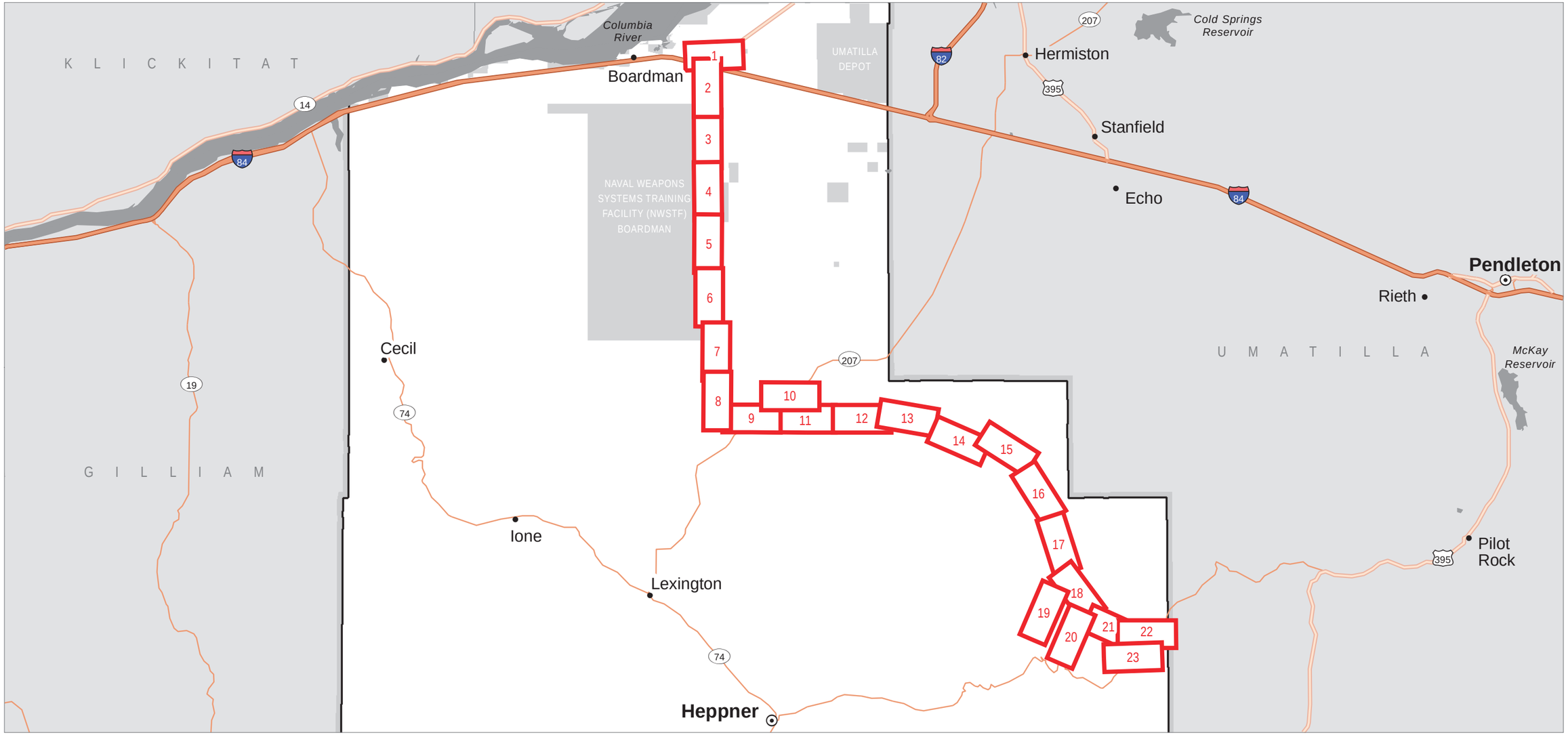
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Road Classification Guide and Access Control Plan (Maps Only)

ATTACHMENT B-5
ROAD CLASSIFICATION GUIDE AND ACCESS CONTROL PLAN

APPENDIX B
ACCESS ROAD MAPBOOK



0 5
Miles

OREGON

Map Area

Source(s): BLM, IPC, Esri

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Location Map (Map #)

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0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Land Status
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- Bureau of Reclamation
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Other Features
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Map 1



0 1,000
Feet

Map Area



Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Land Status
- Bureau of Reclamation
- Military Reservation or Corps of Engineers
- Private

Other Features
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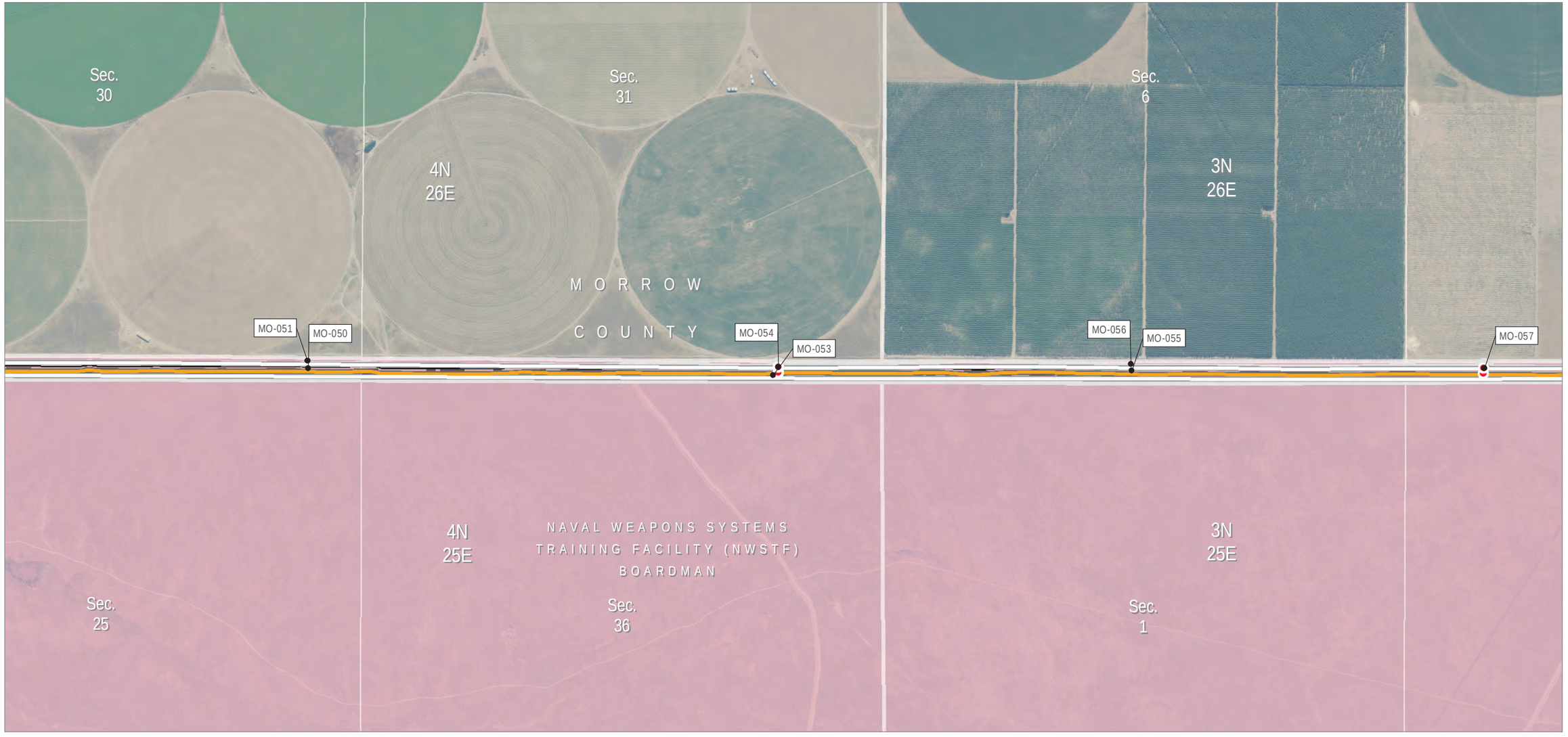
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Map 2



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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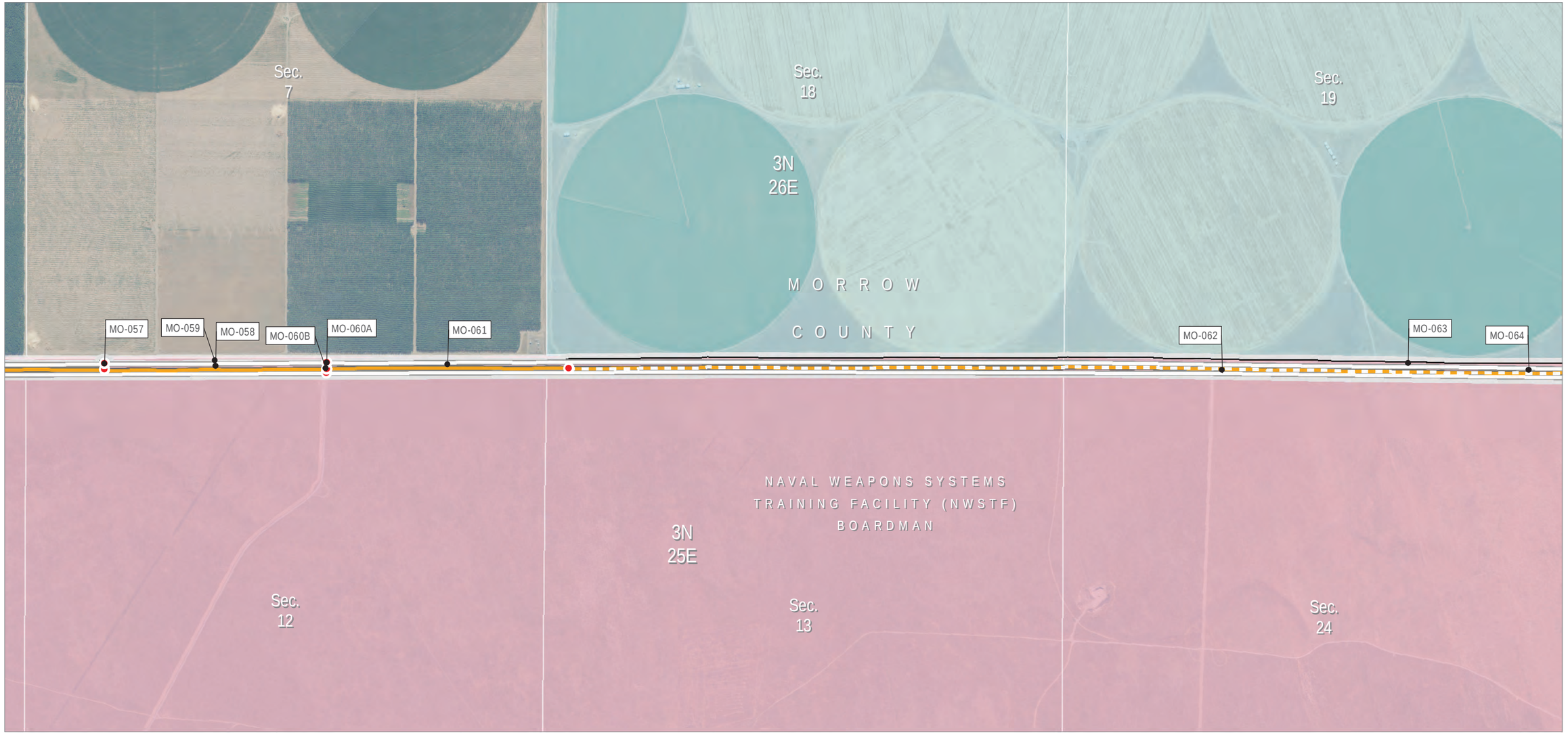
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Map 3



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Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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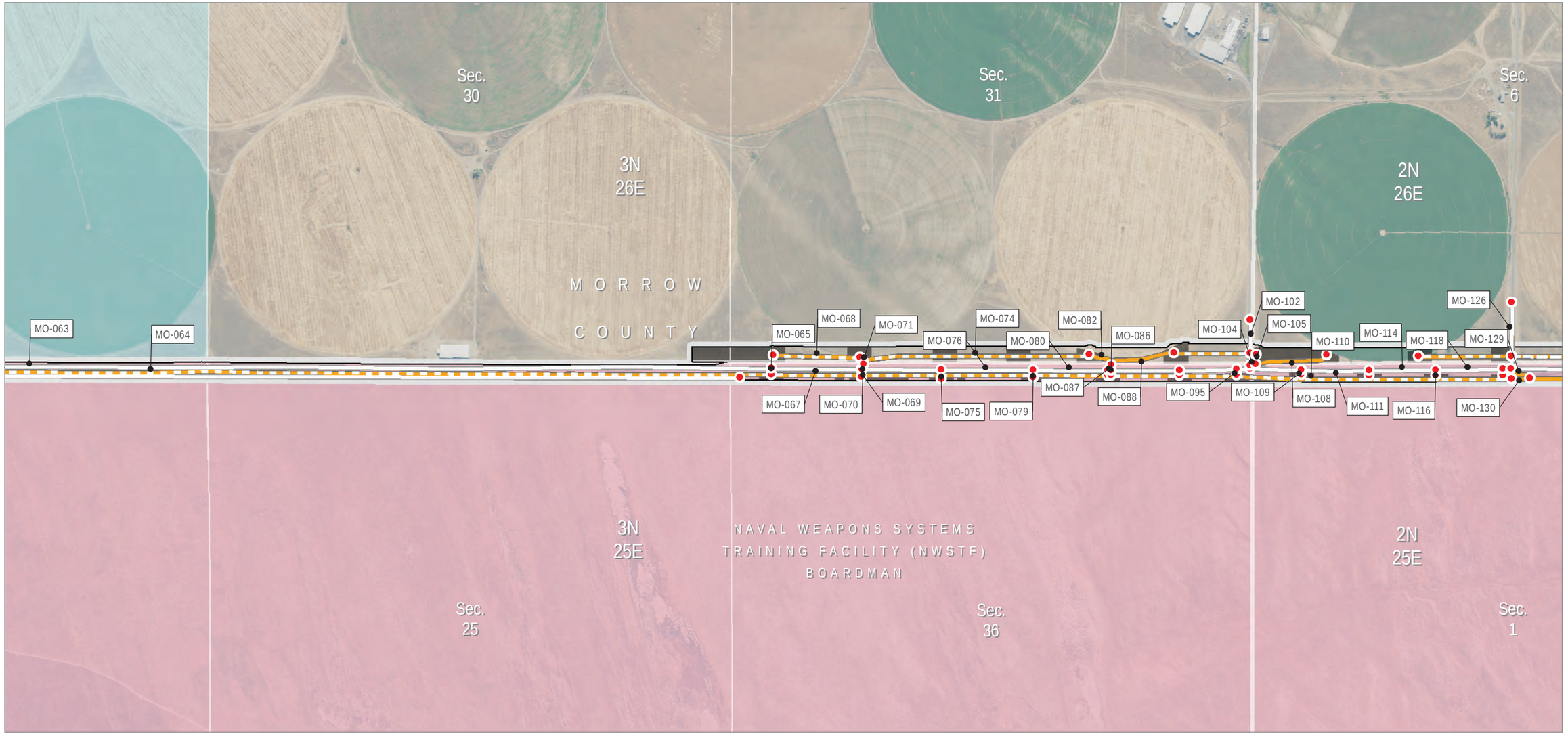
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Map 4



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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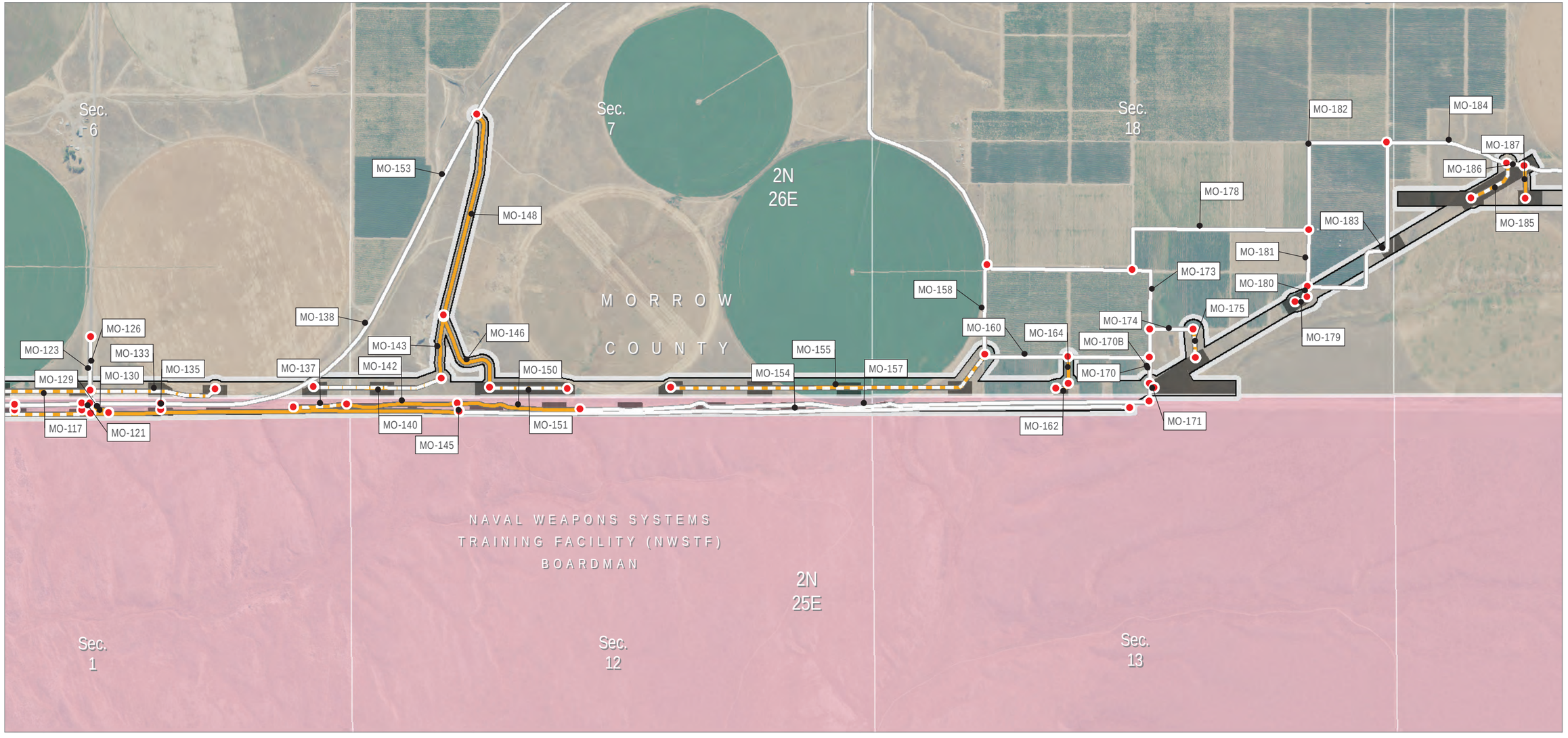
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Map 5



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Land Status
- Military Reservation or Corps of Engineers
- Private

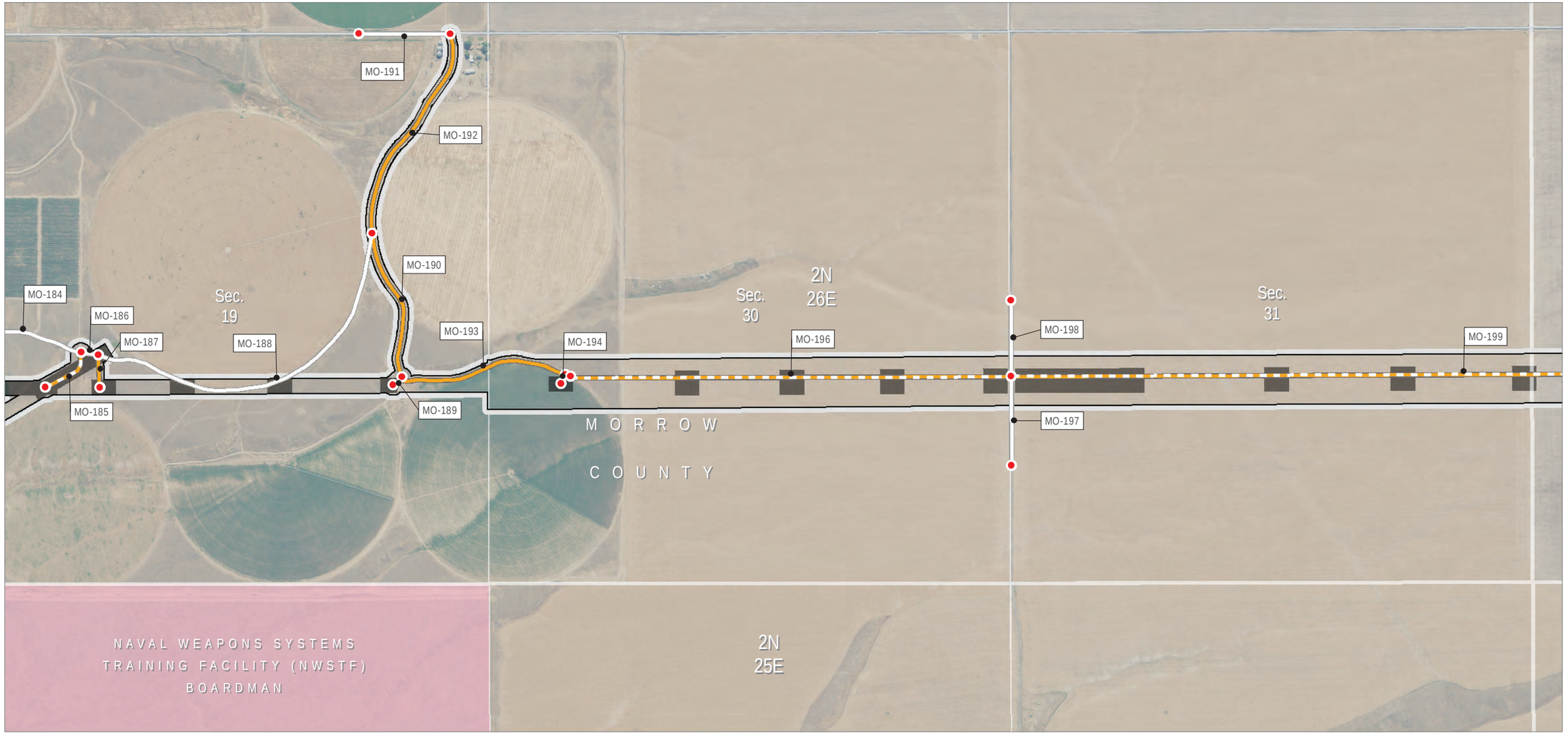
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Map 6



