlands is in Technical Reference 1737-11 "Process for Assessing Proper Functioning Condition for Lentic Riparian-Wetland Areas."

As indicated by such factors as:

- Gradient
- Width/depth ratio
- Channel roughness and sinuosity of stream channel
- Bank stabilization
- Reduced erosion
- Captured sediment
- Ground-water recharge
- Dissipation of energy by vegetation

Exceptions and exemptions (where applicable):

- Dirt tanks, wells, and other water facilities constructed or placed at a location for the purpose of providing water for livestock and/or wildlife and which have not been determined through local planning efforts to provide for riparian or wetland habitat are exempt.
- Water impoundments permitted for construction, mining, or other similar activities are exempt.

OHV Guidelines:

2-1. Route Design and Location. Routes should be located, or relocated, to avoid/minimally impact sensitive areas such as riparian and wetland areas. Avoid placement of routes longitudinally along riparian-wetland areas. Perpendicular crossings

are acceptable as long as the size or frequency of crossings does not significantly affect proper functioning condition or where effect can be mitigated, e.g. with hardening or bridging the crossing to reduce sediment delivery.

2-2. Route Maintenance. Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting stream bank stabilization. Erosion problems such as head-cuts should be addressed early on and may require route re-construction or rehabilitation.

2-3. Route Stabilization and Hardening. Use stabilization materials to repair and improve tread integrity.

2-4. Re-vegetation (or Reclamation). Where land use plan decisions dictate closure of non-system (i.e. non-designated) routes, re-vegetate closed routes using natural materials in order to retard erosion and stabilize soils. Employ vertical mulching to the visual horizon, where appropriate.

2-5. OHV Facilities (e.g., staging areas and campgrounds). New facilities should be located away from riparian-wetland areas if they conflict with achieving or maintaining riparian-wetland function. Existing facilities must be used in a way that does not adversely impact riparian-wetland functions or are relocated/modified when incompatible with proper riparian-wetland functions. Ensure that facilities are not located in a flood zone.

C. Standard 3: Desired Resource Conditions

Productive and diverse upland and riparian-wetland plant communities of native species exist and are maintained.

Criteria for meeting Standard 3:

Upland and riparian-wetland plant communities meet desired plant community objectives. Plant community objectives are determined with consideration for all multiple uses. Objectives also address native species, and the requirements of the Taylor Grazing Act, Federal Land Policy and Management Act, Endangered Species Act, Clean Water Act, and appropriate laws, regulations, and policies.

Desired plant community objectives will be developed to assure that soil conditions and ecosystem function described in Standards 1 and 2 are met. They detail a site-specific plant community, which when obtained, will assure rangeland health, State water quality standards, and habitat for endangered, threatened, and sensitive species. Thus, desired plant community objectives will be used as an indicator of ecosystem function and rangeland health.

As indicated by such factors as:

- Composition
- Structure
- Distribution

Exceptions and exemptions (where applicable):

- Ecological sites or stream reaches on which a change in existing vegetation is physically, biologically, or economically impractical.

OHV Guidelines:

3-1. As appropriate, manage OHV travel use by type, season, intensity, distribution, and/or duration to minimize the impact on plant and animal habitats, especially those containing threatened, endangered or candidate species. If seasonal closures become appropriate to minimize adverse OHV travel impacts on public lands resources, designate alternative routes to preserve public access where possible. Provide clear and timely information to the public when closures, seasonal use, and other regulations or limits are placed on OHV travel on public lands.

3-2. Protect wildlife and/or habitat by:

- Preserving connectivity and minimizing fragmentation during design or approval of transportation systems.
- Using kiosks, signs, maps, and barriers to delineate approved routes and to educate users about sensitive areas.
- Managing OHV travel activities to minimize interference with critical wildlife stages such as nesting, reproduction, or seasonal concentration areas/ wildlife waters.
- Avoiding creation of artificial attractions such as the intentional and un-intentional feeding of wild animals or improper disposal of garbage.

3-3. Avoid or minimize the establishment and/or spread of noxious or other weeds from intensive recreation, including the use of riding and pack animals, hiking, motorized, or other mechanized vehicles.

