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DECISION RECORD

Labyrinth/Gemini Bridges Travel Management Plan

DOI-BLM-UT-Y010-2020-0097-EA



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Decision

After evaluating the four alternative off-highway vehicle (OHV) travel networks analyzed in the Moab Field Office's Labyrinth/Gemini Bridges Travel Management Area (TMA) Travel Management Plan (TMP) Environmental Assessment (DOI-BLM-UT-Y010-2020-0097-EA) (EA); considering comments from the general public, user groups, Tribes, and government agencies; examining the potential effects of network designations to a host of natural and cultural resources, and applying the route designation criteria (also commonly referred to as the "minimization criteria") at 43 CFR § 8342.1, it is my decision to select a route network consisting of a combination of the route networks analyzed in the EA as Alternatives B, C, and D.

The selected travel network contains 712.1 miles of route open¹ to all motorized vehicles at all times of the year, and 98.4 miles of route open but limited to certain types of vehicles or to use during certain times of year. Approximately 317.2 miles of route are designated OHV-Closed. In total, the selected travel network designates 810.5 miles of route available for public OHV use in the Labyrinth/Gemini Bridges TMA. The selected travel network supersedes the travel network designated within the TMA boundaries in the 2008 Moab Field Office Record of Decision and Approved Resource Management Plan (2008 RMP), as amended.²

Table 1 provides a summary of the selected travel network. Figure 1 below provides a comparison of the selected travel network to route designations across alternatives. A map illustrating the routes designated as available for OHV use is included as Attachment 1. The ePlanning project website for this TMP, located here: <https://eplanning.blm.gov/eplanning-ui/project/2001224/510>, also contains a map of routes affected by this decision. Attachment 2 provides route-specific rationales for each route's designation in the selected travel network.

¹ Routes referenced as "open" or "open with management" are equivalent for designation purposes. While making route evaluations, the Interdisciplinary Team identified routes needing special on-the-ground implementation as "open with management". For example, certain routes may require extra signing to accommodate public use and address resource conflicts.

² The 2008 RMP is available at <https://eplanning.blm.gov/eplanning-ui/project/66098/510>.

Table 1: Miles of Routes and Percentages by Designation for the Selected Travel Network³

Designation	Miles	Percent of route mileage
<i>OHV-Open</i>	712.1	
<i>OHV-Limited</i>	98.4	
Total Designated for Public Use	810.5	72%
<i>OHV-Closed</i>	317.2	28%

Specifically, the route designations break down as follows:

OHV-Open: Open to all vehicle types at all times of the year: 712.1 miles

OHV-Limited:

Limited to motorized singletrack: 68.3 miles

Limited to vehicles 50 inches or less in width: 3.3 miles

Limited to vehicles 60 inches or less in width: 20.8 miles

Limited to ebikes: 5.4 miles⁴

Limited seasonally: 0.6 mile

OHV-Closed: 317.2 miles of route closed to public OHV use. Non-motorized bicycle use may continue on 10.7 miles of the closed routes, as detailed in Attachment 2.

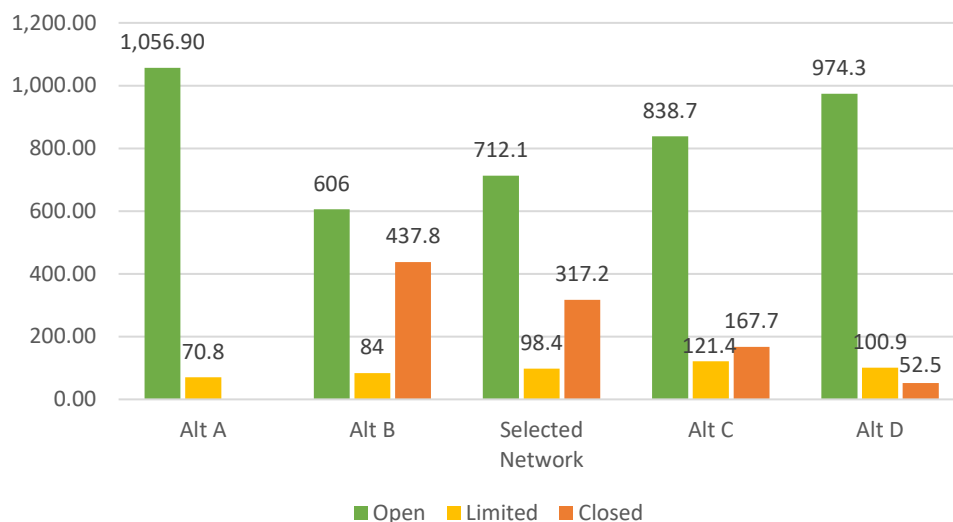


Figure 1: Miles of routes in each alternative and the selected travel network by designation.

This decision does not alter any OHV area designations made in the 2008 RMP. This decision does not designate or authorize the construction of new routes. Any additional designations or authorization of new route construction will be addressed in future implementation-level decisions and in accordance with applicable legal requirements, including NEPA.

³ This decision designates as available for OHV use a subset of the total TMA routes designated in the 2008 RMP, as amended. As explained in the EA at Section 1.4, the BLM used the 1127.7-mile network of routes designated in the 2008 RMP, as amended, to define the collection of routes evaluated and considered for designation as OHV open, closed, or limited in this travel planning effort.

⁴ The ebike mileage is on the Moab Canyon Bike Path. This route was designated for ebikes in a decision analyzed in DOI-BLM-UT-Y010-2021-0076-EA. This decision occurred during this travel planning effort.

This decision is not intended to provide evidence, bearing on, or address the validity of any R.S. 2477 assertions. R.S. 2477 rights are determined through a process that is entirely independent of the BLM's planning process. Consequently, in developing this TMP, the BLM did not consider any R.S. 2477-related evidence. The BLM bases travel management planning on purpose and need related to resource uses and associated access to public lands and resources. At such time as a decision is made on R.S. 2477 assertions, outside of any planning process, the BLM will adjust its travel routes accordingly (BLM Manual 1626).

This decision does not affect existing or future authorized uses, which are excluded from the definition of OHV (43 CFR 8340.0-5(a)). Authorized uses can include, but are not limited to, grazing permittees who need to use a route to access their grazing allotments or range improvements, private landowners who obtain a right-of-way to access their inholding, or various entities who obtain a right-of-way to access Utah School and Institutional Trust Land Administration (SITLA) parcels. The BLM will continue to work with private landowners, the State of Utah, SITLA permittees, and other authorized users to ensure reasonable access to, among other things, range improvements, private lands, and SITLA parcels.

Alternatives Considered

In making this decision, the BLM analyzed four travel network alternatives in detail, which are described in the EA at Section 2.2 and summarized below.

- Alternative A represents no action/continuation of current conditions within the TMA; it consists of the routes designated for motorized travel in the TMA by the 2008 RMP, as amended.
- Alternative B is a travel network that prioritizes protection of wildlife habitats, natural resources, ecosystems, and landscapes. OHV use is more constrained under this alternative than under any other alternative. In Alternative B, 54 % of the evaluated network mileage would be designated as OHV-open, 7% would be designated as OHV limited and 39% would be designated as OHV-closed.
- Alternative C is a travel network that balances OHV access opportunities with travel restrictions which resolve resource conflict issues and management concerns while still ensuring substantial OHV access. This alternative has OHV-open and OHV-limited, as well as OHV-closed designations that accommodate natural and cultural resource protection while designating more miles of routes as OHV-open than Alternative B. In this alternative, 74 % of the evaluated network mileage would be designated OHV-open, 11% would be designated as OHV-Limited and 15% would be designated OHV-closed.
- Alternative D is a travel network that would designate the most miles of evaluated routes as OHV-open, thus representing the action alternative that would allow the most OHV-based access opportunities while still mitigating travel-related impacts. In this alternative, 86 % of the evaluated network mileage would be designated as OHV-open, 9% would be designated as OHV-limited and 5% would be designated OHV-closed.

Rationale

This decision responds to the purpose and need, as stated in the Labyrinth/Gemini Bridges TMP EA, by comprehensively designating the evaluated routes within the TMA as either open, limited, or closed to OHV use and by adopting a TMP Implementation Guide, thus adopting an OHV travel network that provides predictability and clarity for users, minimizes user conflicts and damage to natural and cultural resources, meets access needs, and increases public safety. Additionally, this decision complies with the BLM's commitment in the 2017 Settlement Agreement⁵ to issue a new TMP for the Labyrinth/Gemini Bridges TMA pursuant to applicable statutes, regulations, and policies and the terms identified in the 2017 Settlement Agreement. This decision complies with, among other things, the requirements of the BLM's OHV regulations at 43 CFR Part 8340, BLM OHV policy in Manual 1626-Travel and Transportation Management and BLM Handbook H8342-Travel and Transportation, and Presidential Executive Orders 11644 and 11989.

The selected travel network best meets the BLM's multiple-use mandate and obligation to conform with the requirements of the minimization criteria at 43 CFR § 8342.1. The selected travel network provides equitable and sustainable recreation opportunities for all visitors, while protecting environmental and cultural resources. I did not select Alternative A because it would not conform with the 2017 Settlement Agreement, wherein the BLM committed to issuing a new TMP. In addition, Alternative A does not sufficiently minimize impacts to natural or cultural resources or user conflicts. Alternative B was not selected because I elected to select a travel network that maintained more mileage for motorized access in the TMA. I did not select Alternatives C or D because natural resource impacts and user conflicts could be better minimized by the selection of a blended travel network, without restricting motorized access to important routes and areas in the TMA.

My decision to designate the selected travel network represents my consideration of the project's purpose and need, resource impacts as described in the EA, and the need for reasonable OHV access to and across federally managed lands in the Labyrinth/Gemini Bridges TMA. My decision, which provides for appropriate public OHV access to and across BLM managed lands while also meeting the BLM's multiple use mandates and responsibilities, was made in light of the BLM's obligations to comply with the requirements of 43 CFR § 8342.1 and minimize the impacts to resources and user conflicts when designating roads and trails for public OHV use. The selected travel network is within the impacts analyzed in the EA, as the designations fall within the range of alternatives analyzed. As detailed in the Finding of No Significant Impact, none of the impacts analyzed under the range of action alternatives (Alternatives B, C, and D) are significant; therefore the impacts of the selected travel network are not significant.

In general, when developing the selected travel network the BLM applied 43 CFR § 8342.1 and minimized impacts to resources and user conflicts on a network-wide and route-specific scale, by focusing OHV use on routes where the BLM's data suggests that use is less impactful and prohibiting (or limiting) OHV access to routes where use is more impactful.

For instance, the selected travel network designates many regularly used routes as available for OHV use. One example of this approach in the selected travel network is that approximately 91% of the highly used "Jeep Safari" routes within the TMA remain available for OHV use. These routes are popular with OHV-based recreation enthusiasts, and—as relevant for purposes of the

⁵ The 2017 Settlement Agreement can be accessed online at <https://www.doi.gov/sites/doi.gov/files/agreements-settlements/document/suwa-ex-1-settlement-agreement-101718.pdf>

minimization criteria—do not frequently lead to unauthorized off-route use and present relatively few resource impacts or known user conflicts. Because of their popularity and high use levels, new impacts and conflicts are unlikely to occur, and on-going impacts and conflicts are already minimized. For example, because the public is aware that such routes frequently experience substantial OHV use, visitors engaged in activities that may be incompatible with OHV use may choose to recreate in other areas. As a result, user conflicts are less pronounced on the “Jeep Safari” routes designated in the selected travel network. Similarly, resource impacts—such as soil-related impacts and wildlife disturbance—are less prominent on these routes, since soils along these routes were compacted long ago, and wildlife has already become conditioned to the impacts of OHVs in these areas. Consequently, allowing continued use of these “Jeep Safari” (and other similar) routes, while closing other routes that are causing more new or on-going impacts and conflicts (e.g., closing reclaiming routes that are more susceptible to new resource impacts), the selected travel network helps avoid and minimize resource and user disturbances.

The selected travel network also minimizes impacts to resources by closing and limiting the use of routes where impacts to resources are more likely to occur. One of many examples is, as explained in the EA at Section 3.2.6, water resources. Water resources, including riparian areas, springs, and perennial and intermittent streams, are particularly important within the TMA because such lotic and lentic systems are rare in the area. These systems are especially important for riparian-dependent wildlife species. Travel route proximity to riparian areas or intermittent or perennial drainages is an important factor relating to the condition of aquatic and riparian habitats including impacts to water quality. As a result, the selected route network helps to avoid impacts stemming from route presence and ongoing OHV use by reducing the miles of routes available for OHV use within 100 meters of riparian areas by 42 percent and reducing the number of routes crossing perennial, ephemeral, or intermittent streams by 42 percent.

Additional route-specific designation rationales are included as Attachment 2. The route specific rationales help to further illustrate how the selected route network conforms with the BLM’s obligations under 43 CFR § 8342.1.

Compliance, Monitoring, and Modifications

Implementation

The BLM will implement, operate, and maintain the selected travel network according to the *Implementation Guide for the Labyrinth/Gemini Bridges Travel Management Plan* (TMP Implementation Guide), which is included as Appendix N of the EA.

Closures

Where OHVs are causing or will cause considerable adverse effects upon soil, vegetation, wildlife, wildlife habitat, cultural resources, historical resources, threatened or endangered species or other resources, the affected areas will be immediately closed to the type(s) of vehicle causing the adverse effect until the adverse effects are eliminated and measures are implemented to prevent their recurrence (43 CFR § 8341.2).

Use Monitoring for Designation Changes

Regulations at 43 CFR § 8342.3 require that the BLM monitor the effects of using OHVs to determine if/when route designations may need to be revised. Use monitoring as a part of TMP implementation will occur to determine if resource and resource use objectives are being met, evaluate user satisfaction, and document use patterns and volumes, conditions of routes and public

use areas, and effectiveness of enforcement. Monitoring details can be found in the TMP Implementation Guide, Section 4.

OHV Monitoring During Planning and Long Term Monitoring

In Paragraph 20 of the 2017 Settlement Agreement, the BLM agreed to create a baseline monitoring report documenting visually apparent unauthorized surface disturbances off routes as well as visually apparent damage to public lands resources caused by motorized vehicle use within Wilderness Study Areas, Natural Areas, and/or lands with BLM-inventoried wilderness characteristics in the TMA. The Labyrinth/Gemini Bridges TMA contains no Wilderness Study Areas or Natural Areas. The BLM posted its baseline monitoring report to the project ePlanning webpage on September 16, 2021.

In Paragraph 20.b of the 2017 Settlement Agreement, the BLM agreed to, during the development of this TMP, inspect all sites where the BLM's baseline monitoring report previously identified disturbance and damage at least one time per year, as well as any other areas where the BLM has received credible information for new disturbances or damage. The BLM conducted this annual site inspection and posted it on the project ePlanning webpage on April 27, 2023.

In Paragraph 23 of the 2017 Settlement Agreement, the BLM agreed to develop a long-term monitoring plan for the TMA to be implemented after the TMP is issued. The BLM will monitor the implementation of the TMP pursuant to the Implementation Guide (included as Appendix N of the EA), as well as applicable BLM policy.

Historic Property Treatment Plan

The BLM will implement the measures written, consulted on, and concurred with in the Historic Properties Treatment Plan for the Labyrinth/Gemini Bridges TMP, as per the *Programmatic Agreement among the Advisory Council of Historic Preservation, the Bureau of Land Management – Utah and the Utah State Historic Preservation Office Regarding National Historic Preservation Act Responsibilities for Travel and Transportation Management Undertakings* (Travel PA, signed November 28, 2018), Section 106 of the National Historic Preservation Act (NHPA), and the NHPA implementing regulations at 36 CFR Part 800, as discussed in the EA, Section 4.3.1 and Appendix G.

Wildlife Conservation Measures

The conservation measures from the 2008 Moab RMP will apply to routes designated under this TMP. Additional conservation measures were developed through consultation with the United States Fish and Wildlife Service (USFWS) and referenced in the Biological Opinion on the Labyrinth TMP (received by BLM in June of 2023). These TMP-specific Conservation Measures are detailed in Section 2.3.6 and Attachment 1 of the EA.

TMP Modifications

The Moab RMP provides a process for travel plan modifications (TRV-3, Moab 2008 RMP)⁶. Individual route designations and decisions within the Labyrinth/Gemini Bridges TMA can be added to, modified, or removed as appropriate following appropriate NEPA documentation.

⁶ TRV-3: Provides opportunities for a range of motorized recreation experiences on public lands while protecting sensitive resources and minimizing conflicts among various users. Identification of specific designated routes will be

Authorities and Policies

In addition to the 2008 RMP, authorities and policies guiding this decision include, but are not limited to, the following:

- The 2017 Settlement Agreement. In the 2017 Settlement Agreement, the BLM agreed, among other things, to issue a new TMP for the Labyrinth/Gemini Bridges TMA.
- Presidential Executive Orders 11644 and 11989
- 43 CFR Part 8340: Off-Road Vehicles including 43 CFR § 8342.1, Designation Criteria, BLM's *Travel and Transportation Manual*, MS-1626
- BLM's 2001 *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands*
- 43 CFR § 8364.1: Closures and Restrictions
- BLM's 2008 *National Environmental Policy Act Handbook* (H-1790-1)
- BLM's 2012 *Travel and Transportation Handbook* (H-8342)
- Federal Land Policy and Management Act (FLPMA)

Plan Conformance and Consistency

The selected travel network is in conformance with applicable management decisions reflected in the 2008 RMP, which provide overarching management requirements and guidance for this travel planning effort. Some 2008 RMP decision and goals to which this project conforms are listed in Section 1.5 of the EA. The selected travel network complies with the transportation (TRV) decisions listed in that section. The selected travel network supports public OHV access while reducing user conflicts and retaining healthy ecosystems. The evaluation criteria used to reach the selected travel network are tied to RMP decisions and goals and are documented in route reports (see Appendix J for route report details).

Public Involvement

Public involvement and input occurred extensively throughout this TMP process in accordance with the requirements of NEPA and the commitments made in the 2017 Settlement Agreement. An ePlanning website was created for the project. The map of the routes being considered for designation in the TMA was uploaded for the public to view. Public scoping occurred from March 24 through April 26, 2021, to solicit input from the public on the issues, impacts, and potential alternatives that could be addressed in this EA. Scoping comments are summarized in the Scoping Report which was posted on the ePlanning website on August 8, 2021. These scoping comments were considered in the preparation of the EA.

The preliminary route evaluations, including the Scoping Report, preliminary alternatives maps, preliminary route reports and the baseline monitoring report, were made available to the public in September of 2021. The BLM posted this material on the ePlanning website and made it available for public review. GIS data and an interactive webmap were also made available to the public. A

initially established through the Travel Plan accompanying this RMP and may be modified through subsequent implementation planning and project planning on a case-by-case basis... adjustments will occur only in areas with limited route designations and will be analyzed at the implementation planning level. These adjustments will be done through a collaborative process with local government and will include public review of proposed route changes. Site-specific NEPA documentation will be required for changes to the route designation system (page 126, Moab RMP).

formal comment period was held on the draft EA from September 7, 2022, to October 21, 2022. The BLM received approximately 12,000 public comment letters. All comments received were considered in detail by BLM, and summaries of the substantive comments and responses can be found in Appendix M of the final EA. The BLM updated the final EA to address comments raised by the public on the draft EA.

Consultation

NHPA Section 106

The BLM conducted NHPA consultation in accordance with the Travel PA. These consultation efforts included seeking input and agreement with Tribes and consulting parties regarding the BLM's Class I Inventory, cultural resource potential models, the Area of Potential Effect, the need to conduct additional cultural resource surveys, and the BLM's finding of effect. The BLM's consultation efforts are documented in Appendix G. *Conformation to Section 106 of the National Historic Preservation Act Through the Travel and Transportation Programmatic Agreement.*

Endangered Species Act Section 7

The BLM engaged in ongoing coordination and communication with the USFWS throughout the development of this TMP. On March 15, 2019, the BLM contacted the USFWS about Travel Management Planning in Utah and discussed the process for consultation. As part of this exchange, the USFWS requested to receive information as soon as possible. On January 16, 2023, the BLM submitted a draft biological assessment for consultation on Alternative D. (The selected travel network makes fewer routes available for public OHV use than Alternative D, particularly near sensitive resources, and therefore impacts a smaller footprint than Alternative D.)

The BLM received a Biological Opinion on the project on June 22, 2023, in which the USFWS concluded:

“After reviewing the proposed action, the current status of species and critical habitat, the environmental baselines for the action area, the effects of the proposed action and the cumulative effects, it is our biological opinion that the proposed action {Alternative D} is not likely to jeopardize the continued existence of the Mexican spotted owl, Jones cycladenia, Southwestern willow flycatcher, Bonytail chub, Colorado pikeminnow, Humpback chub or Razorback sucker or result in the adverse modification of critical habitat for Mexican spotted owl, Colorado pikeminnow or razorback sucker.” (USFWS, 2023, page 46)

The USFWS further concludes:

“We concur with your determination of may affect, not likely to adversely affect for Navajo sedge because Plan routes do not occur in close proximity to cliffs containing the species; thus direct and indirect effects are unlikely to occur. California condor (*Gymnogyps californianus*) was also analyzed as part of the Biological Assessment, and we concur with your determination of no jeopardy within the experimental, non-essential population area because there is no suitable nesting habitat within the Plan area, and we do not expect use of routes in the Plan area to affect condor feeding behavior such that behavioral responses resulting from indirect or direct effects of route use would jeopardize the population.” (USFWS, 2023, page 1)

The Biological Opinion is attached to the EA as Attachment 1.

Appeal

This decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR Part 4. If an appeal is taken, your notice of appeal must be filed in the authorizing office within 30 days of the decision. BLM will not accept appeals filed by e-mail.

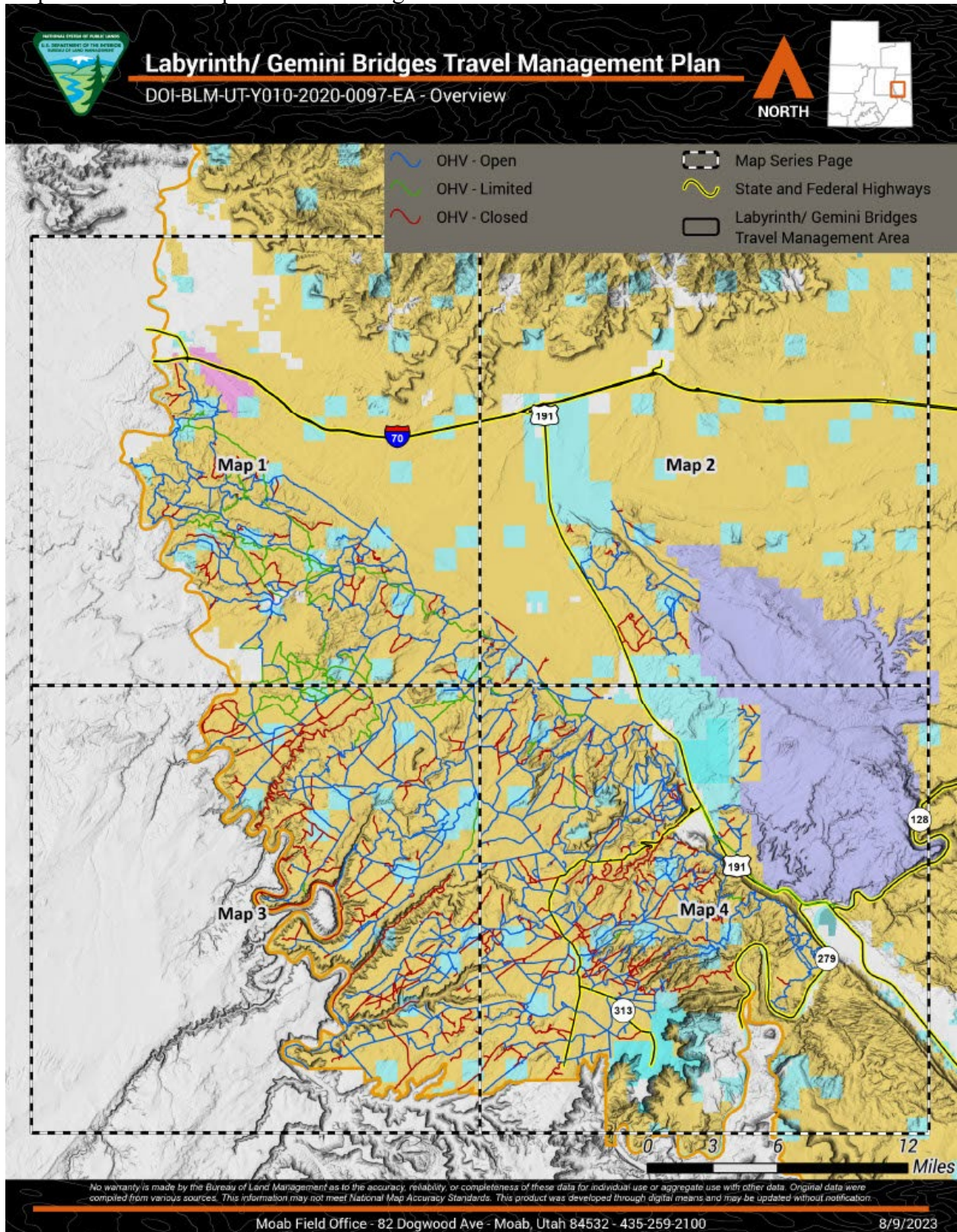
Detailed instructions for filing an appeal are contained in the attached Form 1842-1 (Attachment 3).

Approval

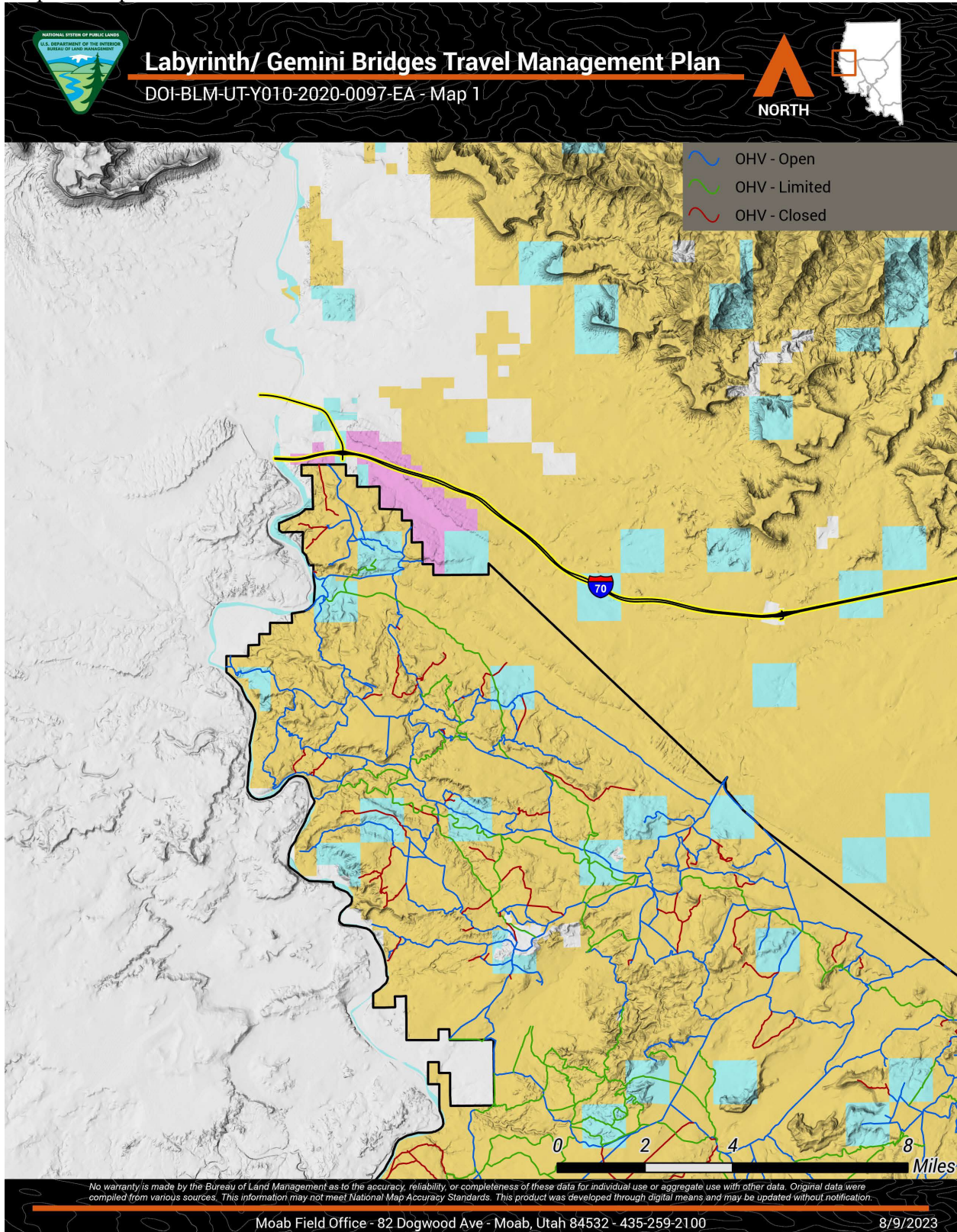
Nicollee Gaddis-Wyatt,
BLM Canyon Country District Manager

Attachment 1: Maps of Selected Travel Network

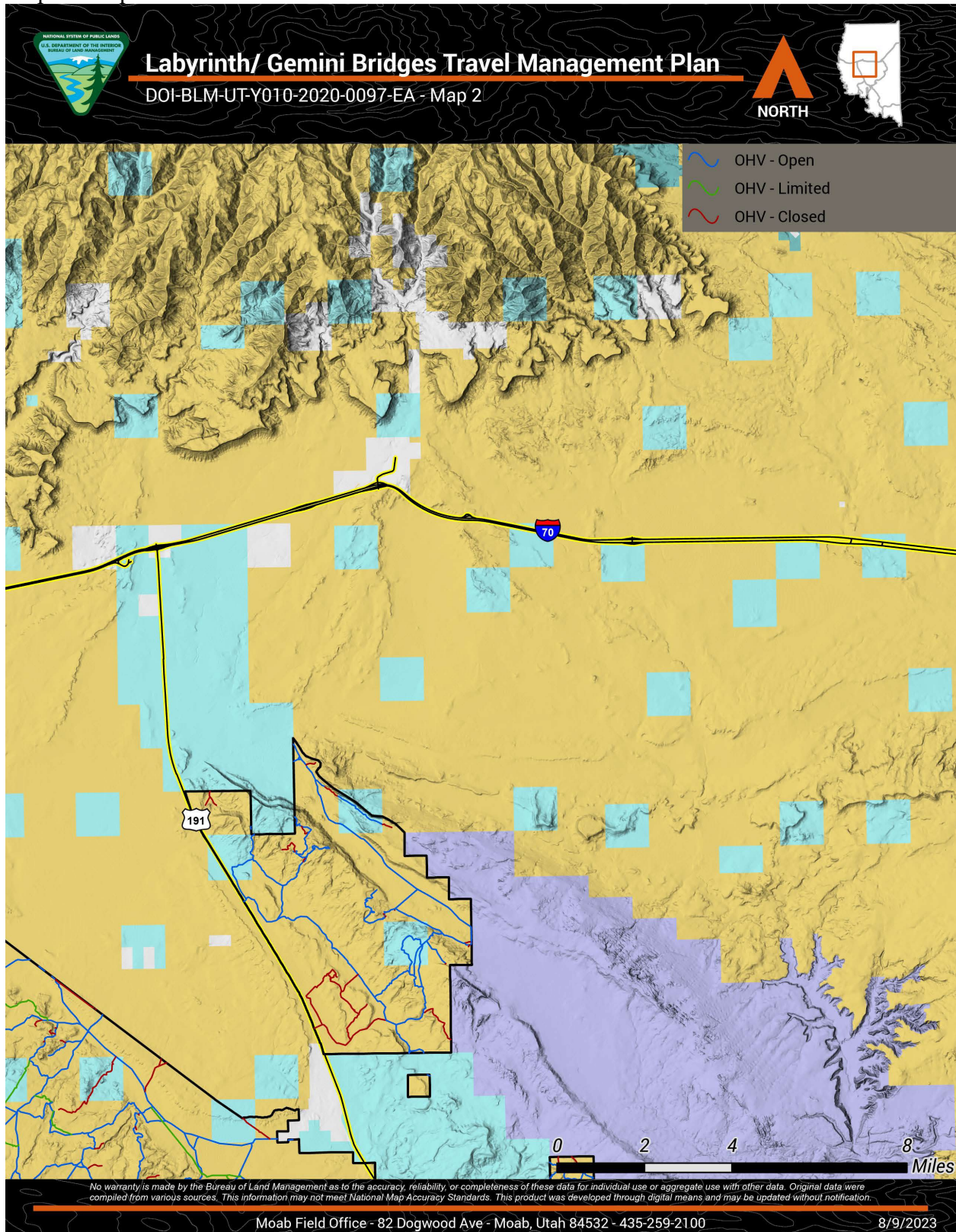
Map 1: Overview Map of Travel Management Plan Area



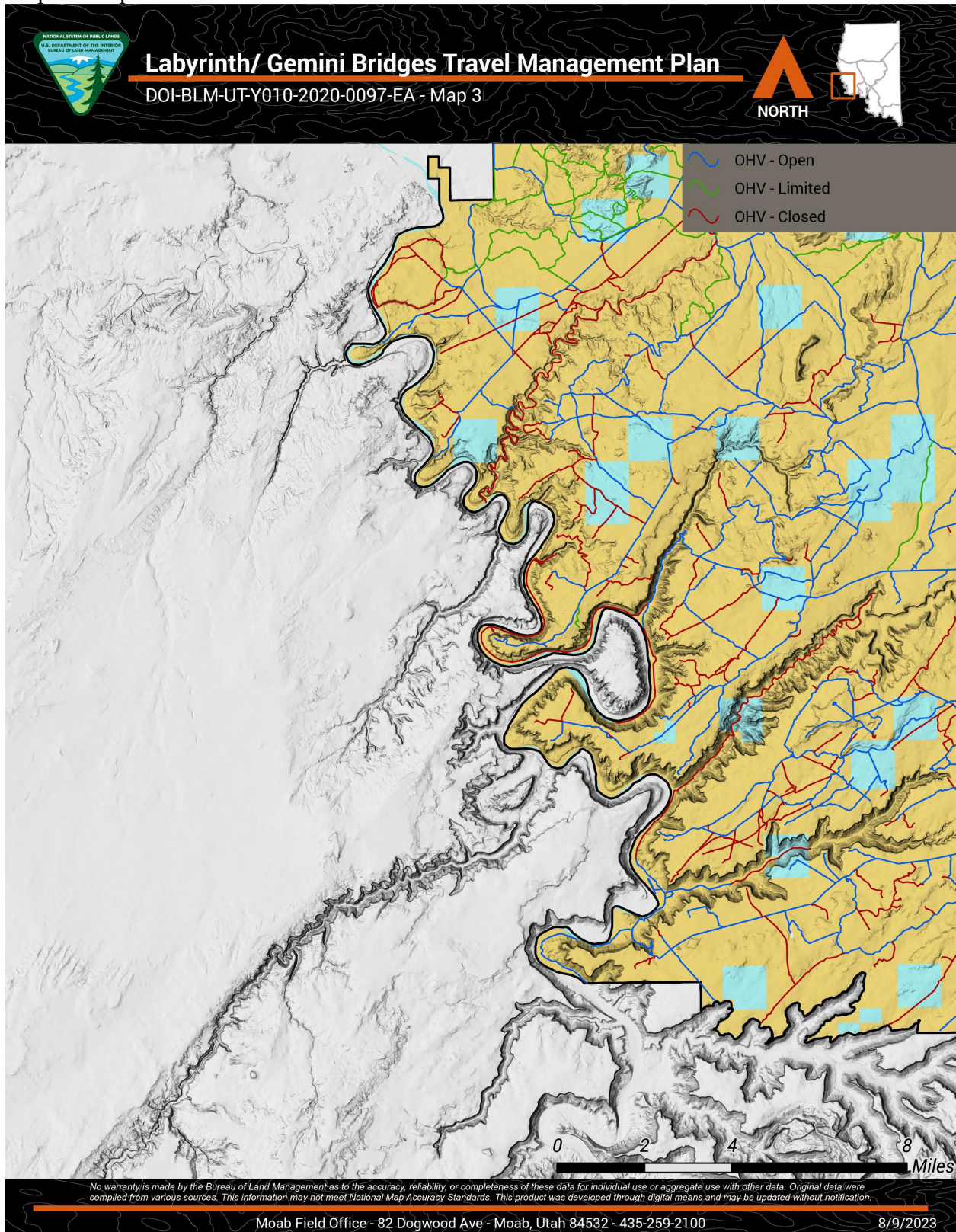
Map 2: Map 1 Area



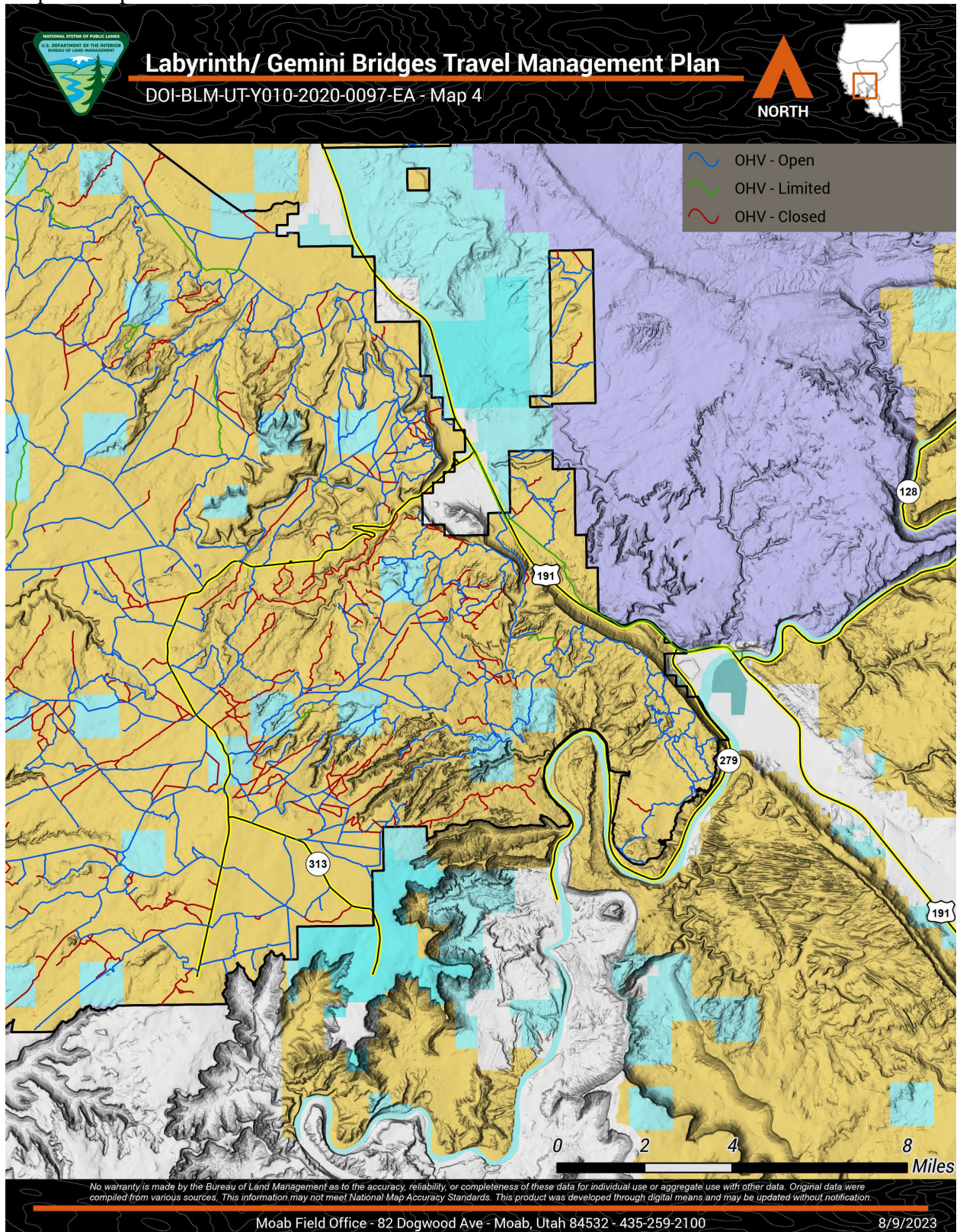
Map 3: Map 2 Area



Map 4: Map 3 Area



Map 5: Map 4 Area



Attachment 2: Rationales for Route Designations, by Route Number

Note: Limited (Singletrack) means that the route is open to motorcycles; bicycles are allowed on all routes open to motorized travel, including motorcycle singletrack

Route Number Length	Decision	Rationale
D2629SJ 0.13 miles	Closed	D2629SJ is closed to motorized travel. It is 0.13 miles long and provides no recreation access nor does it access a recreation destination. It is in an area closed to dispersed vehicle camping (directly along Utah Highway 313, a State Scenic Byway) and has no purpose nor need. Closing D2629SJ will reduce visual contrast along a scenic byway, and restore vegetation and soil cover, reducing soil erosion. While D2629SJ does not approach the rim of Taylor Canyon, the rim of that canyon can be accessed by D1042A, which remains open for motorized travel.
AT1 0.08 miles	Limited (Singletrack)	AT1 is open but limited to motorized singletrack. The primary use of AT1 (0657 miles in length) is motorcycle use and it provides route connectivity to routes located on State Institutional Trust Lands (SITLA) as well as connectivity with other motorcycle single track in the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soils and vegetation by reducing the size of route footprint.
BB1 1.94 miles	Limited (Singletrack)	BB1 is open but limited to motorized singletrack. The primary use of BB1 is motorcycle use and it provides route connectivity for the Enduro Loop motorcycle route as well as provides motorcycle single track connectivity to the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soils and vegetation by reducing the size of route footprint.
BB2 0.33 miles	Limited (Singletrack)	BB2 is open but limited to motorized singletrack. The primary use of BB2 is motorcycle use and provides route connectivity for the Enduro Loop motorcycle route as well as provides motorcycle single track connectivity to the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
BFS1 2.01 miles	Limited (Singletrack)	BFS1 is open but limited to motorized singletrack. The primary use of BFS1 is motorcycle use and provides a unique recreational opportunity (e.g., motorcycle) and single-track connectivity between designated routes open to full sized vehicles. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.

Route Number Length	Decision	Rationale
BL1 0.15 miles	Open	BL1 is open to motorized vehicles. The primary use of BL1 is mix of full-size vehicles and motorcycle use. BL1 provides connectivity to motorcycle single track in the Dee Pass Motorized Focus Area. Designation of this route will minimize resource impacts in the area by focusing motorized travel to the designated open routes, thus decreasing route proliferation.
BT1 0.47 miles	Limited (Singletrack)	BT1 is open but limited to motorized singletrack. The primary use of BT1 is motorcycle use and provides route connectivity and a unique recreational opportunity (e.g., Motorcycle) within the Enduro Loop motorcycle route. The route is located in the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the overall route footprint in the area.
BT2 1,85 miles	Limited to motorized vehicles less than 60 inches wide	BT2 is open but limited to motorized vehicles less than 60 inches wide. The primary use of BT2 is motorized vehicles under 60" wide and motorcycle use. This route provides access to unique recreational opportunities in the Dee Pass Motorized Focus Area and provides connectivity between designated routes open to full size vehicles. The route is located in a dry wash bottom that has seasonal flash floods; a width limitation of 60" or less will minimize impacts from larger vehicles, including route widening, which will minimize impacts to soils and vegetation.
CFT1 3.63 miles	Limited (Singletrack)	CFT1 is open but limited to motorized singletrack. The primary use of CFT1 is motorcycle use and provides route connectivity and a unique recreational opportunity (e.g., motorcycle riding). Adjacent routes D2759A and D2759B are closed to all motorized use to minimize impacts to resources as documented in the route reports (e.g., erosive soil, blackbrush vegetation, pronghorn crucial fawning ranger). The overall route density and footprint in the area will be reduced and motorcycle use will be directed toward CFT1.
CGT1 1.75 miles	Limited (Singletrack)	CGT1 is open but limited to motorized singletrack. The primary use of CGT1 is motorcycle use and provides route connectivity within the Dee Pass Motorized Focus Area as well as provides a unique recreational opportunity (e.g., motorcycle riding) and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT2 0.14 miles	Closed	CGT2 is closed to all motorized vehicles. CGT2 is 0.14 miles long and is redundant to route D3178. Closing CGT2 will minimize impacts to soil, watershed, vegetation and other resources from motorized vehicle use.