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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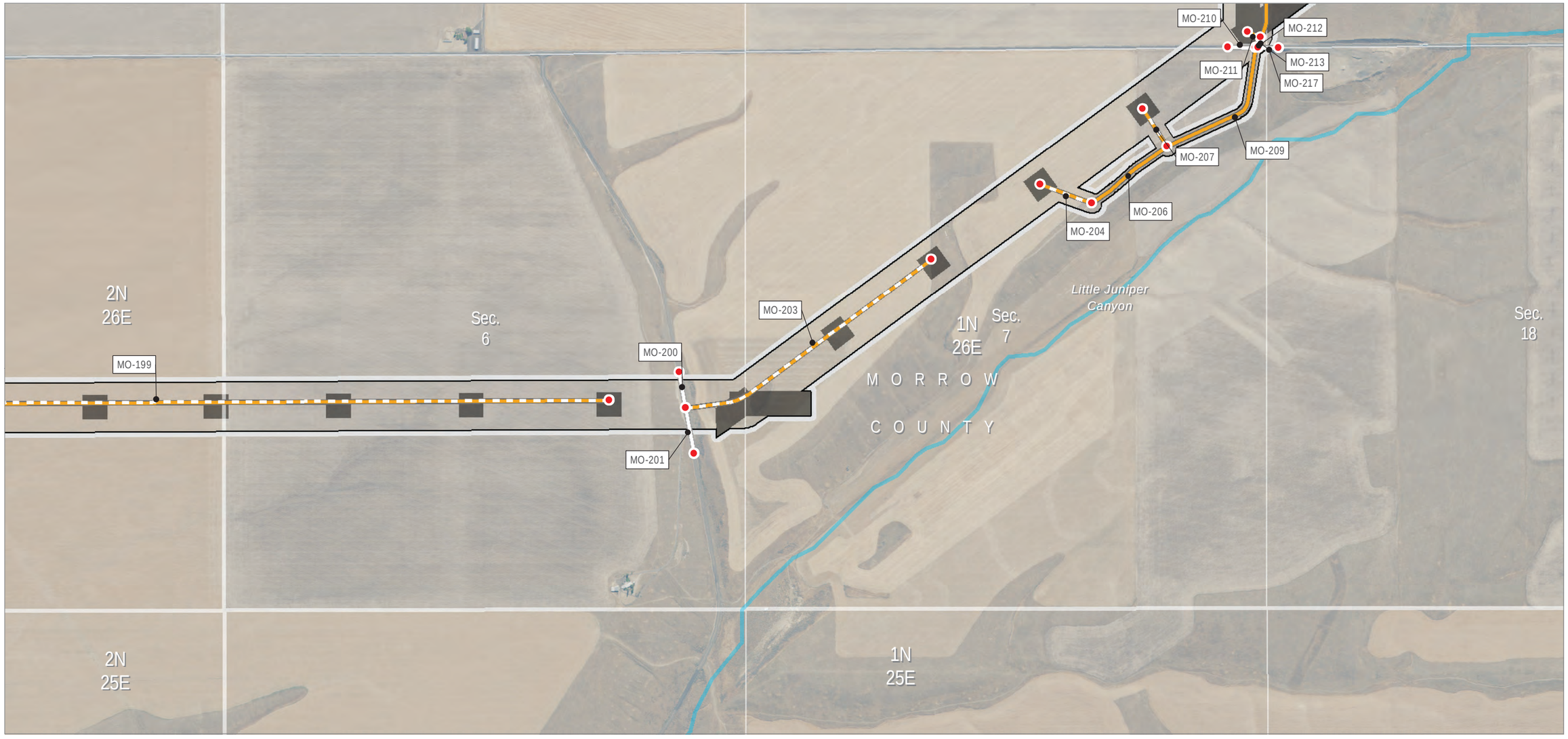
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Map 7



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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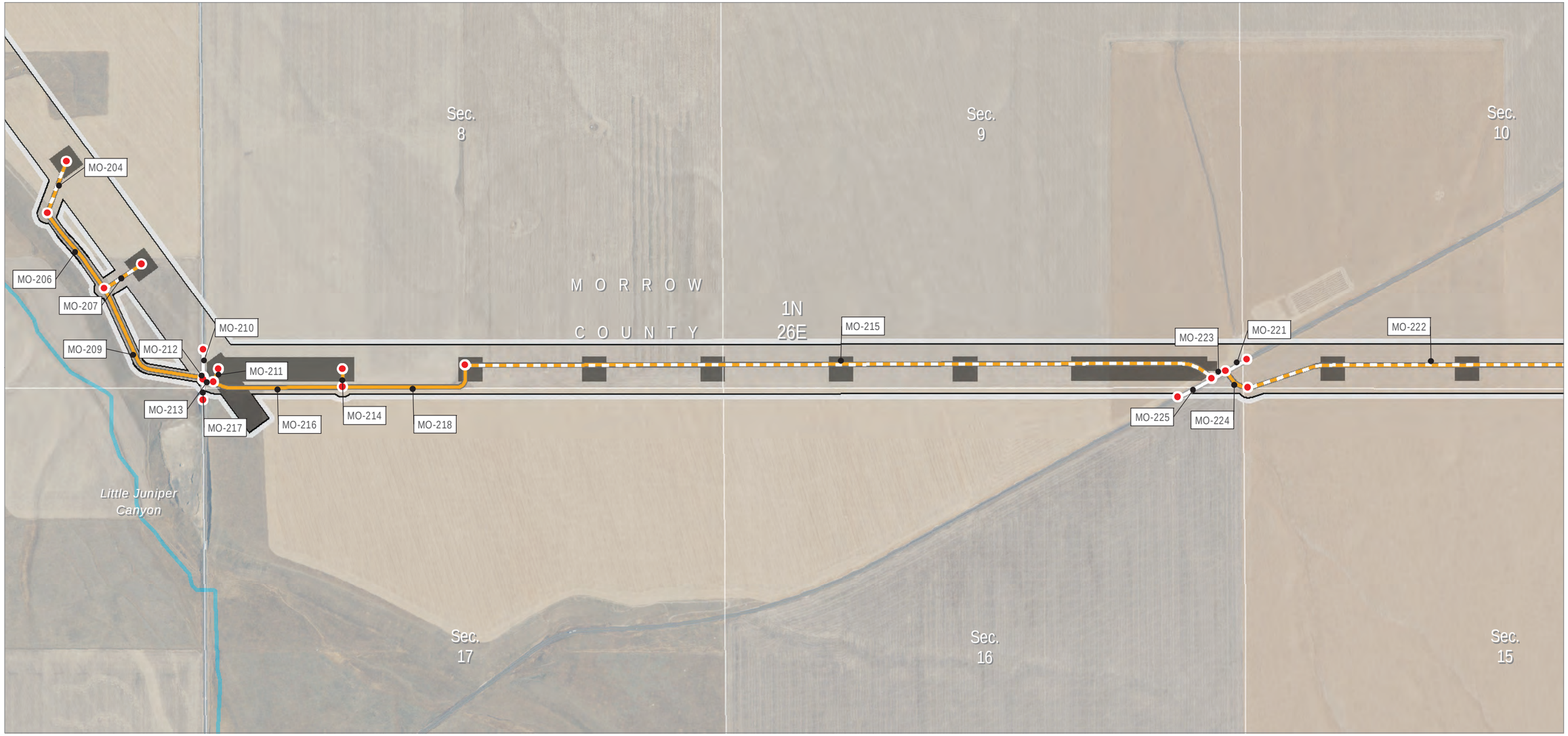
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Map 8



0 1,000
Feet

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Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Existing Road, Substantial Modification, 21-70% Improvements
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Land Status
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Other Features
- Stream/River/Canal

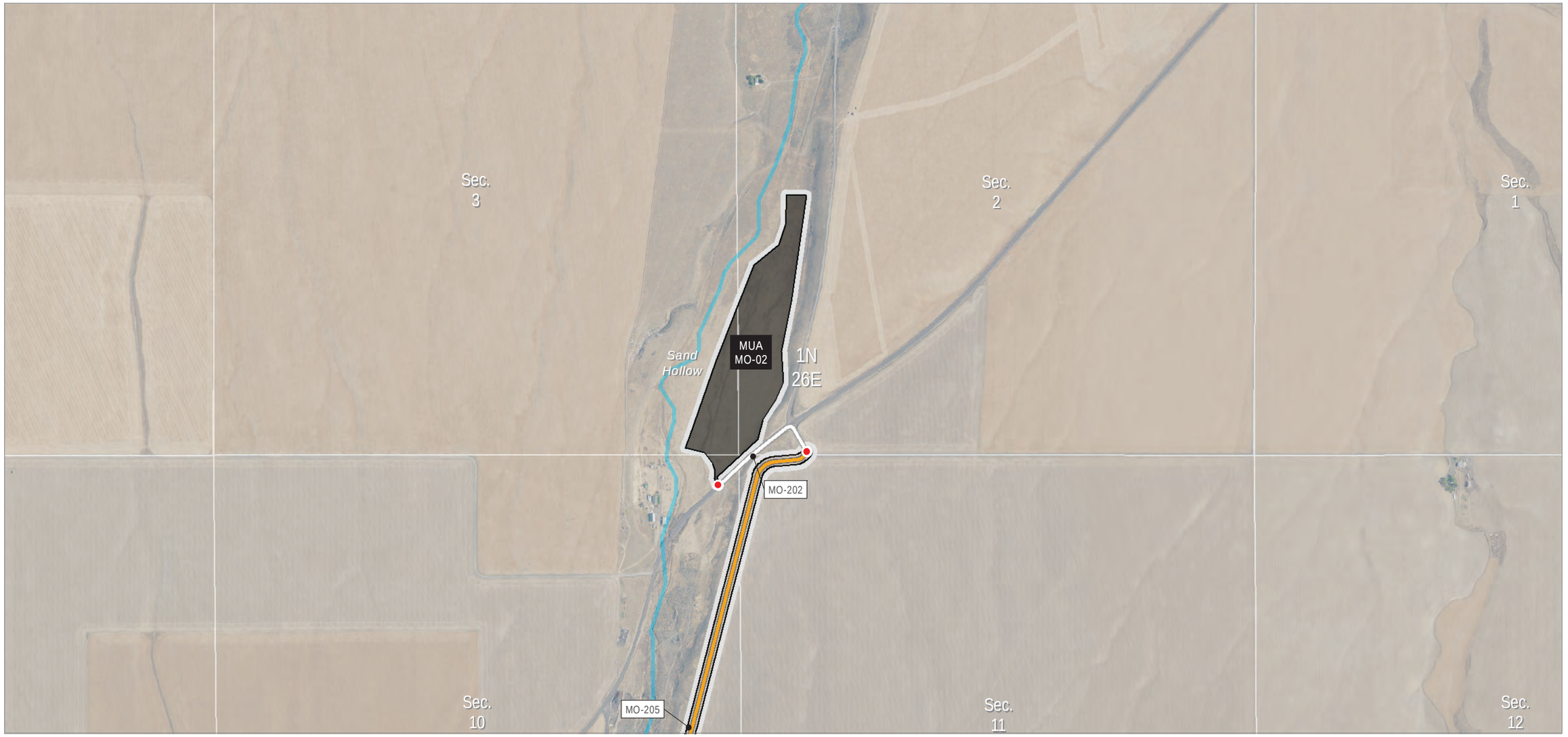
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Map 9



0 1,000
Feet

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Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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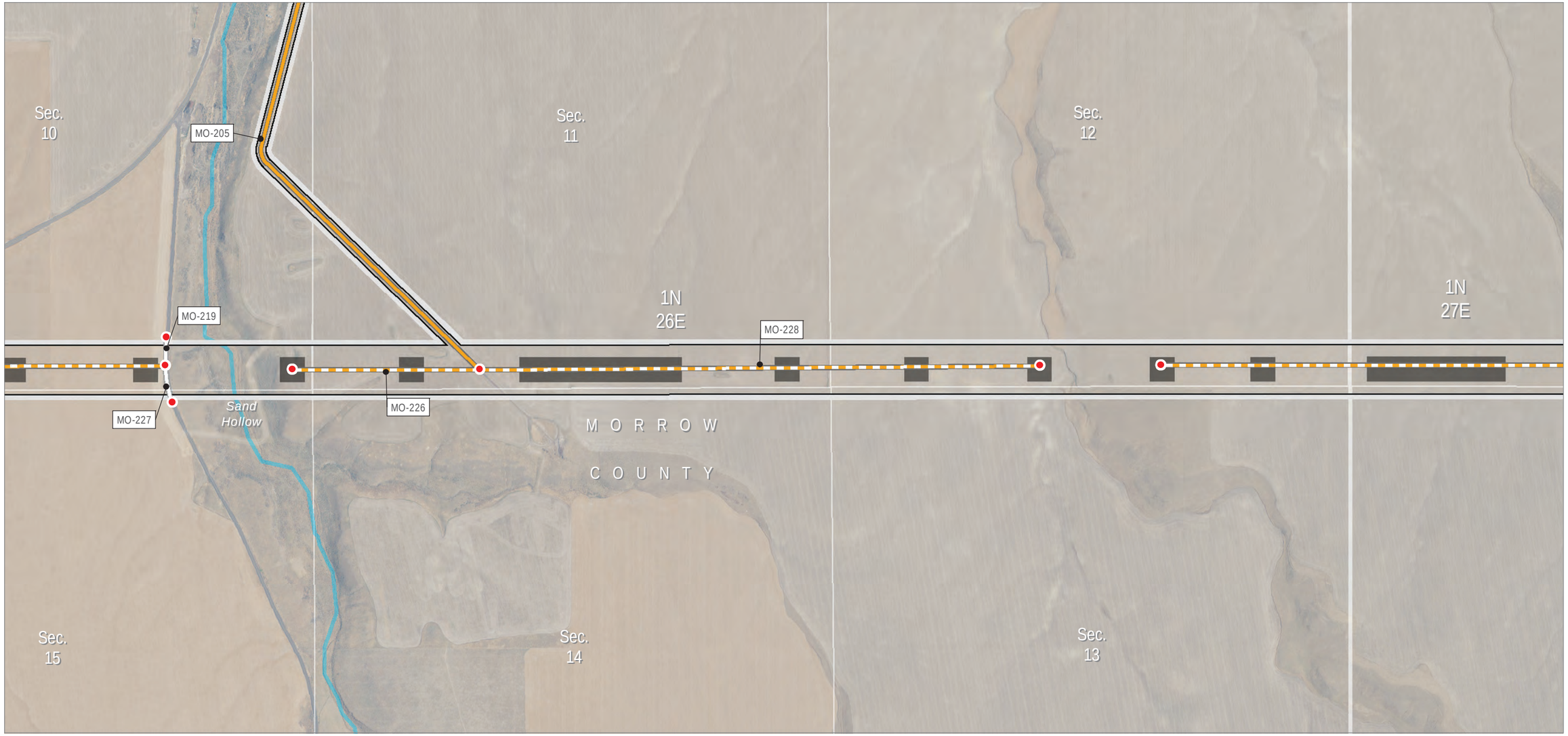
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Map 10



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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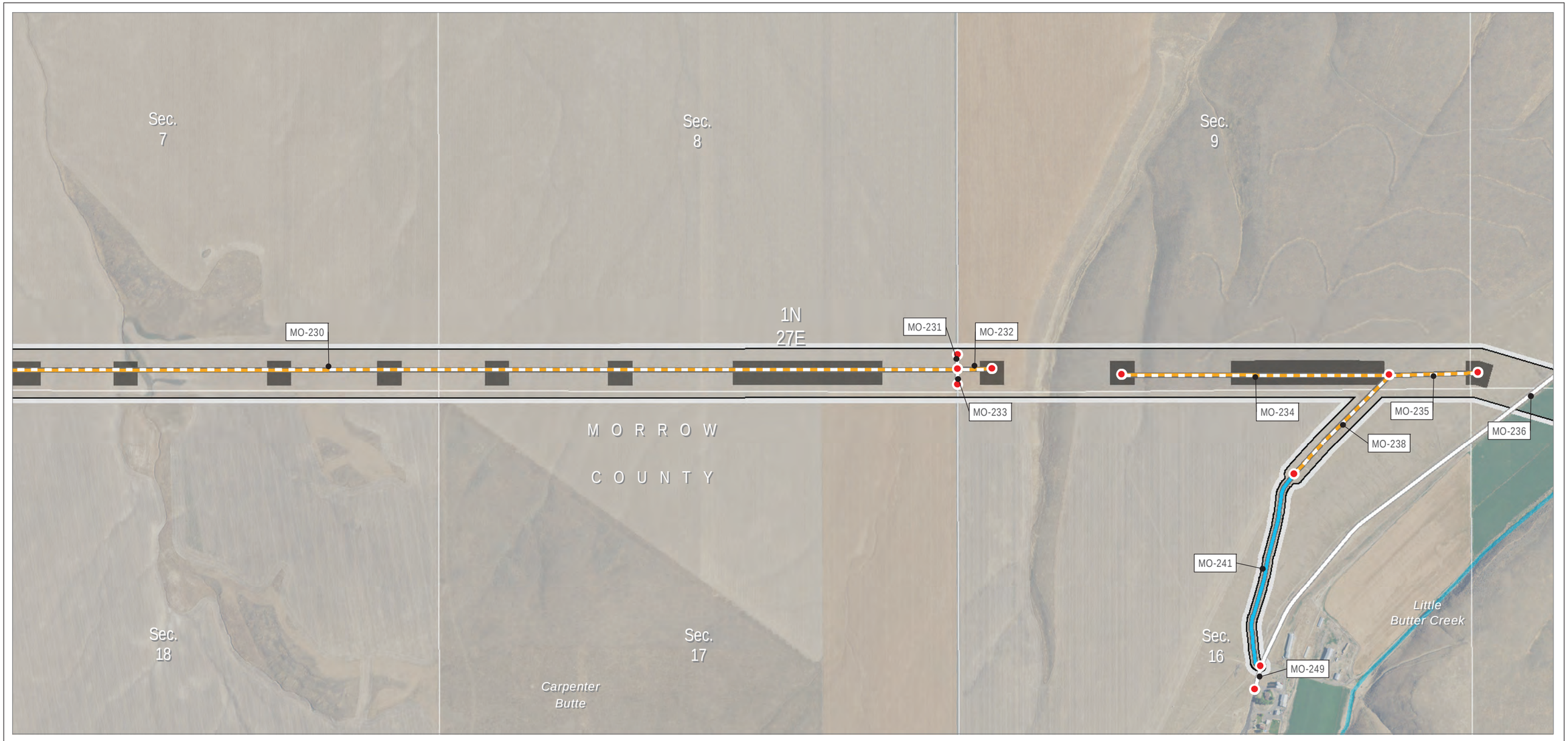
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Map 11



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Existing Road, Substantial Modification, 71-100% Improvements
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Other Features
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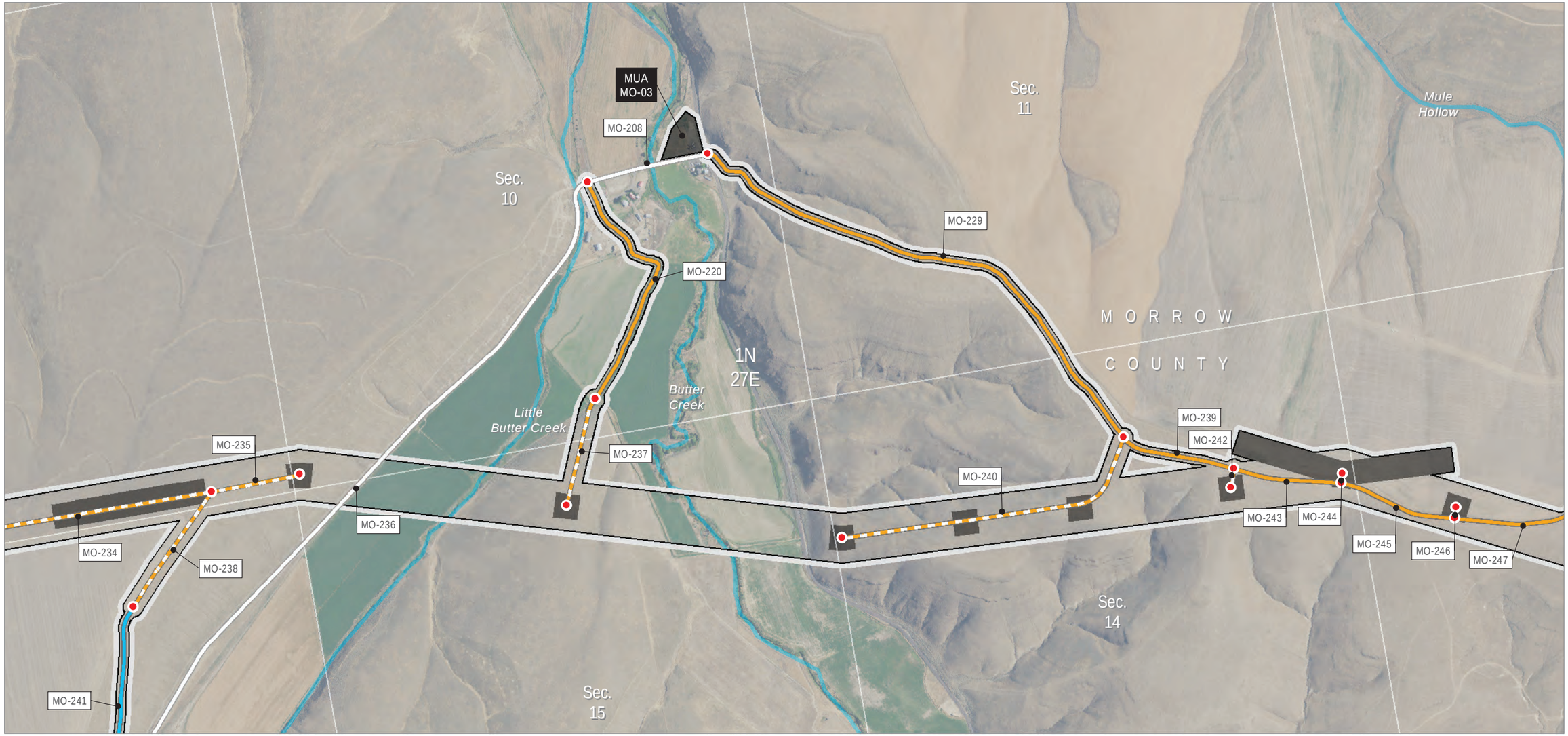
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Map 12