- Conduct an educational campaign to inform recreational users about the damage caused by noxious weeds and how their spread can be minimized.
- Where appropriate, apply restrictions, e.g. don't permit surface disturbing activities.

3-4. Assign higher priority to route monitoring and law enforcement, especially during high-use times such as hunting seasons and holiday periods. Work to coordinate and improve enforcement to deter violations.

3-5. Manage OHV travel activities to conserve watershed and water quality. Manage recreational uses in coordination with other uses on public lands to meet or exceed applicable water quality standards. Control water quality impacts resulting from recreational use, such as erosion, bank degradation, human waste, trash, and other elements. Monitor non-point source pollution particularly in high use areas.

3-6. Manage OHV travel activities to preserve significant cultural, historical, archaeological, traditional, and paleontological resources. Use information and interpretative services as major tools to protect cultural resources. As appropriate, improve public knowledge by locating kiosks, interpretive signs, and visitor information facilities at visitor contact points. Design OHV routes for placement at an adequate distance away from sensitive sites to reduce/eliminate potential damage.

II. OHV Recreation Management Implementation Strategies

A. Coordination, Communications, and Collaboration.

- Successful management of OHV recreation relies on pro-active outreach and collaboration with OHV users. Field offices should form local coordinating groups comprised of OHV users and other interested parties to address OHV issues and develop collaborative solutions.

B. Education and Training.

- Expand and improve educational efforts to foster responsible-use ethics among OHV users. Use resources from national organizations, such as the National Off-Highway Vehicle Conservation Council, Tread Lightly, Inc., and Leave No Trace. The Bureau has signed National Memoranda of Understanding with Leave No Trace (2001) and Tread Lightly! (1998). BLM is committed to abiding by and instructing public land users to likewise abide by these land use ethics principles.
- Disseminate information about regulations, penalties, consequences for irresponsible behavior, and impacts to resources from inappropriate use. Utilize high use areas and special events such as OHV dealer expositions to maximize the dissemination of responsible use education materials and concepts to the public and OHV dealers. Set up a booth and greet visitors at entry routes to popular OHV destinations to disseminate educational information and maps/brochures. Incorporate information about public land values and user ethics into the terms and conditions of permits and land use authorizations.
- Provide OHV management and land use ethics education and training for managers, staff, partners, and volunteers.

C. Land Use Planning. (See USDI 2005: Appendix C, p. 17-8).

- Place a high priority on analysis of OHV travel issues, including user needs, trends, and resource impacts during the land use planning process. Collaborate with the public, including OHV users and other interest groups, when conducting and evaluating route inventories and developing the transportation system and OHV designations, i.e., open, closed, or limited per 43 Code of Federal Regulations 8342. In this regard, the Arizona BLM endorses the use of a systematic route evaluation process that is fully informed by systematic and comprehensive input from the public when preparing transportation plans.
- Identify easements and acquisitions where appropriate and necessary to resolve lack of legal access to BLM lands.
- Consider designating new OHV use areas, route systems, and camping areas (with adequate support facilities) where appropriate to focus OHV use away from sensitive areas, to disperse heavy OHV use concentrated in too small an area, to provide a diversity of experiences for different types of OHV users, and to meet current and future demands, especially in the urban interface areas. As stated in the National Strategy (USDI 2001: p. 18), where demand exists and land resources can accommodate OHV use, field offices should provide OHV recreation sites to be used for destination-type facilities.
- Include in land use plans, social/economic effects of OHV recreational use, including special recreation events (USDI 2001: p.12-13).
- Plan and locate OHV travel activities to minimize user conflicts and to segregate motorized from non-motorized recreational uses. For example, OHV travel activities should be located to avoid or minimize contact with non-motorized trail users such as birders, hikers, or equestrians who desire a quiet, natural environment to enjoy their recreational pursuits. Also, establish appropriate speed limits on the designated transportation network to enable safe travel by all users.

D. Partnerships and Volunteers.

- Leverage the use of volunteers through challenge cost-share projects. Seek OHV grant funding available through Arizona State Parks such as the Recreation Trails Program.