Route Number Length	Decision	Rationale
CGT3 0.45 miles	Limited (Singletrack)	CGT3 is open but limited to motorized singletrack. The primary use of CGT3 is motorcycle use and it provides route connectivity within the Dee Pass Motorized Focus Area as well as provides a unique recreational opportunity (e.g., motorcycle riding) and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT4 0.45 miles	Limited (Singletrack)	CGT4 is open but limited to motorized singletrack. The primary use of CGT4 is motorcycle use and provides route connectivity within the Dee Pass Motorized Focus Area as well as provides a unique recreational opportunity (e.g., motorcycle riding) and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT5 0.59 miles	Limited (Singletrack)	CGT5 is open but limited to motorized singletrack. The primary use of CGT5 is motorcycle use and provides route connectivity within the Dee Pass Motorized Focus Area as well as provides a unique recreational opportunity (e.g., motorcycle riding) and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT6 1.73 miles	Limited (Singletrack)	CGT6 is open but limited to motorized singletrack. The primary use of CGT6 is motorcycle use and provides route connectivity within the Dee Pass Motorized Focus Area as well as provides a unique recreational opportunity (e.g., Motorcycle riding) and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT7 0.13 miles	Limited (Singletrack)	CTG7 is open but limited to motorized singletrack. The primary use of CGT7 is motorcycle use and provides route connectivity to routes located on State Institutional Trust Lands and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
CGT8 0.19 miles	Limited (Singletrack)	CGT8 is open but limited to motorized singletrack. The primary use of CGT8 is motorcycle use and provides route connectivity to routes located on State Institutional Trust Lands and connectivity with the designated Crystal Geyser trail. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.

Route Number Length	Decision	Rationale
D0002 0.10 miles	Closed	D0002 is closed to motorized use. D0002 is reclaiming naturally, which suggests it receives little to no OHV use. D0002 is a dead end and does not provide connectivity to other routes in the network. Because the route is largely reclaimed, OHV use of the route will result in new surface disturbance which displaces native vegetation utilized by desert bighorn sheep and other species. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources, including an ephemeral stream, as documented in the route report.
D0003 0.78 miles	Limited (Singletrack)	D0003 is open but limited to motorized singletrack. The primary use of D003 is motorcycle use and provides route connectivity for the Enduro Loop motorcycle route as well as provides motorcycle single track connectivity to the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
D0004 0.29 miles	Closed	D0004 is closed to motorized use. D0004 is largely reclaiming naturally, which suggests it receives little to no OHV use. The route does not lead to any known recreation opportunities, or destinations. D0004 is a dead end and does not provide connectivity to other routes in the network. Although it approaches the rim of Mineral Canyon, other routes in the area, including D1402A, provide views into that canyon. Because the route is largely reclaimed, OHV use of the route will result in new surface disturbance which displaces native vegetation utilized by desert bighorn sheep and other species. The route is within desert bighorn sheep lambing habitat and closing the route reduces habitat fragmentation. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources, including wilderness characteristics, as documented in the route report.
D0005 0.79 miles	Closed	D0005 is closed to motorized use. D0005 is one of several reclaiming routes in the Mineral Point area. The route is reclaiming naturally, which suggests it receives little to no OHV use. The route does not lead to any known recreation opportunities, or destinations. D0005 is a dead end and does not provide connectivity to other routes in the network. Because the route is largely reclaimed, OHV use of the route will result in new surface disturbance which displaces native vegetation utilized by desert bighorn sheep and other species. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources. Closing D0005 will reduce habitat fragmentation for desert bighorn sheep.

Route Number Length	Decision	Rationale
D0006 0.37 miles	Closed	D0006 is closed to motorized use; it is one of several reclaiming routes in the Mineral Point area. The route is reclaiming naturally, which suggests it receives little to no recreation use. It is redundant with D1455A, which remains open to motorized travel. The route does not lead to any known recreation opportunities, or destinations. D0006 does not provide a unique recreation opportunity. Because the route is largely reclaimed, OHV use of the route will result in new surface disturbance which displaces native vegetation utilized by desert bighorn sheep and other species. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources. Closing D0006 will reduce habitat fragmentation for desert bighorn sheep
D0007 0.32 miles	Closed	D0007 is closed to motorized use. It is a dead-end route in the Mineral Point area. Its use level is low; it runs parallel to D1429, which remains open and provides connectivity to the route network in the Mineral Point area. The route does not lead to any known recreation opportunities or destinations. D0007 does not provide a unique recreation opportunity. Closing this route will minimize the loss of vegetation and soil, as well as minimize damage to other resources; habitat fragmentation for desert bighorn sheep will be reduced. Closing this route, along with natural reclamation, will reduce visual contrast created by the route. Closing D0007 will reduce route confusion in an area of route proliferation.
D0009 0.15 miles	Closed	D0009 is closed to motorized use. It is a 0.15-mile-long spur off route D1888. As indicated in the route report, this route receives low use. Closing the route will reduce route proliferation in the area. Closing D0009 will contribute to restoring and retaining vegetation (e.g., blackbrush) and soil cover.
D0009A 0.63 miles	Closed	D0009A is closed to motorized use; it is a 0.63-mile-long connector route. Connectivity between D1888 and D1797 are maintained through D1858 to the north and 1888 to the south. Closing D0009A will contribute to retaining and restoring vegetation (e.g., salt desert shrub, blackbrush).
D0010 0.14 miles	Closed	D0010 is closed to motorized use. D0010 is largely reclaiming naturally, which suggests it receives little to no OHV use. The route does not provide known recreation opportunities and is redundant with routes D1888 and D1906. Closing this route will reduce route proliferation in the area. Because the route is reclaiming, closing the route will contribute to restoring and retaining soil and vegetation cover. Closing the route will reduce the route footprint in the area and reduce the overall visual impact of routes in the area.

Route Number Length	Decision	Rationale
D0012 0.40 miles	Open	D0012 is utilized for motorized touring; it is a spur road providing a viewpoint off the Gemini Bridges Road, a heavily travelled recreation route. Impacts to resources are minimized in this area by closing two other adjacent viewpoints (D0013 and D8738). Providing a designated access route to the viewpoint for users will minimize impacts to soils and vegetation by reducing the potential for unauthorized cross-country travel.
D0013 0.94 miles	Closed	D0013 is closed to motorized use; it is largely reclaiming naturally, which suggests it receives little to no OHV use. It is a dead end spur and does not provide connectivity to the route network. Closing D0013 will contribute to restoring vegetation and soil cover and enhance wildlife movement by reducing habitat fragmentation in desert bighorn sheep habitat.
D0014 0.33 miles	Closed	D0014 is closed to motorized use. It is 0.33 miles long and is largely reclaimed on the ground. The route does not have a purpose and need for the OHV public; connectivity is provided by the parallel road D1900. Closing D0014 will contribute to restoring vegetation and soil cover, decrease soil erosion and enhance wildlife movement by reducing habitat fragmentation in desert bighorn sheep lambing habitat.
D0015 0.23 miles	Closed	D0015 is closed to motorized use. It is a 0.23-mile connector route in the Gemini Bridges area of the TMA. D0015 is redundant with D1900 and does not have a purpose and need for the OHV public.. Closing D0015 route contribute to restoring and retaining soil and vegetation cover. It will reduce visual contrast in the area and provide habitat connectivity for desert bighorn sheep. D0015 route is primarily on slick rock and proves difficult to follow in areas, often resulting in off-route travel and off-route travel related impacts to soil and vegetation.
D0016 0.85 miles	Closed	D0016 is closed to motorized use. It is a 0.85-mile-long dead end. It is reclaiming naturally, which suggests it receives little to no OHV use; it does not contribute to route connectivity in the area. Closing this route will reduce visual contrast created by the route, restore vegetation and soil cover and reduce habitat fragmentation in desert bighorn sheep habitat.
D0017 1.10 miles	Closed	D0017 is closed to motorized use; it is redundant with D1801B. D0017 is reclaimed, which suggests it receives little to no OHV use; it does not provide a purpose and need for the OHV public that is not provided for in D1801B (e.g., accesses no particular recreation destination not also accessed by D1801B). Closing D0017 reduces route proliferation and redundancy in the area. Closing this route will reduce visual contrast and contribute to restoring vegetation and soil cover. Closing D0017 reduces habitat fragmentation in desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D0017A 0.21 miles	Closed	D0017A is closed to motorized use; it is a 0.21-mile-long dead-end spur which does not provide a unique recreation opportunity or access to a destination. Closing D0017A will reduce route proliferation and provide improved route finding in an area of many routes. Closing this route will minimize reduce habitat fragmentation; natural reclamation of the route will result in increased vegetation and soil cover.
D0019 0.20 miles	Closed	D0019 is closed to motorized use. D0019 is a 0.2-mile-long spur off B149. It provides no purpose and need for the OHV public. For example, it does not provide access to a unique recreational opportunity or destination; it does not contribute to connectivity of the route network. Closing the route will promote safety in an area of known hazards (pipeline). Closing D0019 will minimize impacts of OHV use to desert bighorn sheep and pronghorn.
D0022 0.30 miles	Closed	D0022 is closed to motorized use. Closing D0022 will contribute to retaining and restoring soil and vegetation (e.g., blackbrush, pinyon-juniper) cover and reduce potential for soil erosion. Closing D0022 will reduce route proliferation in the route network.
D0022A 0.83 miles	Closed	D0022A is closed to motorized use to protect raptor habitat. Connectivity to the route network is maintained via D1455A. D0022A is redundant with D1455A. Closing D0022A protects a nearby raptor nest while still retaining connectivity for those wishing to enjoy the view into Hell Roaring Canyon.
D0037 0.37 miles	Closed	D0037 is closed to motorized travel. It is 0.37 miles long. Closing D0037 will reduce the potential for conflicts with grazing operations as well as minimize impacts to desert bighorn sheep habitat. and surrounding resources. While the slickrock pan that the stock pond is on affords a good view of the surrounding area, this view can still be accessed by means not involving OHVs.
D1000 2.23 miles	Open	D1000 provides access between State Highway 313 and the heavily travelled Mineral Bottom Road (B129). It enables drivers coming from the south on State Highway 313 to access B129 (the Mineral Bottom Road). Impacts to resources are minimized by closing an extra “extension” of D1000 (D1000B), as well as by closing another link between SR313 and B129 – D1033A. Closing D1033A and keeping D1000 open allows for access between the two major routes while reducing route proliferation and its impact on resources.

Route Number Length	Decision	Rationale
D1000B 0.43 miles	Closed	D1000B is closed to motorized use. It is redundant with B129 and D1019. It is 0.43 miles long and provides no unique recreation opportunity or access. Route connectivity is maintained via B129 and D1019, which remain open to motorized use. D1000B receives low use and barely exists on the ground. Closing D1000B will reduce visual impacts, reclaim vegetation and soil cover and decrease habitat fragmentation, especially for desert bighorn sheep. Closing D1000B will minimize route proliferation in the area.
D1002 1.0 miles	Open	D1002 is open to motorized use. D1002 is a 0.1 mile long connecting route between B129 (the Mineral Bottom Road) and D1000. It is primarily on SITLA managed land. It provides access to dispersed vehicle camping sites as well as SITLA land and provides connectivity for motorized users. Keeping D1002 open will reduce the impacts of cross-country travel as users attempt to connect B129 and D1000.
D1005 1.86 miles	Open	D1005 is open to motorized use; it is 1.86 miles long and provides connectivity between the Mineral Bottom Road (B129) and D1000. Relocation of this connector will cause greater impacts to documented resources than allowing continued use of the route. Furthermore, nearby routes D1124, D1126 and D1247 are being closed, which helps minimize impacts to desert bighorn sheep habitat and erosive soils.
D1006 0.97 miles	Open	D1006 is open to motorized use; it is a 0.97-mile-long connector between B129 (Mineral Bottom Road) and D1005. It provides connectivity in an area just west of State Highway 313. Keeping the route open will minimize impacts to soil and vegetation by providing recreation access on an existing route.
D1008 0.70 miles	Open	D1008 is open to motorized use; it is a 0.7-mile-long loop off D1000. It provides access to an interesting rock recess and provides dispersed vehicle camping opportunities. Continued use of D1008 will reduce impacts to soil and vegetation cover by providing recreation opportunities on existing routes, reducing the potential for off-route travel.
D1014 0.48 miles	Closed	D1014 is closed to motorized use. D1014 is redundant with D1015, which remains open so that motorists can access the Beehive Butte area south of the Mineral Bottom Road. D1014 parallels D1015 for 0.48 miles; its use is low. Closing D1014 will reduce visual contrast, restore vegetation and soil cover and minimize the potential for soil erosion.

Route Number Length	Decision	Rationale
D1015 0.43 miles	Open	D1015 is open to motorized use; it provides access to the Beehive Butte area as well as views into Taylor Canyon (via D1026B). D1015 provides a recreation opportunity for dispersed vehicle camping. Providing an existing access route for users will minimize impacts to soils and vegetation by reducing the potential for cross country travel.
D1019 0.28 miles	Open	D1019 provides the link to B129 from D1000. Motorized users are able to access D1000 by using D1019. Allowing continued use of this route will minimize potential impacts to resources by maintaining motorized use on an alignment capable of accommodating the route's anticipated traffic volume. In addition, closing the nearby D1000B reduces impacts to bighorn habitat. Closing this route will reduce route confusion and route proliferation in the area while still allowing access to the area south of the Mineral Bottom Road (B129) on D1019. Moreover, this route has several known recreation opportunities including photography and camping.
D1019A 5.42 miles	Open	D1019A allows drivers to access BLM lands south of the Mineral Bottom Road (B129). This route is used for scenic driving as well as photographic pursuits. Impacts to resources are minimized and route proliferation decreased by closing nearby routes D1020, D1022, D1026B, D D1079, and D1095.
D1019B 2.61 miles	Closed	D1019B is closed to motorized use. Although D1019B leads to an overlook of Taylor Canyon, it is redundant with D1116 and D1026B, which also provide overlooks of Taylor Canyon. The recreation opportunity provided by D1019B (overlook of Taylor Canyon) is provided via routes D1116, D1026B and D1042A, which remain open for travel. Dispersed camping opportunities are available on nearby D1116 and D1091. Closing route D1019B will minimize the potential for conflicts between offroad vehicle users and dispersed, non-motorized/non-mechanized forms of recreation. Closing this route will minimize impacts to desert bighorn sheep habitat by eliminating motorized uses (reducing the potential for harassment of wildlife) and removing the route footprint (reducing habitat fragmentation.) Closing this route will contribute to retaining or restoring vegetation and soil cover by eliminating motorized use and reducing the route footprint, thereby minimizing the potential for future soil erosion and vegetation damage. This route is in close proximity to a spring. By closing the route and allowing it to reclaim, the potential for impacts to the spring from the route footprint will be minimized. D1112 also closed, which provides the only access to D1019B.

Route Number Length	Decision	Rationale
D1020 1.01 miles	Closed	D1020 is closed to motorized use. D1020 is 1.01-mile-long dead-end spur and is redundant with D1019A, which remains open to the OHV public. D1020 does not provide access to an overlook or other recreation opportunities or destinations. Closing D1020 will enhance wildlife habitat by minimizing habitat fragmentation in desert bighorn sheep habitat. Closing this route will reduce visual contrast and restore vegetation, minimizing soil erosion.
D1022 0.31 miles	Closed	D1022 is closed to motorized use. It is a 0.31-mile-long dead-end spur and does not have an identified purpose and need for the OHV public. Designating the route OHV-closed will minimize the potential for desert bighorn sheep habitat fragmentation and other damage to resources documented within the route report. Closing route D1022 will reduce route proliferation in the Big Draw area.
D1026A 1.21 miles	Open	D1026A provides a link between D1019A and D1047. Closing the nearby D1026, D1048A and D1045 routes reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route between D1019A and D1047 will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1026A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1026B 2.18 miles	Closed	D1026B is closed to motorized use; it is a 2.18-mile-long spur that terminates at the National Park Service boundary. Closing D1026B minimizes impacts to grasslands, salt desert shrub and blackbrush communities, desert bighorn sheep habitat from OHV use, and contributes to retaining soil cover. Closing D1026B minimizes the impacts of D1042A. D1026B provides access to a SITLA section, and will not be actively reclaimed nor rehabilitated .
D1027 0.28 miles	Closed	D1027 is closed to motorized use; it is accessed via D1026B, which is also closed. Closing D1027, along with natural reclamation will reduce visual contrast created by the route. Closing this route will contribute to retaining and restoring vegetation (e.g., blackbrush) and soil cover, minimizing the potential for soil erosion. Closing D1027 will minimize impacts to desert big horn sheep habitat by reducing the route footprint in the area.
D1029 0.23 miles	Closed	D1029 is closed to motorized travel. D1029 is 0.23 miles long and does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. Closing D1029 will reduce impacts to soil and vegetation cover as a result of reduced motorized use.

Route Number Length	Decision	Rationale
D1030 0.16 miles	Closed	D1030 is closed to motorized use. D1030, a 0.16-mile dead end spur off route D1031, does not have a purpose and need for the OHV public. For example, D1030 does not lead to a destination or known recreation opportunity. As a dead end spur, it does not provide connectivity to other routes in the network. Closing the route will contribute to restoring and retaining soil and vegetation cover. Natural reclamation of the route will lead to reduced visual contrast created by the route. Closing the route will reduce the overall route footprint in the area.
D1031 2.68 miles	Open	D1031 provides a link between B129 and D1019A. Closing the nearby D1029 and D1030 routes reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route between B129 and D1019A will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1031 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1032 0.27 miles	Open	D1032 is open to motorized use; it is a 0.27-mile-long spur leading to the base of a butte and provides recreation access for 4-wheeling and dispersed vehicle camping. Adjacent routes D1033A and D1014 will be closed to reduce route redundancy and proliferation in the area. Allowing continued use of this route will minimize potential impacts to soil and vegetation by minimizing potential for new disturbances by providing a recreation opportunity on an existing route.
D1033 0.51 miles	Open	D1033 open to motorized use; it is a 0.51-mile route leading to the D1032 spur route. Adjacent routes D1033A and D1014 will be closed to reduce route redundancy and proliferation in the area, as well as minimize impacts to soil and vegetation resources, and reducing desert bighorn sheep habitat fragmentation. Continued use of this route will minimize potential impacts to soil and vegetation by minimizing potential for new disturbances and by providing a recreation opportunity on an existing route.
D1033A 2.42. miles	Closed	D1033A is closed to motorized use; it is largely reclaimed, which suggests it receives little to no recreation use. Access to the route network is still available via D1000. Closing this route, along with continued natural reclamation, will reduce visual contrast created by the route along the highway leading to Canyonlands National Park. Because this route is largely reclaimed, use of the route will result in new surface disturbance, potentially displacing wildlife and vegetation species. Closing the route will reduce route proliferation in the area and minimize the impacts to soil, vegetation and desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D1035 0.21 miles	Closed	D1035 is closed to motorized use; it is a 0.21-mile spur route off D1033A, which will also be closed because it is largely reclaimed. D1035 does not have a purpose and need for OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. Closing D1025 will minimize impacts to desert bighorn sheep and raptor habitat. Closing the route will allow natural reclamation and reduce visual contrast in the area as well as minimize impacts to soil and vegetation. Closing the route reduces route proliferation in the area.
D1038 0.15 miles	Closed	D1038 is closed to motorized use; it is a 0.15-mile, reclaiming spur route (which suggests it receives little to no recreation use) off D1033A, which will also be closed because it is largely reclaimed. D1038 does not have a purpose and need for OHV public. Because this route is largely reclaimed, use of the route will result in new surface disturbance, potentially displacing wildlife and vegetation species. Closing D1025 will minimize impacts to desert bighorn sheep and raptor habitats. Closing the route will allow natural reclamation and reduce visual contrast in the area as well as minimize impacts to soil and vegetation. Closing the route reduces route proliferation in the area.
D1042A 3.70 miles	Open	D1042A provides access to the rim of Taylor Canyon and to the boundary of Canyonlands National Park. Closing the nearby D1044, D1045, D1042B and D1048A routes reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route to Taylor Canyon will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D104A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume
D1042B 0.66 miles	Closed	D1042B is closed to motorized use; it is a 0.66-mile loop parallel to, and redundant with D1042A. D1042B does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. Closing 1042B will improve desert bighorn sheep and raptor habitat.
D1044 0.21 miles	Closed	D1044 is closed to motorized use. It is a 0.21-mile-long spur, that is redundant with D1042A. Closing the route will allow reduce visual contrast in the area as well as minimize impacts to soil and vegetation. Closing the route reduces route proliferation in the area.

Route Number Length	Decision	Rationale
D1045 1.23 miles	Closed	D1045 is closed to motorized use; it is a 1.23-mile-long connector route that connects D1047 to D1042A. Connectivity is retained through D1047 itself. Closing this route will minimize impacts of D1047 by reducing route redundancy and proliferation in the area. Closing D1025 will contribute to retaining and restoring vegetation (e.g., pinyon-juniper and blackbrush) and soil cover, and minimizing impacts to desert big horn sheep habitat.
D1047 1.89 miles	Open	D1047 provides a link between D1042A and D1026A. Closing the nearby D1045, D1048A and D1042B routes reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route between D1042A and D1026A will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1047 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1048A 0.86 miles	Closed	D1048A is closed to motorized use; it is a 0.86-mile spur route, is redundant with D1026B and has no unique purpose and need for the OHV public. For example, among other things, the route does not lead to any known recreation opportunities, destinations, or provide connectivity to other routes in the network. Closing 1048A will reduce visual contrast by reducing route redundancy and allowing natural reclamation of the route. Closing the route will enhance wildlife habitat for desert bighorn sheep, peregrine falcons and other raptors. It will also reduce habitat fragmentation in potential bald eagle winter habitat.
D1048B 0.35 miles	Closed	D1048B is closed to motorized use; it is a 0.35-mile-long connector route that is redundant with D1047. D1048B does not lead to any known recreation opportunities, or destinations. While it provides connectivity to other routes, D1047 (which remains open) also provides similar route connectivity, making D1048B a redundant connector. The BLM's inventory of dispersed campsites shows one campsite located on D1048B; however, dispersed camping opportunities are available on D1047, which remains open. Closing D1048B will enhance wildlife habitat for desert bighorn sheep, peregrine falcons and other raptors. It will also reduce habitat fragmentation in potential bald eagle winter habitat. Natural reclamation of the route will contribute to retaining and restoring vegetation cover.

Route Number Length	Decision	Rationale
D1052 1.52 miles	Open	D1052 is open to motorized use. It is a 1.52-mile-long connector route from the highway leading to Canyonlands National Park to D1042A. Adjacent routes D1054 and D2628SJ are closed to reduce route proliferation in this area along the highway. Continued use of D1052 will provide for route connectivity and recreation access in the area. Continued use of this route will minimize potential impacts to soil, vegetation communities and desert bighorn sheep and raptor habitat by minimizing potential for new disturbances by providing a recreation opportunity on an existing route. It will also reduce habitat fragmentation in potential bald eagle winter habitat
D1054 1.29 miles	Closed	D1054 closed to motorized use. It is a 1.29-mile connector route from road to Canyonlands National Park to D2628SJ, which dead ends at the National Park Service boundary. D1054 is primarily used by dispersed campers; however, D1054 is within the camping restriction area along Highway 313 and highway to Canyonlands National Park which restricts camping to improved recreation sites (i.e., campgrounds). Despite repeated signage, illegal camping and the associated resource impacts have continued. Thus, route D1054 does not have a purpose and need for the OHV public. Closing the route will minimize impacts to soil, vegetation and desert bighorn sheep habitat.
D1059 0.79 miles	Closed	D1059 is closed to motorized use; it is a 0.79-mile spur/loop off D1042A. The use level of D1059 is low, as documented in the route report. D1059 does not have a purpose and need for the OHV public, for example, it does not provide route connectivity or lead to a recreation destination. Closing the route will minimize route proliferation and contribution to retaining and restoring vegetation and soil cover.
D1065 1.10 miles	Open	D1065 provides a link between B129 and Utah Highway 313. Closing nearby D1070 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route between B129 and Utah Highway 313 will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1065 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1070 0.23 miles	Closed	D1070 is closed to motorized users. Several other routes remain open to the public for access to the SITLA parcel (Utah Highway 313, B118, D1711 and D1732). There is no purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. . D1070 is redundant with B129 and results in route proliferation in the area. Closing the route will contribute to minimizing the overall route networks impacts to soil and vegetation resources and reducing visual contrast along Highway 313.

Route Number Length	Decision	Rationale
D1076 0.62 miles	Open	D1076 is open to motorized use; it is a 0.62 mile spur that terminates at an elevated viewpoint adjacent to Mineral Point Road. D1076 provides dispersed vehicle camping opportunities. Continued use of this route will minimize potential impacts to soil and vegetation resources by providing a recreation opportunity on an existing route. Impacts to erosive soils and plant and wildlife habitat in the area are minimized by the closure of nearby routes D1030, D1076B, and D1081.
D1076B 0.73 miles	Closed	D1076B is closed to motorized use; it makes up the western portion of D1076, west of the elevated viewpoint. D1076B is largely reclaimed naturally, which suggests it receives little to no OHV use. Closing D1076B closes the loop opportunity with D1076, but many loop opportunities remain available in the Mineral Point area. Closing D1076B will contribute to retaining and restoring vegetation and soil cover. Closing this route reduces route proliferation in the Mineral Point area.
D1079 1.12 miles	Closed	D1079 is closed to motorized use. It is a 1.12 mile long route that shows minimal use on the ground. While closing D1079 will close a potentially connecting route, many loop opportunities still exist within the Mineral Point area. Closing D1079 and the adjacent, reclaiming D1095 will reduce route proliferation in the area. Closing D1079 will contribute to retaining and restoring vegetation and soil cover, as well as reducing habitat fragmentation in desert bighorn sheep habitat.
D1080 0.21 miles	Closed	D1080 is closed to motorized use; it is a 0.21 mile spur route off D1081. D1080 is redundant with D1081 as they both dead end less than 800 feet from each other; D1081 was determined to provide a more valuable recreation opportunity as it is adjacent to a topographic feature. Closing D1080 will reduce route proliferation in the area and along with natural reclamation, will reduce visual contrast created by the route.
D1081 1.75 miles	Closed	D1081 is closed to motorized use. It is a 1.75 mile-long connector route between B129 and D1091. Closing D1081 will reduce route redundancy and proliferation in the area. Route connectivity will be retained with B129 and D1091 themselves; multiple loop opportunities for recreational access remain in the area. Closing D1081 will contribute to retaining and restoring vegetation (e.g., salt desert shrub, grasslands) and soil cover. Potential impacts from OHV use to desert big horn sheep habitat would be minimized from closing the route.

Route Number Length	Decision	Rationale
D1084 1.06 miles	Closed	D1084 is closed to motorized use. . D1084, a 1.06 mile spur route off the Mineral Canyon Road (B129), leads to a range improvement (dam/reservoir). Nearby routes D1081 and D1091 provide recreation opportunities including dispersed vehicle camping and route connectivity. D1084 is reclaiming naturally, which suggests it receives little to no OHV use; closing it to the OHV public will reduce route proliferation in the area as well as reduce impacts to soil, including erosion, desert bighorn sheep habitat disruption, and damage to vegetation.
D1091 4.04 miles	Open	D1091 provides a loop off B129 and access D1091B. Closing nearby D1095, D1079 and D1084 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1091 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1091B 0.54 miles	Open	D1091B provides a link between D1091 and D119A. Closing nearby D1019B and D1020 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1091B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1095 0.49 miles	Closed	D1095 is closed to motorized use; it is a 0.49 mile spur route that is largely reclaimed naturally, which suggests it receives little to no OHV use. D1095 is difficult to follow on the ground. D1095 does not provide route connectivity within the route network. Closing D1095, along with continued natural reclamation, will reduce visual contrast created by the route and contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Because this route is reclaiming, closing the route will contribute to minimizing potential impacts to soil, vegetation and desert bighorn sheep) habitat.
D1108 0.59 miles	Closed	D1108 is closed to the motorized public. By closing D1108, the potential for impacts to desert bighorn sheep habitat will be reduced.

Route Number Length	Decision	Rationale
D1112 1.85 miles	Closed	D1112 is closed to the motorized public. It is redundant with D1091, which accesses the rim of Taylor Canyon and remains open for motorized use. Closing D1112, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will reduce overall impact of vehicle use and route footprint in the area. Closing this route minimizes the potential for route proliferation on public land.
D1116 1.52 miles	Open	D1116 is open to motorized use; it provides access to a scenic overlook of Taylor Canyon as well as to several dispersed campsites. Providing this access minimizes the possibility of cross-country damage from recreationists attempting to access this view.
D1118 0.78 miles	Closed	D1118 is closed to motorized use. It is one of several reclaiming routes in the area, which suggests little to no recreation use. The route does not lead to any known recreation opportunities, or destinations. BLM's 2022 campsite inventory in this area did not find a dispersed campsite along this route. It does not provide a unique recreation opportunity. Because the route is largely reclaimed, OHV use of the route will result in new surface disturbance which displaces native vegetation utilized by desert bighorn sheep and other species. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources. Closing D1118 will improve habitat fragmentation for desert bighorn sheep
D1122A 2.38 miles	Open	D1122 provides a connection between B129 and D1136. Closing nearby D1126 and D1284 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1122A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1122B 1.18 miles	Closed	D1122 is closed to motorized use. It is a 1.18 mile connector route, and is redundant with D1290. Route connectivity between D1291B and D1136 remains available via D1290. Closing D1122 will reduce overall impact of vehicle use and route footprint in the area and reduce route proliferation. Closing the route will minimize impacts to soil and vegetation and contribute to retaining and restoring vegetation and soil cover. Retaining and restoring soil and vegetation cover will minimize the potential for soil erosion.

Route Number Length	Decision	Rationale
D1124 0.95 miles	Closed	D1124 is closed to motorized use. It is 0.95 mile long route and is redundant with B129. It provides no additional route connectivity in the area. D1124 provides range access to a water haul site but does not provide a unique purpose and need for the OHV public (e.g., does not provide a known recreation opportunity, access to a destination, or provide route connectivity to other routes within the network). Closing this route to the OHV public will result in lower traffic volumes and therefore contribute to restoring and retaining vegetation and soil cover, minimizing the potential for soil erosion.
D1126 0.83 miles	Closed	D1126 is closed to motorized use; it is a 0.83 mile long route, and is redundant with B129 and D1136, which provide route connectivity to D1135 and D1122A. D1126 does not provide additional recreational opportunities (e.g., access to dispersed vehicle camping or recreation destination) other than route connectivity. D1126 contributes to route proliferation. Closing D1126 will reduce the overall route footprint and impacts of vehicle use in the area. Allowing for natural rehabilitation will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D1135 1.13 miles	Open	D1135 provides a more southerly connection between B129 and D1136. Closing nearby D1126 and D1224 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1135 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1136 3.62 miles	Open	D1136 provides a connection between B129 and B340 (Mineral Point Road). Closing nearby D1126 and D1284 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1122A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1164 0.69 miles	Open	D1164 is open to motorized use. It is a 0.69 mile long spur route off B129 that leads to the rim of Mineral Canyon. D1164 provides designated dispersed vehicle camping opportunities; seven dispersed campsites are designated along this route. Closing routes D1196 and D1294 to the east, will reduce impacts to desert big horn sheep lambing habitat. Allowing continued use on D1164 will result in reduce potential for off-route travel by providing an existing recreation opportunity on an existing route and reduced potential for new dispersed vehicle camping use to occur in the immediate vicinity.

Route Number Length	Decision	Rationale
D1167 0.77 miles	Open	D1167 is open to motorized use; it is a 0.77-mile long spur route off Mineral Canyon Road (B129) which leads to the rim of Mineral Canyon and offers designated dispersed vehicle camping opportunities. While D1167 is within desert bighorn sheep lambing habitat, radio-collar data shows less use in this area than the area of canyon adjacent to D1164. Continued use of D1167 provides recreation opportunities for the OHV public in lesser used desert bighorn sheep habitat compared to other areas. Continued use of this route will result in reduced potential for off-route travel by providing a recreation opportunity on an existing route.
D1168 0.74 miles	Open	D1168 accesses land managed by SITLA; it is the only route designated which accesses that SITLA section. This section is leased by BLM for recreation management. D1168 is the sole access to the highlining area known as the Fruit Bowl. Closing the other route on this leased section (D1217) reduces route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1168 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1186 0.50 miles	Closed	D1186 is closed to motorized use; it is 0.5 miles in length and is naturally reclaimed which suggests little to no recreation use. Closing D1186, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will eliminate motorized use, minimizing the potential for harassment of wildlife, especially desert bighorn sheep. Closing this route minimizes the potential for route proliferation on public land. Because this route is reclaimed or currently reclaiming, officially closing the route will contribute to minimizing potential impacts to documented resources by eliminating motorized use.
D1190 0.56 miles	Open	D1190 is open to motorized use; it leads to several identified dispersed campsites used by the recreating public. Allowing continued use of D1190 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. The route provides access to unique and/or exceptional recreational opportunities without causing greater than minimal adverse effects on documented resources.

Route Number Length	Decision	Rationale
D1195 0.73 miles	Open	D1195 is open to motorized use. It leads to a take off zone within the Mineral Point Base Jumping Focus Area. Allowing continued use of D1195 will minimize potential impacts to documented resources by directing motorized use on an alignment capable of accommodating the route's anticipated traffic volume.
D1199 0.38 miles	Open	D1199 provides access to the Mineral Canyon/Horsethief Point Competitive BASE Jumping Focus Area, which is managed to provide base jumping opportunities. Closing nearby D1118 and D1207 reduces route confusion and route proliferation in the area and minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1199 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume
D1207 0.19 miles	Closed	D1207 is closed to motorized use; it is 0.19 miles long and most of the recreation use in this area can be accessed on route D1199. Closing D1207, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will eliminate motorized use, minimizing the potential for harassment of wildlife, especially desert bighorn sheep. Closing the route will reduce the potential for impacts to migrating birds, as it is within a Bird Habitat Conservation Area by eliminating motorized use and removing the route footprint. Closing this route minimizes the potential for route proliferation on public land.
D1217 1.29 miles	Closed	D1217 is closed to motorized use. D1217 is a continuation of B129; it continues up Mineral Canyon but does not lead to a recreation destination; use levels are low. It is limited to authorized use for SITLA on a seasonal basis and closed to the public to enhance wildlife habitat, specifically for desert bighorn sheep lambing and for raptor nesting. The SITLA section in question is leased by BLM so that it can manage recreation in an area that constitutes prime wildlife habitat. The upper portions of Mineral Canyon are very important refugia for desert bighorn sheep, raptors and other species. Closing D1217 minimizes impacts to this important wildlife habitat and helps prevent habitat fragmentation.

Route Number Length	Decision	Rationale
D1223A 1.93 miles	Closed	D1223A is closed for motorized travel; it is the road along the Green River between the Mineral Bottom Airstrip and the mouth of Hell Roaring Canyon. D1223A is within the Canoe Focus Area; closing this route will minimize known conflicts between OHV public and river users that is caused by vehicle-based noise. Closing D1223A will reduce impacts to desert big horn sheep year long and lambing habitat. As indicated in the route report, D1223A is within a Bird Habitat Conservation Area; closing this route will reduce impacts to migratory bird habitat.
D1223B 2.08 miles	Closed	D1223B is closed to motorized use, SITLA shall retain access to its section. The route will not be reclaimed nor rehabilitated. D1223B is the road up Hell Roaring Canyon from the D. Julien inscription to the SITLA section within the canyon. The route is closed to enhance wildlife habitat, including desert bighorn sheep lambing habitat and nesting habitat for a myriad of raptors, including golden eagle and Mexican spotted owl, two federally protected species. The road dates from the uranium mining days of the 1950's; it is in disrepair and staying on the roadbed is difficult to impossible due to flash flooding. The roadbed travels in an active canyon and is within a Bird Habitat Conservation Area. Closing the road minimizes impacts to wildlife and bird habitat.
D1223C 5.6 miles	Closed	D 1223C is closed to motorized use. D1223C is the road in the upper portion of Hell Roaring Canyon, from the SITLA section to its end (5.6 miles in length). This road is closed to enhance wildlife habitat for desert bighorn sheep and a myriad of raptors and limit habitat fragmentation. It is within desert bighorn sheep lambing habitat, as well as nesting habitat for many raptors, including golden eagle and Mexican spotted owl (a Threatened species). The road dates from the uranium days of the 1950's, and it is in disrepair; staying on the route is very difficult for those few users that make it this far up the canyon. This often leads to cross country travel as users attempt to continue up the canyon whether or not they can stay on the roadbed. Closing the route will reduce the overall impact of vehicle use in the area and enhance wildlife habitat by eliminating motorized use in an area of great importance to wildlife including desert bighorn sheep and raptors.
D1228 2.21 miles	Open	D1228 provides the link between the paved road to the Island in the Sky District of Canyonlands National Park and Utah Highway 313 to the east. Closing D1241 reduces route proliferation in the area and thus minimizes impacts to resources. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross country travel.

Route Number Length	Decision	Rationale
D1230 0.36 miles	Open	D1230 access the rim of East Shafer Canyon. It is popular with photographers seeking long-range shots over Canyonlands National Park. Providing a designated access route to the rim will minimize impacts to resources by reducing the potential for unauthorized cross country travel. Allowing continued use of D1230 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1233 0.53 miles	Open	D1233 access the rim of East Shafer Canyon at an area called "Marlboro Point". It is popular with photographers seeking long-range shots over Canyonlands National Park. Providing a designated access route to the rim will minimize impacts to resources by reducing the potential for unauthorized cross country travel. Allowing continued use of D1230 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Nearby D1054, D1239 and D1241 are closed to minimize resource impacts.
D1234 1.21 miles	Open	D1234 provides a portion of the link between the Island in the Sky District of Canyonlands National Park and Utah Highway 313. It also accesses lands managed by SITLA. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1234 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1236 1.13 miles	Open	D1236 provides a link between D1228 and D1238, both east-west roads in the BLM land between the Island in the Sky District of Canyonlands National Park and Dead Horse Point State Park. Providing a designated access route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1236 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1238 1.99 miles	Open	D1238 provides a link between the Island in the Sky entrance road and Utah Highway 313. Closing D1239 minimizes impacts to resources and reduces route proliferation. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1238 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1239 0.21 miles	Closed	D1239 is closed to motorized travel. It is a 0.21 mile long route. Closing the route will restore vegetation and soil cover, lessening erosion. The route has no known recreational purpose or need.
D1240A and D1240B 0.39 miles and 2.53 miles	Open	D1240A and D1240B provide a link between the Island in the Sky entrance road and Utah Highway 313 (which terminates at Dead Horse Point State Park). Closing D1239 and D1242 minimizes impacts to resources and reduces route proliferation. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1240A and D1240B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1241 1.31 miles	Closed	D1241 is closed to motorized use; it is a lightly used 1.31. mile route on the northern boundary of Dead Horse Point State Park. Closing this route will be beneficial to the management of the state park, as people illegally camp along it. It is also in the viewshed of the state park, as well as of the State Scenic Byway, and closing the route, along with natural reclamation, will reduce visual contrast and contribute to restoring vegetation and soil cover. Closing the route will also decrease habitat fragmentation in desert bighorn sheep habitat.
D1244 1.70 miles	Open	D1244 provides a link between Utah Highway 313 and D1240B. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1244 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1247 0.25 miles	Closed	D1247 is closed to motorized use. It is a 0.25 mile long dead spur off Highway 313. It has no recreational purpose and need. Closing D1247 will lessen visual contrast along the Scenic Byway (313). Closing the route will enhance wildlife habitat, especially for desert bighorn sheep and restore vegetation and soil cover.
D1248 1.04 miles	Closed	D1248 is closed to motorized use. D1248 is a 1 mile long old route along the Dead Horse Lateral Pipeline. The pipeline is buried; D1248 is utilized as a service road along that buried pipeline. Closing this redundant road route will not limit access to D1266C as users may utilize D1256 to access it. Closing D1248 will reduce visual contrast within the Dead Horse Scenic Byway corridor, as well as minimize damage to soils and vegetation.

Route Number Length	Decision	Rationale
D1249 0.31 miles	Closed	D1249 closed to motorized use; it is within the fenced area of the Horsethief Campground. It no longer provides connectivity between D1248 and D1250 and is redundant and confusing. D1249 has been, in effect, closed since the campground was built. It is reclaiming naturally, which suggests it receives little to no OHV use. closing D1249 minimizes confusion, reduces visual contrast and contributes to restoring vegetation and soil cover.
D1250 0.41 miles	Closed	D1250 is closed to motorized use; it is within the fenced area of the Horsethief Campground. It no longer provides connectivity and is redundant and confusing. D1250 has, in effect, been closed since the campground was built. It is reclaiming naturally, which suggests it receives little to no OHV use. Closing D1250 minimizes confusion, reduces visual contrast and contribute to restoring vegetation and soil cover.
D1256 0.48 miles	Open	D1256 provides a link between B340 (the Mineral Point Road) and D1266. Closing nearby D1257, D1262 and D1248 minimizes impacts to area resources and reduces route proliferation and confusion. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1256 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1257 0.48 miles	Closed	D1257 is closed to motorized. It is a 0.48 mile long connector route between use to provide access between D1256 and D1266D. Connectivity of these routes is maintained via the routes themselves. Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing D1257 will reduce the route proliferation in the area.
D1262 0.17 miles	Closed	D1262 is closed to motorized use; it is 0.17 miles in length. It is redundant with B340 and provides no purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. Connectivity to D1262A is provided on SITLA, making access from D1262 redundant. Closing this route will reduce the overall route footprint in the area and reduce route proliferation and redundancy. Closing this route will contribute to restoring and retaining soil and vegetation cover, thereby minimizing the potential for soil erosion and vegetation loss.