0 1,000
Feet

O R E G O N

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Land Status
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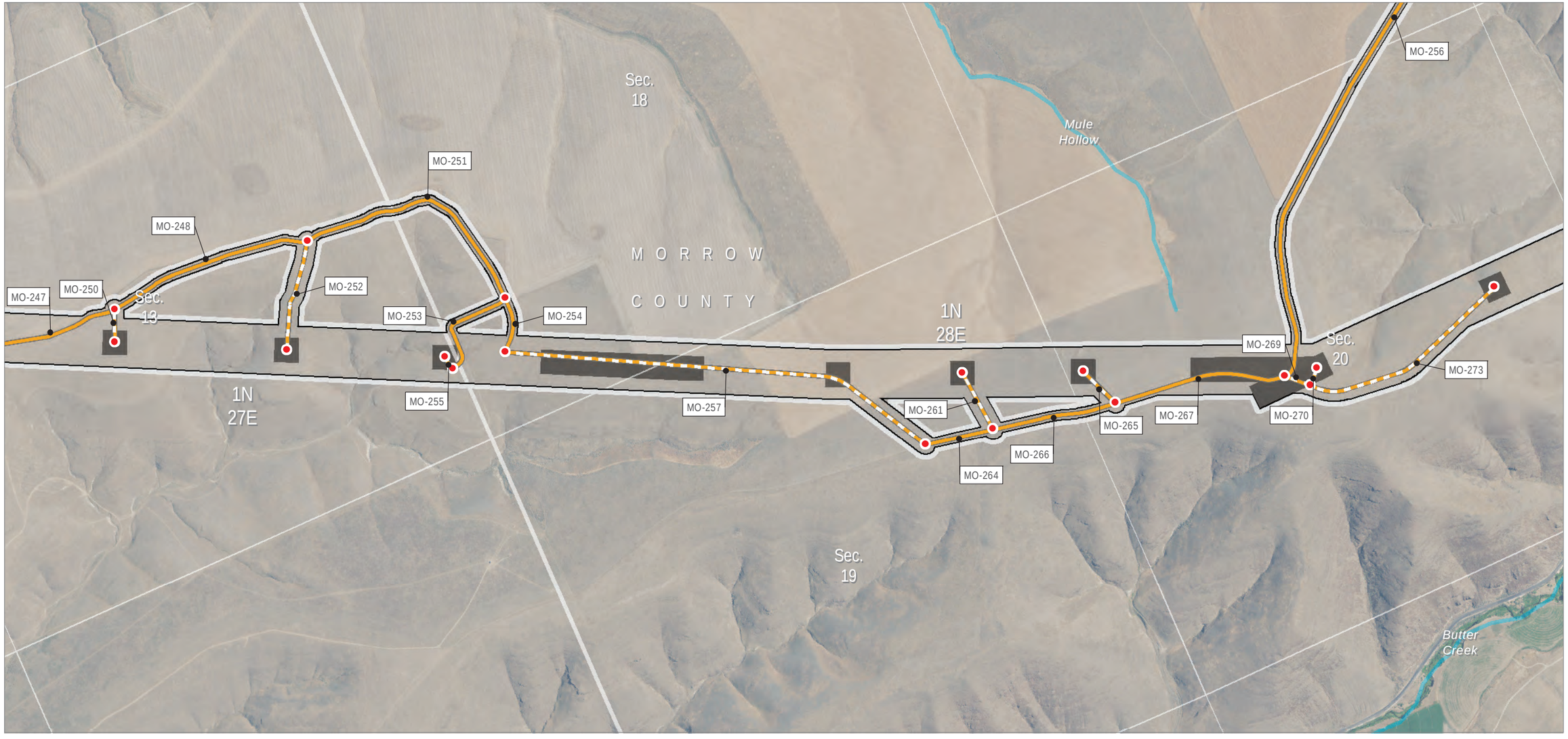
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Map 13



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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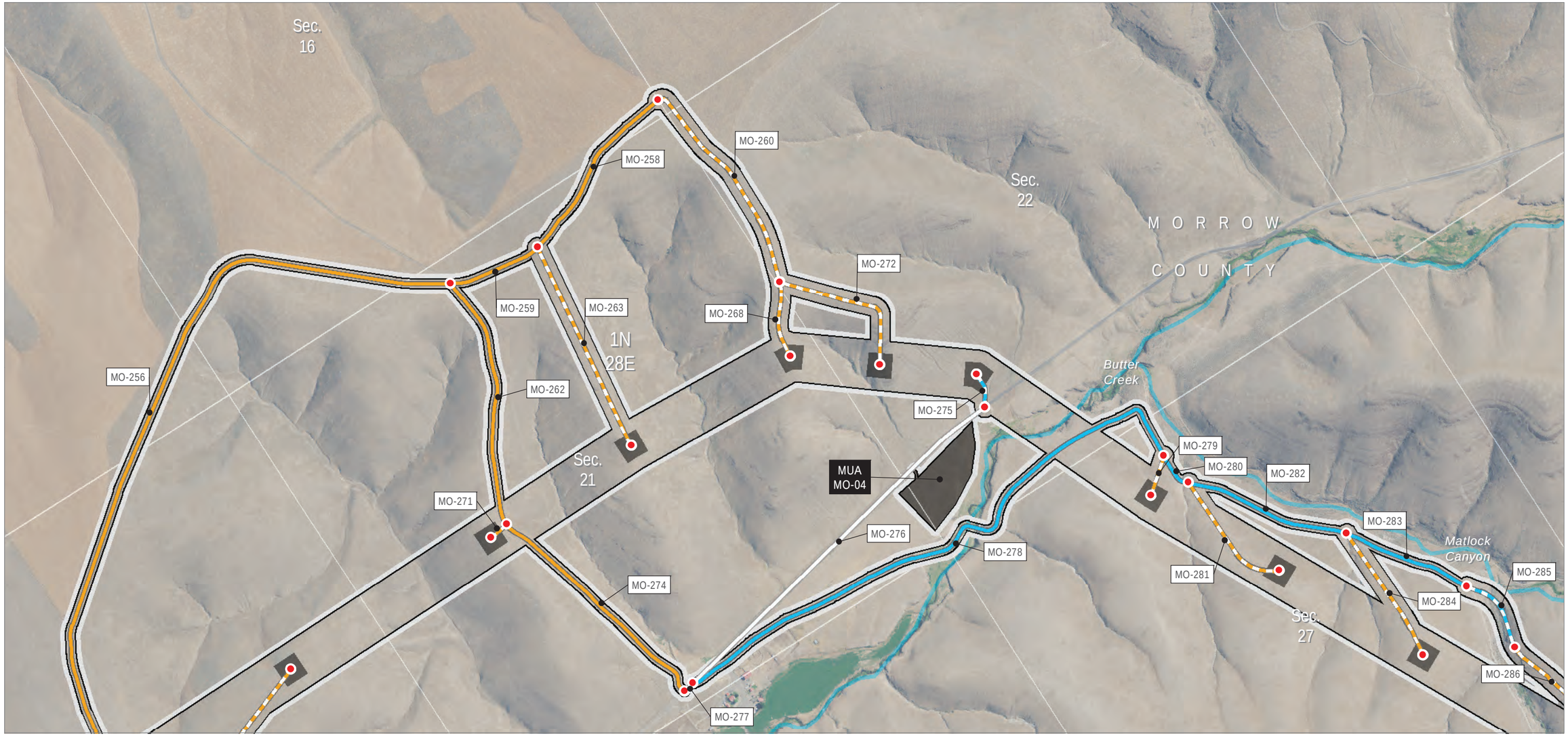
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Map 14



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

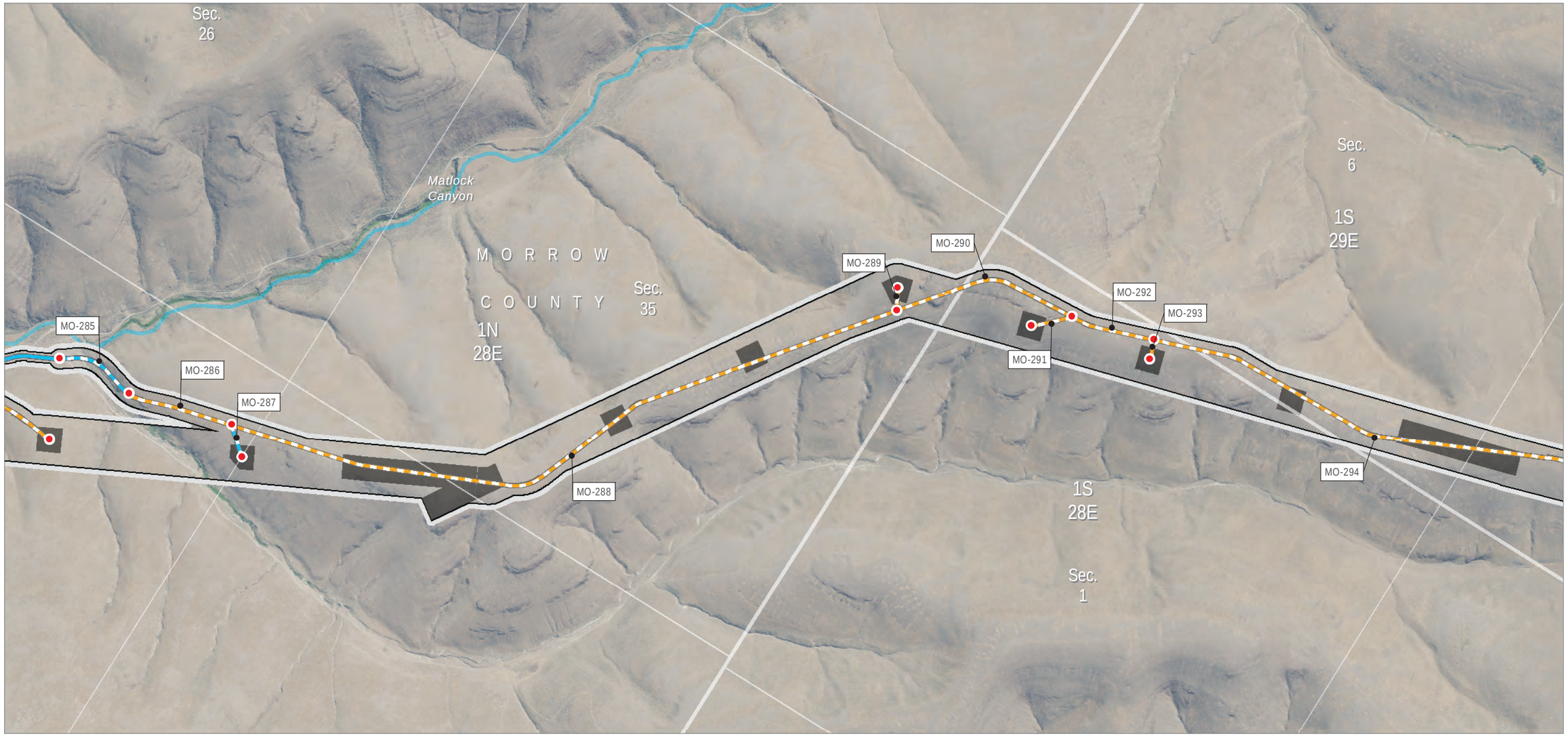
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Map 15



0 1,000
Feet

Map Area

OREGON

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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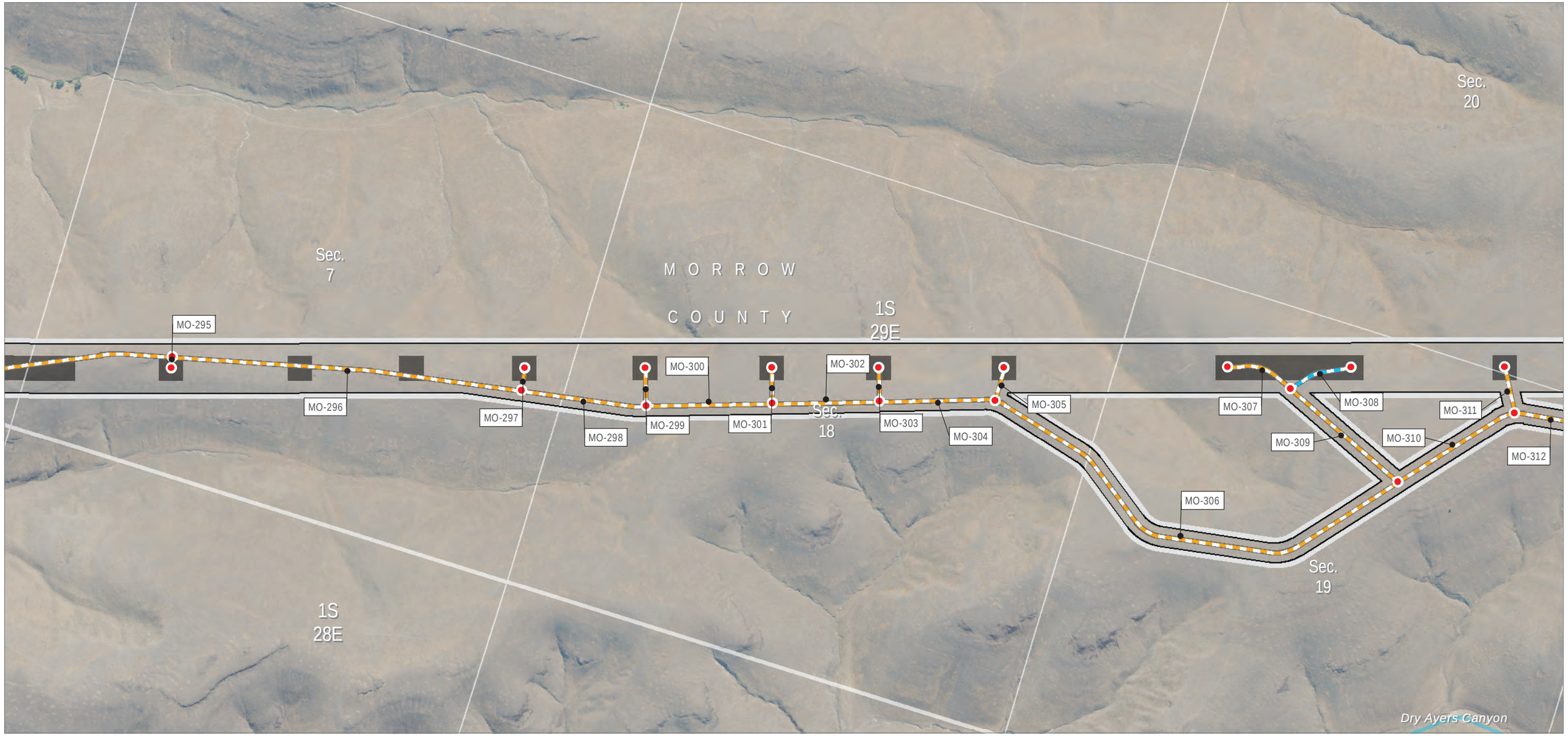
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Map 16



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- New Road, Primitive

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Other Features
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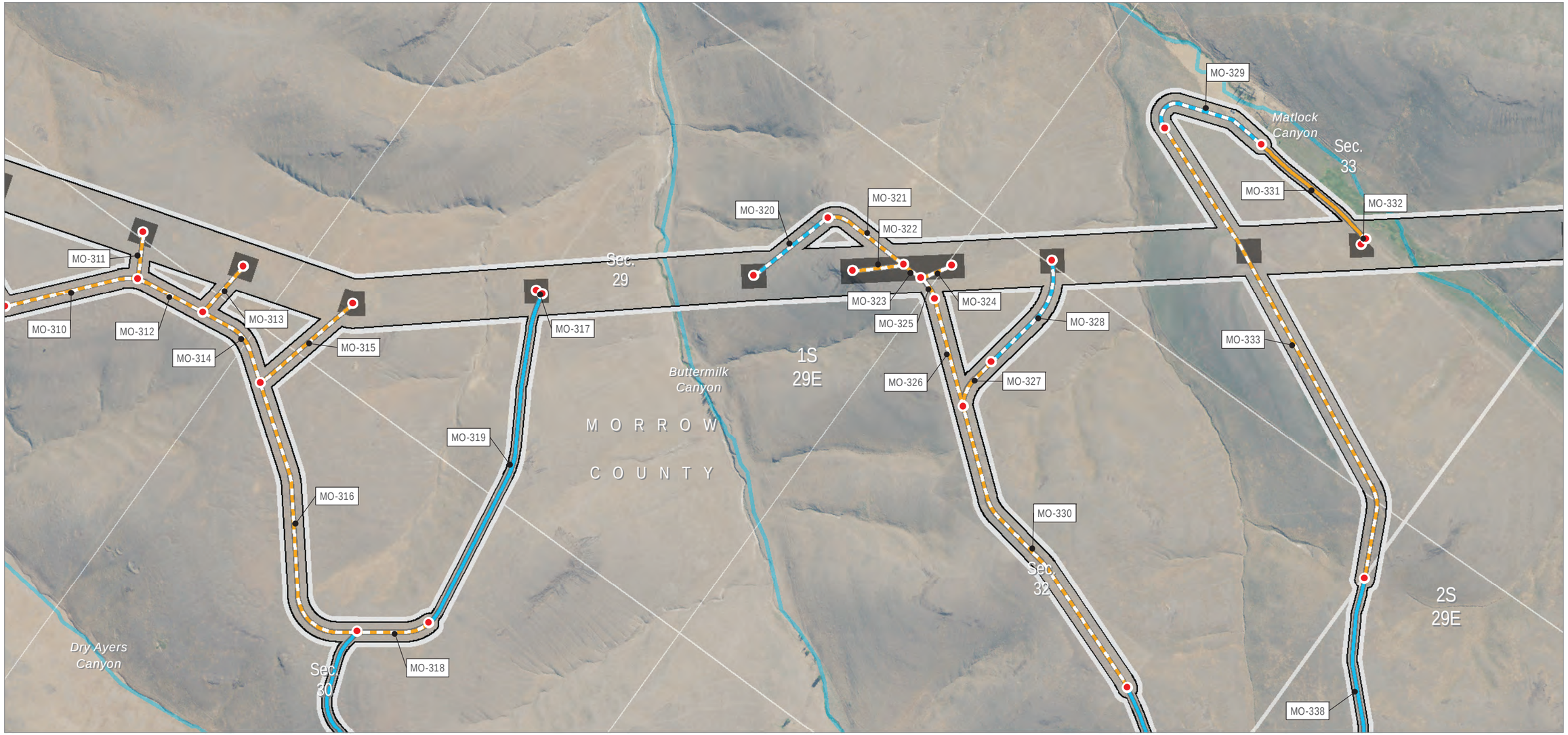
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Map 17



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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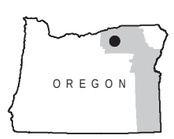
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Map 18



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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Map 19