- Develop partnerships with user groups to assist with route maintenance and monitoring through the Adopt-A-Trail program. Enhance opportunities for citizen involvement in OHV management issues by working directly with the public, local communities, user groups, and partnership organizations such as the National Off-Highway Vehicle Conservation Council. Consider use of prison crews to complete planned projects.

E. Route Maintenance.

- As stated in the National OHV Strategy USDI 2001, route design, maintenance, and restoration techniques need to be improved to enhance resource conditions and visitor experiences on public lands. Document deferred maintenance needs and seek partnerships with other agencies and user groups to address critical issues.
- Document deferred maintenance budget requirements and identify resource impacts if not addressed. The Adopt-a-Trail program is one way to get maintenance done by volunteers and it also develops some rider “ownership” in the route. Volunteer workdays are an effective way to get larger projects done.
- Partnerships with user groups and environmental organizations can provide volunteers to help reclaim and restore closed routes.

F. Law Enforcement.

- Strengthen on-the-ground presence of law enforcement personnel to monitor compliance with OHV regulations and speed limits, particularly during high use periods. Where illegal equipment is suspected, check vehicles for compliance with federal and Arizona state regulations, such as presence of spark arresters and mufflers that comply with sound limits.

G. Monitoring and Adaptive Management

- Use volunteers to patrol the designated transportation network to greet visitors and disseminate information in a positive, less threatening environment. Increase on-the-ground presence and encourage the use of volunteer trail patrols. Develop patrol standards and facilitate education of OHV user groups.
- Encourage organized OHV groups and responsible users to provide peer pressure to educate non-compliant users and help mitigate adverse resource impacts.
- Monitoring forms the basis of “adaptive management”. Areas that experience heavy or illegal use will be closely monitored and given priority for law enforcement patrols. If irresponsible use is creating resource damage, then management is adapted to compensate. It is important to intervene and mitigate early before a growing pattern of illegal use is established. OHV travel routes may be restricted, relocated, or even closed to deal with adverse impacts. Use signs to explain closures for mitigation of resource damage. Install additional signs and/or barriers to steer use away from inappropriate areas. Generally, management actions should be taken sequentially in a gradual fashion ranging from minor/temporary to major/permanent restrictions until the problem is resolved or mitigated. There may be instances when proper function has degraded and immediate action is necessary to correct the problem.
- Monitoring objectives should include, but not be limited to
 - meeting land health standards (e.g. watershed conditions)
 - condition assessment (e.g. erosion, washouts, vegetation)
 - use (e.g. intensity, type, consistency with planned use)

H. Signs, Maps, and Brochures.

- Users are frequently confused about the appropriate use of their vehicles on public lands because of inadequate signs, maps, brochures, and other interpretive products. Field offices should disseminate visitor services information (i.e. appropriate vehicle use) through kiosks, signs, maps, brochures, and other publications.
- Provide travel information on websites with downloadable mapping capabilities for at-home trip planning.
- Cooperate and coordinate with adjacent land managers so that there is seamless travel management transition among land jurisdictions.

I. Congressionally Designated Wilderness Areas.

- OHV routes that are located near or adjacent to designated wilderness areas may pose special challenges. Some wilderness areas are accessed by OHV routes that are legally cherry-stemmed and surrounded by wilderness. In some cases, OHV routes lay alongside the boundaries of wilderness areas. These routes may be part of an approved transportation plan; however, adequate signing of wilderness boundaries is critical to ensure users are aware of the legal limits of motorized travel.
- If OHV use is in trespass of a wilderness boundary, early intervention with increased law enforcement, monitoring, and mitigation of resource damage will help prevent a potentially growing pattern of illegal trespass. Where there are dead-end OHV routes that lead only to a wilderness trailhead or campsite (example is the spur route to Brittlebush Trailhead at the boundary of the North Maricopa Mountains Wilderness), it may be appropriate to manage OHV use by type, e.g., exclude use by non-street legal dirt bikes, ATVs, and sand rails.
- Collaboration with OHV users and the general public should be done before restrictions are imposed. Notification and education should also be conducted in an effort to reduce and avoid closures.