Route Number Length	Decision	Rationale
D1262A 0.61 miles	Open	D1262A is open to motorized use; it is 0.61 miles in length and provides access to a SITLA parcel from B340; D1262A provides route connectivity to D1266D. D1262A provides dispersed vehicle camping opportunities and contributes to route connectivity and provides OHV loop opportunities. Continued use of this route will minimize potential impacts to resources (e.g., desert bighorn sheep habitat, erosive soil) by providing a recreation opportunity on an existing route where minimal adverse effects on resources are occurring.
D1263 0.23 miles	Closed	D1263 is closed to motorized use; it is a 0.23 mile long, lightly used spur route off D1262A. D1263 is redundant with D1266D and does not provide access to a known recreation opportunity or destination. Closing this route will reduce the overall impact of vehicle use and route footprint in the area and contribute to restoring and retaining vegetation and soil cover.
D1264 0.09 miles	Closed	D1264 is closed to motorized use; it is a 0.09 mile long, lightly used spur route off D1262A. D1264 does not lead to a known recreation opportunity or destination; it does not provide connectivity to other routes in the network. Closing this route will reduce the overall impact of vehicle use and route footprint in the area and contribute to restoring and retaining vegetation and soil cover.
D1265 0.49 miles	Open	D1265 is open for motorized travel. It is a 0.49 mile long spur that provides a loop opportunity with D1270; it is part of the Hell Roaring Rim Jeep Safari route. D1265 provides recreational value; the Hell Roaring Rim Jeep Safari Route is of particular value because it is a relatively easy jeeping route and is drivable by stock vehicles. Keeping D1265 open for travel lessens the likelihood of drivers going cross country to access the area. Moreover, BLM is closing nearby D1264, D1270A, and D1434 which will aid in minimizing impacts to desert bighorn lambing habitat.
D1266A and D1486 2.52 miles and 0.62 miles	Open	D1266A and D1486 are open for motorized travel. They are part of the Hell Roaring Rim Jeep Safari route and provide recreation value. Hell Roaring Rim is of particular value because it is a relatively easy jeeping route and is doable by stock vehicle. D1266A provides a link between B140 and D1473. D1486 is a part of this road. Closing parallel route D1482, as well as closing D1483, D1474A and D1474B reduces route proliferation and minimizes impacts to area resources. There are minimal known resource conflicts along this route. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1266A and D1486 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1266B 2.57 miles	Open	D1266B is open for motorized travel. It is a part of the Hell Roaring Rim Jeep Safari route and provides recreation value. The Hell Roaring Rim Jeep Safari route is of particular value, because it is a relatively easy jeeping route and is doable by stock vehicles. D1266B goes along the north side of Hell Roaring Canyon and constitutes a recreational asset. D1266B is a connector between D1266A and D1266D. Keeping D1266A open for travel lessens the likelihood of drivers going cross country to link the two routes mentioned above.
D1266C 0.56 miles	Open	D1266C is open for motorized travel. It goes around the head of Hell Roaring Canyon. It is a part of the Hell Roaring Rim Jeep Safari route and provides recreation value. Hell Roaring Rim is of particular value, because it is a relatively easy jeeping route and is doable by stock vehicles. It is a connector between D1266B and D1266D. Keeping D1266C open for travel lessens the likelihood of drivers going cross country to link the two routes mentioned above
D1266C 077 miles	Open	D1266C is a popular route with users (part of a Jeep Safari route) that access the Mineral Point area. Closing nearby D1248, D1249, D1250 and D8847 reduces route proliferation and confusion and minimizes impacts to area resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1266C will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1266D 1.12 miles	Open	D1266D is open for motorized travel. It is 1.12 miles long and goes along the south side of the top of Hell Roaring Canyon. D1266D is the only access route available to get to the south side of the Hell Roaring Rim Jeep Safari route. It is a part of the Hell Roaring Rim Jeep Safari route and provides recreation value. The Hell Roaring Rim Jeep Safari route is of particular value, because it is a relatively easy jeeping route and is doable by stock vehicles. It is a connector between B340 and D1266C. Keeping D1266D open for travel lessens the likelihood of drivers going cross country to link the two routes mentioned.
D1270 0.36 miles	Open	D1270 is open for motorized travel. It is a 0.364 mile long spur that provides a loop opportunity with D1265; it is part of the Hell Roaring Rim Jeep Safari route. It provides recreational value; the Hell Roaring Jeep Safari route is of particular value because it is a relatively easy jeeping route and is drivable by stock vehicles. Keeping D1270 open for travel lessens the likelihood of drivers going cross country to access the area.

Route Number Length	Decision	Rationale
D1270A 1.00 miles	Closed	D1270A is closed to motorized use. It is one of three overlooks on the south side of Hell Roaring Canyon near its head. Closing 1270A reduces route proliferation as it is redundant with D1434 and D1463, both of which remain open to travel. Closing D1270A reduces route proliferation in desert bighorn sheep lambing habitat which reduces potential for OHV disturbance of wildlife.
D1280 0.63 miles	Open	D1280 is open to motorized use; it is a 0.63 mile long spur route off B340 which provides a recreation opportunity for 4-wheeling and dispersed vehicle camping. This route provides a popular dispersed vehicle camping opportunity off a maintained route in relatively close proximity to Highway 313. Continued use of this route will minimize potential impacts to resources such as desert bighorn sheep habitat, erosive soil, and salt-desert scrub, blackbrush and pinyon-juniper biomes by directing use on an existing route.
D1284 1.59 miles	Closed	D1284 is closed to motorized use; it dead ends at the fence around the Horsethief Campground and is not available as a connector route between D1122A and B340. In addition, D1284 crosses the Rodeo bike trail. Closing D1284 will create a non-motorized buffer to the Horsethief Campground and the Rodeo bike trail. Closing the route, along with natural reclamation, will reduce visual contrast, retain vegetative and soil cover and minimize impacts to natural and cultural resources.
D1286 0.80 miles	Closed	D1286 is closed to motorized use; it is a 0.8 mile connector route that is redundant with D1122A and D1136. Closing D1286 provides a non-motorized buffer to the Rodeo bike trail and reduces route proliferation in the area. Closing this route will contribute to restoring and retaining vegetation and soil cover, minimizing the potential for soil erosion.
D1290 1.23 miles	Open	D1290 provides a link between D1291 and D1136. Closing the parallel D1122B and D1302 (as well as nearby D1286 and D1284) reduces route proliferation and confusion and minimizes impacts to area resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1290 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1291 1.60 miles	Open	D1291 is open to motorized use. It is a 1.6 mile long spur route provides a recreation destination to an overlook along the rim of Mineral Canyon. This route is within desert bighorn sheep lambing habitat; closing adjacent routes D1294, 1296 and D1299 minimizes potential impacts to desert bighorn sheep from OHV disturbances. Continued use of this route will minimize the potential for soil erosion, habitat disruption and vegetation loss by providing a recreation opportunity on an existing route.
D1291B 1.17 miles	Open	D1291B provides access to the rim of South Mineral Canyon. Closing nearby D1122B and D1299 reduces route proliferation and confusion and minimizes impacts to area resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1291B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1294 0.57 miles	Closed	D1294 is closed to motorized use; it is a 0.57 mile dead end spur off D1291 and lies within desert bighorn sheep lambing habitat. It has no recreational purpose or need. Authorized uses may continue as authorized and as appropriate. Closing D1294 will reduce impacts to desert bighorn sheep habitat by reducing potential for OHV disturbances.
D1296 0.31 miles	Closed	D1296 is closed to motorized use; it is a 0.31 mile dead end spur off D1291 that lies within desert bighorn sheep lambing habitat. It has no recreational purpose or need. Closing D1296 will reduce impacts to desert bighorn sheep habitat by reducing potential for OHV disturbances and providing a larger non-motorized buffer in this important and heavily used (by bighorn sheep) habitat.
D1299 0.29 miles	Closed	D1299 is closed to motorized travel; it is a 0.29 mile dead end spur route off D1291 that terminates at an overlook at the head of North Mineral Canyon. Overlook opportunities of Mineral Canyon in the immediate vicinity remain available via routes D1291 and D1305. Closing D1299 will reduce impacts to desert bighorn sheep by reducing potential for OHV disturbances and providing a larger non-motorized buffer in an important and heavily used section of desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D1301 1.23 miles	Open	D1301 provides the link between D1200 and D1308 in the South Mineral area. Closing nearby D1302, D1122B, D1266, D1315 and D1316 reduces route proliferation and confusion and minimizes impacts to area resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1301 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1302 0.38 miles	Closed	D1302 is closed to motorized travel; it is redundant with D1290 and D1301, which remain open for motorized travel. D1302 is a 0.38 mile lightly used dead end spur route that results in route proliferation and confusion in the route network. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion. It does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network.). Closing the route will enhance wayfinding in the area.
D1305 0.80 miles	Open	D1305 and D1308 provide access to the rim of the North Fork of Mineral Canyon; the two roads also provide a loop off D1301. Closing nearby D1302, D1122B, D1315 and D1316 reduces route proliferation and confusion and minimizes impacts to area resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1305 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1309 0.29 miles	Closed	D1309 is closed to motorized use. It is a 0.29 mile connector route between D1136 and B340. However, route connectivity between D1136 and B340 is maintained using D1310, which remains open to motorized travel. Closing D1309 will reduce route proliferation and the visual contrast created by the route. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion. D1309 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. Closing D1308 will decrease on-the-ground confusion for the public.

Route Number Length	Decision	Rationale
D1310 0.93 miles	Open	D1310 provides a link between B340 (the Mineral Point Road) and D1136. Closing nearby D1312, D1313, D1315 and D1309 reduces route proliferation and confusion and minimizes impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1310 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1312 0.36 miles	Closed	D1312 is closed to motorized use; it is a lightly used, 0.36 mile connector route between D1136 and D1310. However, route connectivity is maintained by using D1136 and D1310 themselves, which remain open for travel. Closing D1312 will reduce route proliferation and the visual contrast created by the routes. D1312 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity.
D1313 0.36 miles	Closed	D1313 is closed to motorized use; it is a 0.36 mile connector route between D1136 and D1308. It is a little used route that is reclaiming. However, route connectivity is maintained via the routes D1136 and D1308, which remain open for travel. Even with the closure of D1313, multiple loop opportunities remain in the area (e.g., D1308 and D1315, and D1308 and D1305). Closing D1313 will reduce route proliferation in the area. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion, and lessen confusion.
D1315 1.01 miles	Closed	D1315 is closed to motorized use. It is a 1.01 mile long loop route off D1308; additional loop opportunities exist in the vicinity. Closing D1315 along with D1313, D1316, and D1317 contributes to minimizing route proliferation in the area. D1315 receives little use. Closing the route will enhance wildlife habitat for desert big horn sheep by reducing the overall route footprint. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D1316 0.41 miles	Closed	D1316 is closed to motorized use; it is a 0.41 mile connector route between D1315 and D1308. However, route connectivity is maintained via D1315 and D1308, which remain open to motorized travel. Multiple loop opportunities remain in the area (e.g., D1308 and D1315, and D1308 and D1305). Closing D1316 will reduce route proliferation in the area. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion. Closing the route will limit habitat fragmentation in desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D1317 0.55 miles	Closed	D1317 is closed to motorized use; it is a 0.55 mile connector route between D1315 and D1322 (the latter of which is also closed for redundancy with B340). Thus, D1317 no longer provides route connectivity. Multiple loop opportunities remain in the area (e.g., D1308 and D1315, and D1308 and D1305). D1317 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. Closing the route will lessen confusion and contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion.
D1322 0.66 miles	Closed	D1322 is closed to motorized use; it is a 0.66 mile route that parallels and is redundant with B340. D1322 provides access to two SITLA parcels from D1136; these SITLA parcels are also accessible via B340. Closing D1322 will enhance desert bighorn sheep habitat by reducing route proliferation and the overall footprint of routes in the area. Closing this route will also lessen confusion, and contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D1348A 0.95 miles	Open	D1348A provides a link between D1354 and D1353, and also access a corner of SITLA managed lands. It accesses an overlook of the North Fork of Mineral Canyon. Closing nearby D1352A (which also access an overlook of that canyon) minimizes impacts to resources and minimizing route confusion. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1348A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1350 0.93 miles	Closed	D1350 is closed to motorized use. D1350 is a 0.96 mile connector route between D1455A and D1455B; however, route connectivity will remain via the D1455A and D1455B. Closing D1350, along with D0006, D1360 and D1390, will minimize route proliferation and create a non-motorized buffer between Mineral Canyon and Hell Roaring Canyon, which constitute important desert bighorn sheep and raptor habitats. Closing this route will enhance desert bighorn sheep habitat by reducing the route footprint in the area. Closing this route will reduce desert bighorn sheep and raptor habitat fragmentation and minimize impacts to soil and vegetation by allowing natural reclamation of the route.
D1352 1.15 miles	Open	D1352 is entirely on SITLA. It is open to motorized use. The BLM continuation of this route is analyzed as D1352A. The route was split in order to separate ownership.

Route Number Length	Decision	Rationale
D1352A 0.24 miles	Closed	D1352A is closed to motorized use; it is the portion of D1352 after it leaves SITLA. D1352A parallels the rim of Mineral Canyon for 0.24 miles. Similar access is available via D1348A, which remains open to travel. Closing D1352A will enhance desert bighorn sheep habitat by reducing route proliferation and providing a larger non-motorized buffer along Mineral Canyon.
D1353 2.31 miles	Open	D1353 provides access to the north rim of the North Fork of Mineral Canyon. Closing the parallel D1363 and the nearby D1394, D1382B, D1404A, D130 and D1390 reduces route proliferation and confusion and minimizes impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1353 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) to an alignment capable of accommodating the route's anticipated traffic volume.
D1354 1.04 miles	Open	D1354 links D1353 and D1348A on Mineral Point. Closing the nearby D163, D1360 and D0006 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1354 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1358 0.25 miles	Open	D1358 provides the link between D1455B and D1353 in the Mineral Point area. Closing nearby D1363 and D1360 will reduce route proliferation and confusion and reduce impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1358 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1360 1.30 miles	Closed	D1360 is closed to motorized travel; it is parallel and redundant with D1455B. Closing D1360 will minimize route proliferation, as it parallels D1455B. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint. Closing the route will reduce the potential for impacts to endangered or threatened species and their habitats by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D1363 1.01 miles	Closed	D1363 is closed to motorized travel. Closing D1363 will minimize route proliferation, as it parallels D1455B and D1353, which remain open for travel and are closer to views of Mineral Canyon. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint.
D1382A 0.65 miles	Open	D1382a is open to motorized travel. It is part of the Hell Roaring Rim Jeep Safari route and has recreation value for the completion and wholeness of that route. The Hell Roaring Rim Jeep Safari route provides a scenic tour of the Mineral Point area for motorized recreationists. Allowing continued use of the Hell Roaring Rim Jeep Safari route will minimize impacts by reducing cross country travel. Moreover, the closure of routes D1394, D1382B, D1390, and D1393 in this area will help minimize impacts to sensitive resources such as desert bighorn sheep habitat.
D1382B 0.40 miles	Closed	D1382B is closed to motorized travel. Closing D1382B will minimize route proliferation, as it parallels D1402A, which remains open for motorized travel on a seasonal basis. The route has no known recreation purpose or need. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint.
D1382C 0.18 miles	Closed	D1382C is closed to motorized travel. It is a 0.18 mile long spur route that leads toward the rim of Mineral Canyon. D1382C is closed to minimize impacts of OHV use to desert big horn sheep yearlong and lambing habitat. Desert big horn sheep collar data shows Mineral Canyon as a frequented habitat. Closing D1382C, D0004, and D1403 minimizes impacts to their habitat. Closing this route will contribute to retaining and restoring vegetation (e.g., blackbrush, pinyon-juniper) and soil cover, minimizing potential for soil erosion.
D1390 1.18 miles	Closed	Closing D1390 will contribute to minimizing route redundancy and proliferation, as the points it accesses are reachable by both D1455A and D1455B, which remain open for motorized travel. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint. Closing the route will reduce route proliferation and help users navigate.

Route Number Length	Decision	Rationale
D1393 0.24 miles	Closed	D1393 is closed to motorized travel. Closing D1393 (0.24 mile) will contribute to minimizing route redundancy and proliferation, as the points it accesses are reachable by both D1482A and D1455B, which remain open for motorized travel. Closing D1393 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint. Closing the route will reduce confusion in route finding on the part of the public.
D1394 1.85 miles	Closed	D1394 is closed to motorized travel. D1394 is a 1.85 mile long loop route off D1455B. Additional loop routes exist in the vicinity. Closing D1394 will minimize impacts to desert big horn sheep habitat and blackbrush and pinyon-juniper vegetation communities. Closing this route will minimize route proliferation and redundancy in the area of Mineral Point. Closing this route will provide a more straightforward travel network in the area.
D1395 0.53 miles	Closed	D1395 is closed to motorized travel. Closing D1395 will minimize route proliferation, as it parallels and is redundant with D1398A (which remains open to motorized travel). Closing D1395 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint. Closing the route will lessen confusion on the part of those wishing to travel D1398A to the viewpoint at the end of the mesa.
D1398A 1.38 miles	Closed	D1398A is closed to motorized travel. D1398A, as shown in the route report, is a 1.38 mile long spur route that receives low use, in the Mineral Point area. Closing D1398A minimizes impacts of adjacent overlooks D1408 and D1455A to other recreation users, wildlife habitat, and vegetation, by reducing route proliferation.
D1398B 0.31 miles	Closed	D1398B is closed to motorized travel. It is a dead end and is accessed via D1398A; it is 0.31 miles long. The viewpoint over Labyrinth Canyon can be accessed from D1398A, which remains open to motorized travel. Closing D1398B will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will minimize potential impacts to desert bighorn sheep and raptor habitats by eliminating motorized use and removing the route footprint. As a dead end route, it has no value as a connector route.

Route Number Length	Decision	Rationale
D1399 0.32 miles	Closed	D1399 is closed to motorized travel. It is 0.32 miles long and is reclaiming naturally, which suggests it receives little to no OHV use. BLM confirmed that the route is not findable on the ground, indicating a lack of purpose and need for the recreating public. Closing this route, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will reduce overall impact of vehicle use and route footprint in the area. Closing this route will enhance desert bighorn sheep movement by reducing habitat fragmentation. Because this route is reclaimed or currently reclaiming, officially closing the route will contribute to minimizing potential impacts to documented resources by eliminating motorized use.
D1400 0.83 miles	Closed	D1400 is closed to motorized travel. The route is not locatable on the ground, indicating a lack interest by the recreating public. It is a 0.83 mile long dead end. The route contributes to route proliferation and redundancy as it closely parallels D1398A, which remains open to motorized travel. Closing D1400, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will reduce overall impact of vehicle use and route footprint in the area. Closing this route will enhance desert bighorn sheep movement by reducing desert bighorn sheep lambing habitat fragmentation. Because this route is reclaimed or currently reclaiming naturally, which suggests it receives little to no OHV use, officially closing the route will contribute to minimizing potential impacts to documented resources by eliminating motorized use.
D1402A 0.88 miles	Closed	D1402A is closed to motorized travel. The 0.88 mile spur route is located in desert bighorn sheep lambing area and yearlong habitat. Closing D1402A will minimize impacts to desert big horn sheep habitat and blackbrush and pinyon-juniper vegetation communities. Closing this route will minimize route proliferation and redundancy in the area of Mineral Point. Closing this route will provide a more straightforward travel network in the area.
D1402B 016 miles	Closed	D1402B is closed to motorized travel. It is 0.16 miles long and is parallel and redundant to D1402A, which remains open. Closing D1402B will minimize route proliferation and will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint. Closing the route will lessen confusion on the part of the motorized public; D1402A is the route that accesses the overlook and this route remains open to motorized travel.

Route Number Length	Decision	Rationale
D1403 0.70 miles	Closed	D1403 is closed to motorized travel. D1403 is a 0.7 mile long dead end spur that is reclaiming naturally, which suggests it receives little to no OHV use. BLM data confirms that the route is not findable on the ground, indicating a lack of purpose and need for the recreating public. In the final route network, D1403 is no longer accessible as D1399 and D1400 are both closed. Closing D1403, along with natural reclamation, will reduce visual contrast created by the route. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will reduce overall impact of vehicle use and route footprint in the area. Closing this route will enhance wildlife movement by reducing fragmentation in desert bighorn sheep lambing habitat. Because this route is reclaimed or currently reclaiming, officially closing the route will contribute to minimizing potential impacts to documented resources by eliminating motorized use.
D1407 0.12 miles	Closed	D1407 is closed to motorized travel; it is 0.12 miles long and provides a short “triangle” connector between D1455 A and D1455B. These two roads can still be accessed by driving an additional 0.1 miles. Closing D1407 will minimize route redundancy and will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will minimize potential impacts to desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint. Closing the route will make route finding more transparent, as motorized users are seeking to travel D1455A to the end of Mineral Point.
D1408 1.20 miles	Open	D1408 is the terminus of the Hell Roaring Rim Jeep Safari Route on Mineral Point. It is the destination for that route and affords an overlook of the Green River. The route was utilized by early miners to lower supplies down on a large cable head frame that is still on the Point. Closing nearby D1398A, D1407, D1998A and D0004 will reduce route proliferation and confusion and minimize impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1408 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) to an alignment capable of accommodating the route’s anticipated traffic volume.
D1417 0.13 miles	Closed	D1417 is closed to motorized travel. It is reclaiming naturally, which suggests it receives little to no OHV use; it has no recreational purpose and need. Closing D1417 (a 0.13 mile long dead end spur) will minimize route proliferation. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D1429 2.20 miles	Open	D1429 links B340 with D1455A in the Mineral Point area. Closing parallel D005, D007, D1430 and D1438 will reduce route proliferation and confusion and minimize impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1429 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume
D1430 0.22 miles	Closed	D1430 is closed to motorized travel; it is a 0.22 mile dead end spur route off D1429. D1430 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing the potential for soil erosion.
D1432, D1433, D1440 and D1442 0.33 miles, 1.26 miles, 0.78 miles and 1.17 miles	Open	D1432 links D1428 with D1455A in the Mineral Point area: D1433, D1440 and D1442 access viewpoints in the area. Closing nearby D1438, D1446, D1441, D1437, D0005, D0007 and D1430 will reduce route proliferation and confusion and minimize impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1432, D1433, D1440 and D1442 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume
D1434 1.62 miles	Closed	D1434 is closed to motorized travel. It is a 1.62 mile spur route off 1455A. that leads to an overlook near the head of Hell Roaring Canyon. Closing D1270A and D1434 will minimize route proliferation and redundancy in the area; D1463, D1478, D1480, and D1494 remain open to provide recreation opportunities including camping, 4-wheeling, and scenic driving. Closing D1434 will minimize impacts to wildlife habitat (e.g., desert big horn lambing, raptor), vegetation (e.g., blackbrush, pinyon-juniper), and soils. Closing the route will contribute to retention and restoration of vegetation and soil, reducing potential for erosion.

Route Number Length	Decision	Rationale
D1437 0.70 miles	Closed	D1437 is closed to motorized travel. It is a 0.7 mile long dead end spur. Closing D1437 will minimize route proliferation, as it accesses destinations accessible from other open routes, such as D1455A and D1442. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.
D1438 0.54 miles	Closed	D1438 is closed to motorized travel; it is parallel and redundant with D1455A. Closing D1438 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.
D1441 0.30 miles	Closed	D1441 is a dead end spur and is closed to motorized travel. D1441 is a 0.3 mile long dead end that is reclaiming naturally, which suggests it receives little to no OHV use. It is within desert bighorn sheep lambing habitat. Closing D1441 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.
D1445A 0.11 miles	Closed	D1445A is closed to motorized travel. It is a 0.11 mile long route. D1445A contributes to route proliferation in the area. D1442, which remains open to motorized travel, provides access to a similar overlook of Hell Roaring Canyon. Closing D1445A will contribute to retaining and restoring vegetation and soil cover. Closing this route will enhance desert bighorn sheep lambing habitat by reducing the route footprint in the area.
D1445B 0.17 miles	Closed	D1445B is closed to motorized travel; it is a 0.17 mile long route and is reclaiming naturally, which suggests it receives little to no OHV use. This route is redundant with D1442, which remains open to access an overlook of Hell Roaring Canyon. By closing 1445B, route proliferation will be minimized and on-the-ground confusion will be lessened. Closing 1445B will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D1446 0.34 miles	Closed	D1446 is closed to motorized travel. It is a dead end spur route (0.34 miles in length). The view of Hell Roaring can be obtained by driving on the open D1442. Closing D1446 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.
D1450 and D1455A 0.12 miles and 11.85 miles	Open	D1450 and D1455A access SITLA managed land in the Mineral Point area. Closing nearby D0022, D0022A, D1446, D1454 and D1434 will reduce route proliferation and confusion and minimize impacts to resources, including desert bighorn sheep. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1450 and D1455A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1454 0.44 miles	Closed	D1454 is closed to motorized travel. Closing D1454 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, raptor) by reducing route proliferation and habitat fragmentation. Closing D1454 will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.
D1455B 3.96 miles	Open	D1455B is open for motorized travel. Allowing continued use of D1455B will minimize the potential for impacts to documented resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route. This route is well marked and used as part of the Hell Roaring Rim Jeep Safari route, which is an easy trail and valued for its views. This route provides access to unique and/or exceptional recreational opportunities without causing greater than minimal adverse effects on documented resources. Due to the low traffic volume and speeds expected on this route, allowing its continued use will contribute to minimizing the overall route network's potential for causing undue and unnecessary soil erosion, habitat disruption and/or vegetative damage.
D1460 0.61 miles	Open	D1460 links Utah Highway 313 with D1266C. Closing nearby D8847 and D1248 will reduce route proliferation and confusion and minimize impacts to resources, including the viewshed of Highway 313 (a State Scenic Byway). Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1460 and D1455A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1463 0.41 miles	Open	D1463 is open to motorized travel; it is 0.41 miles long. As part of the Hell Roaring Rim Jeep Safari route, D1463 provides a recreational experience and has recreational value. It is particularly valuable because it is a relatively easy route and is usable by stock vehicles. D1463 provides a view into Hell Roaring Canyon. Keeping the route open will minimize disturbance to resources, including desert bighorn sheep lambing and raptor nesting habitats, by providing one route to the primary viewpoint into Hell Roaring Canyon. Moreover, BLM is closing routes D1264, D1270A, and D8847 in this same vicinity, which will help further reduce impacts to sensitive resource.
D1467 0.32 miles	Open	D1467 is open to motorized travel; it is a 0.32 mile long connector along the Hell Roaring Jeep Safari route. As part of the Hell Roaring Rim Jeep Safari route, D1467 provides a recreational experience. It is particularly valuable because it is a relatively easy route and is usable by stock vehicles. D1467 accesses D1463 which provides the primary view into Hell Roaring Canyon. Keeping the route open will minimize disturbance to resources, including desert bighorn sheep lambing and raptor nesting habitats, by providing one route to the viewpoint into Hell Roaring Canyon.
D1473, D1475 and D1477 0.5 miles, 0.70 miles and 1.73 miles	Open	D1473 provides a link between Utah Highway 313 and D1266A (which accesses B140, the Spring Canyon Bottom Road via D1477). D1474 accesses a viewpoint in that area. Closing nearby D1474A, D1494B and D1482 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1473, D1475 and D1477 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1474A 0.95 miles	Closed	D1474A is closed to motorized travel; it is a 0.95 mile long connector route between D1477 and Highway 313. Route connectivity is maintained via D1266A and D1473. Closing D1474A will reduce route proliferation, resulting in a less redundant travel network. Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D1474B 0.63 miles	Closed	D1474B is closed to motorized travel; it is a 0.63 mile long connector route between D1477 and Highway 313. Route connectivity is maintained via D1266A and D1473. Closing D1474B will reduce route proliferation, resulting in a less redundant travel network. Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.

Route Number Length	Decision	Rationale
D1478 1.04 miles	Open	D1478 accesses a viewpoint into Hell Roaring Canyon. Closing nearby D1481 and D1482 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1478 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1480 0.66 miles	Open	D1480 is open to motorized travel from September 1 through January 31; it is a 0.66 mile dead end spur that primarily serves as access for dispersed vehicle camping activities. It remains open to motorized travel on a year round basis to provide access for camping. The route also accesses a good view into Hell Roaring Canyon. While the route is within desert bighorn sheep lambing habitat and is near raptor nests, allowing for use on this route (and not on D1481, which is closed to motorized use) will allow for recreational activities while protecting habitat by closing another nearby, more sensitive, route.
D1481 0.33 miles	Closed	D1481 is closed to motorized travel. D1481 is a 0.33 mile long dead end spur. While it does access the rim of Hell Roaring Canyon (and provides the hiker access to the bottom of that canyon) as well as being the site of a popular dispersed campsite, D1481 is closed to protect cultural resources. This closure will require Hell Roaring Canyon hikers to park near B140 and walk the additional one-third of a mile to the canyon. Nearby D1480 remains open for dispersed vehicle camping activities. Closing D1481 to motorized vehicles will also minimize habitat fragmentation in desert bighorn sheep lambing habitat as well as minimize impacts to nearby nesting raptor habitat. Closing D1481 will restore vegetation and prevent soil erosion.
D1482 1.56 miles	Closed	D 1482 is closed to motorized vehicles. It is the middle of three parallel routes joining D1474 and B140. It is redundant with D1477 and D1266A, the easterly and westerly of these three parallel routes, and its use level is low. D1482 does not provide additional connectivity nor does it access anything of recreational value. Closing D1482 will reduce route confusion and route proliferation and minimize visual contrast. Closing D1482 will restore vegetation and soil cover and reduce the possibility of soil erosion. Closing D1482 will also reduce wildlife habitat fragmentation.

Route Number Length	Decision	Rationale
D1483 0.31 miles	Closed	D 1483 is closed to motorized vehicles. It is a 0.31 mile long route, the middle of three parallel routes joining D1474 and B140. It is parallel to and redundant with D1477 and D1266A, which remain open to motorized travel. D1483 does not provide additional connectivity nor does it access anything of recreational value that is not accessed by D1477 or D1266A. Closing D1483 will reduce route confusion and route proliferation and minimize visual contrast. Closing D1483 will restore vegetation and soil cover and reduce the possibility of soil erosion. Closing D1483 will also reduce desert bighorn sheep and raptor habitat fragmentation.
D1490 0.50 miles	Open	D1490 accesses a popular recreation site and a short hiking trail. Closing D1492 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1490 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1492 0.14 miles	Closed	D1492 is closed to motorized travel; it is a 0.14 mile long dead end spur. Closing this route will enhance desert bighorn sheep and raptor habitats by reducing motorized use and removing the route footprint.
D1494 0.91 miles	Open	D1494 accesses an overlook of Hell Roaring Canyon. Closing nearby D1481 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1494 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1497A and D1503A 2.88 miles and 1.20 miles	Open	D1497A links the maintained Spring Canyon Bottom Road (B140) with the Deadman Point area. D1503A also circles back to B140 in the Deadman Point area. They are part of popular route known as Deadman Point, which is the mesa above Hell Roaring Canyon. Closing parallel D1500, D1522, D1520A as well as the route in the bottom of Hell Roaring Canyon (D1233C) will reduce route proliferation and confusion and reduce the impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1497A and D1503A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume

Route Number Length	Decision	Rationale
D1497B 3.99 miles	Open	D1497B is open for motorized travel; it constitutes the major portion of the Deadman Point Jeep Safari routes and provides access to numerous recreation opportunities. In addition to OHV recreation, this route provides opportunities for visiting scenic viewpoints and dispersed campsites, as well as providing links to several other routes which also provide these opportunities.
D1499 0.18 miles	Open	D1499 is open for motorized travel; it is a short (0.18 miles) dispersed vehicle camping spur off D1497A, near the rim of Hell Roaring Canyon, with excellent views of the canyon. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.
D1500 0.37 miles	Closed	D1500 is closed to motorized travel; it is a 0.37 mile long dead end spur off D1497A. D1500 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. Closing this route will reduce the visual contrast created by the route. Closing D1500 will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D1501 0.30 miles	Closed	D1501 is closed to motorized travel; it is a 0.3 mile spur route of D1497B that leads to an overlook of Labyrinth Canyon in the vicinity of Dead Man Point. A viewpoint of Labyrinth Canyon remains available via D1509 on Dead Man Point. Closing this route will minimize impacts to desert big horn sheep lambing habitat and yearlong habitat. Closing this route minimizes route proliferation in the area.
D1503B 2.47 miles	Closed	Route D1503B is open to motorized travel; it is a part of the Deadman Point/Deadman Spring Jeep Safari route and provides a connector between two other open routes. It has a demonstrated recreation purpose and need. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.
D1504 2.48 miles	Open	Route D1504 is open to motorized travel; it is part of the Dead Man Point Jeep Safari trail and provides an excellent viewpoint over Labyrinth Canyon at its intersection with Hell Roaring Canyon. It provides a recreation opportunity and experience. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.

Route Number Length	Decision	Rationale
D1507 0.20 miles	Closed	D1507 is closed to motorized travel. Closing D1507 (0.2 miles long) will minimize route proliferation, as it parallels D1497B, which remains open for motorized travel. Closing D1507 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint. Closing D1507 will decrease route confusion by removing the route footprint.
D1507B 0.73 miles	Closed	D1507B is closed to motorized travel; it is a 0.73 mile long route of the Dead Man Point Jeep Safari Route. D1509 remains open as part of the Jeep Safari Route and provides access to recreation opportunities (e.g., viewpoint, 4-wheeling). Closing this route will minimize impacts to desert big horn sheep lambing habitat and yearlong habitat. Closing this route minimizes route proliferation in the area.
D1509 0.61 miles	Open	D1509 is open to motorized travel; it leads to a viewpoint overlooking Labyrinth Canyon as well as accessing several dispersed campsites. This route is the main overlook spur used during Easter Jeep Safari and is the only one of the three overlook spurs that is officially considered part of the Jeep Safari Trail System. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.
D1510 0.85 miles	Closed	D1510 is closed to motorized travel; it is a 0.85 mile long route off the Dead Man Point Jeep Safari Route. D1509 remains open as part of the Jeep Safari Route and provides access to recreation opportunities (e.g., viewpoint, 4-wheeling). Closing this route will minimize impacts to desert big horn sheep lambing habitat and yearlong habitat. Closing this route minimizes route proliferation in the area.
D1511 1.71 miles	Open	D1511 is open to motorized travel; it is part of the Deadman Point Easter Jeep Safari route and provides access to a viewpoint of Labyrinth Canyon as well as accessing several dispersed campsites. D1511 has a recreation purpose and need. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.
D1513 0.21 miles	Closed	D1513 is closed to motorized travel; Closing D1513 (0.21 miles long) will minimize route proliferation, as it parallels D1514, which remains open. It is naturally reclaimed, which suggests little to no recreation use. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D1514 0.21 miles	Open	D1514 is open to motorized travel; it provides part of a loop route for OHV recreationists with other nearby routes. Creating such loops minimizes the need for vehicles to turn around and backtrack, creating additional impacts. Allowing continued use of this route will minimize the potential for impacts to resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route.
D1515A 0.76 miles	Closed	D1515A is closed to motorized travel. Closing this route will enhance desert bighorn sheep lambing and migratory bird habitats by reducing motorized use and removing the route footprint.
D1515B 0.13 miles	Closed	D1515B is closed to motorized travel. Closing this route will enhance desert bighorn sheep lambing habitat by reducing motorized use and removing the route footprint.
D1515C 0.05 miles	Closed	D1515C is closed to motorized travel. Closing D1515C (a 0.05 mile long dead end spur) will minimize route proliferation in the Deadman Point area, while still allowing access to popular viewpoints using open routes such as D1520A to other points on the rim. Closing D1515C will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.
D1518 0.48 miles	Closed	D1518 is closed to motorized travel. Closing route D1518 will minimize route proliferation in the Deadman Point area. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint. The route has no known recreation purpose and need.
D1520A 2.17 miles	Closed	D1520A is closed to motorized travel. Closing D1520A will minimize route proliferation in the Deadman Point area. Closing D1520A and 1515A minimizes impacts of D1511, which remains open, by reducing the route footprint in the area. Closing D1520A will minimize impacts to desert bighorn sheep and desert bighorn sheep lambing habitat by reducing motorized use and habitat fragmentation. Closing the route will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion.
D1520B 0.60 miles	Closed	D1520B is closed to motorized travel. It is a 0.60 mile long route that is naturally reclaiming, which suggests little to no recreation use. It is parallel to and redundant with D1520A. Closing this route will minimize route proliferation, contribute to retaining or restoring vegetation and soil cover, thus minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint

Route Number Length	Decision	Rationale
D1522 1.17 miles	Closed	D1522 is closed to motorized travel. D1522 is parallel to and redundant with D1497A, which remains open to motorized travel. Closing this route will enhance desert bighorn sheep habitat by reducing motorized use and removing the route footprint. Closing the route will reduce the potential for impacts to endangered or threatened species and their habitats by reducing motorized use.
D1526A 0.60 miles	Open	D1526A is a 0.6 mile long route at the mouth of Spring Canyon. D1526A provides access from Spring Canyon to the Green River and provides recreation opportunities for camping, 4-wheeling, and river access.
D1526B 2.84 miles	Closed	D1526B is closed to motorized travel. It is a 2.84 mile long route that receives low use, as indicated in the route report. Closing D1526B will minimize impacts to wetlands and riparian habitats and reduce potential for sediment transport into the Green River. Closing D1526B will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, migratory birds) by reducing habitat fragmentation by reducing the route footprint in the area. Closing the route would minimize the potential for conflicts between offroad vehicle users and dispersed, non-motorized/non-mechanized forms of recreation (e.g., canoeists).
D1527A and D1527B 0.48 miles and 7.49 miles	Closed	D1527A and D1527B are closed to motorized travel. D1527A and D1527B constitutes the last 8 miles of the Hey Joe Jeep Safari and runs along the Green River, within the Green River Scenic corridor. Closing D1527A and D1527B will minimize impacts to wetlands and riparian habitats and reduce potential for sediment transport into the Green River. Closing D1527A and D1527B will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, migratory birds, raptors) and would minimize the potential for conflicts between offroad vehicle users and dispersed, non-motorized/non-mechanized forms of recreation (e.g., canoeists). The 2008 RMP ROD explained that potential resource conflicts with non-motorized users and riparian areas along this route were outweighed by the purpose and need of this route because it is named in guidebooks and is a Jeep Safari route. Despite that prior conclusion, the BLM has an obligation to minimize resource impacts which is not negated by the popularity of the route.
D1528 0.27 miles	Closed	D1528 is closed to motorized travel. It is 0.27 miles in length in the mouth of Hey Joe Canyon. Closing this route minimizes route proliferation and redundancy as it parallels D1527, which is closed. Closing this route minimizes impacts to wildlife habitat, especially desert bighorn sheep.

Route Number Length	Decision	Rationale
D1529 .023 miles	Closed	D 1529 is closed to motorized travel; it consists of two short spurs totaling 0.23 miles in length. These spurs are reclaiming naturally, which suggests it receives little to no OHV use. They were access routes to uranium diggings. Closing Route 1529 will minimize route proliferation. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint.
D1532 0.13 miles	Open	D1532 is open to motorized travel; it is a 0.13 mile route off B338 (Spring Canyon Point Road) and provides access to a viewpoint of Bowknot Bend of Labyrinth Canyon. Route D1533 to the east will be limited to seasonal use to minimize disturbances to desert bighorn sheep. Continued use of this route will contribute to restoring and retaining soil and vegetation cover, minimizing potential for soil erosion (high potential of erosive soil) by providing a recreation experience on an existing route.
D1533 0.60 miles	Limited to Seasonal Use (open from June 16 through April 14)	D1533 is open to motorized travel on a seasonal basis. It is not available for motorized use during desert bighorn lambing season (April 15 – June 15). It is 0.6 miles long and provides access to a viewpoint over Labrinth Canyon and a dispersed campsite. A route open year-round with a similar view is available to the west (D1532). Closing this route seasonally will minimize disturbances to desert bighorn sheep, while still providing recreation access for the majority of the year.
D1567 5.33 miles	Open	D1567 is the primary route of the Poison Spider Route, one of the most heavily used off-highway vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. Its popularity is evidenced by the fact that it is featured in guidebooks which describe it as “a fun filled combination of challenging obstacles and incredible scenery.” D1567 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”. Allowing continued use of D1567 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.