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- New Road, Primitive

Land Status
- Private

Other Features
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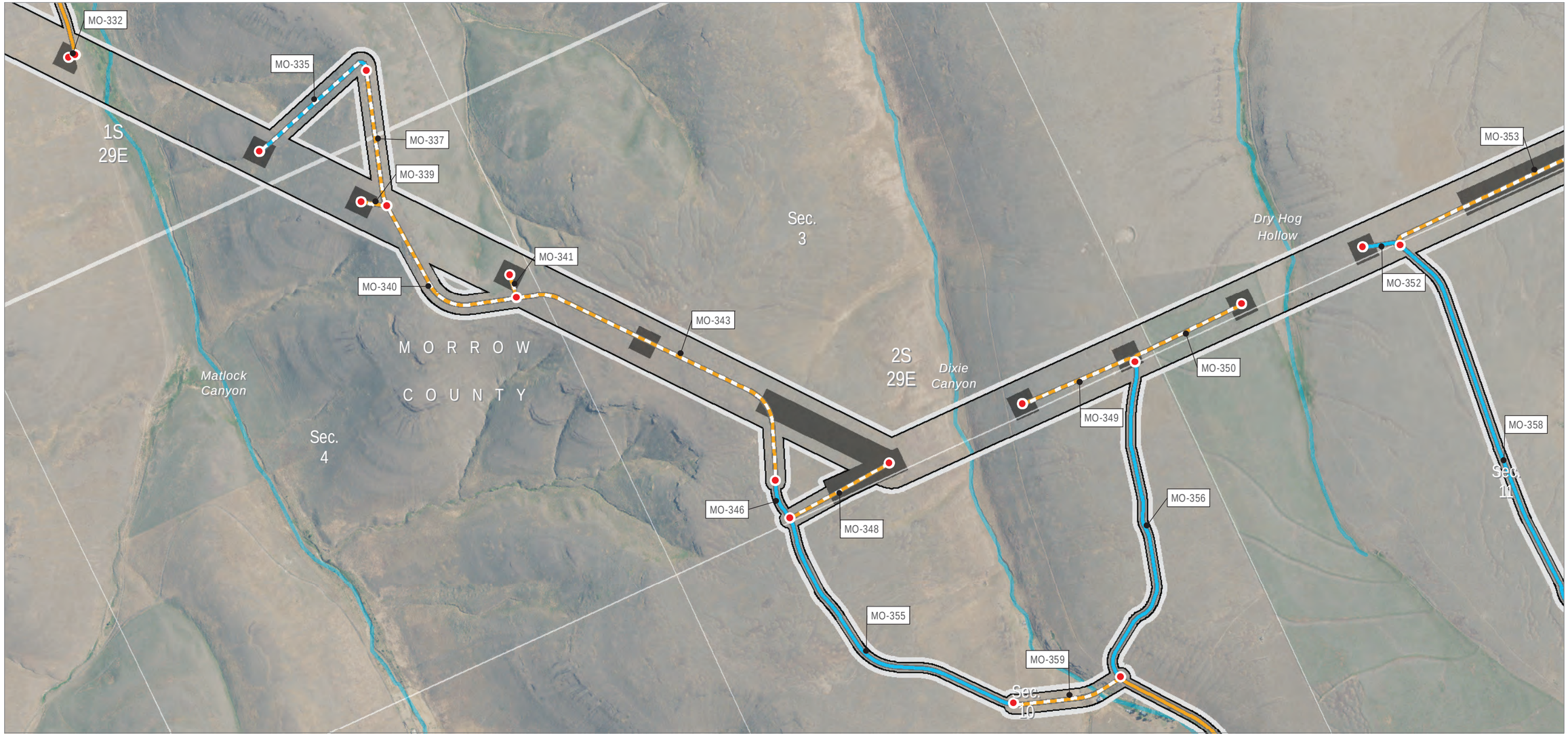
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Map 20



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

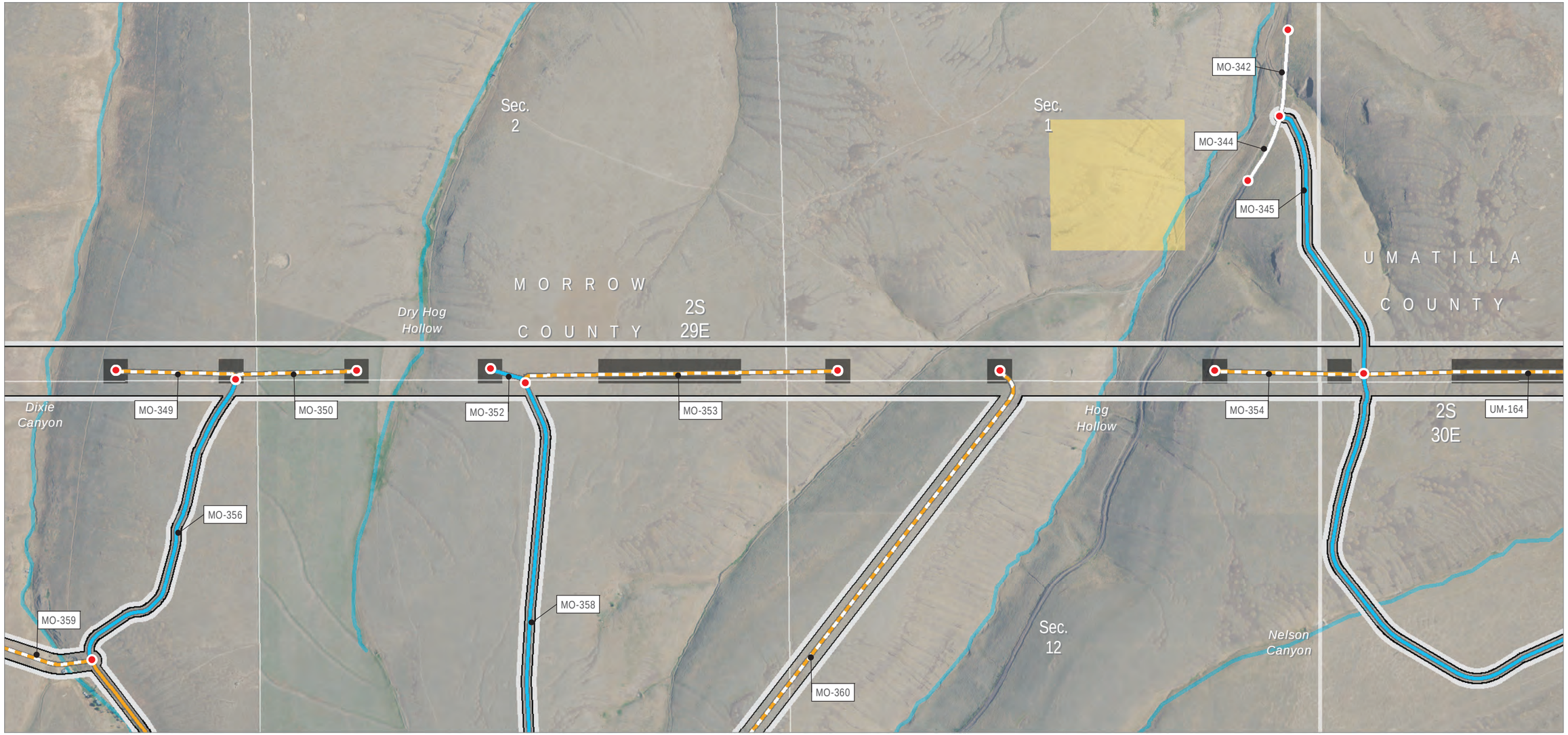
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An IDACORP Company

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Morrow County

Map 21



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

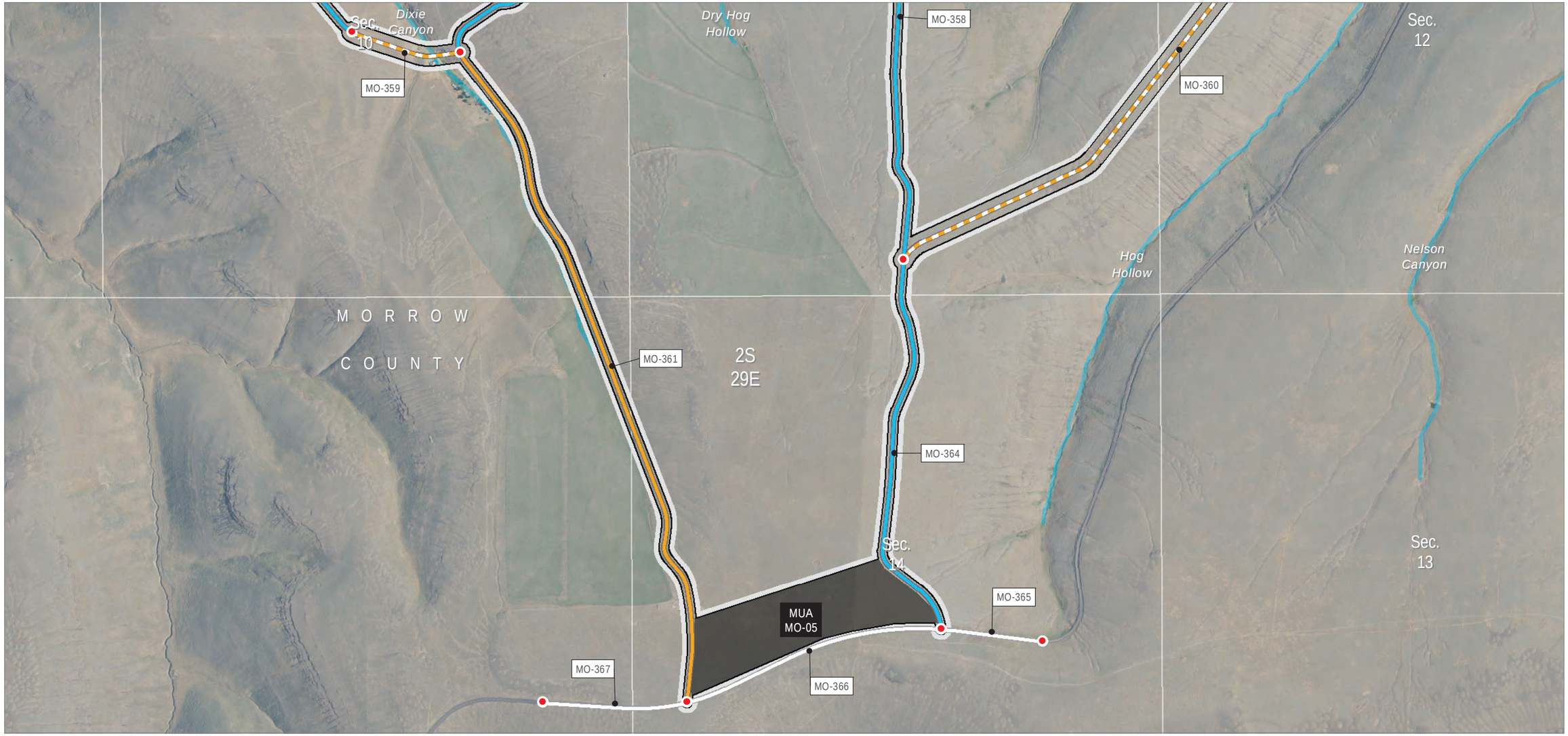
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Map 22



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

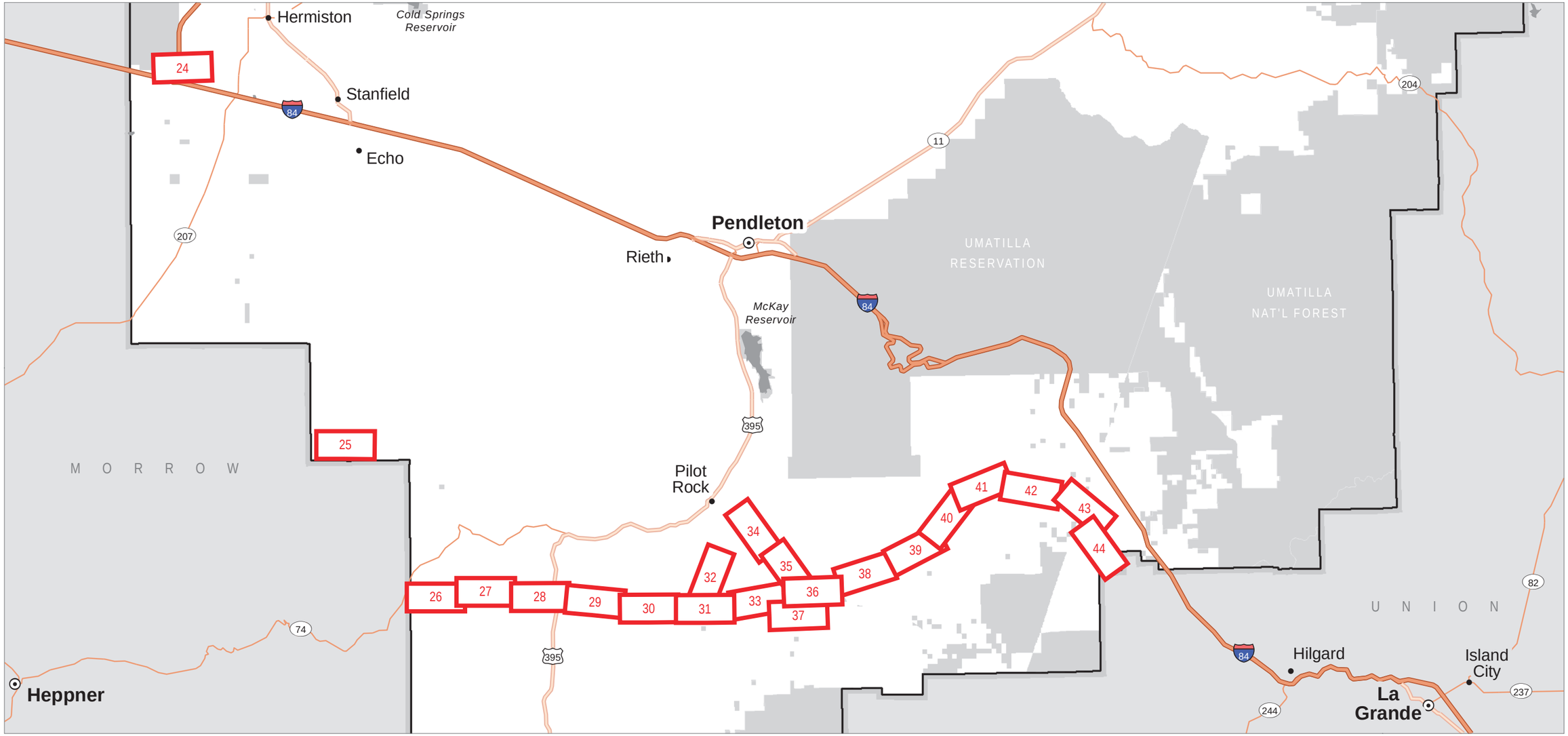
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Morrow County

Map 23



Source(s): BLM, IPC, Esri

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0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements

Land Status
- Bureau of Land Management
- Military Reservation or Corps of Engineers
- Private

Other Features
- Stream/River/Canal

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Map 24



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements

Land Status
- Private

Other Features
- Stream/River/Canal

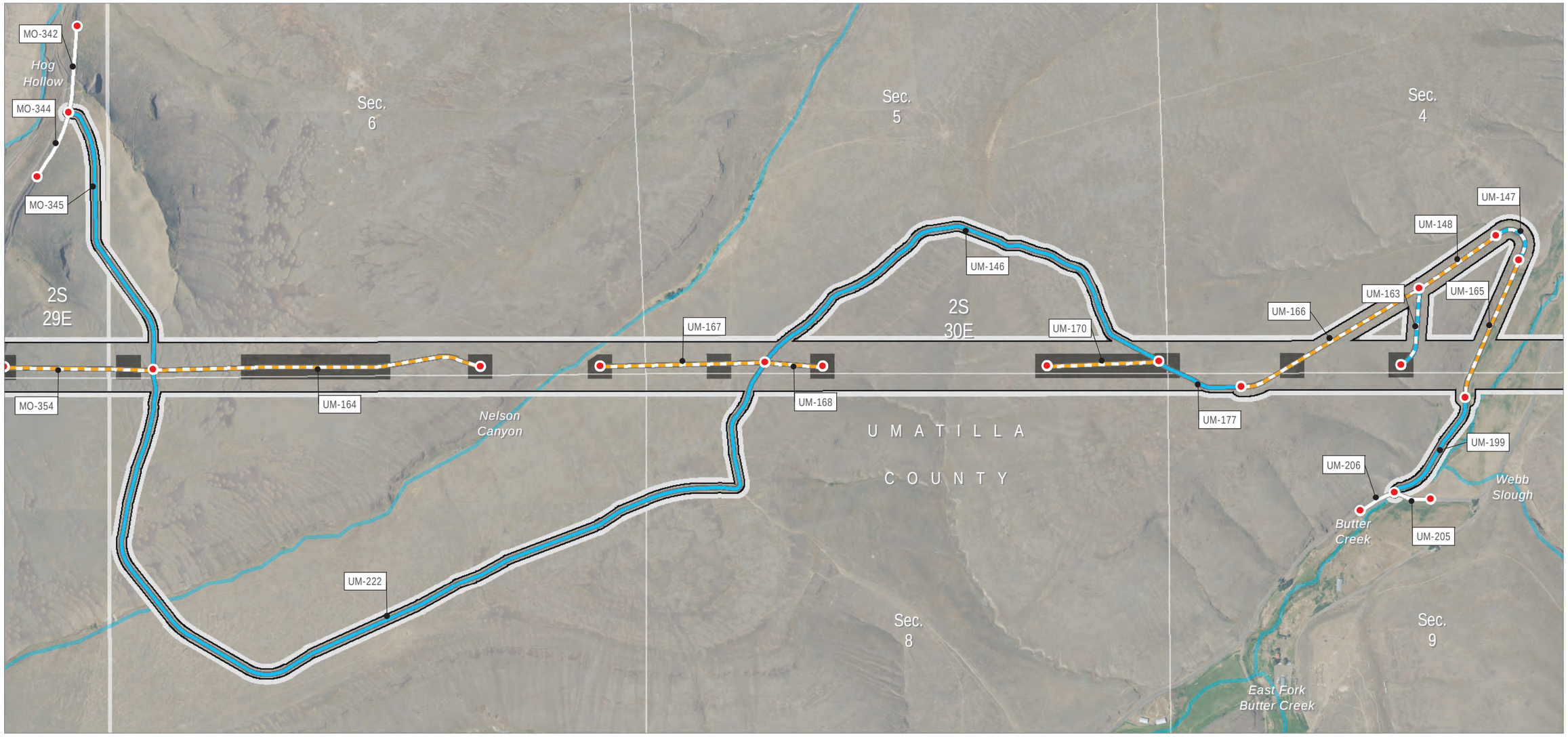
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Umatilla County

Map 25



Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

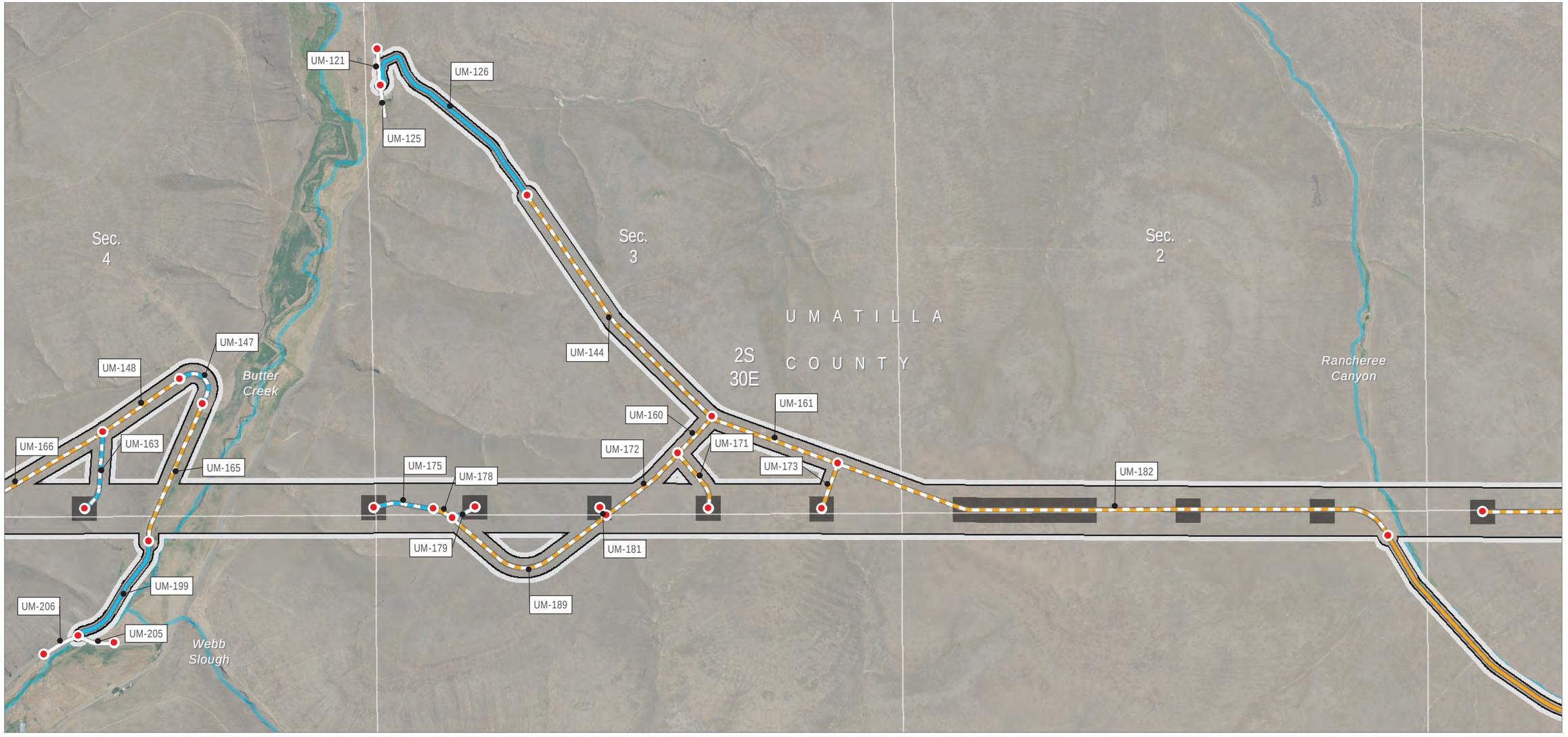
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Umatilla County