J. Noxious Weed Abatement.

- Avoid or minimize route location in areas vulnerable to invasive species, particularly in riparian areas and washes that show such conditions.
- Require vehicle wash protocols for permitted events, where appropriate and practicable.
- Require vehicle wash protocols in areas vulnerable to invasive species where appropriate and practicable.

References

USDI, Bureau of Land Management

1997 Arizona Standards for Rangeland Health and Guidelines for Grazing Administration.

2001 National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands.

2005 Handbook 1601-1, Land Use Planning Handbook.

Appendix

Arizona Standards and Guidelines Definitions (USDI 1997: 3)

Standards are goals for the desired condition of the biological and physical components and characteristics of rangelands. Standards:

- 1) are measurable and attainable; and
- 2) comply with various Federal and State statutes, policies, and directives applicable to BLM Rangelands.

Guidelines are management approaches, methods, and practices that are intended to achieve a standard. Guidelines:

- 1) typically identify and prescribe methods of influencing or controlling specific public land uses;
- 2) are developed and applied consistent with the desired condition and within site capability; and
- 3) may be adjusted over time.

Arizona Guidelines for Grazing Administration (USDI 1997: 6-8)

Standard 1 Guidelines:

1-1. Management activities will maintain or promote ground cover that will provide for infiltration, permeability, soil moisture storage, and soil stability appropriate for the ecological sites within management units. The ground cover should maintain soil organisms and plants and animals to support the hydrologic and nutrient cycles, and energy flow. Ground cover and signs of erosion are surrogate measures for hydrologic and nutrient cycles and energy flow.

1-2. When grazing practices alone are not likely to restore areas of low infiltration or permeability, land management treatments may be designed and implemented to attain improvement.

Standard 2 Guidelines:

2-1. Management practices maintain or promote sufficient vegetation to maintain, improve or restore riparian-wetland functions of energy dissipation, sediment capture, groundwater recharge and stream bank stability, thus promoting stream channel morphology (e.g. gradient, width/depth ratio, channel roughness and sinuosity) and functions appropriate to climate and landform.

2-2. New facilities are located away from riparian-wetland areas if they conflict with achieving or maintain riparian-wetland function. Existing facilities are used in a way that does not conflict with riparian-wetland functions or are relocated or modified when incompatible with riparian-wetland functions.

2-3. The development of springs and seeps or other projects affecting water and associated resources shall be designed to protect ecological functions and processes.

Standard 3 Guidelines:

3-1. The use and perpetuation of native species will be emphasized. However, when restoring or rehabilitating disturbed or degraded rangelands, non-intrusive, non-native plant species are appropriate for use where native species (a) are not available, (b) are not economically feasible, (c) cannot achieve ecological objectives as well as non-native species, and/or (d) cannot compete with already established non-native species.

3-2. Conservation of Federal threatened or endangered, proposed, candidate, and other special status species is promoted by the maintenance or restoration of their habitats.

3-3. Management practices maintain, restore, or enhance water quality in conformance with State or Federal standards.

3-4. Intensity, season and frequency of use, and distribution of grazing use should provide for growth and reproduction of those plant species needed to reach desired plant community objectives.

3-5. Grazing on designated ephemeral (annual and perennial) rangeland may be authorized if the following conditions are met:

- Ephemeral vegetation is present in draws, washes, and under shrubs and has grown to useable levels at the time grazing begins;
- Sufficient surface and subsurface soil moisture exists for continued plant growth;
- Serviceable waters are capable of providing for proper grazing distribution;
- Sufficient annual vegetation will remain on site to satisfy other resource concerns, (i.e. watershed, wildlife, wild horses and burros); and
- Monitoring is conducted during grazing to determine if objectives are being met.

3-6. Management practices will target those populations of noxious weeds which can be controlled or eliminated by approved methods.

3-7. Management practices to achieve desired plant communities will consider protection and conservation of known cultural resources, including historical sites, and prehistoric sites and plants of significance to Native American peoples.