Route Number Length	Decision	Rationale
D1568 0.98 miles	Open	<p>D1568 is a dead end spur route to Barney’s Overlook; it is part of the very popular Poison Spider Jeep Route and is heavily utilized route. Barney’s Overlook (D1568) affords a view of the Moab Valley and the Colorado River. It is utilized by organized four wheel drive events and by Special Recreation Permit holders. D1568 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1568 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1569 0.60 miles	Open	<p>D1569 constitutes the northeastern portion of the Poison Spider Route, one of the most heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. Its popularity is evidenced in that it is featured in guidebooks. D1569 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1569 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1572 0.15 miles	Open	<p>D1572 is open to motorized travel. It is a 0.15 mile long spur route off the Poison Spider Jeep Safari Route (D1567). It leads to an overlook of the Colorado River and provides a “break” while on the Poison Spider route. Allowing use of this route will minimize damage to resources by directing motorized use to a route capable of sustaining the traffic. Providing this route minimizes the inclination to travel off road to access views of the Colorado River and thus minimizes impacts to the Class II visual resources on Poison Spider Mesa.</p>

Route Number Length	Decision	Rationale
D1573 1.41 miles	Open	<p>D1573 constitutes a portion of the Golden Spike Route, the most heavily used of the challenging four-wheel drive routes in the Moab Field Office. The route is used by Special Recreation permit holders, as well as by the general public. Its popularity is shown in that it is featured in guidebooks which describe it as “one of the longest and most popular trails in Moab, with nonstop obstacles and many stunning overlooks.” D1573 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1573 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1574 1.52 miles	Open	<p>D1574 constitutes the northwestern portion of the Poison Spider Route, one of the most heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. D1574 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Because of the high level of use on this route, maintaining use on the route as opposed to dispersing the use to other less used routes contributes to an overall minimization of impacts. Allowing continued use of D1574 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will reduce user concentrations and the potential for impacts to documented resources. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>

Route Number Length	Decision	Rationale
D1577 2.01 miles	Open	<p>D1577 constitutes the northern portion of the Poison Spider Route, one of the most heavily used off-road vehicle routes in the Moab Field Office. It also constitutes the southern portion of the Golden Spike Jeep Safari Route. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that is featured in guidebooks. D1577 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1577 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1579, D1579A and D1579D 3.28 miles, 1.20 miles and 0.75 miles	Open	<p>D1579, D1579A and D1579D constitute portions of the Golden Spike Route, the most heavily used of the challenging four-wheel drive routes in the Moab Field Office. The route is used by Special Recreation permit holders, as well as by the general public. It is so popular that it is featured in guidebooks which describe it as “one of the longest and most popular trails in Moab, with nonstop obstacles and many stunning overlooks.” These routes are within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1579, D1579A and D1579D will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>

Route Number Length	Decision	Rationale
D1579B 1.47 miles	Open	D1579B is open to motorized travel. It constitutes the “Where Eagles Dare” section of the Golden Spike Jeep Safari Route. This challenging motorized trail is a valuable recreation experience for those who enjoy testing their skills and their vehicles. It is used by commercial and organized group permittees and is part of the Jeep “Badge of Honor” trail (one of only 11 in the State of Utah). D1579B is within a Motorized Focus Area, managed in the Moab RMP to enhance such experiences. Where Eagles Dare combines steep slickrock climbs with “breathtaking scenery”. Allowing use of this route will minimize potential impacts to resources by directing motorized use on an alignment capable of accommodating the traffic (the surface is almost entirely on slickrock). The route, while in desert bighorn sheep habitat, minimizes impacts to that species because abundant escape terrain is available to the animals. Impacts to non-motorized users, including noise, in the adjoining Hiking Focus Area are minimized by the topography separating the motorized and non-motorized recreationists. The trail is largely over slickrock and impacts to vegetation and soils are minimized because of that alignment.
D1579C 5.07 miles	Open	D1579C is open to motorized travel. It is part of the Golden Spike Jeep Safari route and provides a valuable and challenging recreation experience for the motorized community. It is regularly utilized by commercial and organized group permittees. It is a Jeep “Badge of Honor” trail (one of 11 in the State of Utah) and is a revered trail in the motorized recreation community. D1579C is in the Gemini Bridges Motorized Focus Area, managed in the Moab RMP to enhance such experiences. Motorized users are able to drive up and down steep slickrock fins and domes that provide outstanding views of the red rock country as well as into Arches National Park. D1579C provides the connecting route between the Gold Bar Rim (D1592A) route and the Poison Spider (D1567) route. Drivers are able to connect these two routes in an all day long challenging outing. Allowing use of this route will minimize impacts by directing motorized use on an alignment capable of accommodating the traffic. Impacts to non-motorized users, including noise, in the adjoining Hiking Focus Area are minimized by the topography which separates the non-motorized and motorized recreationists. The location of the route, while in desert bighorn sheep habitat, minimizes impacts to that species because abundant escape terrain is available to the sheep. The trail is largely over slickrock and impacts to vegetation and soils are minimized because of that alignment

Route Number Length	Decision	Rationale
D1580A and D1595 0.97 miles and 1.00 miles	Open	<p>D1580A and D1595 constitute portions of the Gold Bar Rim route, a very popular challenging four-wheel drive route. The route is used by Special Recreation permit holders, as well as by the general public. It is so popular that it is featured in guidebooks. These routes are within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”.</p> <p>Allowing continued use of D1580A and D1595 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1580B 0.28 miles	Open	<p>D1580B is open to motorized travel to provide a loop opportunity to a location known as “Surprise Overlook”. This route ends with a cliff-edge view into Day Canyon. Keeping D1580B open allows motorized users to have a safe turnaround at the end of D1580A. The use level of this route is medium; continued use of the route will minimize damage to soils and vegetation from inappropriate and unauthorized turning around at the end of D1580A.</p>
D1583 0.10 miles	Open	<p>D1583 is open to motorized travel. It is a 0.1 mile long dead end spur off the Poison Spider Jeep Safari route. It provides a view of the surrounding mesas; a short walk from the end of the route adds views of the Colorado River. Keeping the route open will minimize impacts to resources from unauthorized cross country travel</p>
D1584 0.68 miles	Closed	<p>D1584 is closed to motorized travel. It is 0.68 mile long dead end spur off the Poison Spider Jeep Safari route. The use of the route is very low. It was originally built to build a now defunct stock pond. Closing the route will enhance the motorized experience as people are not confused and drive down a spur that does not link to the remainder of the Poison Spider Jeep Safari route. Closing the route will minimize the visual contrast in the area. Restoring vegetation and soil to the route will minimize soil erosion.</p>

Route Number Length	Decision	Rationale
D1585 0.20 miles	Open	D1585 is open to motorized travel. It is a 0.2 mile long spur off the Poison Spider Jeep Safari route. The spur parallels the Colorado River on a high ledge and allows drivers to “take a break” from the main route while enjoying a view of the river corridor. Providing this route will minimize impacts to resources from unauthorized cross country travel.
D1592A 0.97 miles	Open	D1592A is open to motorized travel. It is called the Rusty Nail and is part of the Gold Bar Rim Jeep Safari route. The entire route (with D1592B) is 1.9 miles long and provides a loop with Gold Bar Rim. It is utilized by commercial and organized group permittees and is a Jeep “Badge of Honor” trail (one of 11 in the State of Utah). D1592A is in a Motorized Focus Area, managed in the Moab RMP to enhance such experiences. Motorized users are challenged by rock ledges and slickrock and provides outstanding views of the red rock country. D1592A and D1592B provides an alternate challenge to drivers on the Gold Bar Rim Jeep Safari route. Allowing use of this route will minimize impacts by directing this type of motorized use on an alignment capable of accommodating the traffic. Impacts to non-motorized users, including noise, in the adjoining Hiking Focus Area are minimized by the topography which separates the non-motorized and motorized recreationists. The location of the route, while in desert bighorn sheep habitat, minimizes impacts to that species because abundant escape terrain is available to the sheep. The trail is largely over rock and impacts to vegetation and soils are minimized because of that alignment.
D1592B 0.91 miles	Open	D1592B is open to motorized travel. It is called the Rusty Nail and is part of the Gold Bar Rim Jeep Safari route. The entire route (with D1592A) is 1.9 miles long. It provides a unique recreation experience as it is extremely difficult and suitable only for modified and capable four wheel drive vehicles. It is utilized by commercial and organized group permittees and is a Jeep “Badge of Honor” trail (one of 11 in the State of Utah). D1592A is in a Motorized Focus Area, managed in the Moab RMP to enhance such experiences. Motorized users are challenged by rock ledges and slickrock and provides outstanding views of the red rock country. D1592A and D1592B provides an alternate challenge to drivers on the Gold Bar Rim Jeep Safari route. Allowing use of this route will minimize impacts by directing this type of motorized use on an alignment capable of accommodating the traffic. Impacts to non-motorized users, including noise, in the adjoining Hiking Focus Area are minimized by the topography which separates the non-motorized and motorized recreationists. The location of the route, while in desert bighorn sheep habitat, minimizes impacts to that species because abundant escape terrain is available to the sheep. The trail is largely over rock and impacts to vegetation and soils are minimized because of that alignment.

Route Number Length	Decision	Rationale
D1593 0.25 miles	Open	D1593 is closed to motorized travel. It is a 0.25 mile long dead end spur off the Gold Bar Rim Jeep Safari route. Its use level is low and it accesses nothing of recreational value (views from the rim are available on nearby D1579c, which remains open to motorized travel). Closing D1593 minimizes impacts to desert bighorn sheep by enhancing habitat and reducing habitat fragmentation. Closing the route will restore vegetation and soil cover, reducing erosion; it also minimizes the potential for route proliferation and confusion.
D1594 1.05 miles	Closed; non-motorized bike use authorized	D1594 is closed to motorized travel. Non-motorized bike use is authorized. It is a dead end spur for motorized travel. It receives only light vehicle use as most users prefer to stay on the Gold Bar Rim Jeep Safari Route (D1579C). D1594 is primarily used by mountain bikers on the Magnificent Seven Mountain Bike Route. Closing the route to motorized travel will minimize conflicts between motorized and non-motorized users. D1594 is within desert bighorn sheep lambing habitat; closing the route to motorized travel reduces habitat fragmentation in that important habitat. In addition, the potential for harassment of wildlife (inadvertent or not) will be minimized by the closure of the route to the motorized public.
D1596 0.26 miles	Closed; non-motorized bike use authorized	D1596 is closed to motorized travel. Non-motorized bicycle use is authorized. It is a 0.26 mile long. D1596 forms a part of the Little Canyon Bicycle Route (a segment of the Magnificent Seven Bicycle Route). Closing the route to motorized vehicles reduces conflicts between motorized and non-motorized users and reduces the possibility of route proliferation as motorized users start in on the route, become frustrated and attempt to backtrack.
D1602 1.72 miles	Open	D1602 is open to motorized travel. It accesses a remote and scenic canyon (the Dry Fork of Bull Canyon). D1602 is 1.72 miles long and is a dead end. In a busy area (Gemini Bridges), D1602 offers a more secluded motorized experience. D1602 is a route on which Grand County has a maintained road ROW and it is also claimed as a RS2477 right by the state of Utah. Allowing motorized travel on D1602 minimizes impacts to resources such as desert bighorn sheep by continuing motorized use on an alignment that is sustainable.
D1605 2.13 miles	Open	D1605 traverses Bull Canyon and accesses the area underneath the Gemini Bridges. Closing nearby D1607 and D8669 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1605 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1607 0.55 miles	Closed	D1607 is closed to motorized travel. It is a 0.55 mile long dead end spur off the Bull Canyon route (D1605). This spur accesses nothing of particular recreational value; closing it will decrease the possibility of route proliferation and route finding confusion. D1607 is redundant with D1605, which access the upper reaches of Bull Canyon. Closing D1607 will minimize soil erosion by restoring vegetation and soil cover and will enhance desert bighorn sheep habitat by reducing habitat fragmentation.
D1609 0.07 miles	Closed	D1609 is closed to motorized travel. It is a 0.07 mile long dead end spur off the Bull Canyon route (D1605). It is a remnant of uranium exploration in the 1950s and is reclaimed naturally, which suggests it receives little to no OHV use. Closing the route will reduce visual contrast, enhance route finding and minimize soil erosion.
D1610 0.07 miles	Closed	D1610 is closed to motorized travel. It is 0.07 miles long and is a continuation of B136. It is closed as it does not access any feature of recreational value. Closing D1610 will minimize the possibility of route proliferation as people try to drive further on in search of a view into the Dry Fork of Bull Canyon. Closing D1610 will minimize soil erosion and provide less fragmented habitat in desert bighorn sheep lambing habitat.
D1612A 0.74 miles	Open	D1612A accesses a point above Bull Canyon. Closing nearby D1610, D1612B, D1641, D1625A and D1642 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1612A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1612B 0.27 miles	Closed	D1612B is closed to motorized travel. It is parallel with and redundant to D1612A, which is the more well traveled route. Closing D1612B reduces route proliferation and redundancy and decreases desert bighorn sheep habitat fragmentation. Closing the route will minimize soil erosion and lessen visual contrast.
D1614 0.62 miles	Open	D1614 is open to motorized travel. It provides connectivity between the Long Canyon Road (B135) and B136. Keeping D1614 open to the public provides access to SITLA land and concentrates motorized use on a sustainable route.

Route Number Length	Decision	Rationale
D1615 0.02 miles	Open	D1615 access land managed by SITLA. Closing nearby D1610, D1612B, D1641, D1625A and D1642 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1615 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1619 0.04 miles	Closed	D1619 is closed to motorized use. It is a 0.04 mile long dead end spur with no destination of recreational value. Closing D1619 will reduce visual contrast, minimize soil erosion and enhance desert bighorn sheep habitat connectivity.
D1625A 0.94 miles	Closed	D1625A is closed to motorized travel. It is a 0.94 mile route that comprises the western portion of the Day Canyon Point Jeep Safari Route. As indicated in the route report, this dead-end spur receives low use. Closing D1625A will contribute to retaining and restoring vegetation (e.g., pinyon juniper, blackbrush) and soil cover, minimizing the potential for erosion. Closing this route would minimize impacts to desert bighorn sheep habitat by reducing the amount of vehicle use and the route footprint in the area. D1625A is within the Potash Confluence Habitat Management Area (HMA), which is managed primarily to benefit the habitat of desert bighorn sheep. The HMA also includes guidance for chukar partridge, bald eagles, and peregrine falcon.
D1625B 3.21 miles	Closed	D1625B is closed to motorized travel. It constitutes the eastern portion of the Day Canyon Point Jeep Safari Route. As indicated in the route report, this dead-end spur receives low use. Closing D1625B will contribute to retaining and restoring vegetation (e.g., pinyon juniper, blackbrush) and soil cover, minimizing the potential for erosion. Closing this route would minimize impacts to desert bighorn sheep habitat by reducing the amount of vehicle use and the route footprint in the area. D1625B is within the Potash Confluence Habitat Management Area (HMA), which is managed primarily to benefit the habitat of desert bighorn sheep. The HMA also includes guidance for chukar partridge, bald eagles, and peregrine falcon.

Route Number Length	Decision	Rationale
D1627 0.59 miles	Closed	D1627 is closed to motorized travel. It constitutes a dead end spur off the Day Canyon Point Jeep Safari Route. As indicated in the route report, this dead-end spur receives low use. The access route to D1627 (D1625A and D1625B) are closed, thus making D1627 inaccessible. Closing D1627 will contribute to retaining and restoring vegetation (e.g., pinyon juniper, blackbrush) and soil cover, minimizing the potential for erosion. Closing this route would minimize impacts to desert bighorn sheep habitat by reducing the amount of vehicle use and the route footprint in the area. D1627 is within the Potash Confluence Habitat Management Area (HMA), which is managed primarily to benefit the habitat of desert bighorn sheep. The HMA also includes guidance for chukar partridge, bald eagles, and peregrine falcon.
D1630 0.46 miles	Closed	D1630 is closed to motorized travel. It constitutes a dead end spur of the Day Canyon Point Jeep Safari Route. The access route to D1630 (D1625A and D1625B) are closed, thus making D1630 inaccessible. Closing D1630 will contribute to retaining and restoring vegetation (e.g., pinyon juniper, blackbrush) and soil cover, minimizing the potential for erosion. Closing this route would minimize impacts to desert bighorn sheep habitat by reducing the amount of vehicle use and the route footprint in the area. D1630 is within the Potash Confluence Habitat Management Area (HMA), which is managed primarily to benefit the habitat of desert bighorn sheep. The HMA also includes guidance for chukar partridge, bald eagles, and peregrine falcon.
D1641 0.32 miles	Closed	D1641 is closed to motorized travel. It is a 0.32 mile long route that is redundant with D1614 and B136, which access the same destinations. Closing D1641 will reduce visual contrast, restore vegetation and soil cover and minimize the potential for soil erosion. Closing this redundant route will decrease desert bighorn sheep habitat fragmentation. Closing the route will also lessen route finding problems for motorists in an area rife with old roads.
D1642 0.35 miles	Closed	D1642 is closed to motorized travel. It is redundant with B136 and D1614, which go to the same destinations. D1642 contributes nothing to the route system for motorized recreationists. Closing the route will reduce visual contrast, decrease route finding problems, minimize the potential for soil erosion and restore vegetation and soil cover. Closing the route reduces habitat fragmentation in desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D1645 0.07 miles	Closed	D1645 is closed to motorized travel. It is a 0.07 mile long spur to the rim of Bull Canyon. D1646 is closed to minimize impacts resources and reduce route proliferation, and no longer provides access to 1645. Closing D1645 will contribute to retaining and restoring vegetation (e.g., sagebrush, pinyon-juniper) and soil cover, minimizing the potential for soil erosion. Closing this route minimizes route proliferation in the area.
D1646 0.17 miles	Closed	D1646 is closed to motorized travel. It is a 1.01 mile long connector route that receives low use. Route connectivity will remain in the area between D1648 and B136. Closing D1646 will contribute to retaining and restoring vegetation (e.g., sagebrush, pinyon-juniper) and soil cover, minimizing the potential for soil erosion. Closing this route minimizes route proliferation in the area; opportunities for viewpoints into the Dry Fork of Bull Canyon are available via D 1612A and B136.
D1647 0.06 miles	Closed	D1647 is closed to motorized travel. This is a 0.06 mile long dead end spur. Closing D1647 lessens the possibility of route confusion and minimizes soil erosion from OHV use.
D1648 0.65 miles	Open	D1648 link B135 (Long Canyon Road) with D1692. Closing nearby D1642, D1646, D1674, D1694, D1648A and D1675A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1648 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1648A 1.37 miles	Closed	D1648A is closed to motorized travel. It is a 1.37 mile long spur route that receives low use. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will reduce habitat fragmentation in desert bighorn sheep habitat.
D1649 0.55 miles	Open	D1649 links B135 (Long Canyon Road) with D1648 and D1657A to the north. Closing nearby D1652, D1667, D1674, D1694 and D1646 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1649 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1652 0.17 miles	Closed	D1652 is closed;D1652 is a 0.17 mile long dead end. This route is used to access an oil and gas facility. It accesses nothing of recreation value and is not a recreation asset. Closing the route to public OHV use will lessen the visual footprint of the route.
D1657A 1.43 miles	Open	D1657A links B135 (Long Canyon Road) with D1692 to the north. Closing nearby D1652, D1667, D1674, D1694, D1646, D1675A, D1663, and D1660A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1657A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1657B 1.16 miles	Open	D1657B links D1711 and D1721. Closing nearby D1667, D1658, D1719, D1712 and D1722 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1657B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1658 0.63 miles	Closed	D1658 is closed to motorized use. It is redundant with D1600 and D1657B, which access the same locations. It provides no known recreational benefit nor does it access a recreational destination. Closing D1658 reduces redundancy and route proliferation. It also reduces visual contrast, lessens route finding confusion and restores vegetation and soil cover, minimizing the potential for soil erosion.
D1659 0.49 miles	Closed	D1659 is closed to motorized use. It is a dead end spur (0.49 miles long). It provides no recreational value and accesses no views into the canyon systems. Closing D1659 will reduce visual contrast, enhance desert bighorn sheep lambing habitat by reducing habitat fragmentation. Closing D1659 minimizes the potential for soil erosion and reduces confusion.
D1660 2.34 miles	Open	D1660 links Utah Highway 313 with D1692. Closing nearby D1667, D1658, D1674, D1694 and D1675A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1660 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1660A 0.41 miles	Closed	D1660A is closed to motorized use. Closing D1660A will reduce route proliferation, resulting in a less redundant route network in the area. Closing D1660A and routes accessed via D1660A will minimize impacts to vegetation (e.g., pinyon-juniper, salt desert shrub, sagebrush) and soil, minimizing potential for soil erosion. Closing D1660A and adjacent routes will minimize impacts to wildlife (e.g., desert bighorn sheep) habitat by reducing the overall route footprint, and therefore reducing habitat fragmentation.
D1661 0.58 miles	Open	D1661 accesses land managed by SITLA. Closing nearby D1706, D1712, D1725 and D1724 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1661 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1667 0.75 miles	Closed	D1667 is closed to motorized use. It is redundant with and parallel to D1660 and D1657A, which remain open for travel. Closing D1667 reduces duplication of routes, reduces visual contrast, lessens route finding confusion and restores vegetation and soil cover, minimizing the potential for soil erosion.
D1673A 0.44 miles	Closed	D1673A is closed to motorized use. It is 0.44 miles in length and is closed to minimize route redundancy and proliferation. It closely parallels D1660 and accesses the same locations. D1673A travels through a drill pad; closing this route will eliminate public travel through an active drill pad and promote safety for the public in an area where known hazards exist (active drill pad). Closing this route will reduce traffic volume and contribute to retaining and restoring soil and vegetation cover.
D1674 0.51 miles	Closed	D16774 is closed to motorized use. It is 0.51 miles in length and is closed to minimize route redundancy and proliferation. Closing this route also minimizes impacts to desert bighorn sheep habitat.
D1675A 0.30 miles	Closed	D1675A is closed to motorized use. It is 0.3 miles in length and is closed to minimize route redundancy and proliferation. It closely parallels D1692 and accesses the same locations. D16775A travels through a drill pad; closing this route will minimize public travel through an active drill pad and promote safety for the public in an area where known hazards exist (active drill pad). Closing this route will reduce traffic volume and contribute to retaining and restoring soil and vegetation cover.

Route Number Length	Decision	Rationale
D1679 1.07 miles	Closed	D1679 is closed to motorized travel. It is a 1.07 mile long spur route; routes providing access to D1679 are closed to minimize impacts to resources (see D1660A, D1673A, D1683). Closing D1679 will further reduce route proliferation, resulting in a less redundant route network in the area. Closing D1679 will minimize impacts to vegetation and soil, minimizing potential for soil erosion. Closing D1679 along with adjacent routes will minimize impacts to wildlife (e.g., desert bighorn sheep) habitat by reducing the overall route footprint, and therefore reducing habitat fragmentation.
D1683 0.74 miles	Closed	D1683 is closed to motorized travel. It is a 0.74 mile route, and is redundant with D1692. Closing D1683 will reduce route proliferation in the area. Recreational access is maintained through route D1692. Closing D1683 will contribute to retaining and restoring vegetation and soil cover (erosive soil – moderate potential for wind erosion), therefore minimizing potential for soil erosion.
D1684 0.37 miles	Closed	D1684 is closed to motorized travel. D1684 crosses through a drill pad; closing D1684 will promote safety for the public in an area where known hazards exist. Closing the route will contribute to restoring and retaining vegetation and soil cover, minimizing the potential for soil erosion.
D1685 1.07 miles	Closed	D1685 is closed to motorized travel. D1685 is a 1.07 mile long spur/loop route off D1660A, which is closed to minimize impacts to resources (see D1660A). Closing this route will contribute to retaining and restoring vegetation and soil, minimizing the potential for soil erosion. Closing D1685, along with adjacent routes in the area, will enhance wildlife movement by reducing habitat fragmentation. Closing this route reduces route proliferation in the area.
D1692 0.71 miles	Open	D1692 links D1660 with D1648. Closing nearby DD1648A, D1674, D1694, D1675A, D1673A and D1633 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1692 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D1694 0.63 miles	Closed	D1694 is closed to motorized travel. It is a 0.63 mile long connector route between D1848 and D1675A. D1694 is redundant with D1692; route connectivity is retained via D1692. D1694 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. Closing D1694 will contribute to retaining and restoring vegetation and soil cover, minimizing the impact for soil erosion.

Route Number Length	Decision	Rationale
D1700 and D1701 1.93 miles and 0.42 miles	Open	D1700 and D1701 form a loop off B135 (Long Canyon Road). Closing nearby D1641, D1642, D1646 and D1241 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1700 and D1701 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1704 0.18 miles	Closed	D1704 is closed to motorized travel. It is a 0.18-mile-long dead-end spur off the Day Canyon Point Road, which is closed for public use. D1704 does not access anything of recreational value. Closing D1704 will reduce visual contrast, decrease route confusion and proliferation and restore vegetation and soil cover, reducing soil erosion. Closing D1704 will reduce habitat fragmentation in desert bighorn sheep lambing habitat.
D1706 0.58 miles	Closed	D1706 is closed to motorized use. It is 0.58 miles long and has been reclaimed, which suggests little to no recreation use. It is just east of Highway 313 and has no recreational value or use. Closing D1706 will reduce visual contrast within the viewshed of a state scenic byway, eliminate confusion and restore vegetation and soil cover. Closing D1706 will reduce habitat fragmentation in desert bighorn sheep habitat.
D1711 2.84 miles	Open	D1711 accesses an overlook between Bull Canyon and the Dry Fork of Bull Canyon. Closing nearby D1722, D1719, D1658 and D1724 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1711 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1712 0.43 miles	Closed	D1712 is closed to motorized use. It is just east of Highway 313 and provides no recreational value. It is 0.43 miles long and is redundant with D1711, which parallels it approximately 0.1 miles to the north. Closing D1712 will reduce route confusion, reduce visual contrast and restore vegetation and soil cover. Closing D1712 will reduce habitat fragmentation in desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D1719 0.57 miles	Closed	D1719 is closed to motorized use. It is a 0.57 mile long loop route off D1711, that receives low use. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion. Closing D1719 minimizes route proliferation in the area. Closing D1719 will not impact the route connectivity in the area.
D1720 and D1721 0.61 miles and 0.83 miles	Open	D1720 and D1721 access a point overlooking Bull Canyon. Closing nearby D1722, D1724, D1719 and D1658 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1720 and D1721 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1722 1.25 miles	Closed	D1722 is closed to motorized use. It is parallel to and redundant with D1711, which remains open to travel. Drivers on D1711 seek to enjoy views into the Bull Canyon system; access to these views is retained by travelling on D1711. Closing the redundant D1722 will restore vegetation and soil cover, reducing soil erosion. Closing D1722 will reduce visual contrast and route proliferation and reduce on-the-ground confusion. Drivers will access the views via the more direct D1711. Closing D1722 will decrease habitat fragmentation in desert bighorn sheep lambing habitat.
D1724 0.64 miles	Closed	D1724 is closed to motorized travel; it is redundant with D1711, which parallels it to the south. It has no recreational value and does not provide a recreation experience. Closing D1724 will reduce visual contrast and reduce on-the-ground route confusion. Closing D1724 will restore vegetation and soil cover; closing it will decrease habitat fragmentation in desert bighorn sheep habitat.
D1725 0.83 miles	Closed	D1725 is closed to motorized travel. It is a 0.83 mile long connector between D1720 and D1711. Route connectivity is retained through the routes themselves. Closing the route will promote safety for users of public land by eliminating access to an area with known hazards (e.g., active oil and gas drill pad). Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep) by reducing habitat fragmentation from routes in the area.

Route Number Length	Decision	Rationale
D1728 0.52 miles	Closed	D1728 is closed to motorized travel. It is 0.52 miles long. Closing the route will promote safety for users of public land by eliminating access to an area with known hazards (e.g., active oil and gas drill pad). Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep) by reducing habitat fragmentation from routes in the area.
D1729 0.19 miles	Open	D1729 accesses land managed by SITLA. Closing nearby D1728, D1748, D1739, D1725 and D1724 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1729 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1739 0.25 miles	Closed	D1739 is closed to motorized travel. It is 0.25 miles long and redundant with B118, which accesses the same location. D1739 does not have recreational value nor does it provide a recreation experience. Closing D1739 will reduce route confusion in an area rife with roads. Closing the route will reduce visual contrast and restore vegetation and soil cover, reducing soil erosion. Closing the route will decrease habitat fragmentation in desert bighorn sheep habitat.
D1740A 0.55 miles	Open	D1740A accesses a viewpoint above Bull Canyon. Closing nearby D1748, D1739, D1728 and D1725 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1740A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1748 0.36 mile	Closed	D1748 is closed to motorized travel; it is 0.36 miles long and parallel to and redundant with B118, which is approximately 0.1 mile north of this route. It does not access anything of recreational value nor does driving it provide a recreational experience. Closing D1748 will reduce route confusion and improve on the ground wayfinding. Closing the route will reduce visual contrast and contribute to restoring vegetation and soil cover. Closing the route reduces route proliferation, which is abundant in this area just east of Highway 313. Closing the route reduces the potential for impacts in desert bighorn sheep habitat by removing the route footprint.

Route Number Length	Decision	Rationale
D1749 1.79 miles	Open	D1749 links B118 with itself. Closing nearby D1739, D1748, and D1753 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1749 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1751 0.10 miles	Open	D1751 is a spur road to an overlook of Bull Canyon. Closing nearby D8710, D1914 and D1753 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1751 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1752 0.63 miles	Closed; non-motorized bike use authorized	D1752 is closed to motorized travel Non-motorized bicycle use is authorized. It is 0.63 miles long and is part of the Upper Bull Run Bicycle Route on the north rim of that canyon. There currently is a width restrictor in the fence and it has not been available for motorized travel since the Bull Run bike route was approved. D1752 is redundant with D1749, which parallels it directly to the north. Closing D1752 to OHVs reduces the conflict between motorized and non-motorized users; closing D1752 also reduces on-the-ground confusion on the part of motorized users.
D1753 0.23 miles	Closed	D1753 is closed to motorized travel. D1753 is 0.23 miles long, redundant with B118 and D1845 and has no recreational value; it does not provide a recreational experience. Closing D1753 will reduce route proliferation in desert bighorn sheep lambing habitat. It will reduce visual contrast and reduce the vehicle footprint in the area.
D1754 2.35 miles	Open	D1754 links B118 (the Gemini Bridges Road) with D1946. Closing nearby D1248, D1250, D1758B, D1809, D1828, D1766, and D1833 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1754 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1758A 0.68 miles	Open	D1758A provides a link between Utah Highway 313 and D1946. Closing nearby D1248, D1833, and reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1758A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1758B 1.71 miles	Closed	D1758B is closed to motorized travel. Route connectivity in the area is maintained via D1754. Closing D1758B minimizes route proliferation, resulting in a less redundant travel network. Closing the route will contribute to retaining and restoring vegetation (e.g., pinyon-juniper, blackbrush) and soil cover, minimizing impacts for soil erosion.
D1759 0.14 miles	Open	D1759 is open to motorized travel. It is 0.14 mile long connector which links D1758A to D1946. It is located east of Highway 313. Keeping D1759 open enables drivers to avoid a long detour to get to D1946. Keeping D1759 open adds to network connectivity and reduces the possibility of cross country travel as drivers seek to conjoin D1758A and D1946.
D1766 0.07 miles	Closed	D1766 is closed to motorized travel. It is 0.07 miles long and is reclaimed, which suggests little to no recreation use. It is redundant with D1946, which provides access to the same locations. Closing D1766 reduces route proliferation and will make wayfinding easier for the motorized public. Closing this reclaimed road will restore vegetation and soil cover and reduce soil erosion. Closing the road will also reduce habitat fragmentation in desert bighorn sheep habitat.
D1775 1.00 miles	Open	D1775 is open to motorized use; it is one mile long. It provides access to Four Arches Canyon, a valuable recreation experience. Four Arches Canyon is featured in guidebooks and is a sought-after recreation location. D1775 provides access to a unique recreational experience, which includes the opportunity to see Bullwhip Arch, Shadow Arch, Mosquito Arch and Crips Arch. Keeping this route open will lessen the possibility of cross country driving as users seek to find these arches. Moreover, impacts to resources are nonetheless minimized due to the closures of D1659 and D1722 in this same area
D1777 0.46 miles	Open	D1777 is open to motorized use. It is 0.46 miles long and accesses a feature known as Saucer Canyon (in the Crips Hole area). Saucer Canyon is a sought-after recreation experience. D1777 also provides dispersed vehicle camping opportunities. Keeping this route open will lessen the possibility of cross country driving as users seek to explore the canyon systems in Crips Hole.

Route Number Length	Decision	Rationale
D1781 0.59 miles	Open	D1781 is in the Crips Hole area (which is primarily on SITLA land). Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1781 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1782 0.22 miles	Open	D1782 is open to motorized use. It is 0.22 miles long and provides access to one of the side canyons in the Crips Hole area. D1783 also provides dispersed vehicle camping opportunities. Keeping this route open will lessen the possibility of cross country driving as users seek to explore the canyon systems in Crips Hole.
D1783 0.22 miles	Open	D1783 is open for motorized use. It is 0.22 miles long and provides access to one of the side canyons in Crips Hole. D1783 provides access to the canyon system as well as a good location for dispersed vehicle camping. Keeping D1783 open lessens the possibility of cross country driving as users seek to explore the canyon systems in Crips Hole as well as to find camping sites.
D1789 1.09 miles	Open	D1789 links two maintained roads, B361 and B118, near the feature known as Gemini Bridges. Closing nearby D1248, D1250, D1758B, D1809, D1828, D1766, and D1833 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1789 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1797 2.33 miles	Open	D1797 links B118 with D1799. Closing nearby D8704, D0009A, D1801A and D1859A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1797 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D1799 2.37 miles	Open	D1799 links D1888 with itself in the Arth's Pasture area. Closing nearby D1884, D1916, D0017 and D1859A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1799 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1801A 0.22 miles	Closed	D1801A is closed to motorized travel D1801A parallels the power lines that were installed to service Dead Horse Point State Park. D1801A is a 0.22 mile long spur and has no recreational value. It is redundant with D1797. Closing D1801A lessens the route footprint and restores vegetation and soil cover.
D1801B 0.57 miles	Open	D1801B links D1888 with D1799 in the Arth's Pasture area. Closing nearby D0017, D1859A, D1801A and D8704 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1801B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1804 0.59 miles	Closed	D1804 is closed to motorized travel. D1804 parallels and is within desert bighorn sheep lambing habitat. Closing this route will minimize impacts to desert bighorn sheep lambing habitat by reducing the route footprint resulting in reduced habitat fragmentation. Closing the route will minimize potential conflict between motorized use and wildlife. Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.
D1809 0.56 miles	Closed	D1809 is closed to motorized travel. It is a 0.56 mile long connector route between Highway 313 and Arth's Pasture area. Connectivity remains via D1758A and D1732. Closing D1809 minimizes route proliferation in the area, resulting in a less redundant route network. Closing this route will contribute to retaining and restoring soil and vegetation cover, minimizing the potential for soil erosion. Closing the route will minimize the potential for conflicts between offroad vehicle users and mountain bikers on the designated mountain bike singletrack trails which cross this route.

Route Number Length	Decision	Rationale
D1821 0.79 miles	Open	D1821 is a dead end spur accessing an overlook of the Seven Mile area from Utah Highway 313. Closing nearby D8847, D1980 and D1248 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1821 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1827 0.34 miles	Closed	D1827 is closed to motorized travel. It is 0.34 miles in length; it accesses nothing of recreational value nor does it provide a recreational experience. Closing D1827 will reduce route proliferation and restore vegetation and soil cover, minimizing soil erosion. Closing the route minimizes desert bighorn sheep habitat fragmentation.
D1828 0.24 miles	Closed	D1828 is closed to motorized travel. It is 0.24 miles in length. D1828 accesses nothing of recreational value nor does it provide a recreational experience. Closing D1887 will reduce route proliferation and restore vegetation and soil cover, minimizing soil erosion. Closing the route minimizes desert bighorn sheep habitat fragmentation.
D1829 0.16 miles	Closed	D1829 is closed to motorized travel. It is 0.16 miles long connector that connects closed routes D1758B and D1833. D1829 no longer has a purpose and need because it no longer contributes to the route network or provides route connectivity.
D1833 1.39 miles	Closed	D1833 is closed to motorized travel. It is a 1.39 mile long connector route between D1754 and D1962. Route connectivity is retained via the routes themselves. Closing D1833 will minimize impacts to cultural resources. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, raptors). Closing this route will reduce route proliferation in the area and result in a less redundant route network.
D1838 0.66 miles	Closed	D1838 is closed to motorized travel. It is a 0.66 mile long dead end spur and is parallel to and redundant with D1754, which remains open for motorized travel. Closing D1838 reduces route confusion in a heavily roaded area; closing the route will restore vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will enhance wildlife movement by reducing fragmentation in desert bighorn sheep lambing habitat.

Route Number Length	Decision	Rationale
D1843 1.98 miles	Closed	D1843 is closed to motorized travel. It is a 1.98 mile long spur that accesses an overlook of Seven Mile Canyon. The adjacent D1906 remains open to motorized travel and provides access to an overlook of Seven Mile Canyon. Closing D1843 will minimize impacts to desert bighorn sheep lambing habitat and enhance wildlife movement by reducing habitat fragmentation. Closing this route will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion.
D1845 1.49 miles	Open	D1845 is a route that links D1838 with D1888. Closing nearby D1843, D1914, D8710, D1753 and D8704 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1845 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1853 0.74 miles	Open	D1853 accesses SITLA land; it is also the bypass on the Metal Masher for the feature known as Widowmaker. That is, those drivers who do not want to attempt this obstacle can use D1853 to bypass it. Closing nearby D1915, D1916, and D1884 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1853 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1858 0.25 miles	Open	D1858 access lands managed by SITLA; it also joins D1799 with D1853 and D1888 (on SITLA lands). Closing nearby D1859A, D0017 and D1801A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1858 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1859A 0.92 miles	Closed	D1859A is closed to motorized travel. It is in the vicinity of "Jack's Canyon" in the Arth's Pasture area. D1881 and D1799 also provide access to this area and they remain open to motorized travel; D1859A is redundant with these two routes. Closing D1859A will minimize route proliferation in the Arth's Pasture area. Closing D1859A will reduce habitat fragmentation in desert bighorn sheep lambing habitat. It will also restore vegetation and soil cover and reduce the overall impact of vehicle use and route footprint in this area.

Route Number Length	Decision	Rationale
D1860 0.44 miles	Closed	D1860 is closed to motorized travel. It is in the Arth's Rim area. It is 0.44 miles long and is redundant with D1888, which remains open to motorized travel. Closing D1860 will reduce route proliferation, restore vegetation and soil cover, and minimize the potential for soil erosion. Closing this route will reduce the overall impact of vehicle use and route footprint in the area.
D1861 1.16 miles	Open	D1861 joins D1881 and D1888 in the Arth's Pasture area. Closing parallel routes D1862, D1868 and D1868A, as well as closing nearby D1860, D1804, D1879 and D1880A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1861 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1862 0.16 miles	Closed	D1862 is closed to motorized travel. It is 0.16 miles long and is parallel to and redundant with D1861, which remains open for travel. D1861 and D1862 are about 0.1 miles apart. Closing D1862 will reduce route proliferation and will reduce route confusion. Closing D1862 will make route wayfinding more transparent and less confusing. Closing D1862 will restore vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will reduce the overall impact of vehicle use in desert bighorn sheep habitat.
D1864 1.16 miles	Closed	D1864 is closed to motorized travel. It is a 1.16 mile long route in the Arths Rim area. Closing D1864 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion. D1864 is parallel to D1888, Metal Masher Jeep Safari route, which provides a similar experience of driving along the rim of Little Canyon,
D1867 0.27 miles	Closed	D1867 is closed to motorized travel. It is a 0.27 mile spur route off D1864. D1864 is closed, making D1867 inaccessible. Closing D1867 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing the route will contribute to retaining and restoring vegetation (e.g., blackbrush, pinyon-juniper), minimizing potential for soil erosion.

Route Number Length	Decision	Rationale
D1868 0.18 miles	Closed	D1868 is closed to motorized travel. It is 0.18 miles long and, while it does access Periscope Canyon, it is redundant with D1861, which is less than a tenth of a mile away and parallel to D1868. D1861 remains open for motorized use so that users can access Periscope Canyon. Closing D1868 will restore vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will reduce route proliferation and improve wayfinding in an area rife with roads. Closing the route will decrease fragmentation in desert bighorn sheep habitat.
D1868A 0.08 miles	Closed	D1868A is closed to motorized travel. It is a 0.08 mile long “short cut” between D1861 and D1871. The intersection of these two open roads is approximately 0.1 of a mile from the closed short cut. D1868A is redundant with these two open roads. Closing D1868A will reduce visual contrast, decrease route proliferation and improve wayfinding in an area rife with roads. Closing D1868A will restore vegetation and soil cover and decrease soil erosion. Closing the route will decrease fragmentation in desert bighorn sheep habitat
D1871 0.45 miles	Open	D1871 is open to motorized travel. It is 0.45 miles long and is the primary access through Periscope Canyon in the Arth’s Pasture area. Dispersed vehicle camping opportunities are available along this route. D1871 provides a recreation experience in a scenic part of the Arth’s Pasture area. Keeping D1871 open to motorized users will reduce impacts by keeping vehicles on a pre-existing route.
D1872 0,10 miles	Closed	D1872 is closed to motorized travel. It is a 0.1 mile long spur route off D1871. Closing this route will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion. Closing D1872 will minimize impacts to wildlife habitat, including desert bighorn sheep lambing habitat. Closing D1872 reduces route proliferation in the area. Access to the area is retained via D1871.
D1874 0.28 miles	Closed	D1874 is closed to motorized travel. It is a 0.28 mile long dead end spur. The road is substantially reclaimed which suggests little to no recreation use and is choked with vegetation. Closing this reclaimed route will restore vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat and reduce fragmentation.

Route Number Length	Decision	Rationale
D1876 0.26 miles	Closed	D1876 is closed to motorized travel. It is a 0.26 mile long dead end spur off D1871. While it does provide opportunity for dispersed vehicle camping, there are many other dispersed vehicle camping locations in this valley. The remoteness of Periscope Canyon means that the demand for campsites is not high. Closing D1876 will decrease route proliferation in desert bighorn sheep lambing habitat. This will decrease habitat fragmentation and will restore vegetation and soil cover. Closing D1876 will also reduce visual contrast and decrease confusion on the part of users.
D1879 0.05 miles	Closed	D1879 is closed to motorized travel. It is a 0.05 mile long spur route. Closing D1879 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing this route will minimize route proliferation in the area. D1879 is within a small canyon; closing the route will minimize impacts to the ephemeral stream within the canyon and the adjacent riparian/wetland habitats.
D1880 0.07 miles	Open	D1880 is open to motorized travel. It is 0.07 miles long but does provide connectivity with D1861. Keeping D1880 open will minimize impacts to resources by keeping vehicles on a pre-existing route.
D1880A 0.17 miles	Closed	D1880A is closed to motorized travel. It is 0.17 miles long and is parallel to and redundant with D1881. Closing D1880A will reduce route proliferation and decrease confusion on the ground. Closing D1880A will restore vegetation and ground cover, minimizing soil erosion. Closing D1880A will reduce fragmentation in desert bighorn sheep lambing habitat.
D1881 0.86 miles	Open	D1881 links D1799 with D1861 in the Arth's Pasture area. Closing nearby D1859A, D1880A, D1879 and D1868A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1881 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1884 0.42 miles	Closed	D1884 is closed to motorized travel. It is 0.42 miles long and is parallel with and redundant to D1888, which is the route utilized by the Easter Jeep Safari. The parallel D1888 remains available for motorized travel. Closing D1884 will reduce route proliferation and improve wayfinding, as most drivers are seeking to use D1888, the Metal Masher Jeep Safari route. Closing D1884 will reduce visual contrast and restore vegetation and soil cover. Closing D1884 minimizes fragmentation in desert bighorn sheep lambing habitat.

Route Number Length	Decision	Rationale
D1888 9.15 miles	Open	<p>D1888 is the primary route of the Metal Masher Route, one of the more heavily used routes in the Moab Field Office. Metal Masher is so popular that it is featured in guidebooks and is a trail that is sought out by enthusiasts. D1888 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”. Closing nearby D0010, D0009, D0009A, D1913, D1884, D1915, D1864, D1860, D1804, D0017 and D0013 reduces route proliferation and confusion and reduces impacts to resources.</p> <p>Allowing continued use of D1888 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1896 0.61 miles	Open	<p>D 1896 is a dead end spur route that is heavily used by campers in BLM-designated sites. The side road is known as the Bride Canyon Road. D1896 allows the camping along the Gemini Bridges road to occur out of sight of this scenic drive. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1896 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.</p>

Route Number Length	Decision	Rationale
D1900 1.72 miles	Open	<p>D1900 joins the Gemini Bridges Road (B118) with D1888. D1900 is the eastern portion of the Metal Masher Route, one of the most popular routes in the Moab Field Office. Metal Masher is so popular that it is featured in guidebooks and is a trail that is sought out by enthusiasts. D1900 is within the Gemini Bridges/Poison Spider Mesa Focus Area for Motorized Backcountry Touring (2008 Moab RMP), which is “intensively managed for motorized use”. Closing nearby D0014, D0013 and D0017 reduces route proliferation and confusion and reduces impacts to resources.</p> <p>Allowing continued use of D1900 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D1903 0.32 miles	Closed	<p>D1903 is closed to motorized travel. It is a 0.32 mile dead end spur off the Gemini Bridges Road (B118). It is faded and mostly reclaimed naturally, suggesting little to no recreation use. It does not access anything of recreational value. Closing D1903 will reduce visual contrast and improve wayfinding. Closing D1903 will restore vegetation and soil cover, as well as minimize fragmentation in desert bighorn sheep lambing habitat.</p>
D1904 0.33 miles	Closed	<p>D1904 is closed to motorized travel. It is 0.33 miles long, and is parallel to and redundant with the Gemini Bridges Road (B118). Closing D1904 will reduce visual contrast along a popular route (B118) and improve wayfinding. Closing D1904 will restore vegetation and soil cover, as well as minimize fragmentation in desert bighorn sheep lambing habitat.</p>
D1906 1.90 miles	Open	<p>D1906 links D1845 with D1907 in the Arth’s Pasture area. Closing nearby DD1914, D1843, D1908 and D1908A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1906 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.</p>

Route Number Length	Decision	Rationale
D1907 and D1911 0.73 miles and 0.23 miles	Open	D1907 and D1911 are spur roads off D1906. Closing nearby D1908, D1908A, D1911A and D1913 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1907 and D1911 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1908 0.54 miles	Closed	D1908 is closed to motorized travel. It is a 0.54 mile dead end spur. D1908 is redundant with D1906 and D1911. Closing D1908 decreases habitat fragmentation in desert bighorn sheep lambing habitat and reduces impacts to nesting raptors. Closing the route will restore vegetation and soil cover and minimize the potential for soil erosion. Closing the route will reduce redundancy in the route system while not decreasing access to areas with recreational value.
D1908A 0.54 miles	Closed	D1908A is closed to motorized travel. It is a 0.54 mile dead end spur and is closed to reduce route redundancy and to restore visual contrast; it is lightly used. Closing this route will restore vegetation and soil cover and minimize the potential for soil erosion. Closing D1908A will enhance wildlife movement by reducing fragmentation within desert bighorn sheep lambing habitat and proximate to a peregrine falcon nest. Closing the route enhances habitat for these two species in particular.
D1911A 0.79 miles	Closed	D1911A is closed to motorized travel. It is a 0.79 mile long dead end spur that is reclaimed naturally, suggesting little to no recreation use, and is difficult to find on-the-ground. Closing this route will restore vegetation and soil cover and minimize the potential for soil erosion. Closing D1911A will enhance wildlife movement by reducing fragmentation in desert bighorn sheep habitat and proximate to a peregrine falcon nest. Closing D1911A enhances habitat for these two species in particular. Motorized access to the rim of Seven Mile Canyon is retained as D1906 and D1917 remain open for travel.
D1913 0.44 miles	Closed	D1913 is closed to motorized travel. It is 0.44 miles long, an obscure dead end; it is reclaiming naturally, which suggests it receives little to no OHV use. While D1913 approaches the rim of Seven Mile Canyon, better views are obtained into Seven Mile from D1906, which remains open. Closing D1913 will minimize damage to wildlife habitat by improving habitat for desert bighorn sheep lambing. Closing D1913 will reduce visual contrast off a Jeep Safari route, and restore vegetation and soil cover, thus lessening the impacts of soil erosion.