Map 26



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

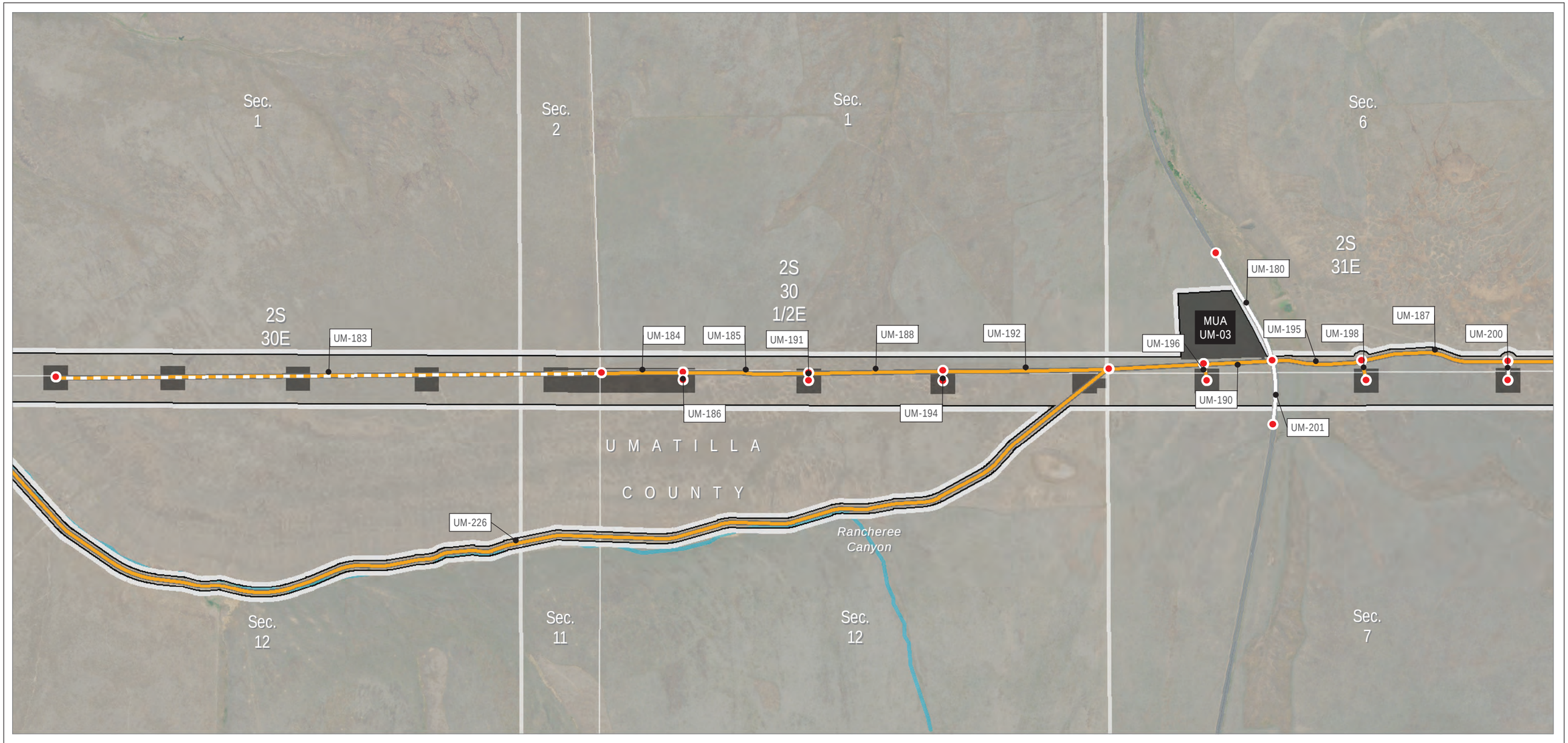
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Umatilla County

Map 27



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
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- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

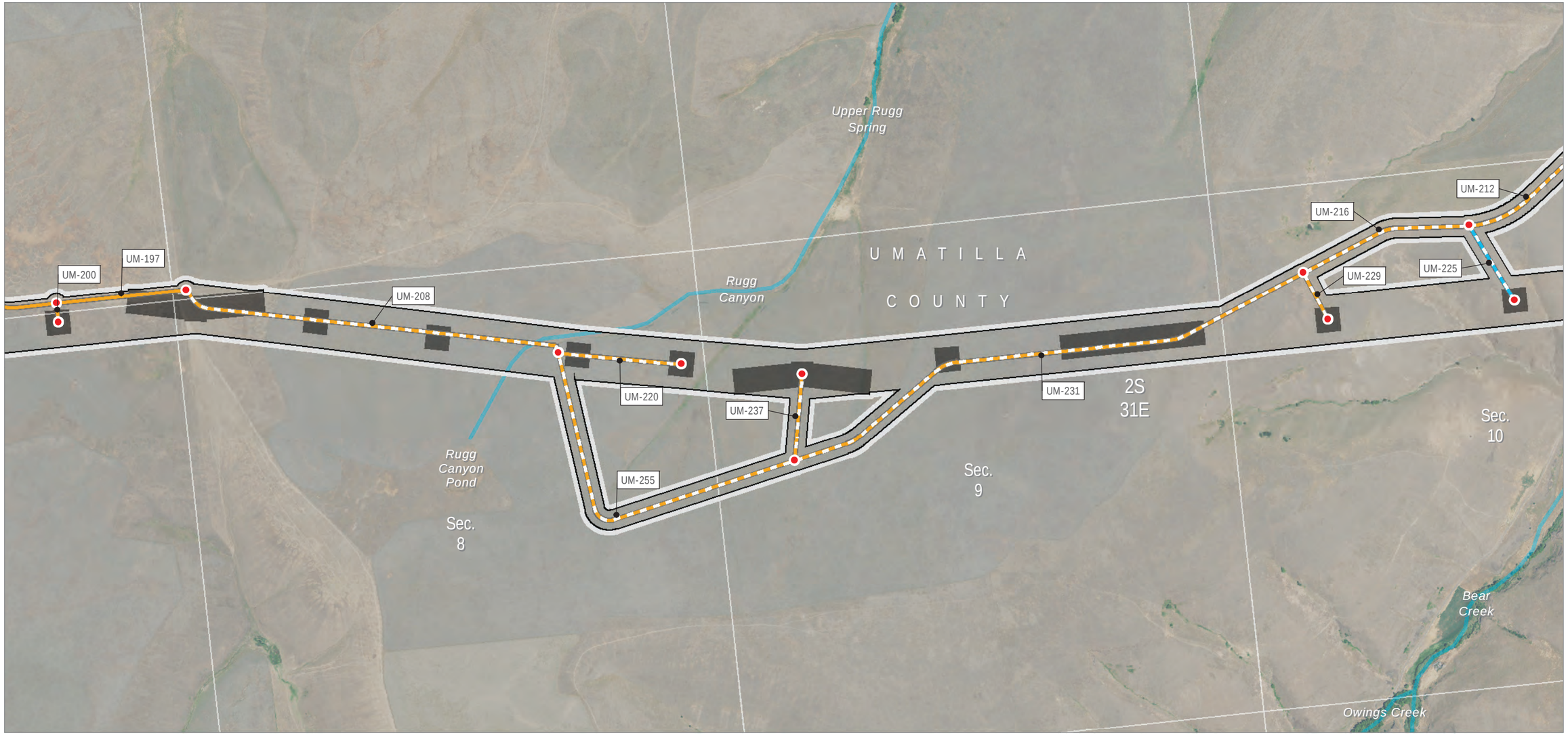
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Map 28



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Private

Other Features
- Stream/River/Canal

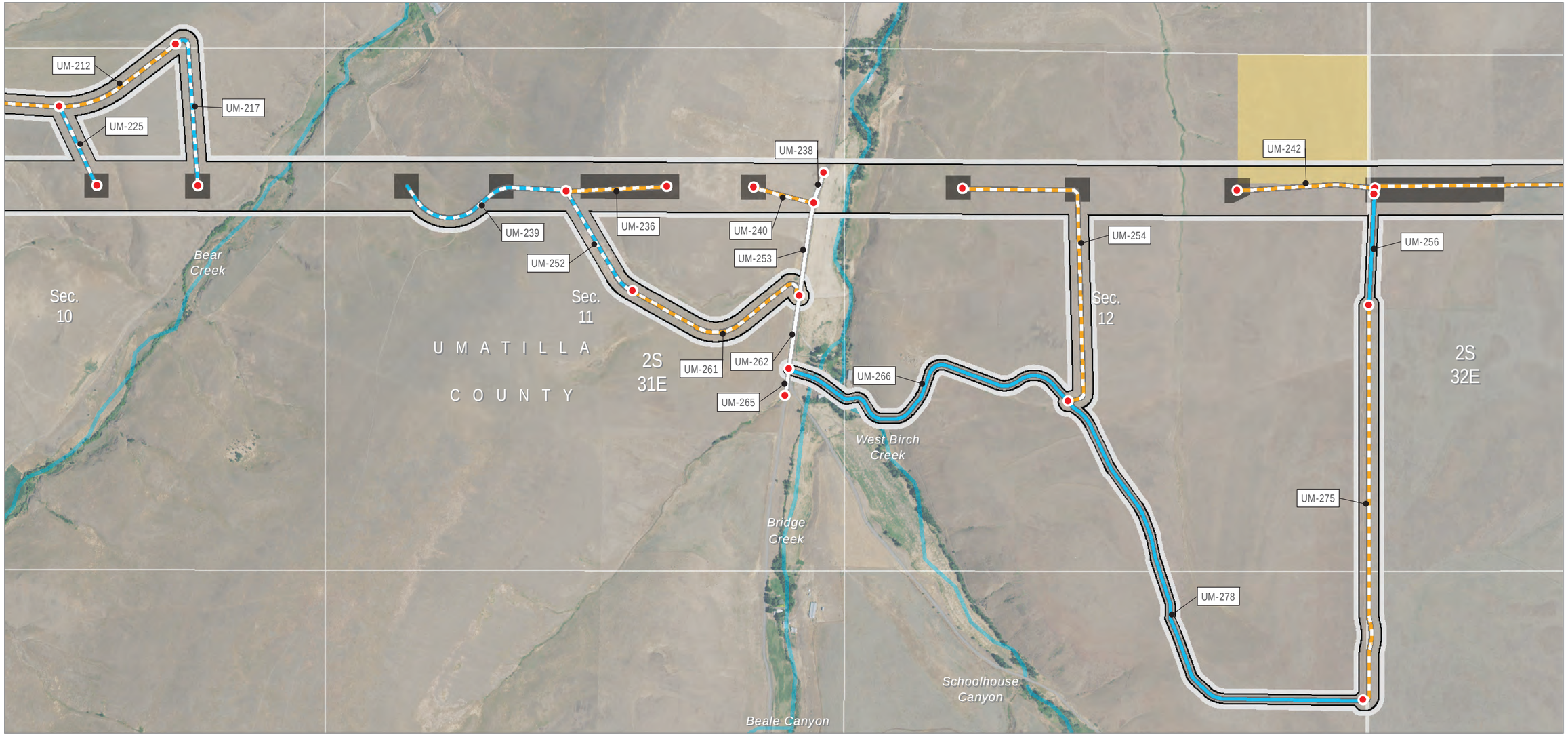
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Map 29



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

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Map 30



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

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Application for Site Certificate

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Map 31



0 1,000 Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Land Status
- Private

Other Features
- Stream/River/Canal

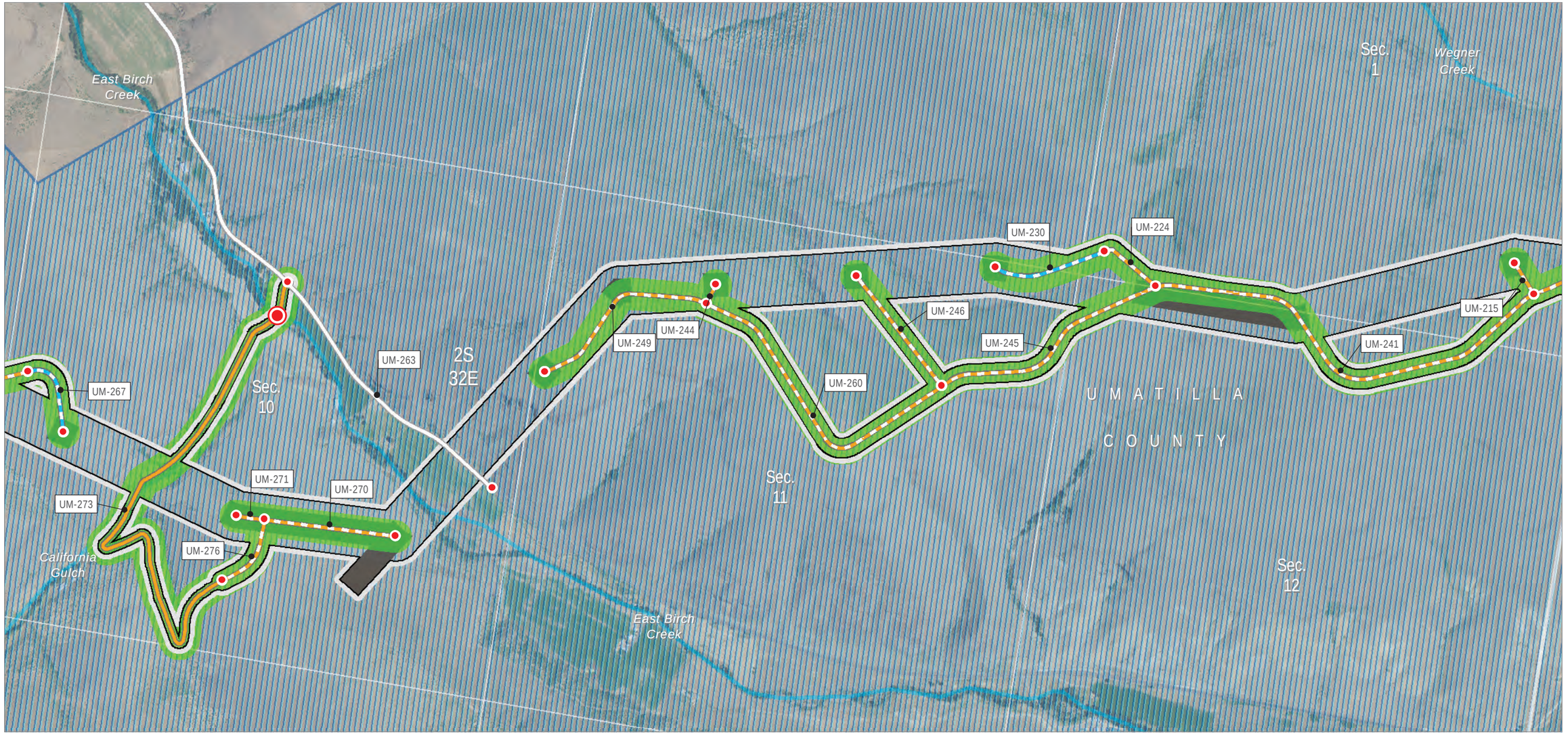
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Map 32



Map Area



0 1,000
Feet

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
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Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

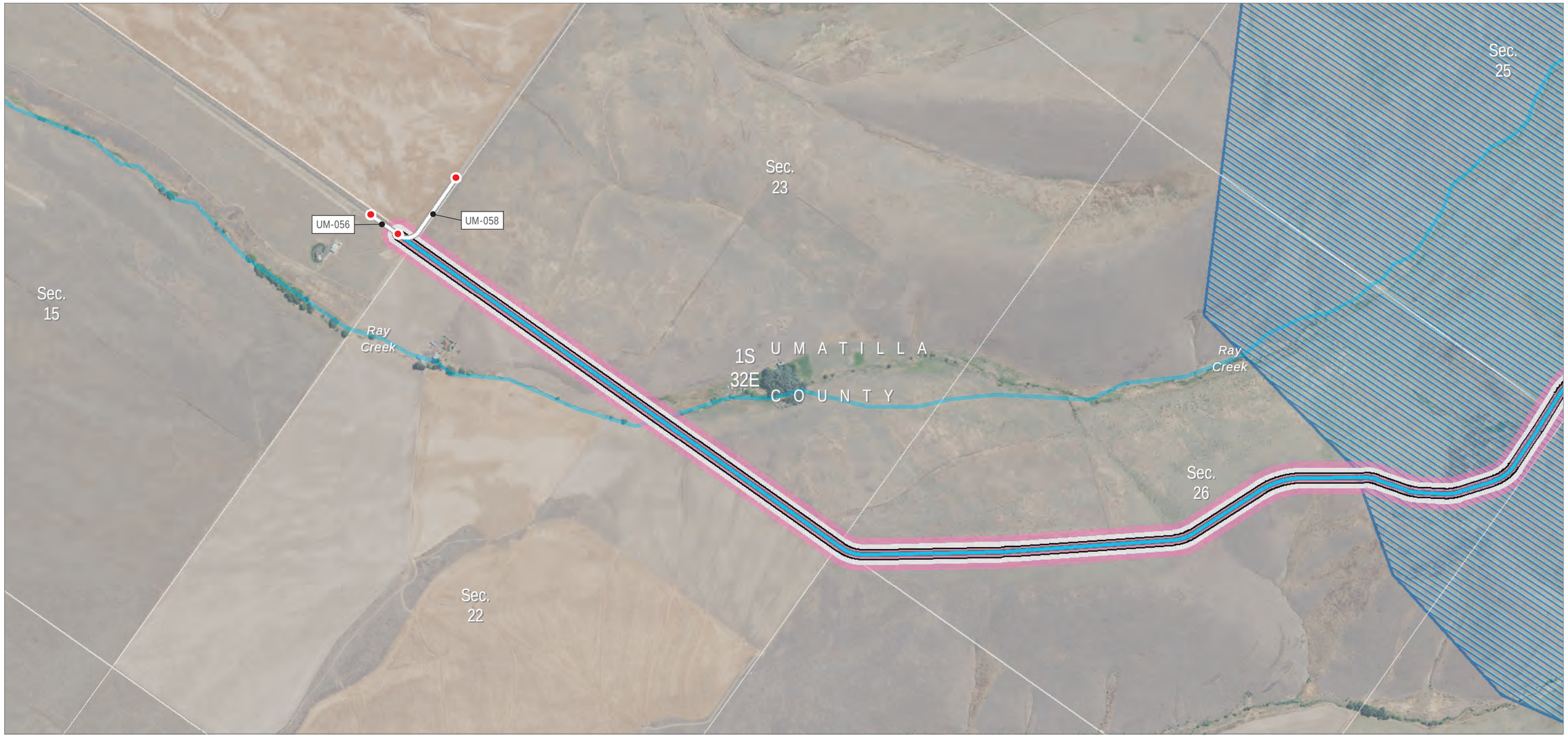
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Map 33



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements

Access Road Indirect Impacts
- Included in Calculations

Wildlife_Habitat
Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

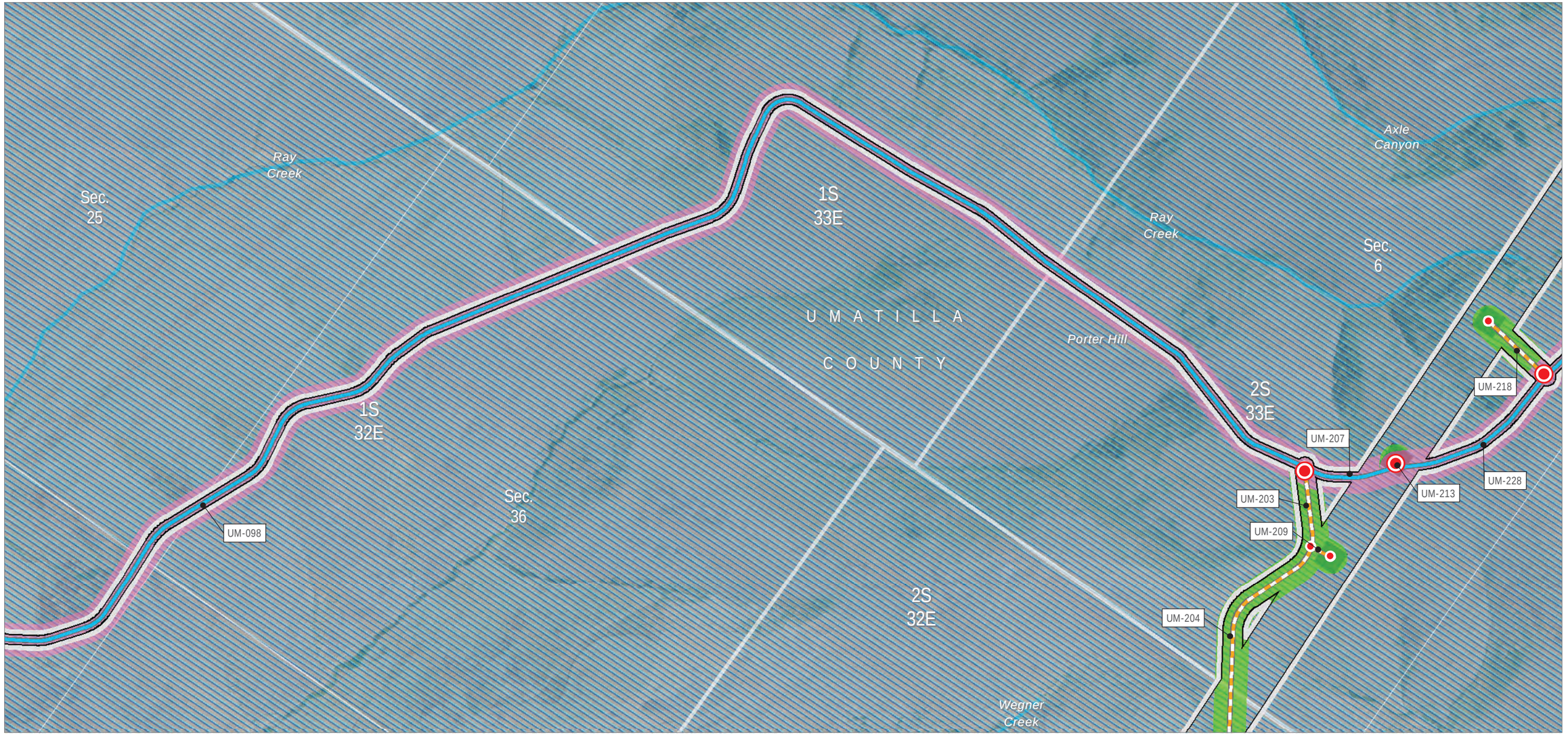
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Map 34



0 1,000
Feet

Map Area

OREGON

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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Access
- Access Nodes
- Access Control
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife Habitat

Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

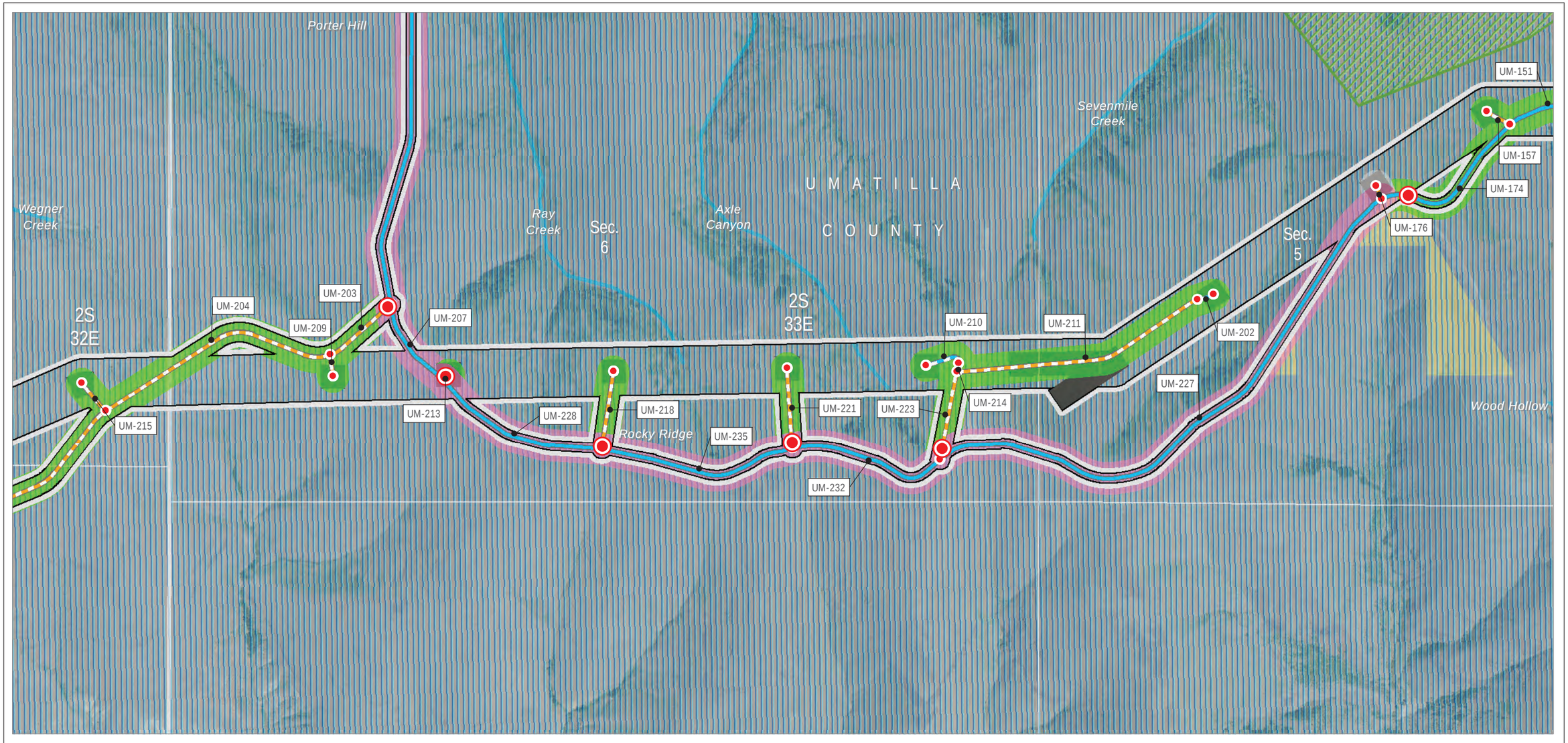
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Map 35



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Access
- Access Nodes
- Access Control
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

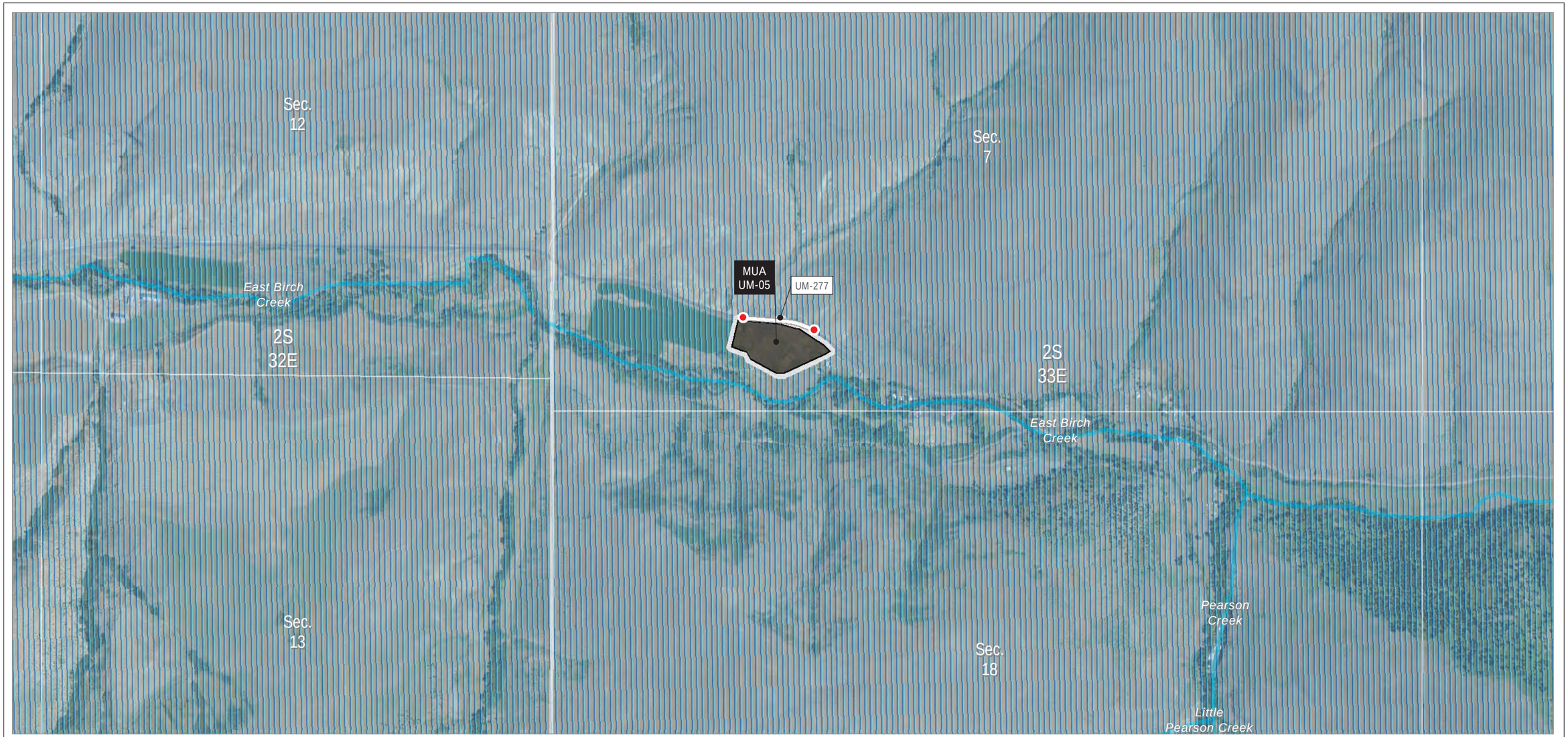
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Map 36



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
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- Existing Road, No Substantial Modification, 0-20% Improvements

Wildlife_Habitat

Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

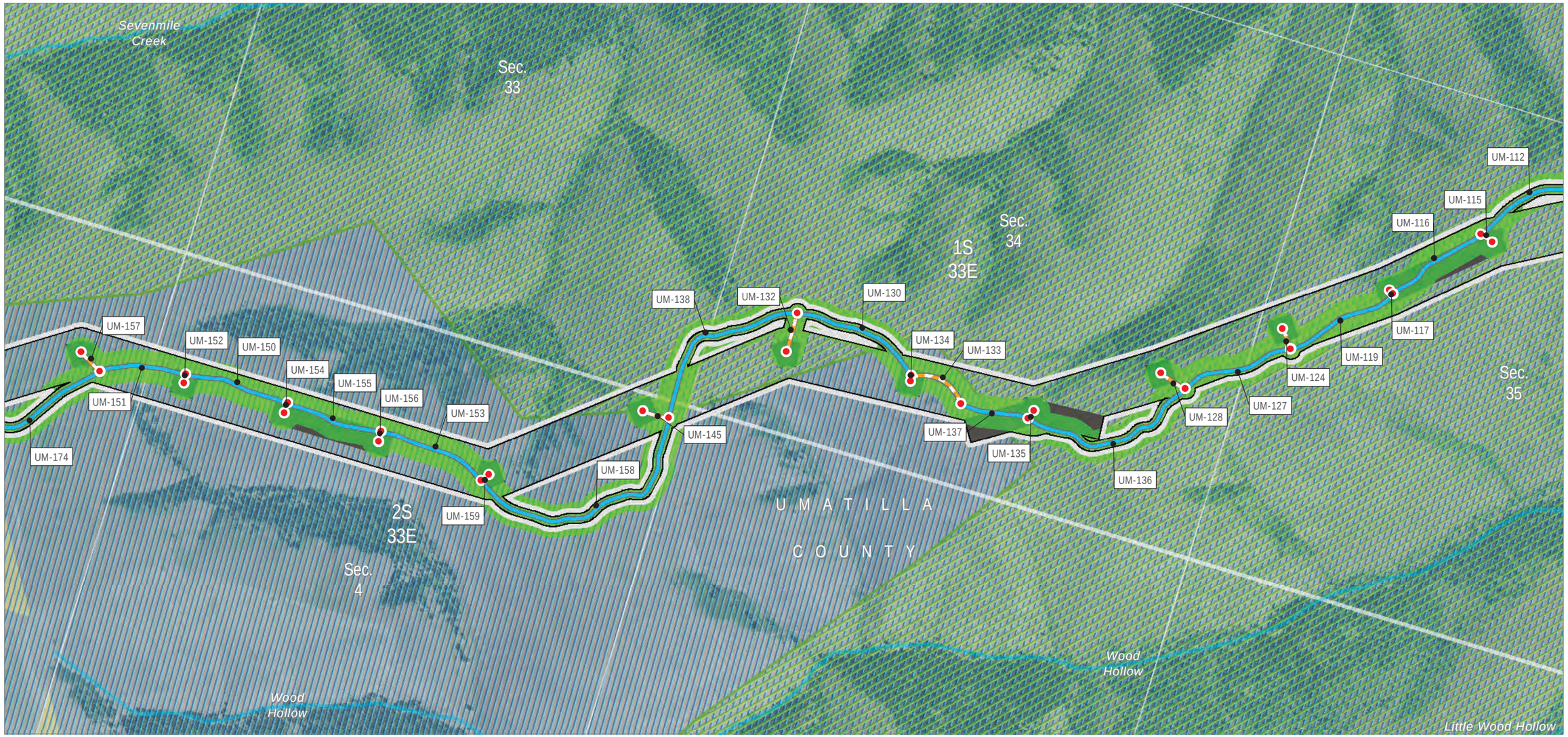
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Map 37



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

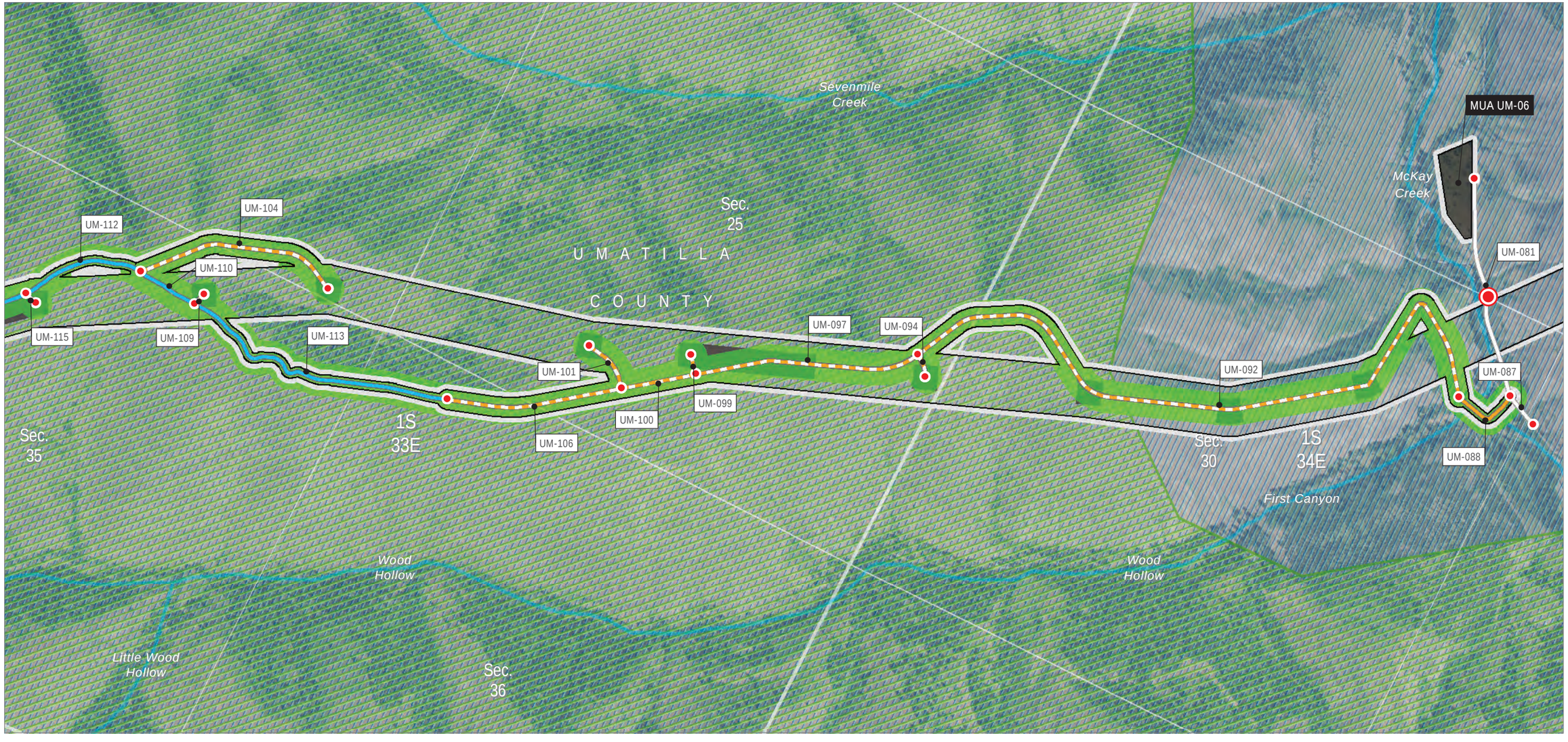
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Umatilla County

Map 38



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

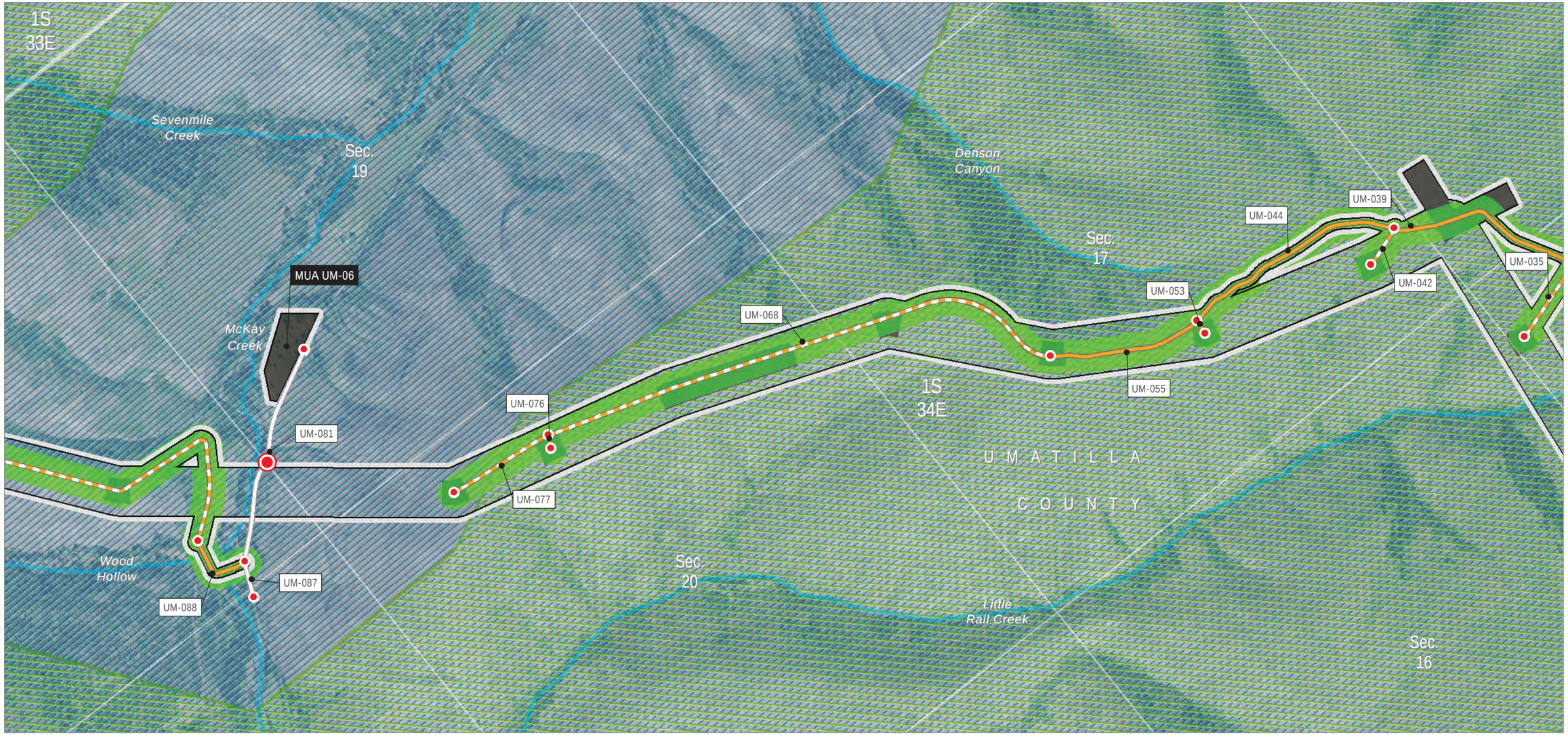
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Umatilla County

Map 39



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

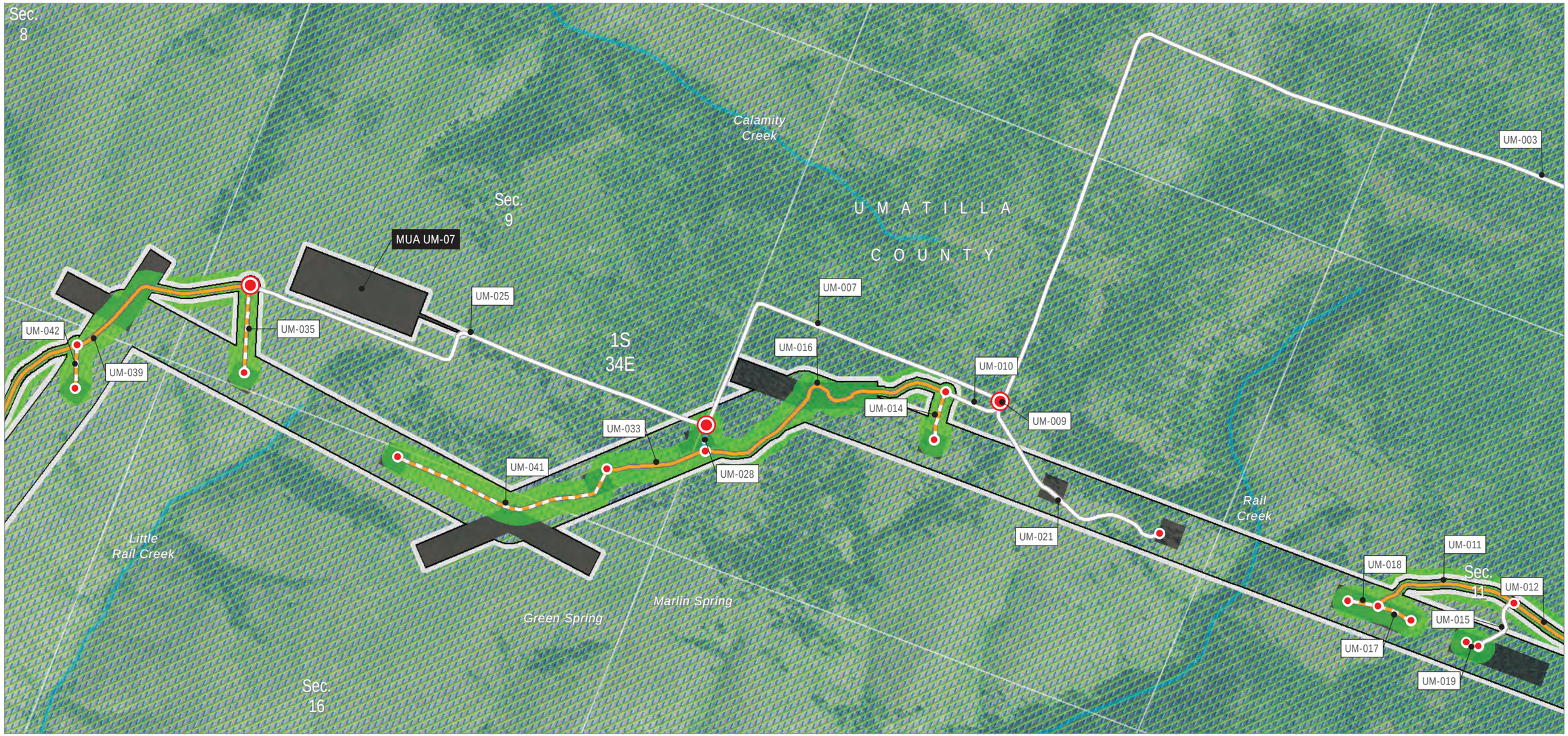
Boardman to Hemingway Transmission Line Project
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IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Umatilla County