Route Number Length	Decision	Rationale
D1914 0.46 miles	Closed	D1914 is closed to the public; it is a 0.46 mile long dead end spur. It provides no recreation destination nor does it have recreation value. Closing the route will help restore vegetation and soil cover. The lessened use of the route will enhance desert bighorn sheep habitat.
D1915 1.04 miles	Closed	D1915 is closed to motorized travel. D1915 is a connector route between D1888 and D1930. Route connectivity is maintained via the routes themselves. Recreation access and opportunities are maintained via D1888 and D1930. Closing this route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing, raptor). Closing D1915 will minimize route proliferation in the area.
D1915A 0.43 miles	Open	D1915A is a route that leads to an overlook of Little Canyon and Moab Canyon. Closing nearby D1864, D1867 and D1804 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1915A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1915B 0.33 miles	Closed	D1915B is closed to motorized travel; it is 0.33 miles long. Closing D1915B will reduce confusion and enhance vegetation and soil cover. Closing D1915B will enhance desert bighorn sheep habitat.
D1916 0.29 miles	Closed	D1916 is closed to motorized travel. It is a 0.29 mile long route off D1930. Closing D1916, along with D1915, minimizing route proliferation in the area. Closing these routes minimizes impacts to wildlife habitat (e.g., desert bighorn sheep lambing, raptor).
D1917 0.43 miles	Open	D1917 is open for motorized travel; it is a 0.43 mile long connector to an area on the south side of Seven Mile Canyon. It is open so that motorists can enjoy the scenery within the area. The route also provides access to SITLA land; keeping D1917 open retains this access. Allowing use of this route will minimize impacts to resources by directing the use on one route.
D1917A 0.48 miles	Closed	D1917A is closed to motorized travel. It is a 0.48 mile long dead end spur on the edge of Seven Mile Canyon. Motorized access to the rim of Seven Mile Canyon is retained as D1906, and D1917 remain open for travel. D1917A is closed to enhance desert bighorn sheep lambing habitat by reducing fragmentation due to roads. It is also proximate to a peregrine falcon nest. Closing D1917A will reduce visual contrast and restore vegetation and soil cover, minimizing erosion.

Route Number Length	Decision	Rationale
D1922 0.04 miles	Closed	D1922 is 0.04 miles long; it is closed to motorized travel. Closing D1922 will enhance desert bighorn sheep habitat by reducing route proliferation. Closing D1922 will decrease route confusion.
D1930 1.44 miles	Open	D1930 is open to motorized travel. D1930 connects with D1886 and allows motorized exploration of the area northwest of the Metal Masher Jeep Safari Trail (an area called Arth's Rim). This rim affords views of the surrounding landscape. D1930 provides network connectivity and access to an area with fine views; providing this route reduces the possibility of cross country travel.
D1931 0.36 miles	Closed	D1931 is closed to motorized travel; it is 0.36 miles long. While it does access the rim of Seven Mile Canyon, it is in desert bighorn sheep lambing habitat and is proximate to golden eagle nests. (D1930 also accesses this rim and remains open for travel). Closing D1931 to motorized travel will minimize habitat fragmentation for these species; it will also restore vegetation and soil cover, reducing soil erosion. The visual contrast created by the route will be diminished by closing the road to motorized travel.
D1940 0.06 miles	Closed	D1940 is closed to motorized travel. Closing D1940 to OHV public will minimize impacts to private property. Closing this route will reduce traffic volumes, minimizing impacts to resources documented in the route report.

Route Number Length	Decision	Rationale
D1941 2.4 miles	Closed; non-motorized bicycle use authorized	D1941 is closed to motorized travel; it is the route in the bottom of the south fork of Seven Mile Canyon. It is closed to motorized vehicles to minimize impacts to cultural and riparian resources, as well as to minimize conflicts with non-motorized users. D1941 is a 2.4 mile long dead end route and is within the Moab RMP's Seven Mile Canyons Equestrian Focus Area. Ongoing use of the route by non-motorized bicycles is authorized. D1941 is most commonly used by hikers and horseback riders; motorized use is relatively infrequent. Seven Mile Wash is rich in cultural resources, particularly Barrier Canyon style rock imagery. Archaeological monitoring indicates that the condition of these masterpieces has worsened over the years. Closing the route to motorized use will minimize potential impacts to this rock imagery. At the southern end of D1941, the canyon becomes riparian and hosts a variety of wildlife species, including nesting raptors and desert bighorn sheep. While D1941 was closed to motorized travel in the 2008 RMP Travel Plan where the route becomes riparian (at the 2.4 mile mark), trespass into this more riparian area has occurred with regularity since the route was closed. Motorcycles have breached the barrier installed by BLM and have continued into the active riparian zone in the upper canyon. Closing D1941 will minimize impacts from motorized travel to the riparian area and the species that are dependent upon it. Closing D1941 will provide additional protection to the archaeological resources of Seven Mile Canyon; closing the route to OHV use will minimize conflicts among motorized and non-motorized users.
D1944 2.73 miles	Closed; non-motorized bicycle use is authorized	D1944 is closed to motorized travel. D1944 is open to non-motorized (bicycle, equestrian and hiker) use only (it is often called the "Seven-Up" bike trail). OHV use of D1944 is infrequent; the majority of the use is by bicyclists. Closing D1944 to the infrequent motorized use that occurs will decrease conflicts between motorized and non-motorized users. Motorized users descending from the Gemini Bridges road are still able to access Highway 313 by D1946B, which remains open to motorized use. Closing D1944 to motorized users will decrease wildlife habitat fragmentation and enhance the habitat for desert bighorn sheep and nesting raptors. Closing D1944 will also remove a very dangerous intersection with D1944 and Highway 313 (vehicles on D1944 enter Highway 313 from beneath the roadbed, and on a curve with bad sight lines).

Route Number Length	Decision	Rationale
D1945 1.90 miles	Closed; non-motorized bicycle use is authorized	D1945 is closed to motorized travel. It is open to non-motorized (bicycle, equestrian and hiker) use only (it is part of the “Seven-Up” bike trail). Motorized vehicle use of this route is infrequent; the great majority of the use is by bicyclists. Closing D1945 to the infrequent motorized use that occurs will decrease conflicts between motorized and non-motorized users. Motorized users descending from the Gemini Bridges road are still able to access Highway 313 by D1946B, which remains open to motorized use. Closing D1945 to motorized users will decrease wildlife habitat fragmentation in desert bighorn sheep lambing habitat, as well as minimize impacts to nesting raptors.
D1946, D1946A and D1946B 1.78 miles, 0.28 miles and 2.77 miles	Open	D1946, D1946A and D1946B link Utah Highway 313 with D1946B and back to Utah Highway 313. Closing nearby D1949, D1853, D1758B, and D1873 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1946, D1946A and D1946B will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D1946C 0.97 miles	Closed	D1946C is closed to motorized travel. D1946C is a 0.97 mile long dead end spur off D1946B. It is seldom used by motorized travelers and is closed to minimize impacts to wildlife habitat (desert bighorn sheep lambing). Closing D1946C will restore vegetation and soil cover and lessen the likelihood of soil erosion.
D1949 0.75 miles	Closed; non-motorized bicycle use authorized	D1949 is closed to motorized travel. D1949 is open to non-motorized (bicycle, equestrian and hiker) use only (it is part of the “Seven Up” bicycle trail). D1949 is parallel to and redundant with D1946b, which remains open to motorized travel (and links the Gemini Bridges road with Highway 313). Managing D1949 as non-motorized use only separates the motorized from non-motorized use on the Seven Up route at this location. Closing D1949 to motorized vehicles minimizes conflicts between motorized and non-motorized users, who are assigned their own routes. Closing D1949 to motorized travel minimizes habitat fragmentation in desert bighorn sheep habitat.
D1952A 0.24 miles	Open	D1952A (withD1952B) provides a link between D1946B and D1946A. Closing nearby D1953 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1952A (withD1952B) will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.

Route Number Length	Decision	Rationale
D1952B 0.11 miles	Open	D1952B is open to motorized travel. It is a connector between D1952A and D1946B and retains route connectivity in the area east of Highway 313. Keeping D1952B open will minimize impacts by lessening the likelihood of cross country driving to join the two routes.
D1953 2.00 miles	Closed	D1953 is closed to motorized travel. It is a dead end spur that is quite faint and receives minimal use. Closing D1953 will restore vegetation and soil cover, minimizing the possibility of soil erosion. Closing D1953 will decrease fragmentation in desert bighorn sheep habitat. Although the route approaches a view of Seven Mile Canyon, views into that canyon are available from D1906. Closing D1953 will reduce route proliferation and route confusion.
D1962 2.16 miles	Open	D1962 provides a loop opportunity just east of Utah Highway 313. Closing nearby D1833, D1758B and D1829 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1962 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1972 1.42 miles	Open	D1972 is a dead end spur off Utah Highway 313 which accesses a view over the surrounding area. Closing nearby D1980 and D1474A reduces route proliferation and confusion and reduces impacts to resources, as well as limits impacts to non-motorized (bicyclists) users, as this road is part of the Coney Island Bicycle Trail. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1972 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1980 1.59 miles	Closed	D1980 is closed to motorized travel. D1980 directly overlaps with the Coney Island Bicycle Trail. As a motorized route, it is reclaimed as one track has been utilized for bicycle travel; it is very seldom used by motorized users. Closing D1980 will minimize conflicts between motorized and non-motorized users. Vegetation and soil cover will be restored and the likelihood of soil erosion will be reduced.

Route Number Length	Decision	Rationale
D1991 1.07 miles	Closed	D1991 is closed to motorized travel; it is a one mile long dead route off Highway 313 that receives little motorized use. While the end of the route does approach the rim of Seven Mile Canyon, the route is intermingled with Rocky Tops Bicycle Route and can be a source of confusion for both motorized and non-motorized users. Closing D1991 will eliminate a problematic intersection with Highway 313. Closing D1991 will reduce visual contrast along a State Scenic Byway (Highway 313). Closing the route will minimize conflict between motorized and non-motorized users and restore vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will enhance wildlife movement by reducing fragmentation in desert bighorn sheep habitat.
D1992 0.29 miles	Closed	D1992 is closed to motorized travel. D1992 is 0.29 mile long dead end spur off D1991 which is also closed to travel. Closing D1992 will reduce visual contrast along a State Scenic Byway (Highway 313). Closing the route will minimize conflict between motorized and non-motorized users and restore vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will enhance wildlife movement by reducing fragmentation in desert bighorn sheep habitat.
D1994 1.62 miles	Closed	D1994 is closed to motorized travel. Motorized use of D1994 is low; it is a dead end that accesses no particular recreation destination (it was formed as an old wood-cutting route). D1994 has several crossings with the Rocky Tops Bicycle Trail and leads to route confusion for both motorized and non-motorized users. Closing D1994 will minimize impacts between motorized and non-motorized users. Closing D1994 will also reduce habitat fragmentation in desert bighorn sheep lambing habitat. Closing D1994 will also eliminate a problematic entrance onto Highway 313. Closing D1994 will reduce visual contrast along a State Scenic Byway (Highway 313).
D1994A 0.27 miles	Closed	D1994A is closed to motorized travel. Motorized use of D1994A is low; it is a dead end that accesses no particular recreation destination (it was formed as an old wood-cutting route). D1994A has several crossings with the Rocky Tops Bicycle Trail and leads to route confusion for both motorized and non-motorized users. Closing D1994A will minimize impacts between motorized and non-motorized users and will also reduce habitat fragmentation in desert bighorn sheep lambing habitat.

Route Number Length	Decision	Rationale
D1998 0.84 miles	Open	D1998 is a spur off Utah Highway 313 which accesses a viewpoint over the North Fork of Sevenmile Canyon. Closing nearby D1999 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D1998 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D1998A 0.33 miles	Closed	D1998A is closed to motorized travel. D1998A is a 0.33 mile long dead end spur off D1999. D1998A has no particular purpose and need and does not access a recreation destination (it does host illegal dispersed campers occasionally but is in an area not available for dispersed vehicle camping). D1998A is redundant and is closed to enhance cultural resource protection. Closing D1998A will also restore vegetation and soil cover and enhance wildlife movement by reducing desert bighorn sheep habitat fragmentation.
D1999 0.33 miles	Closed	D1999 is closed to motorized travel. D1999 is a 0.33 mile long dead end spur off D1998, which remains open for motorized travel. Use of D1999 is low. The route has no particular purpose and need and does not access a recreation destination (it does host illegal dispersed campers occasionally; it is in an area not available for dispersed vehicle camping). D1998 is closed to enhance cultural resource protection. Closing D1998 will also restore vegetation and soil cover and enhance wildlife movement by reducing fragmentation in desert bighorn sheep habitat.
D2014 1.99 miles	Closed	D2014 is closed to motorized travel. It is a 1.99 mile long loop on the Deadman Point Jeep Safari route. The Deadman Point Jeep Safari route remains open to Deadman Point to provide a recreation opportunity. Closing this portion of the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing this route will reduce route proliferation in the area, reducing habitat fragmentation. Closing this route will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion.
D2015 0.16 miles	Closed	D2015 is closed to motorized travel. Closing D2025 minimizes impacts to desert bighorn sheep habitat, while still providing pedestrian access on a short (0.16 mile) route to the rim viewpoint.

Route Number Length	Decision	Rationale
D2017 0.06 miles	Closed	D2017 is closed to motorized travel. D2017 is a dead end spur route off D2014. Closing D2017 minimizes impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing this route will minimize route proliferation in the area and reduce habitat fragmentation. Closing D2017 will contribute to retaining and restoring vegetation (e.g., blackbrush) and soil cover, minimizing potential for soil erosion. Recreation opportunities, including viewpoints of the Green River are retained via D1509 and D1511.
D2022 0.89 miles	Closed	D2022 is closed to motorized travel. D2022 is redundant with D1503B in that it provides similar access to the route network. Closing D2022 will minimize route proliferation, resulting in a less redundant route network. Closing D2022 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep). Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.
D2024 5.95 miles	Open	D2024 is a loop route that comes off B140 (the Spring Canyon Bottom Road). Closing nearby D2033, D2035, D20230 and D2029 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2024 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2028 0.25 miles	Open	D2028 is open for motorized use. D2028 is a segment of the Deadman Spring/Deadman Point Jeep Safari route and provides access to several dispersed campsites as well as providing scenic driving opportunities. Allowing use of D2028 will minimize damage to resources by directing motorized use on a route capable of sustaining the traffic. Providing this view route minimizes the inclination to travel off road to access said view and thus minimizes impacts to Class II visual resources. It is mostly on SITLA lands.
D2029 0.48 miles	Closed	D2029 is closed to motorized travel. It is a 0.48 mile long route that is redundant with B140, which remains open for use. Closing route D2029 helps minimize route proliferation, as it closely parallels the maintained Spring Canyon Bottom Road. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep habitat by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D2030 0.13 miles	Closed	D2030 is closed to the public; it is 0.13 miles long. Those who wish to access the Spring may walk from D2024. The route is lightly used; it is closed to protect a rare desert spring in an arid area. D2030 is closed to the public to reduce fragmentation in desert bighorn sheep lambing habitat. The spring is also near a Cooper’s hawk nest and closing D2030 to regular travel provides a benefit to that nesting raptor. Closing D2030 minimizes the potential for causing undue and unnecessary soil erosion, habitat disruption and vegetative damage. By closing D2030, the potential for impacts to desert bighorn sheep and raptor habitat will be reduced.
D2031 1.50 miles	Closed	D2031 is closed to motorized travel. It is a 1.5 mile long connector route that receives low use, as indicated in the route report. Closing D2031 will minimize route proliferation, resulting in a less redundant route network. Route connectivity is maintained via D1497A and D1503. Closing this route will minimize impacts to wildlife habitat and reduce habitat fragmentation.
D2033 0.73 miles	Closed	D2033 is closed to motorized travel. It is a 0.73 mile long dead end spur off D2024. Closing route D2033 minimizes conflicts with desert bighorn sheep lambing and raptor habitats. Closing D2033 will also contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion.
D2034 0.49 miles	Closed	D2034 is closed to motorized travel. It is a 0.49 mile long dead end spur to the base of the rock known as “White”. D2034 is sandy and there is extensive off road travel at the end of the route (“sand play”). Camping is prohibited because of an historic site at the route’s end, so the use of D2034 for camping is not a valid purpose and need. Those who wish to walk up the rock monolith “White”, or to visit the historic site may walk the half mile from B362, which remains open for motorized travel. D2034 is closed to protect the historic site, as well as to minimize route proliferation. Closing D2034 will restore vegetation and soil cover, minimizing soil erosion. Closing D2030 also reduces fragmentation in desert bighorn sheep lambing habitat. D2034 is proximate to a raptor nest and closing it will minimize impacts to that raptor.
D2035 0.89 miles	Closed	D2035 is closed to motorized travel. It is a 0.89 long spur route off D2024. Closing D2035 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing). Closing D2035 will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.

Route Number Length	Decision	Rationale
D2036 0.21 miles	Open	D2036 accesses SITLA lands near B139. Closing nearby D2034 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2036 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2041 1.56 miles	Open	D2041 links D2621 and D2063. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2041 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2042 0.62 miles	Open	D2042 provides access to lands managed by SITLA. Closing nearby D2034 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2042 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2043, D2046 and D2053 2.12 miles, 0.28 miles and 1.03 miles	Open	<p>D2043 and D2046 are part of the Secret Spire Route, as is D2053, which provides access to a feature known as Dellenbaugh Tunnel. It accesses the viewpoint over Spring Canyon (which is on lands managed by SITLA). It is one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that is featured in guidebooks.</p> <p>Allowing continued use of D2043, D2046 and D2053 minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>

Route Number Length	Decision	Rationale
D2043A 0.45 miles	Open	D2043A is open to motorized travel. D2043A provides connectivity between B139 and D2621, as well as connectivity to the Secret Spire Jeep Safari route. D2043A accesses the far southwest corner of a block of land managed by SITLA. Keeping 2043A open will minimize the possibility of cross country travel as people attempt to link B139 and D2621.
D2357 0.82 miles	Open	D2357 provides access to the west side of Lone Mesa. Closing nearby D2392A, D2390, D2375A and D2377 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2357 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2359 0.87 miles	Closed	D2359 is closed to motorized travel.. D2359 is redundant with D2370, which is the more interesting route along the western edge of Lone Mesa. Closing D2359 will lessen confusion on the part of motorized users, who are generally seeking the route around the edge of the mesa (D2370). Closing D2359 will reduce impacts to desert bighorn sheep, soils and vegetative cover.
D2360 0.21 miles	Open	D2360 is a dead end spur off the Dubinky Well Road (B137) in the vicinity of Lone Mesa. The road ends in an overlook and is popular with campers. Closing nearby D2359 and D1492 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2360 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2361 0.93 miles	Open	D2361 links the Dubinky Well Road (B137) with D2370. Closing nearby D2359 and D1492 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2361 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2370 7.41 miles	Open	D2370 links D2376A and B344. It travels on the western side of Lone Mesa. Closing nearby D2359, D2375 and D2377 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2370 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2370A 0.54 miles	Open	D2370A is the access road to the BLM developed Lone Mesa Campground. The Campground has 5 large groups sites that are available for rental on Recreation.gov.
D2375 1.95 miles	Closed	D2375 is closed to motorized travel. It is one of three routes between Highway 313 and Wipeout Hill. Two of the routes (D2379 and D2376A) in this vicinity remain open to motorized travel; D2375 is the least recreationally interesting of the three routes. It is in between the two open routes and is redundant. D2375 traverses areas of sand and is inviting to those who want to travel off road (or who are uncertain if they are on the actual designated route). Closing D2375 will restore vegetation and soil cover, reducing the possibility of soil erosion. Closing D2375 also lessens route confusion – where D2375 leaves D2376A, it is not apparent which is the desired route. Based on communications with BLM, drivers, particularly those participating in Jeep Safari events, who end up on D2375 often wish to be on D2379 or D2376A. Closing D2375 will reduce habitat fragmentation in desert bighorn sheep lambing habitat.
D2375A 0.14 miles	Closed	D2375A is a 0.14 mile long spur off the road to the west of Lone Mesa (D2370). Use is very low; the route accesses nothing of particular recreation value. It is redundant with many other spur routes in the area. Closing D2375A will decrease habitat fragmentation in an area frequented by desert bighorn sheep (the route is located in desert bighorn sheep lambing habitat). Closing D2375A will restore vegetation and soil cover and reduce soil erosion; closing the route will reduce the visual contrast created by the road.
D2376 2.39 miles	Open	D2376 provides a link between D2357 and B341 (the Bartlett Road). Closing nearby D2390, D2377, D2392A and D2375A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2376 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2376A 3.45 miles	Open	<p>D2376A is the connection to Wipeout Hill from Utah Highway 313. D2376A is part of the Wipe Out Hill Route, which provides access to the Monitor and Merrimac Buttes. It also accesses a famous obstacle on the route, Wipeout Hill. It is one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that it is featured in guidebooks. Closing nearby (and parallel) D2375 reduces route proliferation and confusion and reduces impacts to resources.</p> <p>Allowing continued use of D2376A minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D2377 1.89 miles	Closed	<p>D2377 is closed to the public. D2377 is parallel to and redundant with B341, the Bartlett Flat road. D2377 accesses no recreation features and has no particular recreational value. Closing D2377 to the public will restore vegetation and soil cover, thus decreasing soil erosion. Closing the route will reduce habitat fragmentation in desert bighorn sheep lambing habitat.</p>
D2379 2.67 miles	Open	<p>D2379 is open to motorized travel. It connects Wipeout Hill to Utah Highway 313 via an easier and lower route than D2376A. While parallel to D2376A (both access Wipeout Hill from Highway 313), D2379 is on a lower elevation level and provides different views than does D2376A. Closing parallel D2375 reduces route proliferation and confusion and reduces impacts to resources. With D2376A, this route creates a loop opportunity and connectivity with Wipeout Hill. Keeping D2379 open for motorized use will minimize impacts by providing access into the area on an existing route, reducing the potential for new disturbance from cross country travel.</p>
D2383A 2.75 miles	Open	<p>D2383A links B139 (Dubinky Well Road) with D2383B. Closing nearby D2524 and D2524A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2383A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.</p>

Route Number Length	Decision	Rationale
D2383B 3.71 miles	Open	<p>D2383B is open to motorized travel. D2383B forms a 3.7 mile long portion of the 3D Jeep Safari Route. To close D2383B would render the 3D trail a dead end and would lessen its value as a popular Jeep Safari trail and as a valued recreation experience. D2383B provides the connectivity necessary to preserve the trail's integrity and value. The 3D route is one of the oldest, most popular and easiest of the Jeep Safari trails (it is run almost every day during Jeep Safari). D2383B is relatively easy to drive and forms a valuable recreation experience. It is used by both commercial outfitters and motorized organized groups. Very little non-motorized recreation occurs in this area; conflicts between motorized and non-motorized users are thus minimized by providing a route that avoids these interactions. Keeping D2383B available for motorized recreation minimizes potential impacts to resources by directing motorized use on a route that can sustain the traffic level and by reducing the potential for cross country travel. Designating D2383B provides a valuable motorized recreation experience and minimizes the possibility of off-road travel by allowing travel on a well-managed route that reduces the inclination for visitors to travel off-trail. In addition, D2383B provides access to SITLA-managed land.</p>
D2383C 2.42 miles	Open	<p>D2383C is part of the 3D Route, one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that it is featured in guidebooks. Closing parallel D2562 and D2491, as well as nearby D2387A and D2387 reduces route proliferation and confusion and reduces impacts to resources.</p> <p>Allowing continued use of D2376A minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>

Route Number Length	Decision	Rationale
D2384 0.27 miles	Closed	D2384 is closed to motorized travel. It is a dead end route into the upper reaches of Hidden Canyon. It is 0.27 miles long. D2384 is closed to minimize desert bighorn sheep lambing habitat fragmentation and to allow escape terrain for desert bighorn sheep in the upper reaches of Hidden Canyon while still allowing the main portion of the very scenic Hidden Canyon to be accessed by motorized users. Hidden Canyon itself is accessible by D2383C and D2393A and is the designated Jeep Safari route. D2384 travels up to the head of the wash; it is in sand and invites cross country travel. The upper reaches of Hidden Canyon have seasonal water which is also important to wildlife. Closing D2384 will minimize the impacts of motorized use on wildlife.
D2385 0.05 miles	Closed	D2385 is closed to motorized travel. D2385 is a 0.05 mile spur off the closed Hidden Canyon spur. The route is closed to reduce desert bighorn sheep lambing habitat fragmentation and to provide escape terrain for desert bighorn sheep from the main Hidden Canyon route. Closing the route lessens confusion and reduces visual contrast. The sandy nature of Hidden Canyon also invites cross country travel. By limiting motorized travel to the primary route, route proliferation will be lessened.
D2387 0.69 miles	Closed	D2387 is closed to motorized travel. D2387 is a dead end route into the upper reaches of Hidden Canyon. It is 0.69 miles long. It is closed to minimize desert bighorn sheep lambing habitat fragmentation and to allow escape terrain for desert bighorn sheep in the upper reaches of Hidden Canyon while still allowing the main portion of the very scenic Hidden Canyon to be accessed by motorized users. Hidden Canyon itself is accessible by D2383C and D2393A and is the Jeep Safari route. D2387 travels up the head of the wash; it is in sand and invites cross country travel. The upper reaches of Hidden Canyon have seasonal water which is also important to wildlife. Closing D2387 will minimize the impacts of motorized use on wildlife habitat.
D2387A 0.29 miles	Closed	D2387A is closed to motorized travel. It is a redundant route within Hidden Canyon, paralleling D2387 on a slightly higher sand bench above the canyon. The sand invites cross country travel. Closing the route will not impede access to Hidden Canyon itself on the Jeep Safari route. Closing D2387A will reduce desert bighorn sheep lambing habitat fragmentation and reduce route proliferation, thus minimizing impacts to resources.

Route Number Length	Decision	Rationale
D2388 and D2389 0.78 miles and 3.74 miles	Open	D2388 and D2389 accesses state land in the Courthouse Pasture area. It is a popular route with OHV users and is the access route to the Monitor and Merrimac Buttes. Closing nearby D2442 and D2375 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2388 and D2389 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2390 0.48 miles	Closed	D2390 is closed to motorized travel. It is a 0.48 mile long dead end spur at the base of Lone Mesa. It provides no recreational opportunity or benefit. Closing this route will minimize the potential for soil erosion by restoring vegetation and soil cover. Closing the route will enhance desert bighorn sheep habitat and reduce habitat fragmentation.
D2392 1.66 miles	Open	D2392 is open to motorized travel; it provides connectivity and a loop recreation opportunity. D2392 provides a link between B341 (Bartlett) and D2376. Allowing continued use of D2392 will minimize potential impacts by providing access on an existing route. The route provides an opportunity for motorized users to travel closer to the bluffs and cliffs of the surrounding scenery in the Lone Mesa area.
D2392A 0.98 miles	Closed	D2392A is closed to motorized users; Closing D2392A will provide a modicum of unfragmented habitat to the desert bighorn sheep that inhabit the area (bighorn sheep collar data shows extensive use of Lone Mesa itself). D2392A is parallel to and redundant with D2376, which accesses the foot of Lone Mesa as well. While D2382A may be slightly more scenic, it is important desert bighorn sheep habitat and is closed to minimize impacts to this habitat.
D2393 2.00 miles	Open	D2393 is open to motorized travel. D2393 is a primary feature of the Buttes and Towers Jeep Safari Route (D2393 is a 2 mile long loop and is called "Pasture Butte"). This route is a moderate four-wheeling experience with picturesque views and vistas of Entrada rock formations. In particular, D2393 provides a view of Determination Towers. The route is also used by commercial and organized group permittees. Although the route is shared with a non-motorized bicycling/ebike route (called "Lower Monitor and Merrimac"), the area is composed primarily of broad slickrock pans, providing ample sight lines for motorized and non-motorized users. By restricting motorists to the one route around the butte, impacts to resources such as soil and vegetation will be minimized by providing a travel route that can sustain the level of traffic expected on the route.

Route Number Length	Decision	Rationale
D2393A 1.16 miles	Open	D2383C is part of the 3D Route (the Pickle), one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that it is featured in guidebooks. Closing nearby D2367, D2387 and D2387A reduces route proliferation and confusion and reduces impacts to resources. Allowing continued use of D2393A minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.
D2397 0.24 miles	Open	D2397 provides a link between D2413 and D2398G in the Seven Mile Rim area. Closing nearby D2475 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2397 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2398 0.09 miles	Closed	D2398 is closed to motorized travel. D2398 is a dead end route into the upper reaches of Hidden Canyon. It is 0.09 miles long. It is closed to minimize desert bighorn sheep habitat fragmentation and to allow escape terrain in the upper reaches of Hidden Canyon while still allowing the main portion of the very scenic Hidden Canyon to be accessed by motorized users. Hidden Canyon itself is accessible by D2383C and D2393A and is the designated Jeep Safari route. D2398 travels up the head of the wash; it is in sand and invites cross country travel. The upper reaches of Hidden Canyon have seasonal water which is also important to wildlife. Closing D2398 will minimize the impacts of motorized use on wildlife habitat.

Route Number Length	Decision	Rationale
D2398A, D2398C D2398E, D2398G and D2398H 0.73 miles, 1.44 miles, 0.16 miles, 6.19 miles and 0.11 miles	Open	<p>D2398A, D2398C, D2398E, D2398G and D2398H are part of the Seven Mile Rim/Wipeout Hill route, one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that it is featured in guidebooks. Closing nearby D2482, D2398I, D2437 and D2484 reduces route proliferation and confusion and reduces impacts to resources.</p> <p>Allowing continued use of D2398A, C, E, G and H minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D2398B 2.35 miles	Open	<p>D2398B is open to motorized travel. D2398B is a 2.35 mile connecting route between Seven Mile Mesa and Tusher Canyon. D2398B provides the only connectivity between these two popular motorized recreation routes, starting at Determination Towers in the south and travelling north in Tusher Canyon. D2398B is utilized as part of three popular Jeep Safari routes (3D, Seven Mile Rim and Wipeout Hill); these are routes that are particularly popular with motorized users. The route is utilized by many motorized outfitters and organized group permittees. Although home to a few cottonwoods, Tusher Wash is an ephemeral stream and does not have year-round active water. Providing a common access to this area reduces the potential for new disturbances from cross country use and concentrates motorized use on an alignment capable of accommodating the route's traffic.</p>
D2398D 1.34 miles	Open	<p>D2398D is open to motorized travel. D2398D is an essential part of the Seven Mile Rim and Backwards Bill Jeep Safari trails, which are utilized by commercial outfitters and organized group permittees. D2398D provides connectivity between D2366 and D2436 and is the most iconic segment of the Seven Mile Rim trail. It follows a slickrock bench below Merrimac Butte and provides a very popular photography spot to highlight vehicles parked under that butte. No other route in the area provides this recreation experience. The route is 80% slickrock and thus impacts to vegetation and soil are minimized by allowing vehicles to stay on this route. Very few non-motorized users utilize this area and conflicts with non-motorized users are thus minimized. Designating D2398D as a managed route will minimize potential impacts to documented resources by directing motorized use rather than dispersing it on an alignment incapable of accommodating this traffic.</p>

Route Number Length	Decision	Rationale
D2398F 1.17 miles	Open	D2398F is open to motorized travel. D2398F consists of two roughly parallel routes which access an overlook on D2432. Both portions of the route remain open so that motorists can travel to the overlook via one leg of the route and return via the other leg of the route. D2398F is part of the Seven Mile Rim Jeep Safari trail, which is utilized by commercial outfitters and organized group permittees. It provides connectivity to the overlook destination on D2432. Very few non-motorized users utilize this area and conflicts with non-motorized users are thus minimized. Designating this portion of D2398F as a managed route will minimize potential impacts to resources by directing motorized use on one of its alignments rather than dispersing it on an alignment incapable of accommodating this traffic.
D2398I 0.22 miles	Closed	D2398 I (formerly the westernmost portion of D2398F (0.22 miles)) is closed to motorized travel. This will eliminate redundancy with D2436 and D2398E. This 0.22 miles of route merely cuts a corner of a triangle; D2436 and D2398E are sufficient to provide access. Both portions of the route access the same overlook on D2432. By closing D2398I, road confusion is reduced and a redundant road is closed, enhancing wayfinding in an area with a plethora of routes. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources. Closing D2398I will improve habitat fragmentation for desert bighorn sheep and other species.
D2405 0.60 miles	Open	D2405 is open to motorized travel. D2405 is part of the Buttes and Towers Jeep Safari route; it also provides primary access to land managed by SITLA. It is utilized by motorized commercial and organized group permittees. Buttes and Towers is known for its scenic value, as it provides views of red Entrada rock formations. D2405 provides connectivity between D2798G and D2389. As it is a relatively easy route, it is drivable by a stock vehicle and thus provides a valuable recreation experience. By designating and managing D2405, impacts to resources are minimized by providing a road capable of handling the traffic.
D2413 and D2439 2.02 miles and 0.47 miles	Open	D2413 and D2439 access land managed by SITLA in the Courthouse Pasture Area. Closing nearby D2442 and D2450A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2413 and D2439 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2421 0.13 miles	Closed	D2421 is closed to motorized travel. D2421 is closed to avoid potential adverse effects to cultural resources. D2421 is a 0.13 mile long spur route that has no recreational value. It provides no connectivity and does not add to the road network. While the route has been used for dispersed vehicle camping in the past, there is no designated campsite at this location currently because of the presence of cultural resources.
D2431 0.11 miles	Open	D2431 is open to motorized travel. D2431 is a 0.11 mile long connector route along the rim of the Seven Mile Rim Jeep Safari trail in the vicinity of Uranium Arch. It connects two segments of D2398G and provides views to the east, including into Arches National Park. D2431 is utilized by many motorized commercial and organized group permittees.. Nearby routes D2453, D2456 and D2467 are closed, minimizing impacts to resources, including desert bighorn lambing habitat and raptor nesting habitat. There are very few non-motorized users in this vicinity, and conflicts with non-motorized users are thus minimized.
D2432 0.72 miles	Open	D2431 is open to motorized travel. D2432 is part of the Seven Mile Rim Jeep Safari Route and is used by many motorized commercial and organized group permittees. It provides an overlook into Seven Mile Canyon from Seven Mile Mesa above. By providing one access to the rim, potential impacts to resources will be minimized. There are very few non-motorized users in the area and thus user conflicts will be lessened. Allowing continued managed use of this route will minimize the potential for new disturbances from any cross country travel.
D2434 0.28 miles	Closed	D2434 accesses an overlook of Seven Mile Canyon that is redundant with D2432. Closing this duplicative route will reduce confusion for users and lead to improved wayfinding. Changing this designation to OHV closed will help minimize the loss of vegetation and soil, as well as minimize damage to other resources. Closing D2434 will improve habitat fragmentation for desert bighorn sheep and other species. D2434 is part of the Seven Mile Rim Jeep Safari route, as is D2432. Users will still have access to the rim using D2432.
D2436 0.65 miles	Open	D2436 forms the north part of the loop around Merrimac Butte. Closing parallel D2442, D2398I and nearby D2439A and D2437 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2436 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2437 0.38 miles	Closed	D2437 is closed to motorized travel. It is parallel to and redundant with D2440 and D2398F, which remain open. D2440 and D2398F constitute the usual route of one following the Seven Mile Rim Jeep Safari route. Closing D2437 will reduce route confusion and improve wayfinding in an area with many redundant roads. Closing D2437 will restore vegetation and soil and minimize soil erosion by reducing route proliferation.
D2437A 0.18 miles	Open	D2437A is open to motorized travel. It is part of the Seven Mile Rim Jeep Safari route and provides a valuable recreation experience to motorized users. D2437A links D2398F, D2398 D, and D2398E and provides the access from the Monitor Butte area toward the eastern part of the rim (Uranium Arch area). Keeping D2437A open provides motorized connectivity and minimizes confusion on the part of motorized users.
D2438 1.95 miles	Open	D2438 provides a link between D2445 and D2455 in the Seven Mile Rim area. Closing nearby D2456, D2453 and D2457 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2438 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2439 0.11 miles	Closed	D2439A is closed to motorized travel. It is reclaimed naturally, which suggests it receives little to no OHV use and is no longer visible on the ground. It serves no purpose and need for the motorized public. D2439A is 0.19 miles in length, and its presence on maps is merely confusing and misleading. Motorists seeking to visit Uranium Arch utilize D2446 or D2398F, which remain open to motorized travel. Closing D2439A will increase wayfinding and decrease confusion on the part of motorists. Closing D2439A will restore vegetation and soil cover, decreasing the possibility of soil erosion. Closing D2439A will minimize route proliferation in the Seven Mile Rim area.
D2440 0.32 miles	Open	D2440 provides a link between D2439 and D2438 in the Seven Mile area. Closing nearby D2437, D2439A, D2398I and D2442 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2440 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2442 0.53 miles	Closed	D2442 is closed to motorized travel. It is a 0.53 mile long route that is reclaimed naturally, which suggests it receives little to no OHV use. D2442 is parallel to and redundant with D2436 (which is approximately 0.25 miles to the south) and with D2439, which is approximately 0.25 miles to the north. D2436 and D2439 are the routes chosen by motorists in the Seven Mile Rim area and they remain open for motorized travel. Closing D2442 will enhance wayfinding and reduce confusion on the part of motorized users. Rather than seeking D2442 on the ground (which does not exist), motorists can proceed to D2436 or D2439 and access Determination Towers by those open routes. Closing a route which is already reclaimed will reduce the possibility of damage to soils and vegetation, decreasing the possibility for soil erosion.
D2443 0.87 miles	Open	D2443 provides a link between D2443A and D2398E in the Seven Mile area. Closing nearby D2456, D2450A, D2457C and D2398I reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2443 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2443A 0.57 miles	Open	D2443A is open to motorized travel. It is a 0.57 mile long connector in the Courthouse Pasture area. D2443A links D2443 with D2398G. Providing connectivity on this route will reduce the likelihood of cross country travel as drivers attempt to cross Courthouse Pasture.
D2445 1.06 miles	Open	D2445 provides a link between D2398G and D2438 in the Seven Mile area. Closing nearby D2450A, D2437 and D2453 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2445 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2450 0.85 miles	Open	D2450 provides a link between D2438 and D2455 in the Seven Mile area; it is the access route to Uranium Arch. Closing nearby D2450A, D2467, S2456 and D2455 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2450 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2450A 0.29 miles	Closed	D2450A is closed to motorized travel. D2450 is reclaimed naturally, which suggests it receives little to no OHV use; it is not utilized by motorists. It is 0.29 miles long. D2450 is also redundant with D2440 and D2438, which remain available for motorized travel. Closing D2450A will reduce route proliferation and route confusion. Closing D2450A will restore vegetation and soil cover and decrease visual contrast in a very roaded area.
D2453 0.15 miles	Closed	D2453 is closed to motorized travel. It is 0.15 miles long and is redundant with D2398G. Closing D2453 will reduce route proliferation and decrease wayfinding problems. Closing D2453 will restore vegetation and soil cover and decrease visual contrast.
D2455 0.67 miles	Open	D2455 provides a route to Uranium Arch from the north in the Seven Mile area. Closing nearby D2456, D2453 and D2457 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2445 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2456 0.41 miles	Closed	D2456 is closed to motorized travel. D2456 is 0.41 miles long and is redundant with D2455. Closing D2456 will reduce route proliferation and decrease wayfinding problems. Closing D2456 will restore vegetation and soil cover and reduce visual contrast.
D2457 0.21 miles	Closed	D2457 is closed to motorized travel. D2457 is 0.21 miles long and is redundant with D2398G. Reducing route proliferation in an area that is rife with routes will improve the visitor experience by making the desired route (the Seven Mile Rim Jeep Safari route: D2398G) more obvious. D2457 has no recreation value and serves only to confuse the driver. Closing D2457 will restore vegetation and soil cover and reduce visual contrast.
D2462 0.48 miles	Open	D2462 provides a link between D2397 and D2438 in the Seven Mile area. Closing nearby D2456, and D2457 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2462 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2467 0.07 miles	Closed	D2467 is closed to motorized travel. It is reclaiming naturally, which suggests it receives little to no OHV use .. It is 0.07 miles long. Closing D2467 will restore vegetation and soil cover and decrease visual contrast. Closing D2467 will improve wayfinding in the Uranium Arch area.
D2471 0.66 miles	Closed	D2471 is closed to motorized travel. It is a 0.66 mile long dead end spur just south of the Cotter Mine. Closing D2471 will reduce habitat fragmentation in desert bighorn sheep habitat. In addition, the route is proximate to both a golden eagle and a prairie falcon nest; closing the route provides protection for these nesting raptors. Closing D2471 will restore vegetation and soil cover, reducing soil erosion. Closing the route will also reduce visual contrast in a scenic area.
D2478 1.37 miles	Open	D2478 is open for motorized travel. It is a 1.37 mile long dead end spur that provides a recreation experience because it accesses views of the surrounding landscape. D2478 also accesses land managed by SITLA. Keeping D2478 open will provide a recreation destination and reduce the likelihood of cross country travel as users attempt to reach that viewpoint destination.
D2479 3.43 miles	Open	D2479 provides the access from Tusher Canyon to B341 to the west; the route accesses Tusher Tunnel, a popular destination. Closing nearby D2482 and D2491 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2479 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2482 0.80 miles	Closed	D2482 is closed to motorized travel. It is a 0.8 mile long dead end spur at the upper end of Tusher Canyon. The primary Tusher Canyon route (which is the Jeep Safari route) continues to the east on D2479, which remains open. Cross country travel off D2482 is a common occurrence. Closing D2482 will still allow motorized users to access the main features of Tusher Canyon while allowing escape terrain for desert bighorn sheep. The upper reaches of Tusher Canyon (along D2482) have seasonal water that is important to animals in this arid region. Closing this dead end route will reduce habitat fragmentation, minimize the potential for harassment of wildlife and retain vegetation, minimizing the potential for erosion.
D2484 0.99 miles	Closed	D2484 is closed to motorized travel. D2484 is a 0.99 mile long short cut between D2496 and B343. Both of these roads, which remain open for travel, access the two ends of D2484. Although quite faint, the presence of D2484 can cause confusion in route finding in an area rich with roads. Closing D2484 will reduce confusion and minimize the potential for soil erosion by retaining vegetation and soil cover.

Route Number Length	Decision	Rationale
D2484A 0.65 miles	Open	D2484A is open to motorized travel. D2484A is a dead end spur that is 0.65 miles long. It remains open so that motorized users can access a scenic area within the Mill Canyon area. Allowing continued use of the route minimizes potential impacts to resources by directing motorized use on an alignment capable of sustaining use.
D2491 0.62 miles	Closed	D2491 is closed to motorized travel. D2491 is redundant with D2479, which is the more travelled of the two routes. Both of these parallel routes access Tusher Tunnel, a valued recreational experience. D2479 is the primary designated Jeep Safari route on 3D (D2491 is an alternate Jeep Safari route). Closing D2491 (0.62 miles) will minimize the potential for soil erosion by retaining and restoring vegetation and soil cover. Access to Tusher Tunnel is retained on D2479, the primary designated Jeep Safari route.
D2494 1.53 miles	Closed	D2494 is closed to motorized travel. Closing D2494 minimizes impacts to soils and vegetation by allowing only necessary use of the route.
D2496 2.36 miles	Open	D2496 is the connecting route between Tusher Canyon and Mill Canyon. Closing nearby D2484, D2482 and D2498 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2496 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2498 0.34 miles	Closed	D2498 is closed to motorized travel; it is a 0.34 mile long short cut between D2496 and B343. The connectivity between these two routes is still provided for in the Travel Plan via B215 and B342. Use level on this short cut is low. As D2498 forms the western edge of the Mill Canyon Paleontological Site, closing it will protect the integrity of this important paleontological site and discourage off route travel in the direction of the paleontological site. Closing the route will also contribute to restoring vegetation and soil cover, minimizing the potential for soil erosion.
D2502 0.28 miles	Open	D2502 accesses an area that is designated for dispersed vehicle camping. Closing the extension of that road (D0037) reduces impacts from camping to only the area for which it is designated. Providing a designated route to the allowable camping will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2502 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2503 2.8 miles	Open	D2503 links B137 (Dubinky Well Road) with D2504. It is the access road to Jug Rock, a geographical feature. Closing nearby D8185 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2503 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2504 3.19 miles	Open	D2504 links B140 (Spring Canyon Bottom Road) with B137 (Dubinky Well Road). Closing nearby D8185 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2504 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2508 5.51 miles	Open	D2508 forms a loop off B137 (the Dubinky Well Road); it is part of the 3D route, one that is well utilized by OHV users and by Special Recreation Permit holders. Closing nearby D2512, D2512A, D2514, and D2520 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2508 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2510 0.38 miles	Closed	D2510 is closed to motorized travel D2510 is 0.38 miles long and has no recreational value. It is parallel to and redundant with D2581 and D2455. Those two routes remain open for motorized travel. Closing D2510 will reduce route proliferation and confusion on the ground. It will restore vegetation and soil cover and reduce visual contrast. Closing the route will also reduce fragmentation in desert bighorn sheep lambing habitat
D2512 1.13 miles	Closed	D2512 is closed to motorized travel. It is a dead end spur and is reclaiming naturally, which suggests it receives little to no OHV use It has no recreational value nor does it access any recreational feature. Closing D2512, along with natural reclamation, will reduce visual contrast and reduce route confusion. It will restore vegetation and ground cover and minimize soil erosion. Closing D2512 will reduce habitat fragmentation in desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D2512A 1.78 miles	Closed	D2512A is closed to motorized travel. It has no recreational value. It is redundant with D2581 and D2455, which it parallels. Those two routes remain open for motorized travel. Closing D2512A will reduce route proliferation and confusion on the ground. It will restore vegetation and soil cover and reduce visual contrast. Closing the route will also reduce fragmentation in desert bighorn sheep lambing habitat.
D2514 0.32 miles	Closed	D2514 is closed to motorized travel. It is a 0.32 mile long dead end spur and accesses nothing of recreational value. Closing D2514 will reduce route proliferation and confusion on the ground. Closing the route will restore vegetation and soil cover and reduce visual contrast. Closing the route will also reduce fragmentation in desert bighorn sheep lambing habitat.
D2520 1.2 miles	Closed	D2520 is closed to motorized travel. It is parallel to and redundant with D2508, which remains available for travel. Closing this route will contribute to restoring and retaining soil and vegetation cover, minimizing the potential for soil erosion. Closing this route will minimize route proliferation in the area and reduce habitat fragmentation in desert bighorn sheep habitat.
D2521 0.56 miles	Closed	D2521 is closed to motorized travel. D2521 is reclaiming naturally, which suggests it receives little to no OHV use; it does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity. D2521 does not provide connectivity within the route network; D2512 is also closed because it is reclaiming. Because this route is reclaiming, continued use of the route will result in new disturbance. Closing the route will minimize the overall route footprint in the area and reduce habitat fragmentation in desert bighorn sheep habitat.
D2524 0.14 miles	Closed	D2524 is closed to motorized travel. D2524, a 0.14 mile connector route between D2508 and D2383A. Route connectivity is retained through D2508 and D2383A themselves. Closing D2524 will contribute to retaining and restoring vegetation (e.g., salt desert shrub) and soil cover, minimizing potential for soil erosion.
D2524A 0.45 miles	Closed	D2524A is closed to motorized travel. It is a 0.45 mile long loop off D2383B. Closing D2524A will minimize route proliferation, resulting in a less redundant route network. Closing this route will contribute to retaining and restoring vegetation (e.g., salt desert shrub) and soil cover, minimizing potential for soil erosion.

Route Number Length	Decision	Rationale
D2525 0.15 miles	Open	D2525 links D2581 with D2529 in the 3D area. Closing parallel D2520 and nearby D2512, D2512A, D2524A and D2510 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2525 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2529 3.78 miles	Open	D2529 is open to motorized travel. It is a 3.78 mile connector route between D2508 and D2586, and provides access to SITLA-managed lands. To minimize route proliferation, D2520 was closed. D2559 and D2560 are limited to single track to further minimize route proliferation while providing unique recreation opportunities. Continued use of this route by all vehicles will minimize impacts to resources including multiple biomes, desert bighorn sheep habitat and pronghorn fawning habitat by reducing the potential for off-route travel and by providing a recreational opportunity on an existing route.
D2531 0.02 miles	Closed	D2531 is closed to motorized travel. D2531, a 0.02 mile route off D2529 is reclaiming naturally, which suggests it receives little to no OHV use; it does not have a purpose and need for the OHV public. This route does not lead to a known recreation opportunity or destination or provide connectivity within the route network.
D2533 1.24 miles	Open	D2533 is open to motorized travel. D2533, 1.24 mile route, provides route connectivity between D2536 and D2586. This route provides access and connectivity to the Juniper Trail (JT1 – Limited to Motorized Singletrack) for motorcycles. Continued use of this route will minimize impacts to vegetation and soil cover by providing a recreation opportunity on an existing route.
D2536 1.21 miles	Open	D2536 links B137 (Dubinky Well Road) with D2533. Closing nearby D2756A and D2588A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2536 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2538 1.13 miles	Limited (Singletrack)	D2538 is open but limited to motorized singletrack (motorcycle). The primary use of D2538 is by motorcycle; it provides route connectivity for the Enduro Loop motorcycle route as well as provides motorcycle single track connectivity to the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
D2543, D2544, D2581 and D2583 1.99 miles, 2.06 miles, 2.47 miles and 0.23 miles	Open	D2543, D2544, D2581 and D2583 form a loop off B137 (Dubinky Well Road) in the 3D area. Closing nearby D2512A, D2514, D2613 D2584 and D2616 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2543, D2544, D2581 and D2583 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2554 1.00 miles	Open	D2554 is open to motorized travel. D2554 is part of the 3D Jeep Safari route, one of the oldest, most popular and easiest of the Jeep Safari trails; it provides an important and valuable recreation experience. Specifically, D2554 is a one mile long spur off the 3D route and leads to a highly scenic overlook of Hidden Canyon. It has a defined end and a designated turn-around above that canyon. Providing this overlook of Hidden Canyon helps minimize impacts by preventing other attempts to access the rim of Hidden Canyon. Designating the route minimizes damage from potential cross country travel and concentrates motorized use on an alignment capable of accommodating the route's traffic volume. The route receives very little non-motorized use, nor are non-motorized trails found within the vicinity, thus minimizing conflicts between motorized and non-motorized users

Route Number Length	Decision	Rationale
D2557 0.22 miles	Open	D2557 is open to motorized travel. D2557 is part of the 3D Jeep Safari route. This route is one of the oldest, most popular and easiest Jeep Safari routes and provides an important and valuable recreation experience. As a whole, the 3D route is a pleasant, scenic, family 4-wheeling experience. D2557, a 0.22 mile long dead end spur, ends in a large rock pan. It overlooks Hidden Canyon and the multi-colored slickrock below. D2557 provides access to the only viable lunch spot on the 3D route (for a group); the slickrock parking area and the view make it a highly desirable lunch destination. Designating the route minimizes damage from potential cross country travel and concentrates motorized use on an alignment capable of accommodating the route's traffic volume. The route receives very little non-motorized use, nor are non-motorized trails found within the vicinity, thus minimizing conflicts between motorized and non-motorized users.
D2559 0.44 miles	Limited (Singletrack)	D2559 is open but limited to motorized singletrack (motorcycle). The primary use of D2559 is motorcycle use and it provides a unique recreational opportunity for motorcycle users. D2559 also provides route connectivity for the Petrified Forest motorcycle route. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
D2560 0.60 miles	Limited (Singletrack)	D2560 is open but limited to motorized singletrack. It is a 0.60 mile long connector route between D2529, D2559, and D2383B. D2560 contributes to the route connectivity in the route network. By limiting access to motorcycle singletrack, the potential for impacts to wildlife habitat, vegetation, and soils will be reduced due to a smaller route footprint.
D2562 2.19 miles	Closed	D2562 is closed to motorized travel. It is a 2.19 mile long route and part of the 3D/Pickle Jeep Safari route. Closing this route will minimize route proliferation in the area and result in a less redundant route network. Past users of the route, including Jeep Safari participants, will still have alternate routes to travel on D2883C and D2383B to access their destination. Closing D2562 will minimize impacts to wildlife habitat as documented in the route report (e.g., desert bighorn sheep lambing, raptor) and reduce habitat fragmentation. Closing the route will minimized impacts to water resources documented in the route report (e.g., ephemeral stream, spring/seep, adjacent riparian/wetland habitat).
D2577 0.56 miles	Closed	D2577 is closed to motorized travel. D2577 is a 0.56 mile long dead end spur off D2529 that does not represent a unique recreational experience. Closing D2577 will minimize impacts to resources, including desert bighorn sheep, by reducing habitat fragmentation. Closing the route will restore vegetation and soil cover, minimizing the potential for erosion.

Route Number Length	Decision	Rationale
D2581A 1.07 miles	Open	D2581A is open to motorized travel. It provides a loop opportunity in the 3D area. D2581A connects with D2586 with D2544 and enables drivers to do a large loop tour in a scenic area. Retaining this route as open to motorized travel for all vehicles will reduce the chances of cross country travel and provide a motorizing touring route on a route capable of supporting such use.
D2582 0.27 miles	Closed	D2582 is closed to motorized travel. D2582 is a 0.27 mile long dead end spur. It provides no route connectivity and is seldom used as it has no particular recreation value. Any locations it might access are accessible from D2581A. Closing D2582 will reduce route confusion, decrease habitat fragmentation in desert bighorn sheep lambing habitat, and restore vegetation and soils to reduce soil erosion.
D2584 0.29 miles	Closed	D2584 is a 0.29 mile long dead end spur to a stock tank. It is closed to public motorized use D2584 access nothing of particular recreation value. Closing D2584 will reduce visual contrast, decrease on-the-ground confusion and restore vegetation and soil cover, lessening soil erosion. Closing the route will minimize wildlife habitat fragmentation in a desert bighorn sheep lambing habitat.
D2585 0.07 miles	Closed	D2585 is closed to motorized travel. It is a 0.07 mile long dead end spur off D2529 and just south of the Blue Hills Road. The route has no recreation purpose; it does not provide connectivity or recreational experiences. It is reclaimed naturally, which suggests it receives little to no OHV use, and is not findable on-the-ground. Closing the route will provide cultural resource mitigation, enhance wildlife habitat and restore vegetation and soil cover.
D2586 2.82 miles	Open	D2586 is open to motorized travel. This route provides connectivity between the Blue Hill Road (B138) and D2533 to the west. Closing nearby D2588A, D2591 and D2585 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2586 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2588 0.92 miles	Closed	D2588 is closed to motorized travel. It is a 0.92 mile long spur route off B138. Access to the SITLA parcel is retained via B138. Closing this route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range). Closing this route will minimize route proliferation, minimizing habitat fragmentation in the area. Closing D2588 will contribute to retaining and restoring vegetation (e.g., blackbrush, salt desert shrub) and soil vegetation, minimizing potential for soil erosion.

Route Number Length	Decision	Rationale
D2588A 0.3 miles	Closed	D2588A is closed to motorized travel. This portion of the route is past the end of the SITLA section. This route is a dead end spur and has no particular recreation value. Closing D2588A restores vegetation and soil cover and reduces soil erosion. Closing D2588A provides additional unfragmented habitat in pronghorn fawning habitat and in desert bighorn sheep habitat.
D2591 1.00 miles	Closed	D2591 is closed to motorized travel. It is a one mile long dead end spur. D2591 also accesses a developed wildlife guzzler providing water to pronghorn during the dry season. Closing the route to the public will provide protection for the watering wildlife, as well as allow the utility companies access to their facilities. Those wishing to drive the road under the powerlines can utilize D2803, which remains open to travel by the general public.
D2613 0.88 miles	Closed	D2613 is closed to motorized travel. D2613 is a 0.88 mile long dead end spur route of B137. Closing this route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep lambing) by reducing habitat fragmentation. Closing this route will contribute to retaining and restoring vegetation (e.g., blackbrush, salt desert shrub) and soil cover, minimizing potential for soil erosion.
D2615 0.12 miles	Closed	D2615 is closed to motorized travel. It is parallel to and redundant with B137. D2615 is reclaimed naturally, which suggests it receives little to no OHV use, and barely visible on the ground. D2615 is 0.12 miles long and is confusing for the motorized user who recognizes it as a road. Closing D2615 will reduce visual contrast, restore vegetation and soil cover and decrease route proliferation. Closing D2615 will decrease habitat fragmentation in desert bighorn sheep lambing habitat.
D2616 0.57 miles	Closed	D2616 is closed to motorized travel. It is a 0.57 mile long dead end spur route off B137. Closing this route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep). Closing will minimize route proliferation in the area. Closing D2616 will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.
D2618 3.31 miles	Open	D2618 provides a link between B338 (Spring Canyon Point Road) and B137 (Dubinky Well Road). Closing nearby D2613, D2616 and D2624 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2618 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2621, D2642 and D6971 5.84 miles, 0.88 miles and 0.05 miles	Open	<p>D2621 is part of the Secret Spire Route, as are D2642 and D6971. Secret Spire is one of the more heavily used off-road vehicle routes in the Moab Field Office. The route is used by Special Recreation Permit holders, as well as by the general public. It is so popular that is featured in guidebooks. Closing nearby D2639 reduces route proliferation and confusion and minimizes impacts to resources.</p> <p>Allowing continued use of D2621, D2642 and D6971 minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel.</p>
D2622 0.05 miles	Open	<p>D2622 is open to motorized travel. It is 0.05 mile long and constitutes the fenced parking area at the base of the Needle Rock (aka Tombstone). D2622 is popular for dispersed vehicle camping use. Allowing continued use of this route contains the impacts from parking and camping to the fenced area.</p>
D2624 2.23 miles	Closed	<p>D2624 is closed to motorized travel. D2624 is redundant with D2626, which remains open for travel. D2626 (with D2629, B331 and B338) allows travel around the base of the mesa known as “Lost World Buttle”. Closing D2624 will decrease habitat fragmentation in desert bighorn sheep lambing habitat, as well as provide increased undisturbed habitat for nearby raptor nests (Prairie falcon and Cooper’s hawk). Closing D2624 will lessen route proliferation and confusion.</p>
D2626 6.13 miles	Open	<p>D2626 is part of the Crystal Geyser Route. It links B338 and B372. The route is used by Special Recreation Permit holders, as well as by the general public. It is popular enough to be included in guidebooks. Closing parallel D2624, as well as nearby D2633, D2639, D2638 and D2624 reduces route proliferation and confusion and minimizes impacts to resources.</p> <p>Allowing continued use of D2626 minimizes potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume. Continued use of this route will minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Providing a designated access route for users will minimize impacts to resources by reducing the potential for unauthorized cross country travel</p>

Route Number Length	Decision	Rationale
D2628SJ 0.55 miles	Closed	D2628SJ is closed to motorized travel. It is a 0.55 mile spur that terminates at the fenced NPS boundary. D1054, the access road to 2628SJ, is closed because it does not have a purpose and need for the OHV public. 2628SJ does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. . Closing D2628J will minimize impacts to soil, vegetation and wildlife resources as identified in the route report (e.g., grasslands, desert bighorn sheep, erosive soil). The rim of Taylor Canyon can be accessed by D1042A, which remains open to motorized travel.
D2629 2.03 miles	Open	D2629 links B331 with D2626 on the north side of Lost World Butte. Closing nearby D6940 and D2624 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2629 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2633 0.73 miles	Closed	D2633 is closed to motorized travel. It is parallel to and redundant with B338, the road at the base of Needle Rock. D2633 is closed to motorized travel, as it does not provide connectivity between B338 and any route open to motorized travel. The east side of Lost World Butte is accessed by D2626, which remains open. Closing D2633 will reduce route confusion and proliferation. Closing the route will reduce habitat fragmentation in desert bighorn sheep lambing habitat and in a location with a known Coopers Hawk nest.
D2637 0.38 miles	Open	D2637 accesses a viewpoint over Spring Canyon. Closing nearby D2638, D2639 and D2633 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2637 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2638 0.64 miles	Closed	D2638 is closed to motorized travel. It is parallel to and redundant with B338. Closing this route will reduce route confusion and proliferation. Closing D2638 will restore vegetation and soil cover, lessening soil erosion. Closing this redundant route will enhance habitat and reduce fragmentation in desert bighorn sheep lambing habitat.

Route Number Length	Decision	Rationale
D2639 0.75 miles	Closed	D2639 is closed to motorized travel. It is a seldom used route and does not provide a view from its end unless one gets out of the vehicle and walks. It is a 0.75 mile dead end road. Views into Spring Canyon can be obtained from nearby D2637, as well as from the Secret Spire Jeep Safari Route (D2642), which remain open for motorized travel. Closing D2639 will lessen route confusion and route proliferation. Closing the route will lessen desert bighorn sheep lambing habitat fragmentation and provide a buffer for both a redtail hawk nest and a prairie falcon nest. Closing D2639 will restore vegetation and soil cover and reduce soil erosion.
D2646 0.13 miles	Closed	D2646 is closed to motorized travel. It is a 0.13 mile long dead end spur that does not have recreational value nor accesses a recreational destination. D2646 is redundant with other roads (including D2696 and B338, which remain open for travel) and has no purpose and need. Closing D2646 will reduce visual contrast and lessen habitat fragmentation in pronghorn fawning habitat. Closing the route will restore vegetation and soil cover and lessen soil erosion.
D2649 0.13 miles	Closed	D2649 is closed to motorized travel. It is a 0.13 mile long dead end spur that does not have recreational value nor accesses a recreational destination. Closing route D2649 will minimize route proliferation, as it accesses destinations accessible from other open routes such as B338. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat by eliminating motorized use and removing the route footprint.
D2652 0.77 miles	Open	D2652 is the sole access to a parcel managed by SITLA. It also links B338 with D2659. Closing nearby DD2653, D2674, D2675, D2658, D2656 and D2661 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2652 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2653 0.94 miles	Closed	D2653 is closed to motorized travel. D2653 is parallel to and redundant with D2652, which remains available for travel. (D2652 accesses the same SITLA section as does D2653). D2653 is barely visible on the ground, indicating a lack of purpose and need (the recreation destinations are more easily accessed using D2652). Closing D2653 will minimize route proliferation, as it connects destinations accessible from other open routes and parallels the open route D2652 for its entire length. Closing D2653 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat by eliminating motorized use and removing the route footprint.
D2654 0.09 miles	Closed	D2654 is closed to motorized travel. It has reclaimed naturally, which suggests it receives little to no OHV use and is not visible on the ground. It is a 0.09 miles long dead end spur. It provides no access due to the decision to close route D2653. Closing route D2654 will minimize route proliferation, as it connects destinations accessible from other open routes. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat by eliminating motorized use and removing the route footprint.
D2656 0.56 miles	Closed	D2656 is closed to motorized travel. It is a 0.56 mile long seldom used dead end spur. Closing D2656 will minimize route proliferation, as it connects destinations accessible from other open routes such as D2658. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert big horn sheep lambing habitat, by eliminating motorized use and removing the route footprint.
D2658 2.15 miles	Closed	D2658 is closed to motorized travel. It is a 2.15 mile long dead end spur that ends at an overlook above the Green River. D2658 is largely within desert bighorn sheep lambing habitat; closing this route will minimize impacts to its habitat, as well as pronghorn crucial fawning range, and raptor habitat. Closing the route will minimize impacts to vegetation and soil cover, minimizing the potential for soil erosion.
D2659 1.72 miles	Open	D2659 links D2652 with B338. Closing nearby DD2658, D2656, D2661, D2663 and D2664A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2659 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2661 1.04 miles	Closed	D2661 is closed to motorized travel. It is redundant with D2659, which remains open to travel. Closing D2661 will reduce route confusion and route proliferation. Closing D2661 will enhance wayfinding. Closing D2661 will restore vegetation and soil cover, reducing soil erosion. Closing the route will reduce fragmentation in pronghorn fawning habitat.
D2662 and D2664 1.31 miles and 0.59 miles	Open	D2662 leads to a view into Ten Mile Wash (off B336). D2664 offers a view into a tributary of Ten Mile known as Rock Canyon. Closing nearby D2664A, D2656, D2658 and D2661 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2662 and D2664 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2663 0.45 miles	Closed	D2663 is closed to motorized travel. D2663 is 0.45 miles long and is reclaimed naturally, which suggests it receives little to no OHV use (it commenced on an oil pad which was reclaimed recently). Closing D2663 will reduce route confusion and route proliferation. Those wishing to access the rims of Ten Mile Wash are able to utilize D2659, the better road, which remains open. Closing D2663 will restore vegetation and soil cover and reduce fragmentation in pronghorn fawning habitat.
D2664 0.59 miles	Open	D2664 is open to motorized travel. D2664 accesses the rim of a scenic tributary of Ten Mile Wash that is known as "Rock Canyon". D2664 provides a moderate motorized driving experience with a valued destination. It remains open to provide this experience. Keeping D2664 open will lessen the likelihood of cross country driving and provide an existing route for travel in this area.
D2664A 1.40 miles	Closed	D2664A is closed to motorized travel. It is a 1.4 mile long connector route between D2662 and D2664. D2664A is within desert bighorn sheep lambing habitat and pronghorn crucial fawning range; closing this route will minimize impacts to these habitats. Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.

Route Number Length	Decision	Rationale
D2674 0.64 miles	Closed	D2674 is closed to motorized travel. D2674 is a little used, 0.64 mile long dead end spur. D2674 lacks access due to the decision to close D2653. Closing D2674 will minimize route proliferation, as it connects destinations accessible from other open routes. Closing D2674 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn sheep lambing habitat, by eliminating motorized use and removing the route footprint.
D2675 0.57 miles	Closed	D2675 is closed to motorized travel. It is a 0.57 mile long, little used, dead end spur. D2675 lacks access due to decision to close route D2653. Closing D2675 will minimize route proliferation, as it connects destinations accessible from other open routes. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn sheep lambing habitat, by eliminating motorized use and removing the route footprint.
D2678A 1.06 miles	Open	D2678A leads to an overlook of Hey Joe Canyon. Closing the extension of this road (D2678B) as well as closing D2680, D2686 and D2685 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2678A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2678B 0.57 miles	Closed	D2678B is closed to motorized travel. D2678B is an 0.57 mile long, little used, extension of D2678A. Closing 2678B will minimize route proliferation. Closing D2678B will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat and avoid a nearby peregrine falcon nest by eliminating motorized use and removing the route footprint.
D2680 2.47 miles	Closed	D2680 is closed to motorized travel. Closing Route D2680 will minimize route proliferation; views of the Green River remain available from other routes such as B338. Closing D2680 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance desert bighorn sheep lambing habitat by eliminating motorized use and removing the route footprint.

Route Number Length	Decision	Rationale
D2685 0.41 miles	Closed	D2685 is closed to motorized travel. It is a 0.41 mile long spur and reclaimed naturally, which suggests it receives little to no OHV use. Closing D2685 will minimize route proliferation, as it connects destinations accessible from other open routes including B338. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn sheep lambing habitat, by eliminating motorized use and removing the route footprint
D2686 1.30 miles	Closed	D2686 is closed to motorized travel. Closing D2686 will minimize route proliferation.. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn sheep lambing habitat and avoid a nearby peregrine falcon nest, by eliminating motorized use and removing the route footprint.
D2691 0.17 miles	Closed	D2691 is closed to motorized travel. It is a 0.17 mile long dead end spur that has reclaimed naturally, which suggests it receives little to no OHV use. Closing D2691 will minimize route proliferation. Closing this route will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn lambing habitat, by eliminating motorized use and removing the route footprint
D2693 0.34 miles	Closed	D2693 is closed to motorized travel. It is a 0.34 mile long spur route off B338. Closing this route, along with adjacent routes minimizes impacts to wildlife habitat (e.g., desert bighorn sheep). Closing this route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D2696 0.2 miles	Open	D2696 is the sole access to SITLA managed land. It also links B338 with its southern extension. Closing nearby D2661, D2663 and D2646 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2696 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2697 1.09 miles	Open	D2697 links B338 with D2700. Closing nearby D2663, D2661 and D2705 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2697 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2700 7.97 miles	Open	D2700 links B337 with B338 on the south side of Ten Mile Wash. Closing nearby D2705, D7066 and D2663 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2700 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2701 0.36 miles	Open	D2701 is open for motorized travel. D2701 is a dead end spur that ends at a viewpoint into Ten Mile Wash. D2710 constitutes a recreational opportunity; it is used for backcountry motorized exploring in the Ten Mile Wash area. Keeping D2701 open will provide a recreational opportunity and reduce the likelihood of cross country driving in search of the rim of Ten Mile Wash.
D2703 1.41 miles	Open	D2703 is the access to Trough Canyon, a tributary of Ten Mile Wash. Closing nearby D2633, D7066 and D2704 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2703 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2704 0.17 miles	Closed	D2704 is closed to motorized travel. It is a 0.17 mile long dead end route that is reclaiming naturally, which suggests it receives little to no OHV use . D2704 does not access a destination of any recreational value. Closing D2704 will restore vegetation and soil cover and reduce the route footprint in the area. Closing D2704 will decrease fragmentation in desert bighorn sheep lambing habitat.
D2705 0.94 miles	Closed	D2705 is closed to motorized travel. D2705 is redundant with D2697, which also joins B338 with D2700. Closing D2705 will reduce route confusion and reduce visual contrast. Closing D2705 will restore vegetation and soil cover. Closing the route will enhance wildlife movement by reducing fragmentation in desert bighorn sheep and pronghorn fawning habitats.

Route Number Length	Decision	Rationale
D2707 3.27 miles	Open	D2707 links B338 with D2700. Closing nearby D2765 and D6940 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2707 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2709 0.19 miles	Open	D2709 is open to motorized travel. It is a 0.19 mile long spur in the area south of Ten Mile Wash. D2709 provides a motorized opportunity in a scenic area. Keeping D2709 open will minimize cross country travel.
D2710 and D2715 0.66 miles and 0.37 miles	Open	D2710 and D2715 provide views of the Ten Mile Wash country. Closing nearby D2704, D2705 and D7066 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2710 and D2715 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2714 0.30 miles	Limited to motorized singletrack	D2714 is open to but limited to motorized singletrack. D2714 is 0.3 mile long and leads into a motorcycle trail. The primary use of D2714 is motorcycle use and it provides route connectivity for the Cow Freckles motorcycle route (CFT1. Limiting motorized use to motorcycle only wo;; minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
D2714 0.30 miles	Open	D2714 is part of the Cow-Freckles motorcycle trail. Closing nearby D2705, D2759 and D7066 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2714 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2718 1.12 miles	Open	D2718 provides a link between D2700 and B337. Closing nearby D2759A and D2840 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2718 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2719 0.15 miles	Closed	D2719 is closed to motorized travel. It is a 0.15 mile long route that is parallel to and redundant with B337. It is reclaiming naturally, which suggests it receives little to no OHV use. Closing D2719 will reduce route proliferation and decrease route confusion. Closing D2719 will reduce visual contrast, restore vegetation and soil cover and reduce soil erosion.
D2724 3.16 miles	Open	D2724 provides a link between B372 (Levi Well Road) and B136 (Blue Hills Road). Closing nearby D2771, D2756A and D2733 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2724 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2725 1.28 miles	Open	D2725 forms a loop off B138 (Blue Hills Road). Closing nearby D2733 and D2738 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2725 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2733 0.27 miles	Closed	D2733 is closed to motorized travel. It is reclaimed naturally, which suggests it receives little to no OHV use. It is a 0.27 mile long dead end spur. Closing D2733 reduces route proliferation and restore vegetation and soil cover. Closing D2733 reduces visual contrast and reduces route confusion. Closing D2733 will reduce fragmentation in desert bighorn sheep and pronghorn fawning habitats.
D2737 0.28 miles	Open	D2737 is open to motorized travel. It is a 0.28 mile long dead end spur off D2724. D2737 provides an opportunity for dispersed vehicle camping.
D2738 0.88 miles	Closed	D2738 is closed to motorized travel. It is a 0.88 mile long dead end spur off the Blue Hills Road (B138) and accesses nothing of recreational value. Closing D2738 will reduce visual contrast, restore vegetation and soil cover and reduce route proliferation. Closing D2738 will reduce fragmentation in desert bighorn sheep lambing habitat and in pronghorn crucial fawning habitat.

Route Number Length	Decision	Rationale
D2739 1.29 miles ⁹	Limited (Singletrack)	D2739 is open but limited to motorized singletrack. The primary use of D2739 is by motorcycle; D2739 provides route connectivity for the Enduro Loop motorcycle route (EL6) as well as provides motorcycle single track connectivity to the Dee Pass Motorized Focus Area. Closing nearby D2738 , D2880 and D2733 reduces route proliferation and confusion and reduces impacts to resources. Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.
D2745 1.98 miles	Open	D2745 forms a link between B331 and D2757. Closing nearby D6940 and D7066 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2745 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2747 0.47 miles	Open	D2747 provides access to lands managed by SITLA. Closing nearby D2756A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2747 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2748 0.74 miles	Open	D2748 is open to motorized travel. D2748 provides connectivity between D2750 and D2747 and also to the motorcycle trail called "the Big Drop" (EL2). D2748 provides an opportunity for recreational backcountry motorized touring that ends with a view to the west. Keeping D2748 open for motorized travel will reduce the possibility of cross country driving as users attempt to access the rim.
D2750 0.41 miles	Open	D2750 is open to motorized use. It accesses SITLA managed land and provides a route of travel to a peninsula overlooking the Big Drop.
D2750A 0.23 miles	Limited (Singletrack)	D2750A is open but limited to motorized singletrack. The primary use of D2750A is motorcycle use. D2750A provides route connectivity for the Enduro Loop motorcycle route (EL2). . Closing nearby D2756A reduces route proliferation and confusion and reduces impacts to resources Limiting motorized use to motorcycle only will minimize damage to soil, watershed and vegetation by reducing the size of route footprint.

Route Number Length	Decision	Rationale
D2752 and D2753 0.52 miles and 0.04 miles	Open	D2752 and D2753 provide access to lands managed by SITLA. Closing nearby D2756A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2752 and D2753 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2755 0.08 miles	Closed	D2755 is closed to motorized travel. It is a 0.08 mile long dead end spur that is reclaiming naturally, which suggests it receives little to no OHV use; it is a spur off a closed road (D2756A). Closing D2755 will restore vegetation and soil cover and reduce visual contrast. Closing D2755 will reduce fragmentation in desert bighorn sheep lambing habitat.
D2756 0.93 miles	Open	D2756 is open to motorized travel. D2756 accesses SITLA land. Keeping D2756 open will reduce the likelihood of cross country travel in the area.
D2756A 0.75 miles	Closed	D2756A is closed to motorized travel. D2756A is a 0.75 mile long dead end spur. Closing D2756A will reduce visual contrast and restore vegetation and soil cover. Closing 2756A will reduce fragmentation in desert bighorn sheep lambing habitat.

<p>D2759A 4.13 miles</p>	<p>Closed</p>	<p>D2759A is closed to motorized travel. D2759A is the upper portion of Ten Mile Wash from Dripping Springs to “Midway”. It is 4.13 miles long and travels directly in the streambed. D2759A is closed to motorized travel to minimize impacts to wildlife habitat, cultural and riparian resources. Ten Mile Wash was designated an ACEC in the Moab RMP to protect the relevant and important values of natural systems (riparian/wetlands), wildlife, cultural resources and natural hazards. While the upper portion of Ten Mile Wash is popular especially with those driving UTVs and motorcycles, the impacts to the above-mentioned values from continued motorized use is harming those resources and is not sustainable. Each of these values will be discussed in turn:</p> <p><u>Cultural Resources:</u> Ten Mile Wash is rich in cultural resources, including important habitation sites and unusual artifacts; these resources have been impacted by recent human activities.</p> <p><u>Wildlife:</u> Ten Mile Wash is one of the few sources of water in a very arid area; it is in desert bighorn sheep and pronghorn fawning habitat and also provides habitat for many other wildlife species, including migratory birds, amphibians and reptiles. Amphibians include Great Basin spadefoot (<i>Spea 12Intermontane</i>), red-spotted toad (<i>Anaxyrus punctatus</i>), Woodhouse’s toad (<i>Anaxyrus woodhousii</i>), tiger salamander (<i>Ambystoma tigrinum</i>), northern leopard frog (<i>Lithobates pipiens</i>), and canyon tree frog (<i>Hyla arenicolor</i>). A UDWR amphibian report states that “of all locations surveyed to date, Kane Creek and Ten Mile Canyon appear to hold the most diverse and thriving amphibian populations” (UDWR 2016). This important and rare habitat has been fragmented and degraded by continued motorized use.</p> <p><u>Riparian/wetlands:</u> Ten Mile Wash contains a rich mixture of riparian, wetland and hydrologic resources that is rare in the Moab Field Office. Ten Mile is a drought imperiled 303d-listed water with impairment for temperature and dissolved oxygen. A proper Functioning Condition (PFC) assessment performed by an Interdisciplinary Team in 2012 at Ten Mile Wash concluded that the area from Dripping Springs to Trail Canyon is Functioning at Risk. Specifically, this PFC report on Ten Mile Wash states, “roads are impacting banks” and there is “accelerated bank erosion” and the presence of gullies and active “downcutting” within the roadway. PFC assessments also indicate the presence of “cut banks and unnatural overflow channels” and that “roads influence overflow channels ... old roads become overflow channels.” The PFC report shows that the banks are not laterally stable because the channel follows the roads, resulting in less sinuosity. Therefore, point bars are not forming nor is vegetation establishing on them. The PFC report summary states that “road impacts have become major since the 1980s” and that the road in Ten Mile Wash may be one of the biggest influences on riparian condition. Impacts to the riparian habitat, stream geomorphology, and hydrologic function has increased commensurate with increased use.</p>
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Route Number Length	Decision	Rationale
		<p>To minimize impacts to the resources listed above, D2759A is closed to motorized use. While the wash is a desirable recreation experience for those on UTVs and motorcycles, the impacts to cultural, wildlife and riparian resources within the wash outweigh the recreation experience, which can be obtained elsewhere. The BLM has attempted to mitigate these impacts since the road was designated in the 2008 RMP Travel Plan but monitoring has shown that the impacts have only increased. See EA sections 3.2.1, 3.2.4, 3.2.6, 3.2.8 and 3.3.1 for additional information specific to Ten Mile Wash.</p>

<p>D2759B 10.6 miles</p>	<p>Closed</p>	<p>D2759B is closed to motorized travel. D2759B is the lower 10.6 miles of Ten Mile Wash, from “Midway” to the Green River; it generally travels directly within the streambed. D2759B is closed to motorized travel to minimize impacts to wildlife, cultural and riparian resources, as well as to minimize known visual and noise-induced conflicts with non-motorized users on the Green River. Ten Mile Wash was designated an ACEC in the Moab RMP to protect the relevant and important values of natural systems(riparian/wetlands), wildlife, cultural resources and natural hazards. The lower portion of Ten Mile Wash is historically less popular with motorized users than D2759A; however, the impacts to the above-mentioned values from continued motorized use is harming those resources and is not sustainable. Each of these values will be discussed in turn:</p> <p><u>Cultural:</u> Ten Mile Wash is rich in cultural resources, including important habitation sites and unusual artifacts; these have been impacted by recent human activities.</p> <p><u>Wildlife:</u> Ten Mile Wash is one of the few sources of water in a very arid area; it is within desert bighorn sheep lambing and pronghorn fawning habitat and also provides habitat for many other wildlife species, including migratory birds, amphibians and reptiles. Amphibians include Great Basin spadefoot (<i>Spea intermontana</i>), red-spotted toad (<i>Anaxyrus punctatus</i>), Woodhouse’s toad (<i>Anaxyrus woodhousii</i>), tiger salamander (<i>Ambystoma tigrinum</i>), northern leopard frog (<i>Lithobates pipiens</i>), and canyon tree frog (<i>Hyla arenicolor</i>). A UDWR amphibian report states that “of all locations surveyed to date, Kane Creek and Ten Mile Canyon appear to hold the most diverse and thriving amphibian populations” (UDWR 2016). This important and rare habitat is fragmented and degraded by continued motorized use.</p> <p><u>Riparian/wetlands:</u> Ten Mile Wash contains a rich mixture of riparian, wetland and hydrologic resources that is rare in the Moab Field Office. Ten Mile is a drought imperiled 303d-listed water with impairment for temperature and dissolved oxygen. A proper Functioning Condition (PFC) assessment performed by an IDT in 2012 at Ten Mile Wash concluded that the area from Dripping Springs to Trail Canyon is Functioning at Risk. Specifically, this PFC report on Ten Mile states, “roads are impacting banks” and there is “accelerated bank erosion” and the presence of gullies and active “downcutting” within the roadway. PFC assessments also indicate the presence of “cut banks, unnatural overflow channels” and that “roads influence overflow channels ... old roads become overflow channels.” The PFC report shows that the banks are not laterally stable because the channel follows the roads resulting in less sinuosity. Therefore, point bars are not forming nor is vegetation establishing on them. The PFC report summary states that “road impacts have become major since the 1980s” and that the road in Ten Mile Wash may be one of the biggest influences on riparian condition. Impacts to the riparian habitat, stream</p>
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Route Number Length	Decision	Rationale
		<p>geomorphology, and hydrologic function has increased commensurate with increased use and in the context of persistent drought.</p> <p>D2759B reaches the Green River. When vehicles reach the Green River (at low water), they often try to go up and down the river, which constitutes unauthorized off-route travel. Closing D2759B will reduce this route proliferation in a Wild and Scenic River corridor, and will thus reduce known conflicts between motorized and non-motorized users (boaters).</p> <p>To minimize impacts to the resources listed above, D2759B is closed to motorized use. While Ten Mile is a desirable motorized experience, especially for those on UTVs and motorcycles, the impacts to cultural, wildlife, and riparian resources, as well as the known conflicts between motorized and non-motorized users outweigh the recreation experience that can be obtained elsewhere. The BLM has attempted to mitigate these impacts since the road was designated in the 2008 RMP Travel Plan but monitoring shows that the impacts have only increased. See EA sections 3.2.1, 3.2.4, 3.2.6, 3.2.8 and 3.3.1 for additional information specific to Ten Mile Wash.</p> <p>While D2759B accesses the extreme southeast corner of a SITLA section (Sec 32, T24S., R17E), the majority of the acreage of that section is above the rim of the canyon and is accessed by B336.</p>
D2760 0.98 miles	Open	D2760 provides access off B336 (Ten Mile Point Road) to an overlook of Ten Mile Wash on the north and to a natural stone arch. Closing nearby D2845, D7059 and D2844 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2760 will minimize potential impacts to documented resources by maintaining motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2761 0.38 miles	Open	D2761 is open to motorized travel. D2761 provides access between B336, B377, and DC3, providing recreation access and opportunities. Continued use of D2761 will minimize impacts to soil and vegetation cover by providing a recreation opportunity on an existing route. Impacts to wildlife habitat from D2761 will be minimized by closing the D2761A and D2761B portions of the route.
D2761A 0.52 miles	Closed	D2761A is closed to motorized travel. It is a 0.52 mile long spur that is reclaiming naturally, which suggests it receives little to no OHV use. Closing D2761A will restore vegetation and soil cover and reduce soil erosion. Closing D2761A will reduce visual contrast and reduce fragmentation in desert bighorn sheep lambing habitat and in pronghorn fawning habitat.

Route Number Length	Decision	Rationale
D2761B 0.38 miles	Closed	D2761B is closed to motorized travel. Closing D2761B will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion. Closing D2761B will reduce visual contrast and reduce fragmentation in desert bighorn sheep lambing habitat and in pronghorn fawning habitat.
D2763A 0.71 miles	Closed	D2763A is closed to motorized travel. Closing D2763A will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing the route to OHV use will reduce impacts to riparian habitat. Closing this route will enhance wildlife habitat, especially desert bighorn sheep habitat, by eliminating motorized use and removing the route footprint.
D2763B 0.84 miles	Closed	D2763B is closed to motorized use. D2763B is directly adjacent to the Green River. Closing D2763B will minimize visual and noise-induced conflicts between motorized and non-motorized users (e.g., canoeist on the Green River). Closing this route will contribute to retaining and restoring soil and vegetation cover (e.g., blackbrush, riparian/wetland ecosystem), minimizing potential for soil erosion, including soil erosion into the Green River.
D2763C 0.84 miles	Closed	D2763C is closed to motorized use. It is directly adjacent to the Green River. Closing D2763C will minimize visual and noise-induced conflicts between motorized and non-motorized users (e.g., canoeists on the Green River). Closing this route will enhance riparian habitat. Closing this route will enhance wildlife habitat, especially for desert bighorn sheep.
D2766 0.60 miles	Open	D2766 is open to motorized travel. D2766 provides route connectivity in the Dee Pass Motorized Focus Area; specifically, it provides connectivity and flow among TTIP1, D2800 and D2761. Closing nearby D7070, D2761A, DC2 and DC3 reduces route proliferation and confusion and reduces impacts to resources. Continued use of D2766 provides a recreation opportunity in a Focus Area (RMZ) designated to provide focused motorized trail opportunities. Continued use of D2766 will minimize impact to vegetation, soil cover, and desert bighorn sheep and pronghorn fawning habitat by providing route connectivity on an existing route.

Route Number Length	Decision	Rationale
D2767 0.91 miles	Closed	D2767 is closed to motorized travel. D2767, a 0.91 mile long route, is closed because it no longer accesses an open route (see D2579A and D2579B). D2767 no longer provides a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. . Closing D2767 will minimize impacts to resources, including desert bighorn sheep lambing habitat, pronghorn crucial fawning habitat and erosive soils. Closing D2767 will minimize impacts to vegetation and soil cover, minimizing potential for soil erosion. Closing D2767 will also lessen confusion on the part of users who wish to link designated routes.
D2769 2.73 miles	Open	D2769 links B336 with B372. Closing nearby D2733, D2738, and D2771 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2769 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2771 2.26 miles	Closed	D2771 is closed to motorized travel. It is a 2.26 mile long loop off D2769. D2771 is closed to reduce route proliferation un in the area. Many loop opportunities remain within the route network. Closing D2771 reduces the route footprint of the route network in desert bighorn sheep lambing habitat and pronghorn fawning range, and reduces habitat fragmentation.
D2777 0.43 mile7	Open	D2777 is a dead end spur off B372 (Levi Well Road) that provides a dispersed vehicle camping site at the base of a cliff. Closing nearby D2756A and D2782 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2777 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2778 1.98 miles	Open	D2778 is open to motorized travel. D2778 is a 1.98 mile connector route between B137 and B372; it provides connectivity for single track trails and full sized vehicles between maintained roads. Spur roads off D2778 (D2779 and D2780) are closed to minimize route proliferation in the area. Continued use of D2778 will minimize impacts to vegetation and soil cover by providing a recreation opportunity on an existing route.