Map 40



0 1,000
Feet

O R E G O N

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

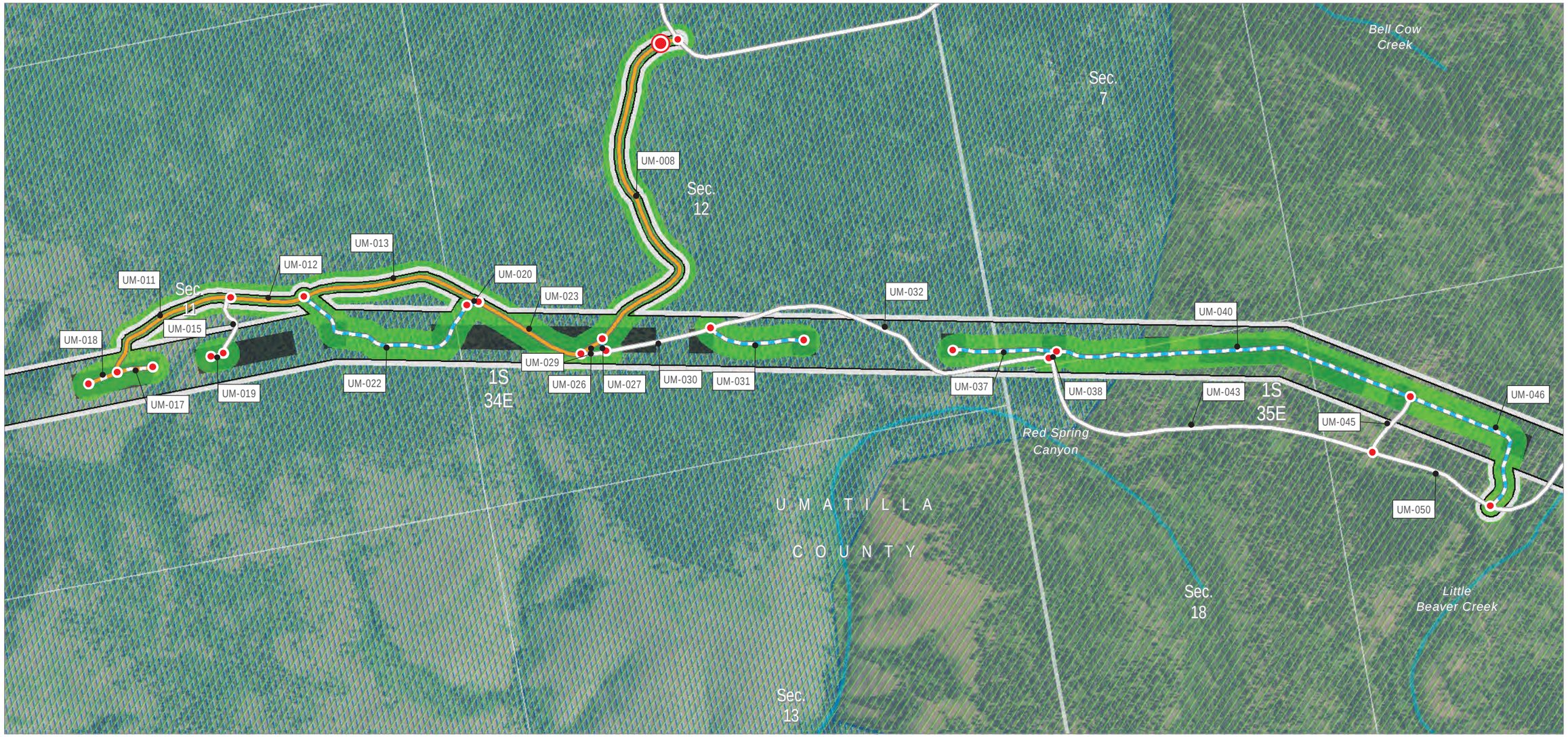
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Umatilla County

Map 41



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

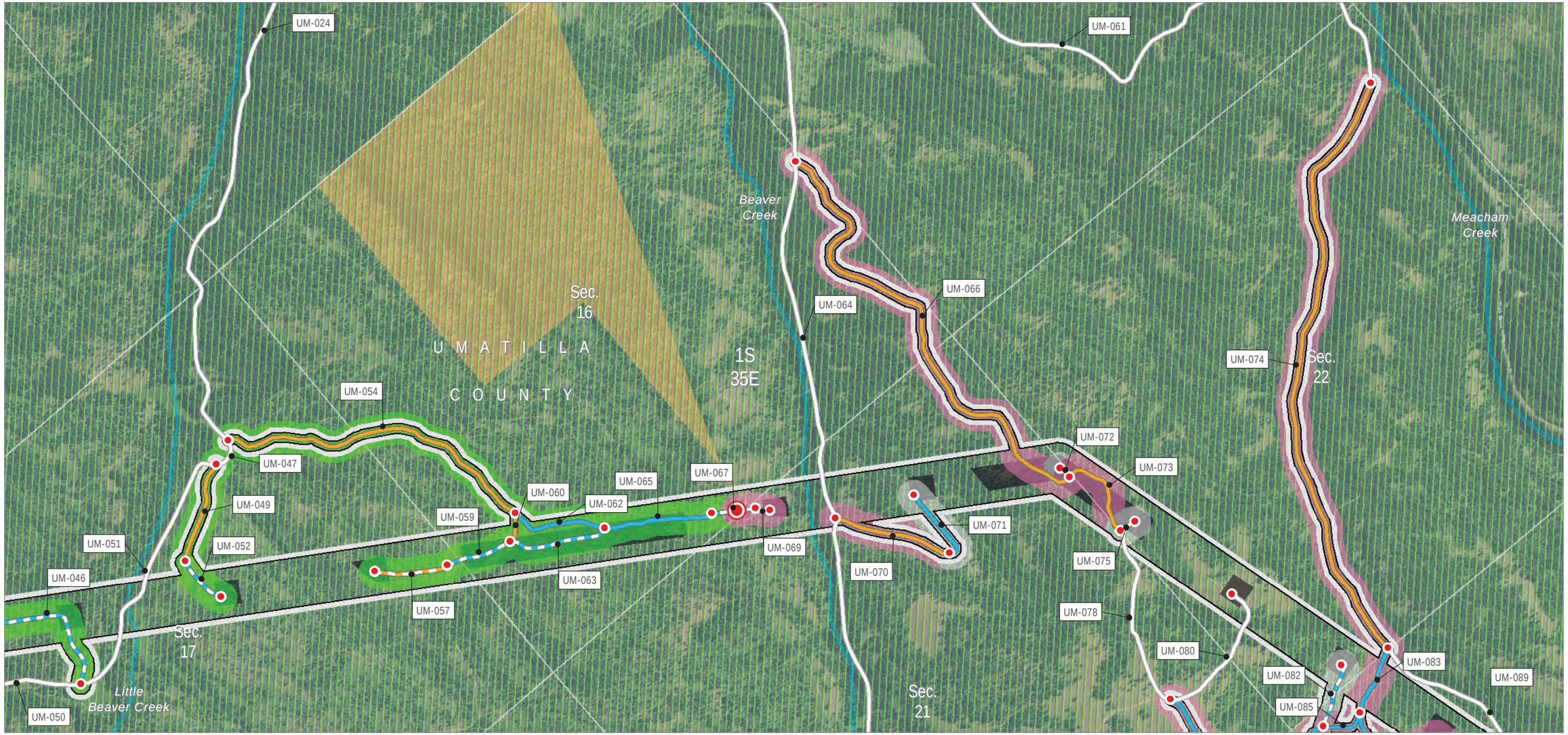
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Road Classification Guide and Access Control Plan

Umatilla County

Map 42



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control

- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat
Elk
- Summer Range

Land Status
- Indian Reservation
- Private

Other Features
- Stream/River/Canal

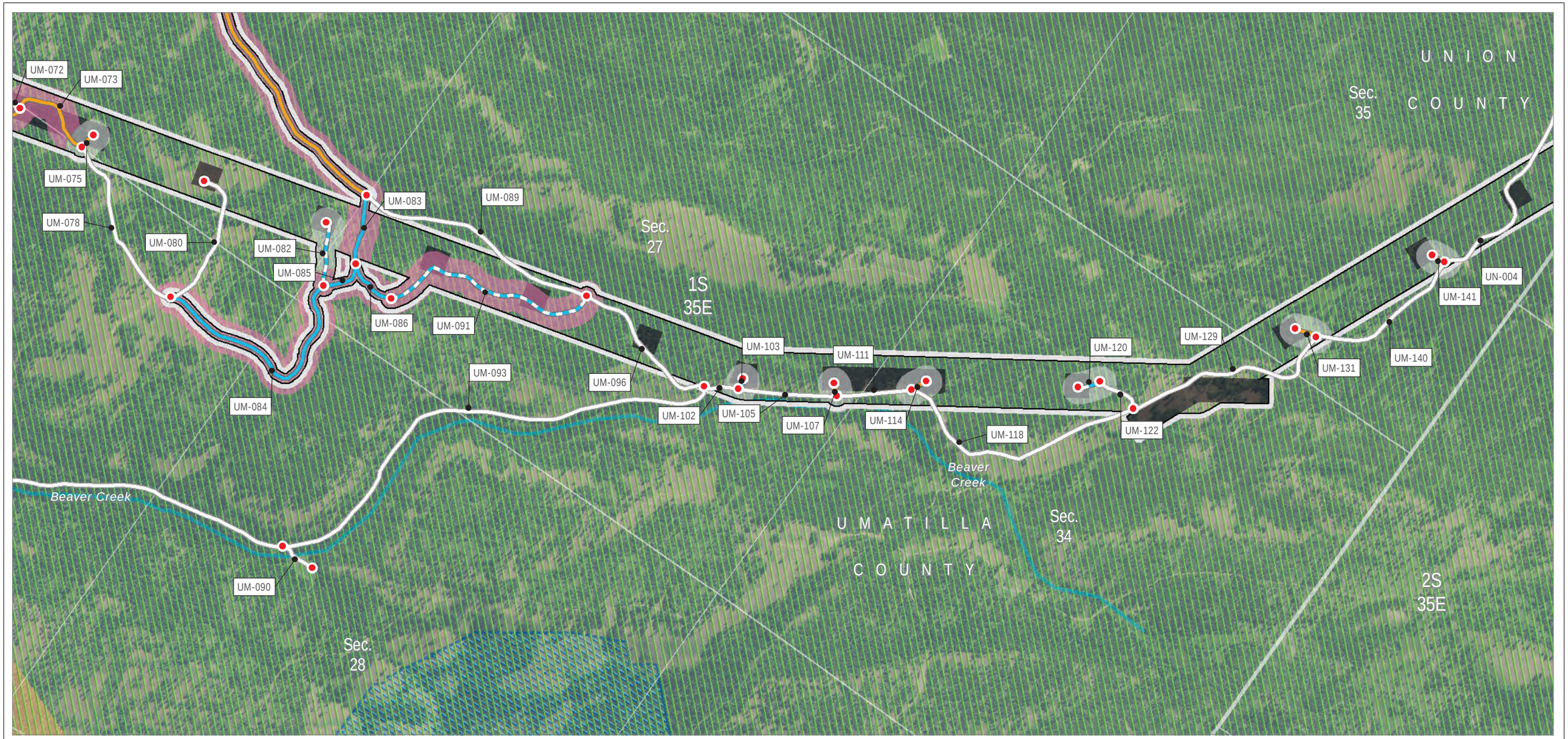
Boardman to Hemingway Transmission Line Project
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Umatilla County

Map 43



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Indian Reservation
- Private

Other Features
- Stream/River/Canal

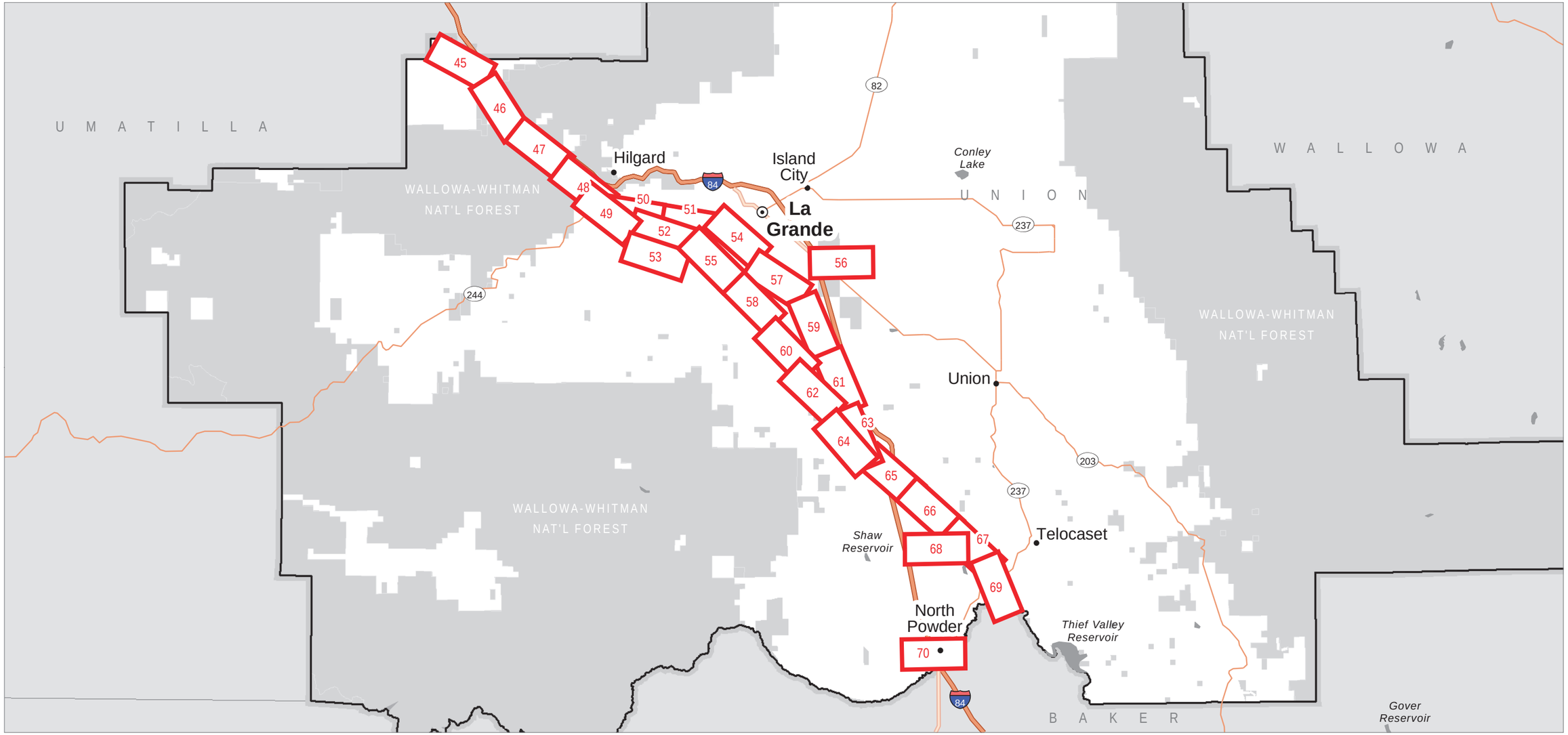
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Map 44



0 5
Miles

OREGON

Map Area

Source(s): BLM, IPC, Esri

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Map Index
Location Map (Map #)

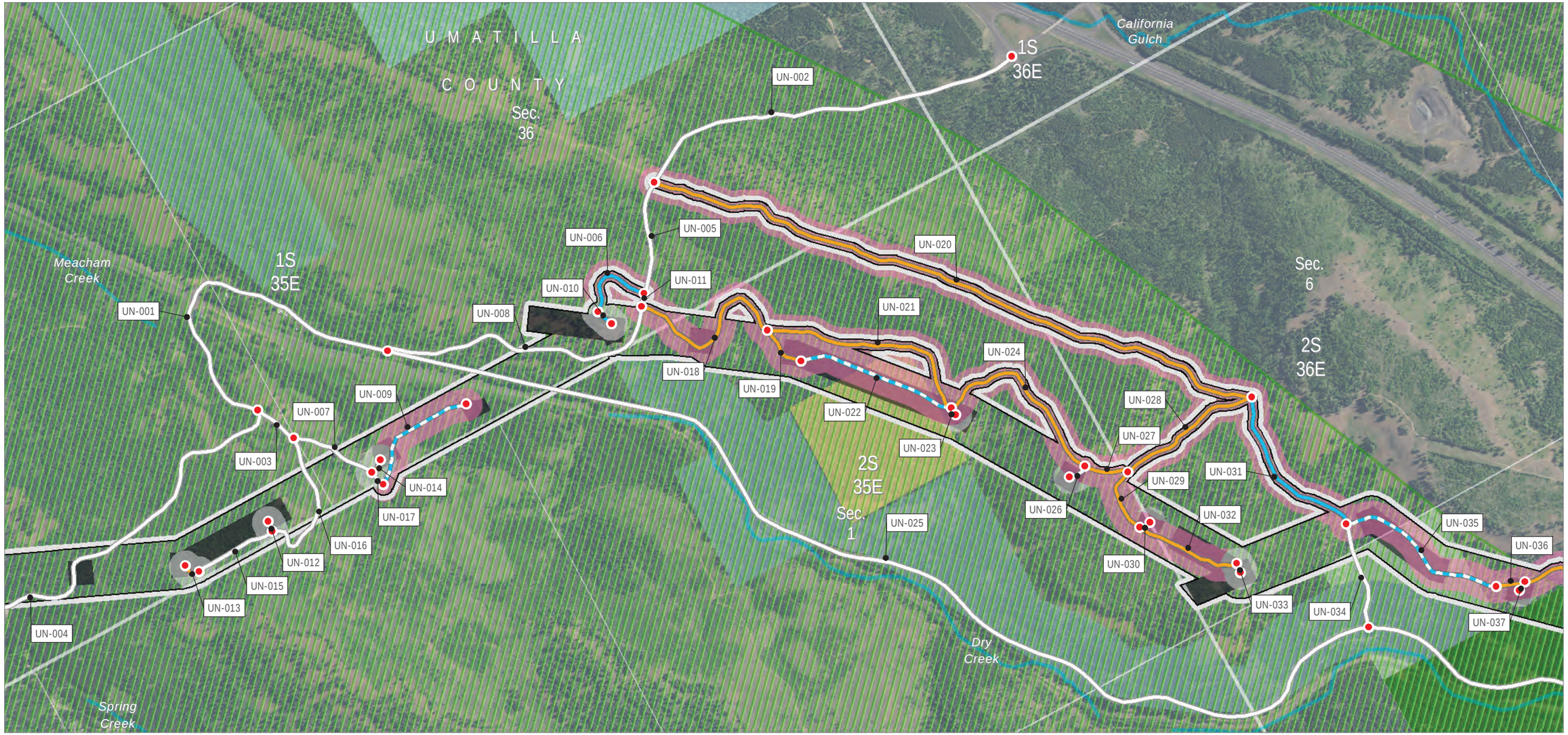
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Map Index



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range

Land Status
- Bureau of Land Management
- Forest Service
- Private
- State or Local
- State or Local Parks and Recreation or Wildlife

Designated Utility Corridors
- Wallowa-Whitman NF Utility Corridor (MA-17)