Route Number Length	Decision	Rationale
D2778 1.98 miles	Open	D2778 links B372 (Levi Well Road) with B137 (Dubinky Well Route). It provides access to the Enduro Loop motorcycle trail. Closing nearby D2780, D2782, and D2791 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2778 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2779 0.03 miles	Closed	D2779 is closed to motorized travel. D2779 is a 0.03 mile long dead end spur off D2778; it has no purpose and need for the OHV public. For example, D2779 does not lead to a known recreation opportunity or destination; it does not provide connectivity to the route network. D2779 is reclaiming naturally, which suggests it receives little to no OHV use; continued use of the route will result in new disturbance to vegetation and soil. Closing D2779 will minimize route proliferation in the area and reduce habitat fragmentation in pronghorn fawning habitat.
D2780 0.20 miles	Closed	D2780 is closed to motorized travel. D2780 is a 0.2 mile long dead end spur off D2778; it has no purpose and need for the OHV public. For example, D2780 does not lead to a known recreation opportunity or destination; it does not provide connectivity to the route network. D2780 is reclaiming naturally, which suggests it receives little to no OHV use; continued use of the route will result in new disturbance to vegetation and soil. Closing D2780, along with D2779 and D2781, will minimize route proliferation in the area and reduce habitat fragmentation in pronghorn crucial fawning range.
D2781 0.03 miles	Closed	D2781 is closed to motorized travel. It is a 0.03 mile dead end spur off D2778 and has no purpose and need for the OHV public. For example, D2781 does not lead to a known recreation opportunity or destination; it does not provide connectivity to the route network. D2781 is reclaiming naturally, which suggests it receives little to no OHV use; continued use of the route will result in new disturbance to vegetation and soil. Closing D2781, along with D1779 and D2780, will minimize route proliferation in the area and reduce habitat fragmentation in pronghorn fawning habitat.
D2782 0.26 miles	Closed	D2782 is closed to motorized travel. D2782 is 0.26 mile dead end spur off B372 that receives low use; D2782 does not provide connectivity to the route network. D2782 crosses an ephemeral stream and is in proximity to a spring; closing D2782 will minimize travel related impacts to these resources. Closing D2782 will minimize route proliferation in the area and reduce habitat fragmentation in pronghorn fawning habitat.

Route Number Length	Decision	Rationale
D2790 0.94 miles	Open	D2790 is a dead end spur off B137 (Dubinky Well Road) that accesses the Tenmile Wash Reservoir, a constructed stock facility. Closing nearby D2791 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2790 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2791 0.13 miles	Closed	D2791 is closed to motorized travel. D2791 is a 0.13 mile dead end spur off D2790; it has no known purpose and need for the OHV public. For example, D2791 does not lead to a known recreation opportunity or destination; it does not provide connectivity to the route network. D2791 is reclaiming naturally, which suggests it receives little to no OHV use and continued use of the route will result in new disturbances to vegetation and soil. Closing D2791, along with D2779, D2780 and D2781, will minimize route proliferation in the area and reduce habitat fragmentation in pronghorn fawning habitat.
D2793 1.76 miles	Limited to vehicles less than 60 inches wide	D2793 is open but limited to vehicles less than 60 inches wide. The primary use of D2793 is vehicles under 60 inches wide. It provides route connectivity for Mary's Trail motorcycle route, and Brian's Trail and Stone Figures (60" or less) routes. D2793 provides motorized connectivity within the Dee Pass Motorized Focus Area. Limiting motorized use to vehicles less than 60 inches wide will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
D2800 2.56 miles	Open	D2800 links B336 (Ten Mile Point Road) with the trails and open area around White Wash to the north. Closing nearby DC3A, D2761B, DC2, D2850A, D2850 and D2840 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2800 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2803 0.51 miles	Open	D2803 provides access to routes outside the TMA northeast of the Blue Hills Road (B138). Closing nearby D2791 and D2494 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2803 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2840 5.54 miles	Closed	D2840 is closed to motorized travel. It is a 5.54 mile long route that parallels B336. Closing D2840 will minimize route proliferation in the area, resulting in a less redundant route network. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range), including reducing habitat fragmentation. Closing D2840 will contribute to retaining and restoring vegetation and soil cover, minimizing impacts to soil cover.
D2840B 0.18 miles	Closed	D2840B is closed to motorized travel. D2840B is a 0.18 mile connector route, but it is redundant with D2855 in that both access B336. Closing D2840B will contribute to retaining and restoring vegetation and soil cover, reducing the potential for soil erosion (erosive soil - high potential). Closing this route, along with natural reclamation will reduce the visual contrast created by the route, reduce the overall footprint of the route network in the area, and reduce route proliferation.
D2844 0.43 miles	Closed	D2844 is closed to motorized travel. Closing route D2844 will minimize route proliferation, as it parallels route B336 for its entire distance; D2844 and B336 are approximately 650 feet apart.. Closing D2844 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, especially desert bighorn sheep and pronghorn fawning habitat, by eliminating motorized use and removing the route footprint.
D2845 0.80 miles	Closed	D2845 is closed to motorized travel. It is a 0.8 mile long spur route off B336. Closing D2845 will minimize impacts to wildlife habitat (desert bighorn sheep, pronghorn fawning and migratory birds). Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing D2845 and adjacent overlooks minimizes potential for conflicts between motorized and non-motorized users, while providing motorized access to overlooks on B336 and B377.
D2846 B 0.70 miles	Closed	D2846 is closed to motorized travel. D2846 sees low use. Closing D2846 will improve wayfinding and reduce confusion. Closing D2846 will contribute to restoring and retaining soil and vegetation cover, minimizing the potential for soil erosion. Closing this route will minimize impacts to wildlife habitat (including desert bighorn sheep lambing and pronghorn fawning) and reduce habitat fragmentation in the area.

Route Number Length	Decision	Rationale
D2849 and D2855 0.53 miles and 0.30 miles	Open	D2849 and D2855 are dead end spurs to overlooks of Ten Mile Wash. Closing nearby DC1, D2840, D2840B, D2850, D2867, D2846, D7073 and D2759B reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2849 and D2855 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2850 1.38 miles	Closed	D2850 is closed to motorized travel. D2850 is parallel to and redundant with B336 to the north. Route connectivity and recreational opportunities (driving on maintained and unmaintained routes) remain available on B336. Closing D2850 will improve wayfinding and reduce confusion. Closing D2850 will contribute to restoring and retaining vegetation and soil cover, minimizing impacts to soil erosion. Closing this route will reduce the visual contrast created by the route and reduce route proliferation in the area.
D2850A 1.39 miles	Closed	D2850A is closed to motorized travel. D2850A is a 1.39 mile long dead end and while it provides access to an overlook of Labyrinth Canyon, additional overlooks exist to the north and south of D2850A. These overlooks (B377 and D2852), while not redundant with D2850A, provide similar recreation opportunities (viewpoints of Labyrinth Canyon). Closing D2850A will minimize route proliferation while continued use of D2852 will retain recreational opportunities in the area. Closing D2850A will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing this route will enhance wildlife habitat, specifically desert bighorn sheep and pronghorn fawning habitat, by eliminating motorized use and removing the route footprint.
D2852 0.24 miles	Open	D2852 is a dead end route to an overlook of the Green River. Closing nearby D7070, D2850A, D2854 and DC2 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2852 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2854 0.22 miles	Closed	D2854 is closed to motorized travel. D2854 is a 0.22 long mile spur off B377. D2854 does not have a purpose and need for the OHV public because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. . Closing this route will reduce visual contrast and reduce confusion on the part of the public. Closing this route will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion in an area of erosive soils.
D2862 0.18 miles	Closed	D2862 is closed to motorized travel. D2862 is a 0.18 mile “Y” route, connecting D2480; however, D2862 is redundant with D2480. Closing D2862 will minimize confusion and route proliferation and minimize the overall route footprint in the area. Closing D2862 will contribute to retaining and restoring vegetation and soil cover, minimizing potential for soil erosion.
D2863 0.92 miles	Closed	D2863 is closed to motorized travel. It is a 0.92 mile long route. Closing D2863 will minimize impacts to desert bighorn sheep habitat and pronghorn crucial fawning range. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D2867 0.51 miles	Closed	D2867 is closed to motorized travel. It is a 0.51 mile long spur route off D2480, which is closed to motorized travel. Closing D2867 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range) and reduce habitat fragmentation. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion.
D2871 2.42 miles	Open	D2871 is a road at the base of Duma Point. Closing nearby D2771 and D2840 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2871 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D2880 1.05 miles	Closed	D2880 is closed to motorized travel. D2880 is a 1.05 mile spur route off B336. Closing D2880 minimizes impacts to pronghorn fawning and desert bighorn sheep habitat by reducing route proliferation and habitat fragmentation in the area. Closing this route will contribute to restoring and retaining vegetation and soil cover, minimizing potential for soil erosion.

Route Number Length	Decision	Rationale
D2898 2.42 miles	Open	D2898 accesses a piece of private property on the east side of White Wash Sand Dunes, as well as accesses the White Wash Sand Dunes Open Area. Closing nearby D3002A, D2999 and D3010 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2898 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2906, D2911 and D7271 1.2 miles, 0.51 miles and 0.51 miles	Open	D2906, D7271 and D2911 form a loop with B147; D2906 accesses a piece of private property on the northwest edge of the White Wash Sand Dunes Open Area. Closing nearby OWW1, D2936, D2909, D7405A, D7268 and D7428 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2906, D2911 and D7271 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2909 1.71 miles	Closed	D2909 is closed to motorized travel. It is reclaimed naturally, which suggests it receives little to no OHV use. On the north end of D2909, access to D7278 is available by using D2936A; on the south end, access to D7271 is available by utilizing D2911. Although D2909 was originally constructed, it is not regularly used and is only faintly visible on the ground. Closing D2909 will minimize visual contrast, restore vegetation and soil cover and enhance wildlife movement by reducing fragmentation in desert bighorn sheep and pronghorn fawning habitat. Because the route is reclaimed, officially closing the route will contribute to minimizing potential impacts to resources by eliminating motorized use.
D2915 5.7 miles	Open	D2915 links the private property northwest of White Wash Sand Dunes Open Area with a viewpoint over the Green River. It also provides sole access for two parcels managed by SITLA. Closing nearby OWW1, D7830, D2925, D2936, D7308, D2945 and D2920 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2915 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2918 0.55 miles	Open	D2918 links D2915 with D2946. . Closing nearby OWW1, SWL1, D7830, D2920, D2925, D7308, D2945 and D2920 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2918 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2919 0.99 miles	Open	D2919 links D2915 with a parcel of land managed by SITLA. Closing nearby FRO1, D7830, D2925 D2936, D7380, D2945 and D2920 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2915 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2920 0.70 miles	Closed	D2920 is closed to motorized travel. It is a 0.7 mile spur route. Access to SITLA is maintained via D2919. D2920 parallels D2915; closing the route will minimize route proliferation in the area. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep and pronghorn crucial fawning range). Closing D2920 will contribute to retaining and restoring vegetation and soil cover, and minimize the potential for soil erosion.
D2925 1.12 miles	Closed	D2925 is closed to motorized travel. D2925 provides no particular recreation purpose or need. Closing D2925, along with its partial reclamation, will reduce visual contrast, restore vegetation and soil cover and reduce desert bighorn sheep and pronghorn fawning habitat fragmentation. Closing D2925 will reduce confusion and improve wayfinding on the part of users.
D2928 0.53 miles	Closed	D2928 is closed to motorized travel. D2928 is reclaiming naturally, which suggests it receives little to no OHV use ; it is a 0.53 mile long dead end spur. D2928 has no recreation purpose and need. Closing the reclaiming D2928 will reduce visual contrast and restore vegetation and soil cover, as well as reduce route proliferation. Closing D2928 will reduce habitat fragmentation for desert bighorn sheep and fawning pronghorn.

Route Number Length	Decision	Rationale
D2929 0.29 miles	Closed	D2929 is closed to motorized travel. D2929 is a 0.29 mile dead end spur. D2929 not provide a purpose and need to the OHV because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. . Closing D2929 will enhance safety for the OHV public in an area where known hazards exist, as well as reduce on-the-ground confusion and improve wayfinding.
D2930 3.06 miles	Open	D2930 links the White Wash Sand Dunes with an overlook of the Green River. Closing nearby OWW1, D2929, D2925, D2945, D7308 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2930 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D2936 0.98 miles	Closed	D2936 is closed to motorized travel. It is a 0.98 mile long connector route; route connectivity will be maintained through other routes in the area. Closing D2936 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range). Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will minimize route proliferation in the area.
D2936A 0.49 miles	Limited (Singletrack)	D 2936A is open but limited to motorized singletrack. The primary use of D2963A is motorcycle use and it provides route connectivity for the Oil Well Wash (OWW2) route that is limited to vehicles less than 50 inches wide and Salt Wash route (SW1) that is also limited to vehicles less than 60 inches wide. D2936A provides motorcycle single track connectivity within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
D2936B 0.98 miles	Limited to vehicles less than 50 inches in width	D2936B is open but limited to vehicles less than 50 inches wide. D2936B is open to provide connectivity between OWW2, D2955 and SW1. Keeping D2936B open to vehicles less than 50 inches wide enables the closure of parallel and redundant SWL-1, thus reducing impacts to soil, vegetation and visual footprint.

Route Number Length	Decision	Rationale
D2938 and D2946 1.9 miles and	Open	D2938 and D2946 link D2915 with D2918. Closing nearby D2936, D2945, D2928, D7308 and D7301 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2938 and D2946 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2945 1.12 miles	Closed	D2945 is closed to motorized use. Closing D2945 will reduce impacts to desert bighorn sheep and pronghorn fawning habitat, as well as minimize the potential for harassment of wildlife.
D2955 1.09 miles	Open	D2955 links B148 with D2918. Closing nearby SWL1, D2020, D7363, and D8030 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2955 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2972, D2997, D2997A and D2998 7.46 miles, 5.87 miles, 1.39 miles and 1.14 miles	Open	D2972, D2997, D2997A and D2998 are part of the Crystal Geyser Trail; which connects B150 (the Crystal Geyser Road) and B148. Closing D2999, D3010, D3014, D3200, D3211, D3212 and D3192, will reduce route proliferation and confusion and minimize impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2972, D2997, D299A and D2998 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2973 1.00 miles	Open	D2973 links D2912 and TT1. Closing nearby SW1 and D2920 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2973 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D2980 1.9 miles	Open	D2980 links B148 with D2980A and with GT1. Closing nearby D7428, D2984 and D3063 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2980 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2980A 1.18 miles	Open	D2980A provides the access to a motorcycle trail, CGT3. Closing nearby CT2 and D3063A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D2980A will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D2984 2.5 miles	Closed	D2984 is closed to motorized travel. D2984 is a dead end spur; it does not lead to a known recreation opportunity or destination. D2984 does not contribute to route connectivity within the route network. Closing D2984, along with natural reclamation, will reduce visual contrast created by the route and minimize route proliferation in the area. Closing this route will minimize impacts to wildlife habitat (desert bighorn sheep and pronghorn fawning). Closing D2984 will reduce potential for impacts to cultural resources.
D2995 1.35 miles	Closed	D2995 is closed to motorized travel. D2995 is a 1.35 mile dead end spur route off D3018. D2995 does not lead to a known recreation opportunity or destination; this route does not contribute to route connectivity in the route network. Closing D2995, along with natural reclamation, will reduce visual contrast created by the route and minimize route proliferation in the area. Closing D2984 will reduce the overall vehicle footprint in the area and reduce habitat fragmentation in desert bighorn sheep and pronghorn fawning habitat.
D2999 1.50 miles	Closed	D2999 is closed to motorized travel. It is a 1.5 mile long loop off D2928. Multiple loop opportunities remain in the area. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range). Closing the route will contribute to retaining and restoring vegetation (e.g., blackbrush, salt desert shrub), minimizing the potential for soil erosion. Closing D2999 will minimize route proliferation in the area, leading to a less redundant route network.

Route Number Length	Decision	Rationale
D3002 0.62 miles	Open (0.62 miles)	D3002 is open to motorized travel. It is 0.62 miles in length and It provides recreation access to a viewpoint in White Wash area. Designation of this route will minimize potential impacts to resources such as desert bighorn sheep lambing and pronghorn fawning habitats by directing motorized use on designated routes and decreasing use of non-designated routes in the direct vicinity.
D3002A 0.19 miles	Closed (0.19 miles)	D3002A is closed to motorized travel. It is a 0.19 mile long dead end spur off D3002 with no identified recreation purpose. Closing this route minimizes route redundancy and proliferation and reduces habitat fragmentation in desert bighorn sheep lambing and pronghorn fawning habitats.
D3010 0.89 miles	Closed	D3010 is closed to motorized travel. D3010 is a 0.89 mile long dead end spur off D2999 with no identified recreation purpose. Closing D3010 minimizes route redundancy and proliferation. Closing D3010 decreases fragmentation in desert bighorn sheep and pronghorn fawning habitats.
D3011 0.05 miles	Open	D3011 provides a link between parallel roads D2997 and D2997A. Closing nearby D2999, D3014 and D3010 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3011 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3012 1.18 miles	Open	D3012 provides a link between parallel roads D3041 and D2997A. Closing nearby D2999, D3014, D3015, D3052 and D3010 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3012 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3014 0.44 miles	Closed	D3014 is closed to motorized travel. It is a 0.44 mile long connector route between D2999 and D3012; D2999 is closed to motorized travel, therefore D3014 no longer provides connectivity to the route network. Closing the route will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range) by reducing habitat fragmentation and human/wildlife conflict.

Route Number Length	Decision	Rationale
D3018 3.17 miles	Open	D3018 links B336 with D2997. Closing nearby D2995, D2880, D3010, D2999, D3010, D3014 and D3035 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3018 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3028 0.42 miles	Open	D3028 access land managed by SITLA from D3018. Closing nearby D2999, D3010, D2738 and D3014 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3028 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3035 0.76 miles	Closed	D3035 is closed to motorized travel. D3035 is 0.76 miles in length and is reclaiming naturally, which suggests it receives little to no OHV use. Closing D3035 minimizes route redundancy and proliferation, as it closely parallels routes D3041 and EL8. Closing D3035 reduces fragmentation in desert bighorn sheep and pronghorn fawning habitats.
D3041 3.83 miles	Open	D3041 provides a link between B138 (Blue Hills Road) and D3041 north of Dee Pass. Closing nearby D3035, D3010, D3054, D3045 and D3052 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3041 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3044 0.49 miles	Open	D3044 is a dead end to a viewpoint off D3041. Closing nearby D2999, D3014, D3045, D3054 and D3010 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3044 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D3045 0.38 miles	Closed	D3045 is closed to motorized travel. D3045 is 0.38 miles in length and is reclaiming naturally, which suggests it receives little to no OHV use . Closing D3045 minimizes route redundancy and proliferation, as it closely parallels route D3041. Closing D3045 reduces fragmentation in desert bighorn sheep and pronghorn fawning habitats.
D3046 and D3048 0.39 miles and 1.66 miles	Open	D3046 and D3048 form a loop off B147 (Ruby Ranch Road). Closing nearby D3052, D3048A, D3045, and D3054 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3046 and D3048 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D3048A 0.38 miles	Closed	D3048A is closed to motorized travel. D3048A 0.38 miles in length and is reclaiming . naturally, which suggests it receives little to no OHV use This “shortcut” is no longer viable and is closed to motorized travel. Closing this route minimizes route redundancy and proliferation, as it closely parallels routes B147 and D3048.
D3052 0.20 miles	Closed	D3052 is closed to motorized travel. D3052 is a dead end spur, 0.2 miles in length. It has no apparent recreation purpose or need and use levels are low. Closing D3052 minimizes route redundancy and route proliferation; closing D3052 will increase wayfinding and reduce confusion. Wildlife habitat will be enhanced in desert bighorn sheep and pronghorn fawning habitat.; vegetation and soil cover will be restored, minimizing the potential for soil erosion.
D3053 0.80 miles	Open	D3053 accesses lands managed by SITLA off B147 (the Ruby Ranch Road). Closing nearby D3048A, D3045, D3054 and D2984 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3053 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D3054 0.64 miles	Closed	D3054 is closed to motorized travel. It is 0.64 miles in length and has no apparent recreation purpose and need. Closing this route minimizes impacts to raptor (ferruginous hawk), desert bighorn sheep and pronghorn fawning habitat. Closing this route minimizes route redundancy and proliferation, as it accesses the same areas as do D3041 and D3048, which remain open for motorized travel.

Route Number Length	Decision	Rationale
D3055 0.22 miles	Closed	D3055 is closed to motorized travel. D3055 is reclaiming naturally, which suggests it receives little to no OHV use and is 0.22 miles in length. It has no recreation purpose or need. Closing D3055 minimizes impacts to desert bighorn sheep, pronghorn fawning and raptor (ferruginous hawk) habitat. Closing D3055 minimizes route redundancy and proliferation and reduces confusion. Closing the route will reduce visual contrast and restore vegetation and soil cover.
D3059 0.14 miles	Closed	D3059 is closed to motorized travel. D3059 is reclaiming naturally, which suggests it receives little to no OHV use and is a 0.14 mile long dead end spur with no apparent recreation purpose or need. Closing D3059 minimizes impacts to desert bighorn sheep, pronghorn fawning and raptor (ferruginous hawk) habitat. Closing D3059 minimizes route redundancy and proliferation, reduces confusion and will restore vegetation and soil cover.
D3061 5.02 miles	Open	D3061 parallels Little Grand Wash and links B147 with D3077 and accesses a section managed by SITLA. Closing nearby D2984, D3063A, D3045, D3054 and D3089 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3061 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3063 0.91 miles	Open	D3063 links D3069 with D3061 and access lands managed by SITLA. Closing parallel D3063A and nearby D2984, D3089, and D3192 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3063 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3063A 0.33 miles	Closed	D3063A is closed to motorized travel. It is reclaiming naturally, which suggests it receives little to no OHV use and is 0.33 miles in length. D3063A is parallel to and redundant with D3063, which remains open to motorized travel. Closing D3063A will minimize route redundancy and proliferation and reduce on-the-ground confusion. Closing D3063A will enhance desert bighorn sheep and pronghorn fawning habitat.

Route Number Length	Decision	Rationale
D3066 1.11 miles	Open	D3066 is open to motorized travel. D3066 is 1.11 miles in length and provides connectivity among D3063, D2980A, GT2 and D3069. This connectivity enables users to make loops and enhances the recreation experience. D3066 is in a motorized focus area. Providing this connective link will minimize impacts by discouraging cross country travel.
D3066A 0.12 miles	Open	D3066A is open to motorized travel. It is 0.12 miles long and is a dead-end spur off D3066. D3066A provides users an overlook and potential campsite off the loop route formed by D3066.
D3069 1.96 miles	Open	D3069 is a dead end spur off D3063; it ends at a viewpoint. Closing parallel D2984, as well as nearby D3063A and D7428, reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3044 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3077 1.03 miles	Open	D3077 links D3119 with D3061. Closing nearby D2984, D3089 and D3080 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3077 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3088 0.33 miles	Open	D3088 is open to motorized travel. D3088 is 0.33 miles in length and provides connectivity between routes D3097 and D3077. This connectivity enhances the recreation experience. D3088 is in a motorized focus area. Providing this connective link will minimize impacts by discouraging cross country travel.
D3089 0.82 miles	Closed	D3089 is closed to motorized travel. D3089 is a 1.22 mile long dead route spur. Closing this route minimizes damage to hydrological resources identified in the vicinity of the route. Closing this route minimizes route redundancy and proliferation as it closely parallels Route GT2. Closing D3089 will reduce route confusion and enhance desert bighorn sheep and pronghorn fawning habitat.

Route Number Length	Decision	Rationale
D3092 0.24 miles	Limited (Singletrack)	D3092 is open but limited to motorized singletrack. The primary use of D3092 is motorcycle use and it is part of and provides route connectivity for the Crystal Geyser motorcycle Trail (CGT5 and CGT5). D3092 provides motorcycle single track connectivity within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint
D3092A 0.24 miles	Limited (Singletrack)	D3092A is open but limited to motorized singletrack. The primary use of D3092A is motorcycle use and it provides route connectivity for the Crystal Geyser motorcycle Trail (CGT4 and CGT5) as well as provides motorcycle single track connectivity within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint
D3097 1.11 miles	Open (1.11 miles)	D3097 is open to motorized travel. D3097 is 1.11 miles in length and provides connectivity among routes D3092A, CGT5 and D3077. This connectivity enhances the recreation experience. The route is in a motorized focus area. Closing nearby D3120 minimizes route redundancy and proliferation. Providing this connective link will minimize impacts by discouraging cross country travel.
D3097A 0.09 miles	Closed (0.09 miles)	D3097A is closed to motorized travel. D3097A is a 0.09 mile long dead end spur and has no apparent recreation purpose and need. D3097A is redundant with and parallel to D3097. Closing D3097A minimizes route redundancy and proliferation and enhances desert bighorn sheep and pronghorn fawning habitat.
D3101 2.4 miles	Open	D3101 links D2972 and D3136 northwest of the White Wash Sand Dunes Open Area. Closing nearby D3120, SW1, D2920 and D3120 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3101 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3101A 0.46 miles	Open	D3101A is open to motorized travel. D3101A is 0.46 miles in length and provides connectivity among D3114 and D3101. This connectivity enhances the recreation experience. The route is in a motorized focus area. Closing the parallel route D3120 minimizes route redundancy and proliferation. Providing this connective link will minimize impacts by discouraging cross country travel.

Route Number Length	Decision	Rationale
D3114 1.33 miles	Open	D3114 is open to motorized travel and is 1.33 miles in length; it provides connectivity with D3118. This connectivity enhances the recreation experience. The route is in a motorized focus area. Closing the parallel route D3120 minimizes route redundancy and proliferation. Providing this connective link will minimize impacts by discouraging cross country travel.
D3118 4.99 miles	Open	D3118 provides access to private property along the Green River north of the White Wash Sand Dunes area. Closing nearby D3126 and D3120 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3118 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3120 0.65 miles	Closed	D3120 is closed to motorized travel. It is 0.65 miles in length and is redundant with and parallel to D3130, which remains open to travel. Closing this route minimizes route redundancy and proliferation. Closing this route minimizes impacts to desert bighorn sheep and pronghorn fawning habitat, especially pronghorn antelope.
D3126 0.72 miles	Closed	D3126 is closed to motorized travel. It is 0.72 miles in length and provides connectivity between D3114 and D3118. Route connectivity will be maintained via the routes themselves. Closing D3126 will minimize route proliferation in the area, resulting in a less redundant route network. Closing the route will minimize impacts to water resources as documented in the route report (e.g., ephemeral stream, intermittent stream, riparian/wetland habitat). Closing D3126 will minimize impacts to wildlife habitat including desert bighorn sheep, pronghorn crucial fawning range, and migratory birds.
D3130 0.98 miles	Open	D3130 links D3101 and D3118 in the area north and west of White Wash Sand Dunes. Closing nearby D3120, D3126, D2920 and SWL1 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3130 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3130A 0.76 miles	Open	D3130A open to motorized travel. It is a 0.64 route dead end spur which provides access to a good view of the Green River. D3130A is in a sandy wash and use of D3130A minimizes damage to soils and vegetation that could occur with travel outside the wash.

Route Number Length	Decision	Rationale
D3136 1.69 miles	Open	D3136 links D3101 with D3150. Closing nearby D3120, D3126, and D3172 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3136 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3143 3.26 miles	Open	D3143 provides access to a large piece of private property from D3150. Closing nearby D3172 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3143 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3149 0.94 miles	Open	D3149 is a dead end spur to a viewpoint off D3150. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3149 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3150 4.07 miles	Open	B3150 joins D2972 with B150 (Crystal Geysers Road). It accesses Crystal Geysers as well as a section of land managed by SITLA. Closing nearby D3172, D3126 and D3120 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3044 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3171 0.66 miles	Open	D3171 is open to motorized travel. It is 0.66 miles in length and provides connectivity between D3173 and D3150. This connectivity enhances the recreation experience with a motorized focus area. Providing this connective link will minimize impacts by discouraging cross country travel.
D3172 0.46 miles	Closed	D3172 is closed to motorized travel. D3172 is an 0.46 mile dead end which closely parallels D3172. Closing this route minimizes route redundancy and proliferation. Closing this route minimizes impacts to wildlife habitat, especially pronghorn antelope.

Route Number Length	Decision	Rationale
D3173 0.95 miles	Open	D3173, with D3171, forms a loop off D3150 just south of Crystal Geyser. Closing nearby D3172, D3271 and D3172 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3173 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3174 0.06 miles	Closed	D3174 is closed to motorized travel. D3174 is a 0.06 mile dead end route and has no apparent recreation purpose and need. Closing D3174 minimizes potential damage to the important paleontological resources in this area without detracting from any identified recreational experience. Closing D3174 also enhances desert bighorn sheep, pronghorn fawning and raptor habitat.
D3178 1.39 miles	Open	D3178 is open to motorized travel; it is 1.39 miles in length and provides connectivity among D2972, CGT1 and CGT3. This connectivity enhances the recreation experience. The route is in a motorized focus area. Providing this connective link will minimize impacts by discouraging cross country travel.
D3178 1.39 miles	Open	D3178 links D2972 with D2980 and the Crystal Geyser Motorcycle Trail. Closing nearby CGT2, D3063A and D3089 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3044 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3179 1.25 miles	Open	D3179 links D3077 with D2972 and the Crystal Geyser Motorcycle Trail. Closing nearby CGT2, D3063A and D3089 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3044 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3192 1.07 miles	Closed	D3192 is closed to motorized travel. D3192 is a 1.07 mile dead end spur with no identified recreation purpose and need. Closing this route minimizes route redundancy and proliferation. Closing D3192 will enhance desert bighorn sheep, pronghorn fawning and raptor habitat.

Route Number Length	Decision	Rationale
D3200 0.10 miles	Closed	D3200 is closed to motorized travel. D3200 is a 0.1 mile long dead end spur with no identified purpose and need. Closing D3200 minimizes route redundancy and proliferation. Closing this route minimizes impacts to wildlife habitat, especially for desert bighorn sheep and fawning pronghorn antelope.
D3211 0.89 miles	Closed	D3211 is closed to motorized travel. It is 0.89 miles long and reclaiming naturally, which suggests it receives little to no OHV use. Closing D3211 minimizes route redundancy and proliferation, as access is available from route D2972. Closing D3211 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing D3211 will reduce overall impact of vehicle use and route footprint in the area.
D3212 0.87 miles	Closed	D3212 is closed to motorized travel. It is 0.87 miles and is reclaiming naturally, which suggests it receives little to no OHV use. Closing D3212 minimizes route redundancy and proliferation, as access is available from D2972. Closing D3212 will contribute to retaining or restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing D3212 will reduce overall impact of vehicle use and route footprint in the area.
D3236 0.51 miles	Open	D3236 open to motorized travel. It provides access to SITLA-managed land and provides the only access to the southern end of Green River missile test facility.
D3244 and D3247 0.28 miles and 0.20 miles	Open	D3244 and D3247 access lands managed by SITLA. Closing nearby D3270, D3284, and D3280 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3344 and D3247 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3262 2.98 miles	Open	D3262 accesses a viewpoint above Crystal Geysers. Closing nearby D3270, D3284, and D3280 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3262 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D3263 1.10 miles	Open	D3263 is open to motorized travel. It is 1.1 miles in length and provides connectivity for a “loop” motorized experience. It is in a motorized focus area. Directing motorized use on this route will reduce trespass and cross-country travel, thus minimizing impacts to soil, vegetation and wildlife.
D3270 1.41 miles	Closed	D3270 is closed to motorized travel. D3270 services a high voltage transmission line and is its only access. It accesses no recreation sites and no recreation purpose and need. Closing D3270 minimizes route redundancy and route proliferation and minimizes impact to wildlife habitat, including pronghorn fawning and desert bighorn sheep.
D3280 0.73 miles	Closed	D3280 is closed to motorized travel. D3280 is reclaiming naturally, which suggests it receives little to no OHV use; it is 0.73 dead end spur. Closing D3280 minimizes route redundancy and proliferation. Closing this route minimizes impacts to wildlife habitat, including pronghorn antelope and desert bighorn sheep.
D3284 0.65 miles	Closed	D3284 is closed to motorized travel. D3284 is an 0.65 mile extension of D9130 and receives low use as indicated in the route report. Closing D3284 will minimize conflicts between motorized and non-motorized users on the Athena mountain bike trail. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning range), soil and vegetation.
D3330 0.73 miles	Open	D3330 accesses a high point. Closing nearby D3035 and D3054 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3330 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.
D3488, D3498, D3499 and D3501 2.43 miles, 0.94 miles, 1.27 miles and 0.16 miles	Open	D3488, D3498, D3499 and D3501 are within the Bar M Mountain Bike Focus Area. D3501 accesses the trailhead parking lot. Closing nearby D3494, D3500, D3503 and D3559 reduces route proliferation, user conflict, and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources and non-motorized users by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3488, D3498, D3499 and D3501 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route’s anticipated traffic volume.

Route Number Length	Decision	Rationale
D3494 0.20 miles	Closed; non-motorized bicycle use is authorized	D3494 is closed to motorized travel. D3494 is limited to non-motorized use (hiking, bicycling, horseback). D3494 is 0.2 miles long and is a dead end spur road that has very little motorized use. D3494 is within the Bar M Mountain Bike Focus Area, the most popular of the mountain bike areas in Moab. It receives extensive use by bicyclists, including children, as it provides an easier mountain bike opportunity than some of the singletrack bike trails in the Focus Area. Closing motorized access will minimize conflicts between motorized and non-motorized users in this area.
D3500 0.33 miles	Closed; non-motorized bicycle use is authorized	D3500 is closed to motorized travel. D3500 is 0.33 miles long. It is within the Bar M Mountain Bike Focus Area, the most popular of the mountain bike areas in Moab. It receives extensive use by bicyclists, including children, as it provides an easier mountain bike opportunity than some of the singletrack bike trails in the Focus Area. The road is closed to OHVs enhance the mountain biking experience and to enhance safety in this popular mountain biking venue. Although it provides an opportunity for motorists to connect B261 and D3488, these roads can also be connected by travelling on the state land to the north. Closing the will minimize conflicts between motorized and non-motorized users in this area.
D3503 0.25 miles	Closed; non-motorized bicycle use is authorized	D3503 is closed to motorized travel. It is limited to non-motorized travel (bicycle, hiking, horseback).D3503 is 0.25 miles long. It follows the gas pipeline and is used by mountain bikers to access the leased state land to the northwest. It is within the Bar M Mountain Bike Focus Area, the most popular of the mountain bike areas in Moab. The road provides no particular value to the motorized user, as the state land to the northwest is easily accessed using B261. The road is closed to OHV use to enhance the mountain biking experience. Closing the road will minimize conflicts between motorized and non-motorized users in this area.
D3516, D3517 and D3518 0.17 miles, 1.00 miles and 0.43 miles	Open	D3516, D3517 and D3518 access SITLA lands just west of Arches National Park. Closing nearby D3559 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3516, D3517 and D3518 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3520 0.09 miles	Open	D3520 is open for motorized travel. D3520 is 0.09 miles long (on BLM land). The majority of this road is on SITLA land. It connects D3518 with roads on the state land to the north. It remains open to motorized users to allow this connectivity.

Route Number Length	Decision	Rationale
D3547 0.41 miles	Open	D3547 accesses two parcels of SITLA lands just west of Arches National Park. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3547 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3551, and D3569 1.20 miles and 3.3 miles	Open	D3551 and D3569 provide access to lands managed by SITLA just west of Arches National Park. Closing nearby D3590, D3589 and D3505 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3551 and D3569 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3559 0.42 miles	Closed	D 3559 is closed to motorized travel. It is within the Bar M Mountain Bike Focus Area, the most popular of the mountain bike areas in Moab. It receives extensive use by bicyclists, including children, as it provides an easier mountain bike opportunity than some of the singletrack bike trails in the Focus Area. The road is closed to enhance the mountain biking experience and to enhance safety in this popular mountain biking venue. Closing the will minimize conflicts between motorized and non-motorized users in this area.
D3565 0.9 miles	Closed	D3565 is closed to motorized use. D3565 is a very low use road that is reclaiming naturally, which suggests it receives little to no OHV use . It is within the Klondike Mountain Bike Focus Area and it parallels several designated bike routes. It is primarily used for hiking into Arches National Park. Closing D3565 will reduce the visual contrast created by the route (it is clearly visible from the designated bicycle routes) and contribute to retaining vegetation and soil cover. Closing D3565 minimizes conflicts between motorized and non-motorized users in an area that is primary used by bicyclists and, secondarily, by hikers. In addition, closing D3565 will prevent vehicular trespass into Arches National Park. Note: the trailhead for Klonso authorized in DOI-BLM-UT-Y010-20130-0239-EA is at the intersection of D3565 and B378. This trailhead remains authorized.
D3571 0.59 miles	Open	D3571 is open to motorized travel. D3571, while on BLM managed lands, is a part of the Sovereign ATV loop, which is primarily on Utah Raptor State Park. D3571t is 0.59 miles long remains open for motorized use to enable these types of motorized recreation opportunities. Directing motorized use on this route will reduce trespass and cross country travel, thus reducing impacts to soil, vegetation and wildlife.

Route Number Length	Decision	Rationale
D3589 0.45 miles	Closed	D3589 is closed to motorized travel. D3589 is a 0.45 mile long dead end route that ends at the Arches National Park boundary. It provides no connectivity for motorized users and has no destination of interest; the use level is low. Closing D3589, along with natural reclamation, will reduce visual contrast as well as reduce overall impact of vehicle use in an area adjacent to the National Park. Route proliferation will be minimized.
D3590 0.20 miles	Closed	D3590 is closed to motorized travel. D3590 is a 0.20 mile long dead spur route that ends at the Arches National Park boundary. It provides no connectivity for motorized users and has no destination of interest; use level is low. Closing D3590, along with natural reclamation, will reduce visual contrast as well as reduce overall impact of vehicle use in an area adjacent to the National Park. Route proliferation, including into the National Park, will be minimized by closing the route.
D3802 2.75 miles	Closed	D3802 is closed to motorized travel. It is a 2.75 mile long connector route between Highway 191 and D3820. Route connectivity is maintained via B143. Closing this route will contribute to retaining and restoring vegetation and soil cover. Closing D3802 will minimize visual contrast along Highway 191.
D3802A (mileage with 3802)	Closed	D3802A is closed to motorized travel.. Closing this route will contribute to retaining and restoring vegetation and soil cover. Closing D3802A will minimize visual contrast along Highway 191.
D3805 0.2 miles	Closed	D3805 is closed to motorized travel. It is a 0.2 mile long connector route between Highway 191 and D3802, which is also closed to motorized travel. Route connectivity is maintained via B143. Closing the route will contribute to retaining and restoring vegetation and soil cover. Closing D3805 will minimize visual contrast along Highway 191.
D3810 2.08 miles	Closed	D3810 is closed to motorized travel. D3810 does not access a destination with recreation value. Closing D3810 will minimize route proliferation on public land and will reduce the visual contrast created by the route.
D3811 0.92 miles	Closed	D3811 is closed to motorized travel. D3811 does not access a destination with any recreation value. D3811 is 0.92 miles long; closing it will minimize route proliferation on public land and will reduce visual contrast created by the route.

Route Number Length	Decision	Rationale
D3813 0.22 miles	Closed	D3813 is closed to motorized travel. It is a 0.22 mile long dead end spur, is redundant and provides no connectivity; it does not access a destination with any known recreation value. D3813 is a 0.22 dead end spur; closing this route will reduce visual contrast and overall impact of vehicle use in the area.
D3820, D3831 and D3844 4.97 miles, 1.11 miles and 3.4 miles	Open	D3820 is the route through Little Valley and constitutes part of the Copper Ridge Route. D3831 and D3844 heads toward Klondike Bluffs and is also part of the Copper Ridge Route. This route is popular with users and is featured in guidebooks; it is utilized by Special Recreation permit holders as well as the general public. Closing nearby D3828, D3811, D3802 and D3802A reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3820, D3831 and D3844 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3823 0.29 miles	Closed	D3823 is closed to motorized travel. D3823 has no recreation value in and of itself as it accesses no particular destination.
D3824 0.03 miles	Closed	D3824 is closed to motorized travel. It is a 0.03 mile dead end spur. It does not access a site of any particular recreational value. Closing D3824 will reduce visual contrast and route proliferation in the area.
D3828 0.57 miles	Closed	D3828 is closed to motorized travel. There is no particular recreation value that is accessed by D3828. D3828 crosses the Jurassic bicycle trail; closing D3828 will reduce conflicts between motorized and non-motorized users on this bicycle trail.
D3841 0.45 miles	Open	D3841 accesses lands managed by SITLA south of Klondike Bluffs. Closing nearby D3828, D3811, D3802, D3802A and D3845 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3841 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D3845 1.22 miles	Closed	D3845 is closed to motorized travel. It is a 1.22 mile long dead end spur route off the Copper Ridge Jeep Safari route, ending at the boundary of Arches National Park. Closing D3845 will contribute to retaining and restoring vegetation (e.g., salt desert shrub, blackbrush, pinyon-juniper) and soil cover, minimizing the potential for soil erosion.
D3856 0.67 miles	Open	D3856 and D3859 access SITLA lands just west of Arches National Park. D3856 provides a view of the Klondikes Bluff section of that park. Closing nearby D3845 and D3868 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3856 and D3859 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3857 0.02 miles	Closed	D3857 is closed to motorized travel. D3857 is a 0.02 mile long dead end spur in the Klondike Bluffs area. It is the very end of Route D3856, which remains available to motorized users so that they may overlook the Klondike Bluffs area of Arches National Park. The last 0.02 miles is closed to reduce route proliferation and to provide a better parking place for those wishing to walk to the overlook.
D3860 0.24 miles	Open	D3860 is open to motorized travel. D3860 is a 0.24 mile long connector; It is primarily on SITLA managed land and connects D3859 with D3844 on SITLA land. It is open to provide connectivity on SITLA managed land. Keeping D3869 open for motorized travel will minimize conflicts among users of public land by providing access and allowing access to a recreational opportunity. Closing nearby D3628, D3845 and D3868 will minimize impacts to resources, including lands managed as VRM Class II.
D3867 0.05 miles	Closed	D3867 is closed to motorized travel. D3867 is a 0.05 mile long dead end spur off D3844. It provides no apparent recreation value and is a confusing intersection for those wishing to continue on D3844. Closing D3867 will reduce route proliferation and redundancy and improve visual contrast and the route footprint. Closing D3867 will also reduce confusion and improve wayfinding.
D3868 0.17 miles	Closed	D3868 is closed to motorized travel. D3868 is a 0.17 mile long alternative route to D3844. It is parallel to and redundant with D3844, which goes to the same place and is in better condition. Closing D3868 reduces route redundancy and provides improved navigability on the ground for motorized users. Closing this route will reduce visual contrast and the overall impact of vehicle use and route footprint in the area. Closing the route minimizes route proliferation on public land.

Route Number Length	Decision	Rationale
D3870 1.72 miles	Open	D3870 provides a link between B145 (Salt Valley Road) and D3844, which ascends to the Klondike Bluffs escarpment. Closing nearby D3868 and D3867 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3870 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3872 1.86 miles	Open	D3872 is open to motorized travel. D3872 provides access to an overlook of the Salt Valley; it also provides connectivity with Salt Valley itself. D3872 remains open to provide that recreational opportunity. Keeping this route open provides a motorized recreation opportunity and minimizes the potential for new disturbance from any attempts to travel cross country to the view.
D3873 0.03 miles	Closed	D3873 is closed to motorized travel; D3873 is a 0.03 mile long dead end. Closing the route will reduce route proliferation and lessen confusion while wayfinding in this area.
D3876 0.18 miles	Open	D3876 is open to motorized travel. D3876 is a 0.18 mile long dead end spur that provides access to an overlook of Salt Valley, which constitutes a recreation opportunity. Keeping D3876 open to motorized travel minimizes the chances that people will travel cross country to attain this overlook opportunity.
D3886 0.02 miles	Closed	D3886 is closed to motorized travel. D3886 is a 0.02 mile long dead end spur with no purpose and need for the motorized public. Closing D3886 will reduce visual impacts and eliminate confusion at the intersection. Closing the route will increase vegetation and soil cover and minimize impacts to other resources.
D3887 0.02 miles	Closed	D3887 is closed to motorized travel. D3887 is a 0.02 mile long dead end spur that has no recreational value. D3887 is reclaiming naturally, which suggests it receives little to no OHV use ; it serves no purpose or need. Closing this reclaiming route will reduce visual contrast, and improve vegetation and soil cover.

Route Number Length	Decision	Rationale
D3906, D3916 and D3918 1.79 miles, 0.49 miles and 0.06 miles	Open	D3906, D3916 and D3918 access SITLA land just east of Highway 191; they also link to B143. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3906 and D3916 and D3918 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3913 and D3931 0.96 miles and 0.84 miles	Open	D3813 and D3931 are part of the Copper Ridge Route. They access the remains of an old copper mine. Closing nearby D3922A, D3924 and D3927 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3913 and D3931 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D3922 0.03 miles	Open	D3922 is open to motorized travel. D3922 is 0.03 miles long, but provides the only connectivity between D3931 (which is a portion of the Copper Ridge Jeep Safari route) and D3923/D3925 and D3926, which provide access to additional overlooks in the Copper Ridge Area. This 0.03 mile long link is also necessary to utilize the above-named routes to access SITLA managed lands to the north.
D3922A 0.15 miles	Closed	D3922A is closed to motorized travel. D3922A is parallel to and redundant with D3913, directly to the west. Closing D3922A reduces route proliferation and enhances wayfaring as a confusing intersection off a Jeep Safari route is eliminated.
D3923 0.42 miles	Open	D3923 is open motorized travel. D3923 provides connectivity with D3926, with its scenic overlook of the Copper Ridge area from the bluff above. D3923 is also necessary to connect with those routes to access the SITLA land to the north. Keeping D3923 open minimizes impacts from those attempting to access these overlooks by cross country travel.
D3924 0.6 miles	Closed	D3924 is closed to motorized travel. It is a 0.6 mile long dead end spur off D3923. Closing D3924 will contribute to retaining and restoring vegetation (e.g., salt desert shrub, blackbrush, pinyon-juniper) and soil cover, minimizing the potential for soil erosion.

Route Number Length	Decision	Rationale
D3925 0.75 miles	Open	D3925 is open to motorized travel. D3925, with D3926, provides access to a parcel of SITLA-managed land. It remains open to provide that access and to provide motorized users with another opportunity to access an overlook of the Salt Valley. Retaining the route minimizes impacts to other resources by providing a designated travel route to a recreational asset.
D3926 0.78 miles	Open	D3926 is open to motorized travel. D3926, with D3925, provides access to a parcel of SITLA-managed land. It remains open to provide that access and to provide motorized users with another opportunity to access an overlook of the Salt Valley. The overlook is on top of a bluff, is well used, defined and scenic. Retaining the route minimizes impacts to other resources by providing a designated travel route to a recreational asset.
D3927 0.26 miles	Closed	D3927 is closed to motorized travel. D3927 is parallel to and redundant with D3926. Closing D3927 will reduce visual contrast and enhance wayfaring in an area rife with roads. D3927 is on the “inside” of D3926 and does not access the overlook as does D3926. For this reason, D3926 is open and the redundant D3927 is closed.
D3937 0.25 miles	Open	D3937 is open to motorized travel for 0.25 miles off B145 (the Salt Valley Road). D3937 is a dead end, and is adjacent to the Sunshine Wall, an area popular particularly with climbers. Keeping D3837 open to this point will allow climbers and other users to park off the B road and walk in to access their activities; keeping this route open for one-quarter of a mile will allow recreation use while protecting other resources.
D3937A 0.43 miles	Closed	D3937A is closed to motorized travel for its remaining 0.43 miles along the Sunshine Wall. D3937A is a dead end (even as it continues on to SITLA land) and accesses cultural sites as well as raptor nesting habitat. Closing D3937A will minimize impacts to these two resources, as well as impacts to other wildlife species such as pronghorn antelope.
D3939 0.24 miles	Closed	D3939 is closed to motorized travel. This dead end spur is 0.24 miles long and accesses a range facility. Closing D3939 will minimize impacts to raptor nesting habitat as well as reduce visual contrast.

Route Number Length	Decision	Rationale
D3940 0.26 miles	Open	D3940 accesses SITLA land in Salt Valley off B145 (Salt Valley Road.) Closing nearby D3937A and D3939 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D3940 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D6886 0.37 miles	Closed	D6886 is closed to motorized travel. D6886 is reclaimed naturally, which suggests it receives little to no OHV use . Closing D6886 and removing it from the BLM travel map will minimize the temptation for some to try and "find" the route and thus contribute to cross-country travel. D6886 is closed because it has reclaimed, has no purpose and need, and is no longer findable on the ground.
D6926 0.19 miles	Closed	D6926 is closed to motorized travel. D6926 is a 0.19 mile long dead end spur that is reclaiming naturally, which suggests it receives little to no OHV use. D6926 is closed to minimize impacts to vegetation and soils and to reduce habitat fragmentation in desert bighorn sheep lambing habitat. D6926 has all but disappeared on the ground and has no recreation purpose. Closing the route will align the travel plan more closely with on-the-ground realities.
D6940 1.07 miles	Closed	D6940 is closed to motorized travel; it is redundant with B337 and D2745. D6940 is an old seismic line which "cuts the corner" between these two routes (B337 and D2745). Closing D6940 will reduce confusion in the field. It will also reduce visual contrast and reduce route proliferation in a heavily roaded area. Closing the route will restore vegetation an soil cover and enhance wildlife movement by reducing desert bighorn sheep and pronghorn fawning habitat fragmentation.
D6962 0.35 miles	Open	D6962 is open to motorized travel. D6962 Is a 0.35 mile long dead end spur off the Secret Spire Jeep Safari route. While not part of this permitted route, the dead end provides a view into the upper reaches of Spring Canyon. Allowing continued use of this route will minimize impacts to resources, including desert bighorn sheep lambing habitat, by providing one defined route to the rim of the canyon.
D7059 0.3 miles	Closed	D7059 is closed to motorized travel. D7059 is a 0.3 mile long dead end spur to a point above "F" canyon (a tributary of the Green River). Closing this D7059 will enhance wildlife habitat by reducing fragmentation in pronghorn fawning and desert bighorn sheep habitat. Closing the route will decrease the visual contrast and minimize impacts to vegetation and soils.

Route Number Length	Decision	Rationale
D7066 0.35 miles	Closed	D7066 is closed to motorized travel. D7066 is a 0.35 mile long route between D2700 and D2707. Both of these routes are accessed by other open roads, making D7066 redundant. Closing D7066 reduces confusion with on-the-ground navigation and minimizes impacts to such wildlife resources as desert bighorn sheep and pronghorn fawning habitat. D7066 is quite faint on the ground, indicating a low level of use.
D7070 1.10 miles	Closed	D7070 is closed to motorized travel. D7070 is reclaiming naturally, which suggests it receives little to no OHV use. D7070 forms a “triangle” between B377 and D2761; vegetation is growing in the route and it is very seldom used. D7070 is redundant, as B377 and D2761 can be accessed using other open routes. Closing D7070 will reduce visual contrast and restore vegetation and soil cover, minimizing the potential for soil erosion. Closing the route will enhance wildlife habitat by reducing habitat fragmentation in desert bighorn sheep and pronghorn fawning habitat.
D7073 0.30 miles	Closed	D7073 is closed to motorized travel. D7073 is a 0.3 mile long dead end spur that is reclaimed naturally, which suggests it receives little to no OHV use; it is no longer used. D7073 provides no particular recreation destination or benefit. Closing D7073 will decrease habitat fragmentation in desert bighorn sheep lambing habitat. Closing D7073 will reduce visual contrast and restore vegetation and soil cover. Closing this route will eliminate the route footprint in an area with sensitive resources.
D7209 0.04 miles	Closed	D7209 is closed to motorized travel. It is a 0.04 mile long spur off D2014, which is closed, therefore making D7209 inaccessible. Closing D7209 will contribute to retaining and restoring vegetation and soil cover, minimizing the potential for soil erosion. Closing D7209 will minimize impacts to desert bighorn sheep lambing habitat by reducing habitat fragmentation and vehicle/wildlife conflicts. Closing this route will minimize conflict between motorized and non-motorized users (e.g., canoers on the Green River)
D7268 0.90 miles	Closed	D7268 is closed to motorized travel. D7268 is a 0.9 mile long route between D2909 and B147. The route is redundant with these two routes. Closing D7268 will reduce route redundancy in an area rife with routes; it will enhance route navigability as there will be fewer intersections to decipher. Closing D7268 will reduce visual contrast and restore vegetation and soil cover. Closing the route will minimize pronghorn fawning and desert bighorn sheep habitat fragmentation.

Route Number Length	Decision	Rationale
D7278 1.29 miles	Limited (Singletrack)	D7278 is open but limited to motorized singletrack. D7278 links D2936A (limited to motorized singletrack) to SW1 (open to vehicles less than 60 inches wide). Connectivity is possible only for motorcycles, and thus the route is limited to that use. While this lessens opportunities for full sized vehicles, it provides more pointed opportunities for smaller vehicles. Allowing continued use of D7278 by motorcycles minimizes the possibility of cross-country travel to link Salt Wash (SW1) with motorcycle trail D2936A.
D7307 0.33 miles	Closed	D7307 is closed to motorized travel. It is a 0.33 mile long dead end spur off route D2925. It does not access any feature of recreational value. Closing D7307 will reduce visual contrast and restore vegetation and soil cover. Closing D7307 will reduce the route footprint in the area and enhance wildlife movement by reducing fragmentation in desert bighorn sheep and pronghorn fawning habitat.
D7308 0.58 miles	Closed	D7308 is closed to motorized travel. D7308 is a 0.58 mile long dead end spur off route D2925, which does not access any feature of recreational value. Closing D7308 will reduce visual contrast and restore vegetation and soil cover. Closing D7308 will reduce the route footprint in the area and enhance wildlife movement by reducing fragmentation in pronghorn fawning and desert bighorn sheep habitat.
D7315 0.17 miles	Closed	D7315 is closed to motorized travel. D7315 is an 0.17 mile dead end spur that is reclaimed naturally, which suggests it receives little to no OHV use . Closing D7315 will reduce visual contrast and lessen confusion. Closing D7315 will restore vegetation and ground cover, as well as enhance wildlife movement by reducing fragmentation in desert bighorn sheep and pronghorn fawning habitat.
D7352 0.04 miles	Limited (Vehicles under 60 inches)	D7352 is open to motorized travel but limited to vehicles under 50 inches wide. D7352 provides connectivity between D2955 and OWW-2. The adjacent SW 1 is closed to minimize redundancy. Keeping D7352 open and closing SWL-1 will minimize impacts to soils, watershed and vegetation by closing one of the parallel routes.
D7363 0.23 miles	Open	D7363 is closed to motorized travel. D7363 is an 0.23 dead end spur off D7436. It does not access any feature of recreational value. Closing D7363 will minimize visual contrast and minimize damage to vegetation and soil cover. Closing the route will reduce the route footprint in the area and enhance wildlife movement by reducing fragmentation in pronghorn fawning and desert bighorn sheep habitat.

Route Number Length	Decision	Rationale
D7369 0.73 miles	Closed	D7369 is closed to motorized use. It is a 0.73 mile long spur route that receives low use, as indicated by the route report. This route does not have a purpose and need because, among other reasons, the route does not lead to a known destination or recreation opportunity and does not provide connectivity to the route network. . Closing D7369 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, pronghorn crucial fawning grounds) and minimize habitat fragmentation.
D7380 0.27 miles	Closed	D7380 is closed to motorized use. D7380 is an 0.27 mile dead end spur that is reclaimed naturally, which suggests it receives little to no OHV use. D7380 does not access any feature of recreational value. Closing D7380 will minimize visual contrast and minimize damage to vegetation and soil cover. Closing the route will reduce the route footprint in the area and enhance wildlife movement by reducing fragmentation in pronghorn fawning and desert bighorn sheep habitat.
D7400 0.79 miles	Limited to vehicles less than 60 inches wide	D7400 is open but limited to motorized vehicles less than 60 inches wide. The primary use of D7400 is motorcycle and UTV use; it provides route connectivity with White Wash Sand Dunes Open OHV area and is within the Dee Pass Motorized Focus area. Designation of D7400 will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased by directing this use to D7400, which has fewer resource conflicts.
D7405 0.31 miles	Open	D7405 is open to motorized travel. D7405 is an 0.31 mile connector between D7400 and D2911. Allowing use of D7405 will minimize damage to resources by directing motorized use on a route capable of sustaining the traffic. Allowing use of this route provides connectivity to other routes and a better recreation experience for users, especially motorcyclists who wish to connect to the D7400 singletrack.
D7405A 0.10 miles	Closed	D7405A is closed to motorized travel. It is an 0.1 “short cut” between D7400 and D7405A. Closing D7405A minimizes route redundancy and proliferation, given that it accesses destinations provided by D7405.
D7428 1.15 miles	Closed	D7428 is closed to motorized travel. It is a 1.15 mile route parallel to and redundant with B148 and accesses the same destinations. Closing D7428 minimizes route redundancy and proliferation, as well as minimizing impacts to wildlife habitat, including pronghorn fawning and desert bighorn sheep.

Route Number Length	Decision	Rationale
D7436 2.16 miles	Open	D7436 makes a loop off B148 and accesses lands managed by SITLA. Closing nearby D7428, D8430 and D7363 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D7436 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D7852 0.22 miles	Closed	D7852 is closed to motorized travel. D7852 is a 0.22 mile long dead end spur in the North Klondike Bluffs area. D7852 is closed to minimize impacts to wildlife habitat, especially for raptors that are known to nest in the area. Closing D7852 will also reduce the overall impact of vehicle use and the route footprint in the area. There is no known recreation purpose for this dead end route.
D7853 0.38 miles	Closed	D7853 is closed to motorized use. D7853 is a 0.38 mile long dead end spur in the North Klondike Bluffs area. It is closed to minimize impacts to wildlife habitat, especially for raptors that are known to nest in the area. Closing D7853 will also reduce the overall impact of vehicle use and the route footprint in the area. There is no known recreation purpose for the dead end route.
D7860A 0.24 miles	Closed (split at SITLA boundary)	D7860A closed to motorized travel. It is the portion of D7860 that is on BLM land, and it is 0.24 miles long; it traverses the "Sunshine Wall" on its eastern end. It is closed to protect cultural resources as well as to prevent trespass into Arches National Park. The Sunshine Wall is utilized by raptors, including golden eagles, for nesting. Closing the route will protect nesting raptor habitat. Closing D7860A reduces visual contrast, minimizes impacts to wildlife habitats, including raptor nesting and reduces wildlife habitat fragmentation. Closing the route will contribute to retaining and/or restoring vegetation and ground cover.
D8030 0.17 miles	Closed	D8030 is closed to motorized travel; it is 0.17 miles long and is redundant with D7436 and D7436. Closing D8030 will reduce route confusion in an area rife with choices (north of White Wash Sand Dunes). Closing D8030 will restore vegetation and soil cover, minimizing the potential for soil erosion and reducing visual contrast.

Route Number Length	Decision	Rationale
D8185 0.16 miles	Closed	D8185 is closed to motorized travel. It is a 0.16 mile long spur that ends on an old oil pad. D8185 does not have a purpose and need for the OHV public (e.g., does not contribute to route connectivity, does not provide access to a recreation destination). Closing the route will contribute to retaining and restoring vegetation (e.g., grasslands) and soil cover, minimizing the potential for soil erosion. Closing the route will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, raptors).
D8210 0.69 miles	Open	D8210 accesses a viewpoint of the Green River. Closing parallel GRO1 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D8210 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D8399 0.42 miles	Open	D8399 is open to motorized travel. D8399 is 0.42 miles long and is within the "Klonso" area; it remains open to allow for motorized access to the motorized opportunities on adjacent Utah Raptor State Park land. D8399 accesses "Lawson's Ledge" within the State Park and is the only eastern exit of the motorized system between the Willow Spring and Dalton Wells Roads. D8399 provides connectivity between D3569 and adjacent state-managed lands.
D8464 0.30 miles	Open	D8464 is open motorized travel. Those who wish to hike to the top of Lone Mesa often start from the end of D8464. This 0.3 mile long dead end spur enables users to access a view of the Bartlett Wash area and to park off the main Tusher Tunnel route (D2729). Keeping this route open will minimize impacts as people try to drive closer to this destination.
D8466 0.26 miles	Closed	D8466 is closed to motorized travel. It is a 0.26 mile long dead end spur off a closed spur in upper Tusher Canyon. The route provides no recreational value. Closing D8466 will minimize soil erosion in upper portions of Tusher Canyon, reduce visual contrast and restore vegetation and soil cover. Closing D8466 contributes to the lessening of habitat fragmentation in desert bighorn sheep lambing habitat.
D8470 0.3 miles	Open	D8470 accesses the Halfway Stage Station, a public historic site along the Old Spanish National Historic Trail. Closing nearby D2421 and D9010 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D8470 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
D8657 0.57 miles	Open	D8657 is open to motorized travel. It is a 0.57 mile long spur that provides access to the base of Lone Mesa. This point is the only known viable scramble that provides foot access to the top of that Mesa. Providing one motorized route to this destination will reduce the impacts from cross country travel. Allowing use of D8657 will concentrate motorized use on an alignment that is sustainable. The location also provides a dispersed vehicle camping opportunity.
D8669 0.98 miles	Closed	D8669 is closed to motorized travel. It has no apparent purpose and need and is comingled with the Great Escape Mountain Bike Trail (ROW – UTU-92241). Closing D8669 will reduce conflicts between motorized and non-motorized users. The route provides no recreational value to motorized users; it is a 0.98 mile long dead end spur. Closing D8669 will reduce visual contrast, restore vegetation and reduce desert bighorn sheep habitat fragmentation.
D8704 1.42 miles	Closed	D8704 is closed to motorized travel. D8704 was built to construct the power lines to the parks on the Dead Horse Plateau. It is a dead end and is parallel to and redundant with D1797. It provides no recreational value to the motorized user. Closing D8704 reduces visual contrast and minimizes the possibility of confusion on the part of the motorized user. Closing D8704 minimizes the potential for soil erosion and provides increased unfragmented desert bighorn sheep habitat.
D8710 0.16 miles	Closed	D8710 is closed to motorized travel. D8710 is an 0.16 mile dead end spur which has reclaimed naturally, which suggests it receives little to no OHV use. Closing D8710 minimizes route redundancy and proliferation, as any destinations it accesses can be reached via D1845 and B118. Closing D8710 minimizes impacts to wildlife habitat, especially that of desert bighorn sheep.
D8738 0.36 miles	Closed	D8738 is closed to motorized travel. D8738 is an 0.36 mile dead end spur that is reclaimed naturally, which suggests it receives little to no OHV use. Closing D8738 minimizes route redundancy and proliferation as the destination can be accessed using D0012, which remains open. Closing D8738 reduces habitat fragmentation in desert bighorn lambing habitat.
D8847 0.73 miles	Closed	D8847 is closed to motorized travel; it is an 0.73 mile dead end spur ending at a designated mountain bike singletrack trail. Closing D8847 minimizes route redundancy and proliferation as it is parallel to and redundant with D1460. Closing this D8847 minimizes conflicts between motorized and non-motorized recreationists.

Route Number Length	Decision	Rationale
D8869 0.09 miles	Closed	D8869 is closed to motorized travel. It is a 0.09 mile long route which is reclaimed naturally, which suggests it receives little to no OHV use. D8869 is parallel to and redundant with D1394, which accesses the same recreation destinations and opportunities. Closing D8869 minimizes route redundancy and proliferation. Closing this route minimizes impacts to wildlife habitat, especially that of desert bighorn sheep.
D9010 0.35 miles	Closed	D9010 is closed to motorized travel; it is a 0.35 mile long spur that has reclaimed naturally, which suggests it receives little to no OHV use. D9010 accesses no destination of any recreational value. It leaves B215 (the Cotter Road) and approaches private property to the north of that road. Closing D9010 protects the integrity of the private property and reduces raptor and desert bighorn sheep habitat fragmentation. The surrounding area is also habitat for the stagecoach milkvetch, a BLM sensitive plant. Closing this reclaimed route minimizes impacts to these resources.
D9099 0.25 miles	Limited (Singletrack)	D9099 is open but limited to motorized singletrack. The primary use of D9099 is motorcycles and it provides a unique recreational opportunity (overlook). Both open routes (EL6 and D2739) that access D9099 are limited to motorized single track. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
D9130 0.70 miles	Open	D9130 is a dead end spur. Closing nearby D3280, D3238A and D3270 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of D9130 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.
D9141 0.17 miles	Closed	D9141 is closed to motorized travel. D1527 (Hey Joe Canyon) is the access to this route, and it is closed. Closing D9141 will reduce route proliferation, as well as minimize impacts to wetlands and riparian habitats and reduce potential for sediment transport into the Green River. Closing D9141 will minimize impacts to wildlife habitat (e.g., desert bighorn sheep, migratory birds, raptors) and will minimize the potential for conflicts between offroad vehicle users and dispersed, non-motorized/non-mechanized forms of recreation (e.g., canoeists).
DC1 0.54 miles	Closed	DC1 is closed to motorized travel. DC1 is 0.54 miles long and provides access to Ten Mile Wash, which is closed to motorized travel. Closing DC1 reduces confusion and minimizes impacts to soil, water, vegetation and desert bighorn sheep and pronghorn fawning habitat.

Route Number Length	Decision	Rationale
DC2 0.89 miles	Closed	DC2 is closed to motorized travel. Closing DC2 will contribute to retaining and restoring soil and vegetation cover, minimizing potential for soil erosion. Closing this route will minimize impacts to wildlife (e.g., desert bighorn sheep, pronghorn crucial fawning range) and enhance wildlife movement by reducing habitat fragmentation. Closing this route will minimize the potential for harassment of wildlife.
DC3 0.84 miles	Limited (Singletrack)	DC3 is open but limited to motorized singletrack. The primary use of DC3 is motorcycle use and it provides route connectivity and a unique recreational opportunity (motorcycling). Keeping DC3 open to motorized singletrack will benefit soil, watershed, vegetation and other resources as adjacent route DC3A is closed to protect those resources. The overall route density in the area will be decreased and motorcycle use will be directed toward DC3 which has fewer resource conflicts than does DCA.
DC3A 4.99 miles	Closed	<p>DC3A is closed to motorized travel. Connectivity will be maintained with DC3 through the use of D2761, which remains open to motorized travel. DC3A is closed to minimize impacts to the resources below:</p> <p><u>Wildlife:</u> Dead Cow Wash and the Tubes are two of the few sources of water in a very arid area; it is in desert bighorn sheep and pronghorn fawning habitat. These riparian washes also provides habitat for many other wildlife species, including migratory birds, amphibians and reptiles. Amphibians include Great Basin spadefoot (<i>Spea intermontana</i>), red-spotted toad (<i>Anaxyrus punctatus</i>), Woodhouse’s toad (<i>Anaxyrus woodhousii</i>), tiger salamander (<i>Ambystoma tigrinum</i>), northern leopard frog (<i>Lithobates pipiens</i>), and canyon tree frog (<i>Hyla arenicolor</i>). These important and rare habitat is fragmented and degraded by continued motorized use within and adjacent to the wetted area.</p> <p><u>Riparian/wetlands:</u> BLM lands in Utah are comprised of less than 1% riparian habitat. Dead Cow Wash and the Tubes contain a rich mixture of riparian, wetland and hydrologic resources, relative to the landscape, that are rare in the Moab Field Office. These portions of Dead Cow and the Tubes provide strongly intermittent to perennial aquatic habitat even during periods of drought. Climate resiliency will improve with the recovery of riparian condition, stream geomorphology, and recovery of pool habitats.</p>

Route Number Length	Decision	Rationale
DFT1 1.39 miles	Limited (Singletrack)	DFT1 is open but limited to motorized singletrack. The primary use of DFT1 is motorcycle use and it provides a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
DMC1 1.36 miles	Limited (Singletrack)	DMC1 is open but limited to motorized singletrack. The primary use of DMC1 is motorcycle use and it provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle, ATV and UTV only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
DW1 3.37 miles	Limited to vehicles less than 60 inches wide	DW1 is open but limited to motorized vehicles less than 60 inches wide. The primary use of DW1 is motorcycle, ATV and UTV use and it provides a unique recreational opportunity (riding in a sandy wash) with the majority of the route within the Dee Pass Motorized Focus Area. Limiting motorized use to smaller vehicles only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
E1001 8.86 miles	Limited to Class I ebikes	E1001 is the paved bikepath along Highway 191. This bikepath was made available to Class I ebikes in 2021 (see DOI-BLM-UT-Y010-2021-0076-EA).
EL1 0.45 miles	Limited (Singletrack)	EL1 is open but limited to motorized singletrack. The primary use of EL1 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL17 1.42 miles	Open	EL17 is part of the Enduro Loop motorcycle trail. It provides a single-track riding opportunity. Closing nearby D2738, D2995 and D2733 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of EL17 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
EL2 1.41 miles	Limited (Singletrack)	EL2 is open but limited to motorized singletrack. The primary use of EL2 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL2A 2.50 miles	Limited (Singletrack)	EL2A is open but limited to motorized singletrack. The primary use of EL2A is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL3 0.58 miles	Limited (Singletrack)	EL3 is open but limited to motorized singletrack. The primary use of EL3 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL4 1.26 miles	Limited (Singletrack)	EL4 is open but limited to motorized singletrack. The primary use of EL4 is motorcycle use and it provides connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL5 2.64 miles	Limited (Singletrack)	EL5 is open but limited to motorized singletrack. The primary use of EL5 is motorcycle use and it provides connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL6 0.99 miles	Limited (Singletrack)	EL6 is open but limited to motorized singletrack. The primary use of EL6 is motorcycle use and it provides route connectivity with the Enduro Loop trail and a unique recreational opportunity (motorcycling). Designation of EL6 will benefit soil, watershed, vegetation and other resources as the overall route density in the area will be decreased and motorcycle use will be directed toward EL6 which has fewer resource conflicts.

Route Number Length	Decision	Rationale
EL7 1.00 miles	Limited (Singletrack)	EL7 is open but limited to motorized singletrack. The primary use of EL7 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL8 2.13 miles	Limited (Singletrack)	EL8 is open but limited to motorized singletrack. The primary use of EL8 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
EL9 2.66 miles	Limited (Singletrack)	EL9 is open but limited to motorized singletrack. The primary use of EL9 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
GRO1 0.63 miles	Closed	GRO1 is closed to motorized use. It is redundant to D8210. Closing this route will minimize impacts to soils, watershed, and vegetation.
GT1 3.05 miles	Limited (Singletrack)	GT1 is open but limited to motorized singletrack. The primary use of GT1 is motorcycle use and it provides route connectivity to the Guys Trail motorcycle trail and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
GT2 5.3 miles	Open	G2 is part of Guy's Motorcycle trail. It provides a single-track riding opportunity in the Dee Pass Motorized Focus Area, which is managed to provide for such experiences. Closing nearby D3192, D3089, D3063A and D2984 reduces route proliferation and confusion and reduces impacts to resources. Providing a designated route will minimize impacts to resources by reducing the potential for unauthorized cross-country travel. Allowing continued use of GT2 will minimize potential impacts to documented resources by directing motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume.

Route Number Length	Decision	Rationale
JT1 1.39 miles	Limited (Singletrack)	JT1 is open but limited to motorized singletrack. The primary use of JT1 is motorcycle use and it provides route connectivity to the Enduro Loop motorcycle trail and a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
KLE1 1.06 miles	Limited to vehicles less than 60 inches wide	KLE1 is open but limited to vehicles less than 60 inches wide. The primary use of KLE1 is motorcycle and UTV use, and it provides route connectivity with the White Wash Sand Dunes Open OHV area and is within the Dee Pass Motorized Focus area. Designation of KLE1 will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward KLE1, which has fewer resource conflicts.
KLW1 1.10 miles	Limited to vehicles less than 60 inches wide	KLW1 is open but limited to vehicles less than 60 inches wide. The primary use of KLW1 is motorcycle and UTV use and it provides route connectivity with the White Wash Sand Dunes Open OHV area and is within the Dee Pass Motorized Focus area. Designation of KLW1 will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward KLW1 which has fewer resource conflicts
MT2 3.39 miles	Limited (Singletrack)	MT2 is open but limited to motorized singletrack. The primary use of MT2 is motorcycle use and it provides route connectivity to the Mary's Trail motorcycle route and provides a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
NF10M1 1.66 miles	Limited to vehicles less than 50 inches wide	NF10M1 is open but limited to vehicles less than 50 inches wide. The primary use of NF10M1 is motorcycle and ATV use and it provides route connectivity to the Dee Pass Motorized Focus Area. Designation of NF10M1 will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward NF10M1 which has fewer resource conflicts
OWW1 0.48 miles	Closed	OWW1 is closed to motorized use. It is redundant with D7400, and the majority of the route is on private land. Closing OWW1 will minimize impacts to soils, watershed, and vegetation.

Route Number Length	Decision	Rationale
OWW2 2.07 miles	Limited to vehicles less than 50 inches wide	OWW2 is open but limited to vehicles less than 50 inches wide. The primary use of OWW2 is motorcycle and ATV use and it provides route connectivity between D7400 and D2955. OWW2 is within the Dee Pass Motorized Focus Area. Limiting motorized use to vehicles 50” or less will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
PFS1 0.31 miles	Limited (Singletrack)	PFS1 is open but limited to motorized singletrack The primary use of PFS1 is by motorcycles and it provides route connectivity between D2383B and D2560. PFS1 provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
PINNT1 1.41 miles	Limited (Singletrack)	PINNT1 is open but limited to motorized singletrack. The primary use of PINNT1 is motorcycle use and it provides route connectivity between B337 and B330. Limiting PINNT1 to motorized singletrack will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward PINNT1 which has fewer resource conflicts.
RB1 1.42 miles	Limited (Singletrack)	RB1 is open but limited to motorized singletrack. The primary use of RB1 is motorcycle use and it provides route connectivity to the MT2 (Mary’s Trail motorcycle rout and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
REDRCK1 1.16 miles	Limited (Singletrack)	REDRCK1 is open but limited to motorized singletrack. The primary use of REDRCK1 is motorcycle use and it provides route connectivity to MT2 (Mary’s Trail motorcycle route) and a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
RF1 3.52 miles	Limited to vehicles less than 60 inches wide	RF1 is open but limited to vehicles less than 60 inches wide. The primary use of RF1 is motorcycle and UTV use and it provides route connectivity with the White Wash Sand Dunes Open OHV area. RF1 is within the Dee Pass Motorized Focus area. Limiting motorized use to vehicles less than 60 inches wide will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward RF1 which has fewer resource conflicts

Route Number Length	Decision	Rationale
RS1 0.27 miles	Limited (Singletrack)	RS1 is open but limited to motorized singletrack. The primary use of RS1 is motorcycle use and it provides route connectivity to REDRCK1 and other singletrack motorized trails. The majority of RS1 is located on lands managed by SITLA. RS1 provides a unique recreational opportunity (motorcycling) within the Dee Pass Motorized Focus Area. Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
RWL1 0.62 miles	Limited to vehicles less than 60 inches wide	RWL1 is open but limited to vehicles less than 60 inches wide. The primary use of RWL1 is motorcycle and UTV use and it provides route connectivity with SF1, MT2, KLE1 and the White Wash Sand Dunes Open OHV area. RWL1 is within the Dee Pass Motorized Focus Area. Limiting RWL1 to vehicles less than 60 inches wide will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward RWL1 which has fewer resource conflicts.
SF1 1.51 miles	Limited to vehicles less than 60 inches wide	SF1 is open but limited to vehicles less than 60 inches wide. The primary use of SF1 is motorcycle and UTV use and it provides route connectivity with KLE1, MT2 and the White Wash Sand Dunes Open OHV area. It is within the Dee Pass Motorized Focus Area. Limiting SF1 to vehicles less than 60 inches wide will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward SF1 which has fewer resource conflicts.
ST1 1.71 miles	Limited (Singletrack)	ST1 is open but limited to motorized singletrack. The primary use of ST1 is motorcycle use and it provides route connectivity between B337 and MT2 (Mary's Trail motorcycle route), as well as to the White Wash Open Area. ST1 is within the Dee Pass Motorized Focus Area and provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
SW1 6.63 miles	Limited to vehicles less than 60 inches wide	RF1 is open but limited to vehicles less than 60 inches wide. The primary use of RF1 is motorcycle and UTV use and it provides route connectivity to the White Wash Sand Dunes Open OHV area. RF1 is within the Dee Pass Motorized Focus Area. Limiting RF1 to vehicles less than 60 inches wide will benefit soil, watershed, vegetation, and other resources as the overall route density in the area will be decreased and OHV use will be directed toward RF1 which has fewer resource conflicts.

Route Number Length	Decision	Rationale
SWH1 0.16 miles	Limited (Singletrack)	SWH1 is open but limited to motorized singletrack. SWH1 provides a motorcycling alternative to ascending Wipe Out Hill (a very difficult obstacle on D2376A). The primary use of SWH1 is motorcycle use and it provides route connectivity between D2376A and D2398B in the Seven Mile Rim area. SWH1 provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
SWL1 1.11 miles	Closed	SWL1 is closed to motorized use. It is parallel to and redundant with SW1. Closing SWL1 will minimize impacts to soils, watershed, and vegetation.
TOG1 1.22 miles	Limited (Singletrack)	TOG1 is open but limited to motorized singletrack. The primary use of TOG1 is motorcycle use and it provides route connectivity within the Dee Pass Motorized Focus Area, linking D3136 with TT1. TOG1 provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
TT1 0.18 miles	Limited (Singletrack)	TT1 is open but limited to motorized singletrack. The primary use of TT1 is motorcycle use and it provides route connectivity among D2973, TOG1 and TT1A within the Dee Pass Motorized Focus Area. TT1 provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
TT1A 0.18 miles	Limited (Singletrack)	TT1A is open but limited to motorized singletrack. The primary use of TT1A is motorcycle use and it provides route connectivity among TOG1, TT1 and D3101 within the Dee Pass Motorized Focus Area. TT1A provides a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.
TTIP1 6.89 miles	Limited (Singletrack)	TTIP1 is open but limited to motorized singletrack. The primary use of TTIP1 is motorcycle use. TTIP1 forms a seven mile long motorcycle loop. TTIP1 also provides route connectivity among B335, B336 and D2800 within the Dee Pass Motorized Focus Area. TTIP1 is a unique recreational opportunity (motorcycling). Limiting motorized use to motorcycle only will minimize damage to soil, watershed, and vegetation by reducing the size of route footprint.

<p>Maintained Roads totaling 197.3 miles</p> <p>B118 (Gemini Bridges Road)</p> <p>B119 (Bull Canyon Road)</p> <p>B129 (Mineral Bottom Road)</p> <p>B131 (White Rim Road)</p> <p>B135 (Long Canyon Road)</p> <p>B136 (Long Canyon Well Road)</p> <p>B137 and B138 (Blue Hills Road)</p> <p>B139 and B140 (Spring Canyon Bottom Road)</p> <p>B141 (Brinks Spring Road)</p> <p>B142 and B143 (Copper Ridge Dinosaur Site Road)</p>	<p>Open</p>	<p>These are well maintained and heavily used. They are open in all alternatives. They roads pose very few user conflicts, as non-motorized users expect maintained roads to carry a fair volume of motorized traffic. These highly maintained routes are important for network connectivity and serve commercial and recreation users in the area. Allowing continued use of these routes will minimize potential impacts to resources by providing a common access into or across the area on a maintained, pre-existing route, reducing the potential for new disturbances from cross country use, or the need for construction of new routes to provide similar access. These maintained routes provide access to recreational opportunities without causing greater than minimal adverse effects on the resources documented on each of these roads.</p>
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B145 (Salt Valley Road)		
B147, B148, and B149 (Ruby Ranch Road)		
B150 (Crystal Geyser Road)		
B215 and B238 (Seven Mile Road,)		
B261 (Bar M Road)		
B323, B335, and B336 (Ten Mile Point Road)		
B337, B338, B340, and B341 (Bartlett Road)		
B342 and B343 (Tusher Road)		
B361 (Crips Hole Road)		
B362 and B372 (Levi Well Road)		
B377 (Trin-Alcove Road)		

Route Number Length	Decision	Rationale
B378 (Willow Springs Road) B999		

Attachment 3: Form 1842-1, Information on Taking Appeals to the Interior Board of Land Appeals

Form 1842-1
(September 2020)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

INFORMATION ON TAKING APPEALS TO THE INTERIOR BOARD OF LAND APPEALS

DO NOT APPEAL UNLESS

1. This decision is adverse to you,
AND
2. You believe it is incorrect

IF YOU APPEAL, THE FOLLOWING PROCEDURES MUST BE FOLLOWED

1. NOTICE OF APPEAL	A person who wishes to appeal to the Interior Board of Land Appeals must file in the office of the officer who made the decision (not the Interior Board of Land Appeals) a notice that they wish to appeal. A person served with the decision being appealed must transmit the <i>Notice of Appeal</i> in time for it to be filed in the office where it is required to be filed within 30 days after the date of service. If a decision is published in the FEDERAL REGISTER, a person not served with the decision must transmit a <i>Notice of Appeal</i> in time for it to be filed within 30 days after the date of publication (43 CFR 4.41 I and 4.413).
2. WHERE TO FILE NOTICE OF APPEAL	Bureau of Land Management Canyon Country District Office 82 East Dogwood Ave Moab, UT 84532
WITH COPY TO SOLICITOR	DOI Regional Solicitor 6201 Federal Building 125 South State Street Salt Lake City, UT 84138-1180
3. STATEMENT OF REASONS	Within 30 days after filing the <i>Notice of Appeal</i> , file a complete statement of the reasons why you are appealing. This must be filed with the United States Department of the Interior, Office of Hearings and Appeals, Interior Board of Land Appeals, 801 N. Quincey Street, MS 300-QC, Arlington, Virginia 22203. If you fully stated your reasons for appealing when filing the <i>Notice of Appeal</i> , no additional statement is necessary (43 CFR 4.412 and 4.413).
WITH COPY TO SOLICITOR	DOI Regional Solicitor 6201 Federal Building 125 South State Street Salt Lake City, UT 84138-1180
4. SERVICE OF DOCUMENTS	A party that files any document under 43 CFR Subpart 4, must serve a copy of it concurrently on the appropriate official of the Office of the Solicitor under 43 CFR 4.413(c) and 4.413(d). For a notice of appeal and statement of reasons, a copy must be served on each person named in the decision under appeal and for all other documents, a copy must be served on each party to the appeal (including intervenors). Service on a person or party known to be represented by counsel or other designated representative must be made on the representative. Service must be made at the last address of record of the person or party (if unrepresented) or the representative, unless the person, party or representative has notified the serving party of a subsequent change of address.
5. METHOD OF SERVICE	If the document being served is a notice of appeal, service may be made by (a) Personal delivery; (b) Registered or certified mail, return receipt requested; (c) Delivery service, delivery receipt requested, if the last address of record is not a post office box; or (d) Electronic means such as electronic mail or facsimile, if the person to be served has previously consented to that means in writing. All other documents may be served by (a) Personal delivery; (b) Mail; (c) Delivery service, if the last address of record is not a post office box; or (d) Electronic means, such as electronic mail or facsimile, if the person to be served has previously consented to that means in writing.
6. REQUEST FOR STAY	Except where program-specific regulations place this decision in full force and effect or provide for an automatic stay, the decision becomes effective upon the expiration of the time allowed for filing an appeal unless a petition for a stay is timely filed together with a Notice of Appeal (43 CFR 4.21). If you wish to file a petition for a stay of the effectiveness of this decision during the time that your appeal is being reviewed by the Interior Board of Land Appeals, the petition for a stay must accompany your Notice of Appeal (43 CFR 4.21 or 43 CFR 2801.10 or 43 CFR 2881.10). A petition for a stay is required to show sufficient justification based on the standards listed below. Copies of the Notice of Appeal and Petition for a Stay must also be submitted to each party named in this decision and to the Interior Board of Land Appeals and to the appropriate Office of the Solicitor (43 CFR 4.413) at the same time the original documents are filed with this office. If you request a stay, you have the burden of proof to demonstrate that a stay should be granted. Standards for Obtaining a Stay. Except as otherwise provided by law or other pertinent regulations, a petition for a stay of a decision pending appeal shall show sufficient justification based on the following standards: (1) the relative harm to the parties if the stay is granted or denied, (2) the likelihood of the appellant's success on the merits, (3) the likelihood of immediate and irreparable harm if the stay is not granted, and (4) whether the public interest favors granting the stay.

Unless these procedures are followed, your appeal will be subject to dismissal (43 CFR 4.402). Be certain that all communications are identified by serial number of the case being appealed.

NOTE: A document is not filed until it is actually received in the proper office (43 CFR 4.401(a)). See 43 CFR Part 4, Subpart B for general rules relating to procedures and practice involving appeals.

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43 CFR SUBPART 1821-GENERAL INFORMATION

Sec. 1821.10 Where are BLM offices located? (a) In addition to the Headquarters Office in Grand Junction, CO and seven national level support and service centers, BLM operates 12 State Offices each having several subsidiary offices called Field Offices. The addresses of the State Offices can be found in the most recent edition of 43 CFR 1821.10. The State Office geographical areas of jurisdiction are as follows:

STATE OFFICES AND AREAS OF JURISDICTION:

Alaska State Office ----- Alaska
Arizona State Office ----- Arizona
California State Office ----- California
Colorado State Office ----- Colorado
Eastern States Office ----- Arkansas, Iowa, Louisiana, Minnesota, Missouri
and, all States east of the Mississippi River
Idaho State Office ----- Idaho
Montana State Office ----- Montana, North Dakota, and South Dakota
Nevada State Office ----- Nevada
New Mexico State Office ----- New Mexico, Kansas, Oklahoma, and Texas
Oregon State Office ----- Oregon and Washington
Utah State Office ----- Utah
Wyoming State Office ----- Wyoming and Nebraska

(b) A list of the names, addresses, and geographical areas of jurisdiction of all Field Offices of the Bureau of Land Management can be obtained at the above addresses or any office of the Bureau of Land Management, including the Headquarters Office, Bureau of Land Management, 760 Horizon Drive, Grand Junction, CO 81506.

(Form 1842-1, September 2020)