Other Features
- Stream/River/Canal

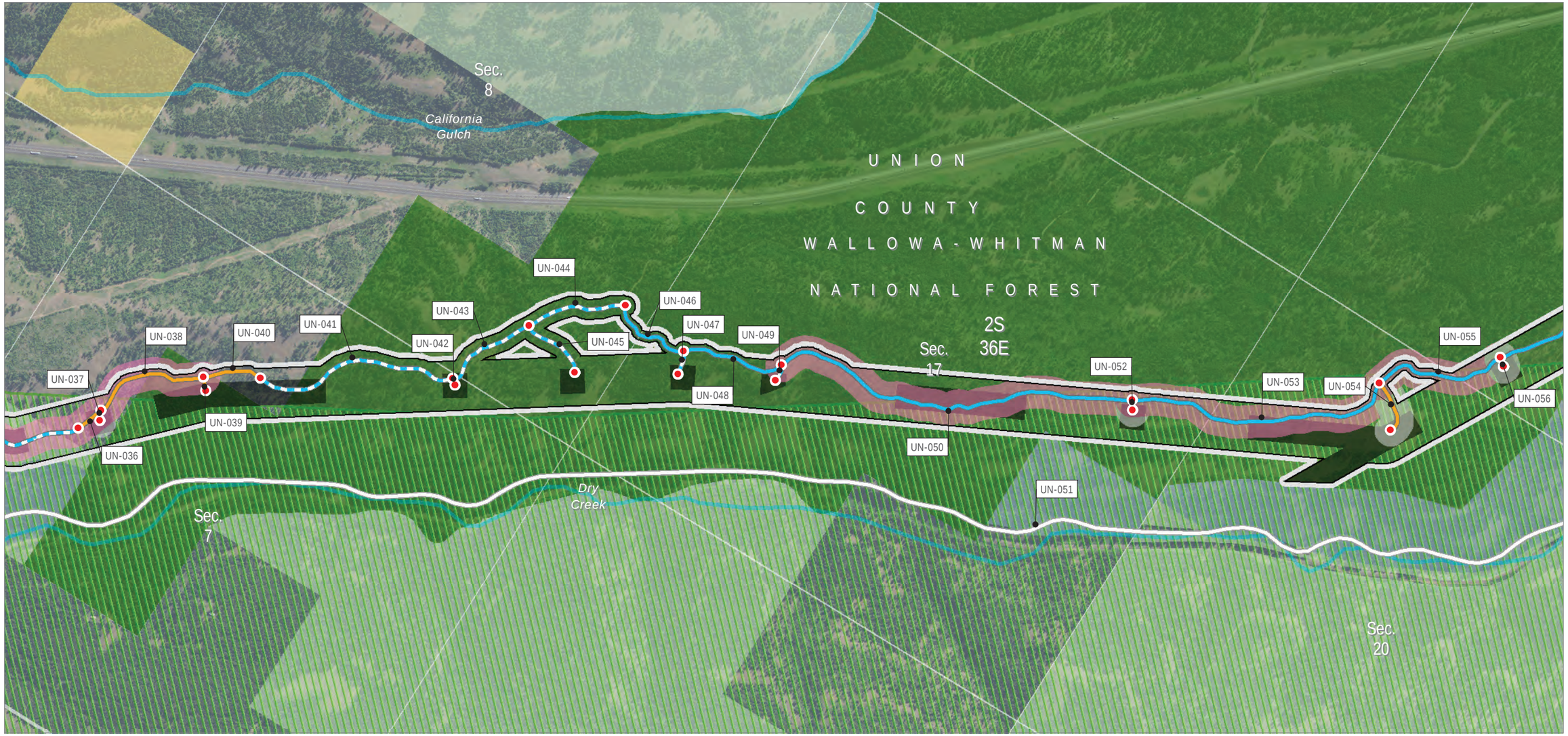
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

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Union County

Map 45



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Not Included

Wildlife_Habitat
Elk
- Summer Range

Land Status
- Bureau of Land Management
- Forest Service
- Private
- State or Local Parks and Recreation or Wildlife

Designated Utility Corridors
- Wallowa-Whitman NF Utility Corridor (MA-17)

Other Features
- Stream/River/Canal

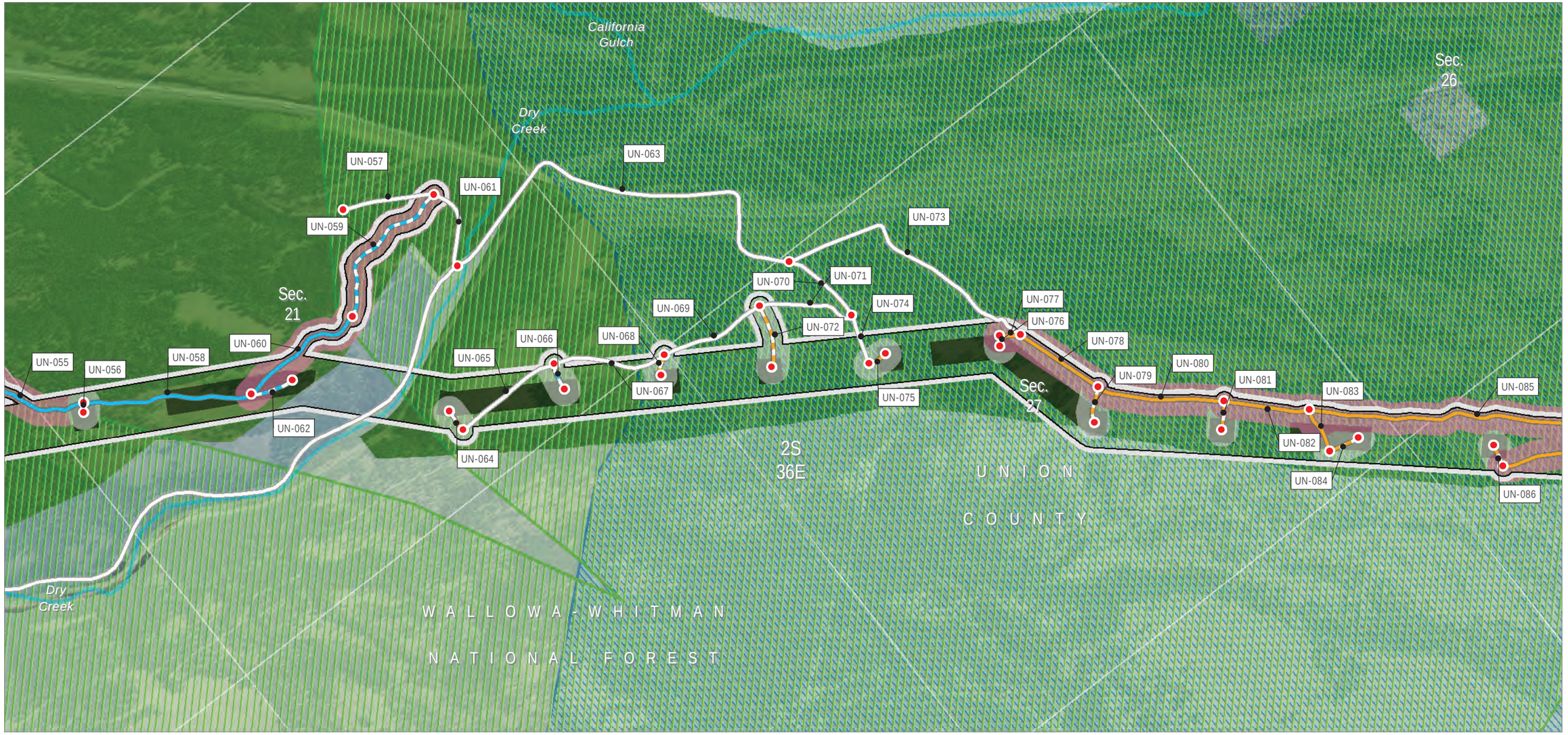
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Map 46



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Forest Service
- Private
- State or Local Parks and Recreation or Wildlife

Designated Utility Corridors
- Wallowa-Whitman NF Utility Corridor (MA-17)

Other Features
- Stream/River/Canal

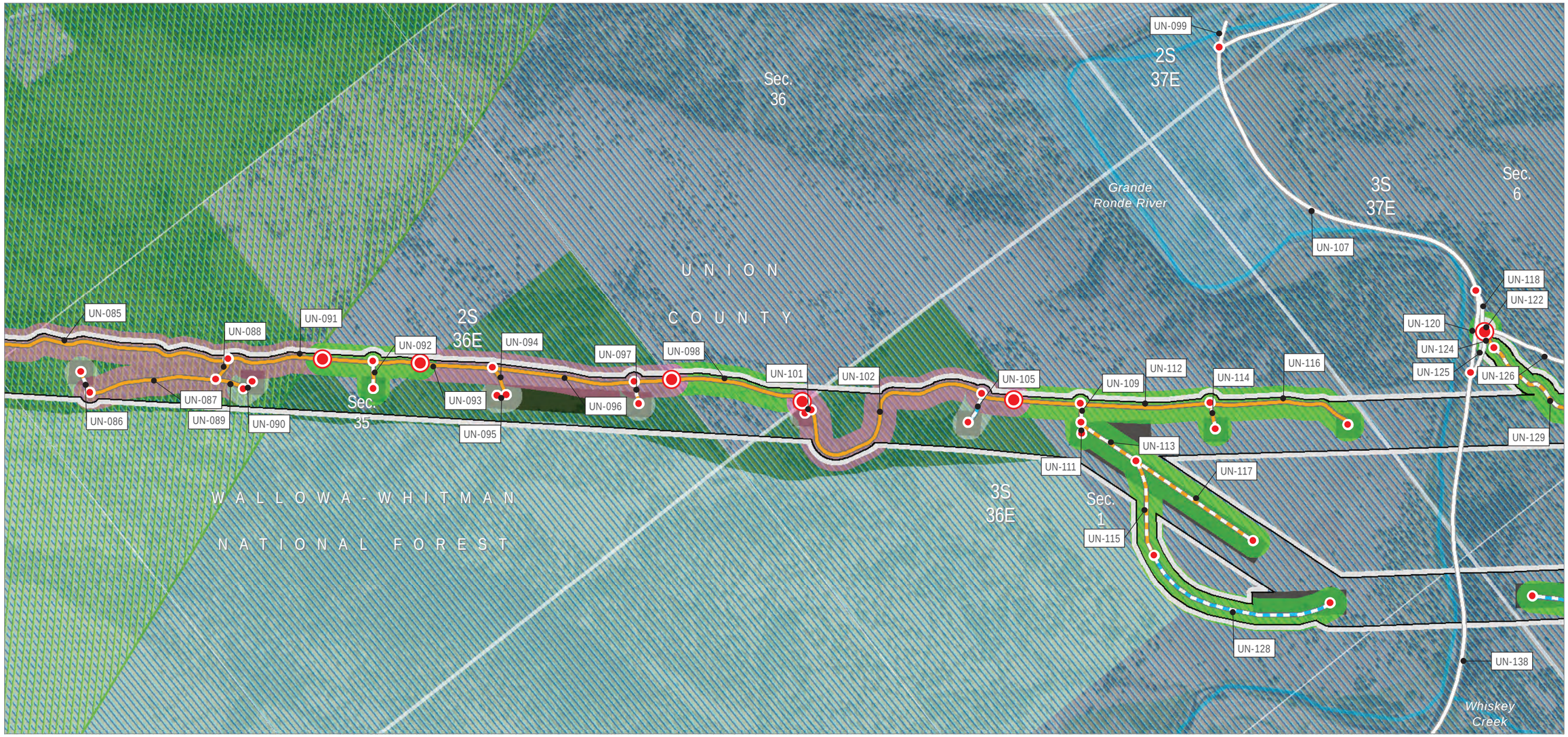
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Application for Site Certificate

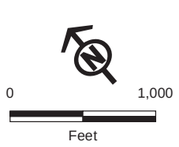
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Union County

Map 47







Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Forest Service
- Private
- State or Local Parks and Recreation or Wildlife

Designated Utility Corridors
- Wallowa-Whitman NF Utility Corridor (MA-17)

Other Features
- Stream/River/Canal

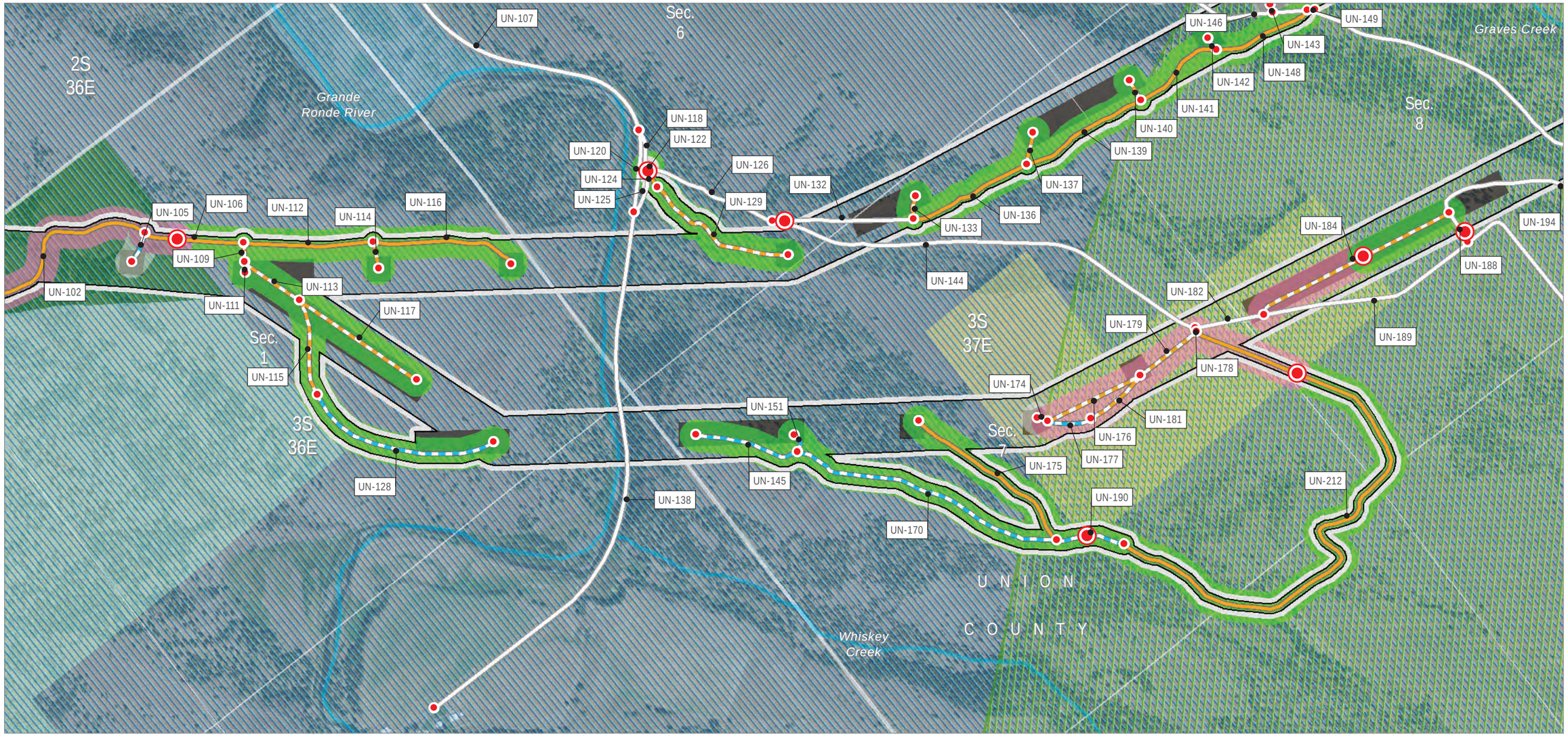
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Union County

Map 48



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Bureau of Land Management
- Forest Service
- Private
- State or Local Parks and Recreation or Wildlife

Designated Utility Corridors
- Wallowa-Whitman NF Utility Corridor (MA-17)

Other Features
- Stream/River/Canal

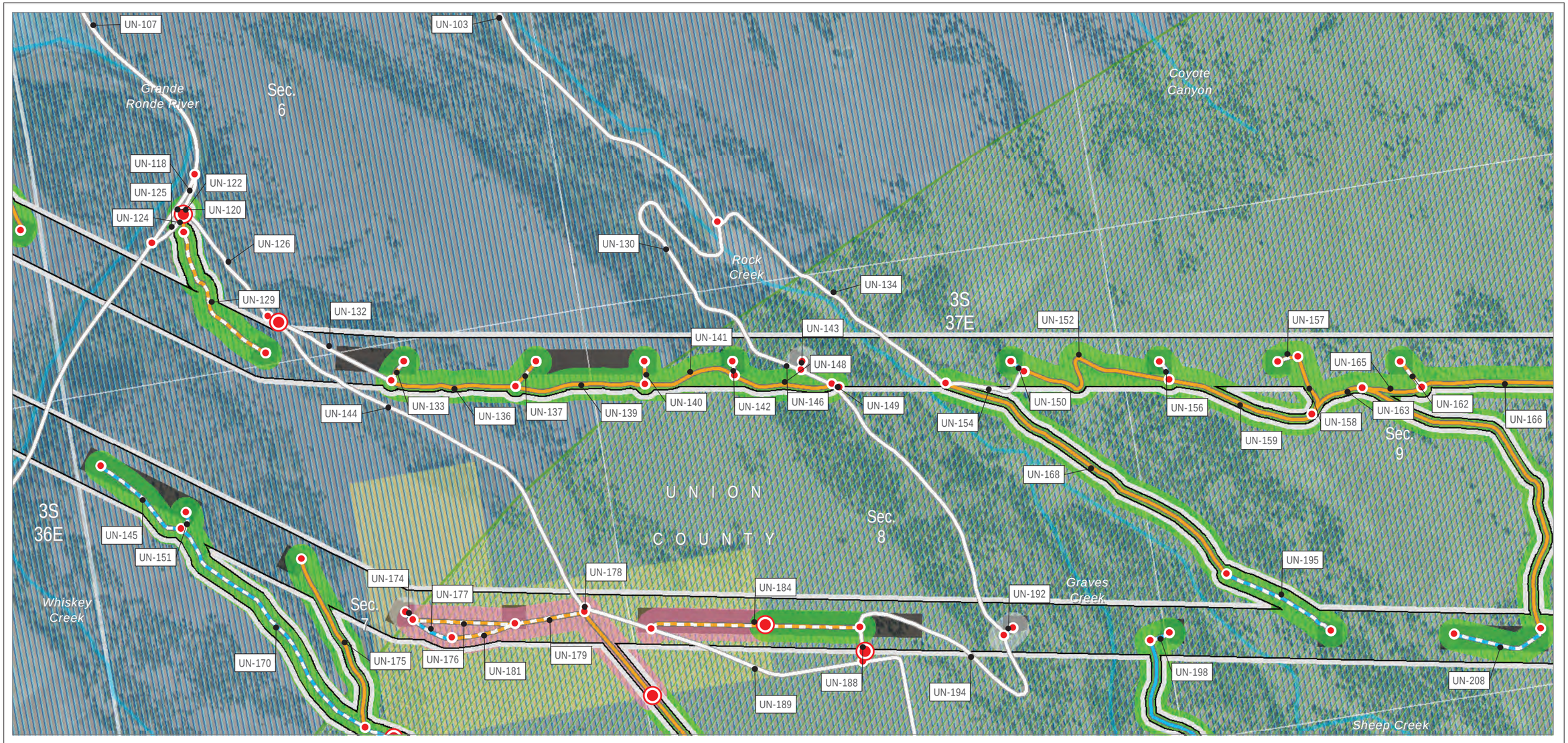
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Union County

Map 49



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control

- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Bureau of Land Management
- Private
- State or Local Parks and Recreation or Wildlife

Other Features
- Stream/River/Canal

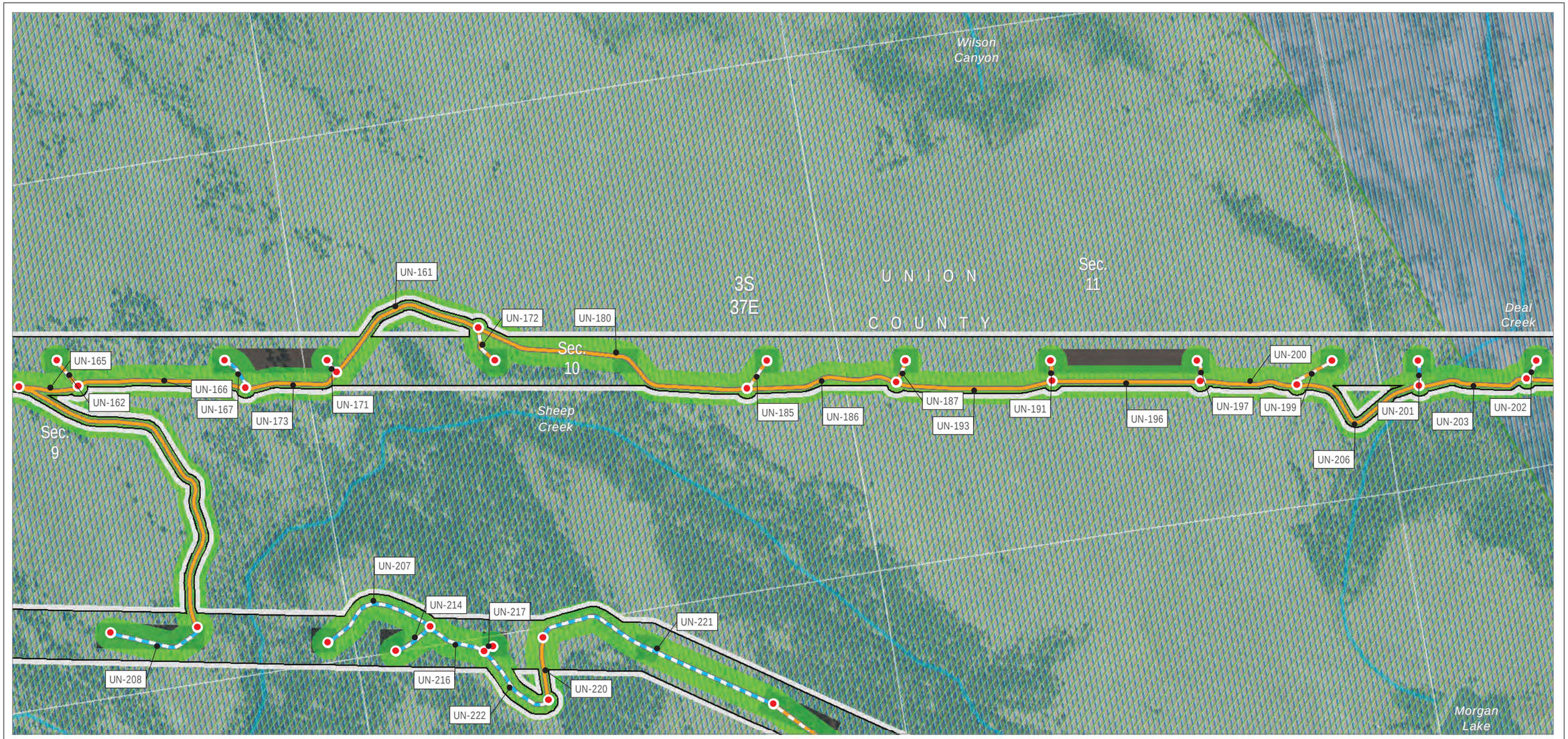
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Union County

Map 50



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

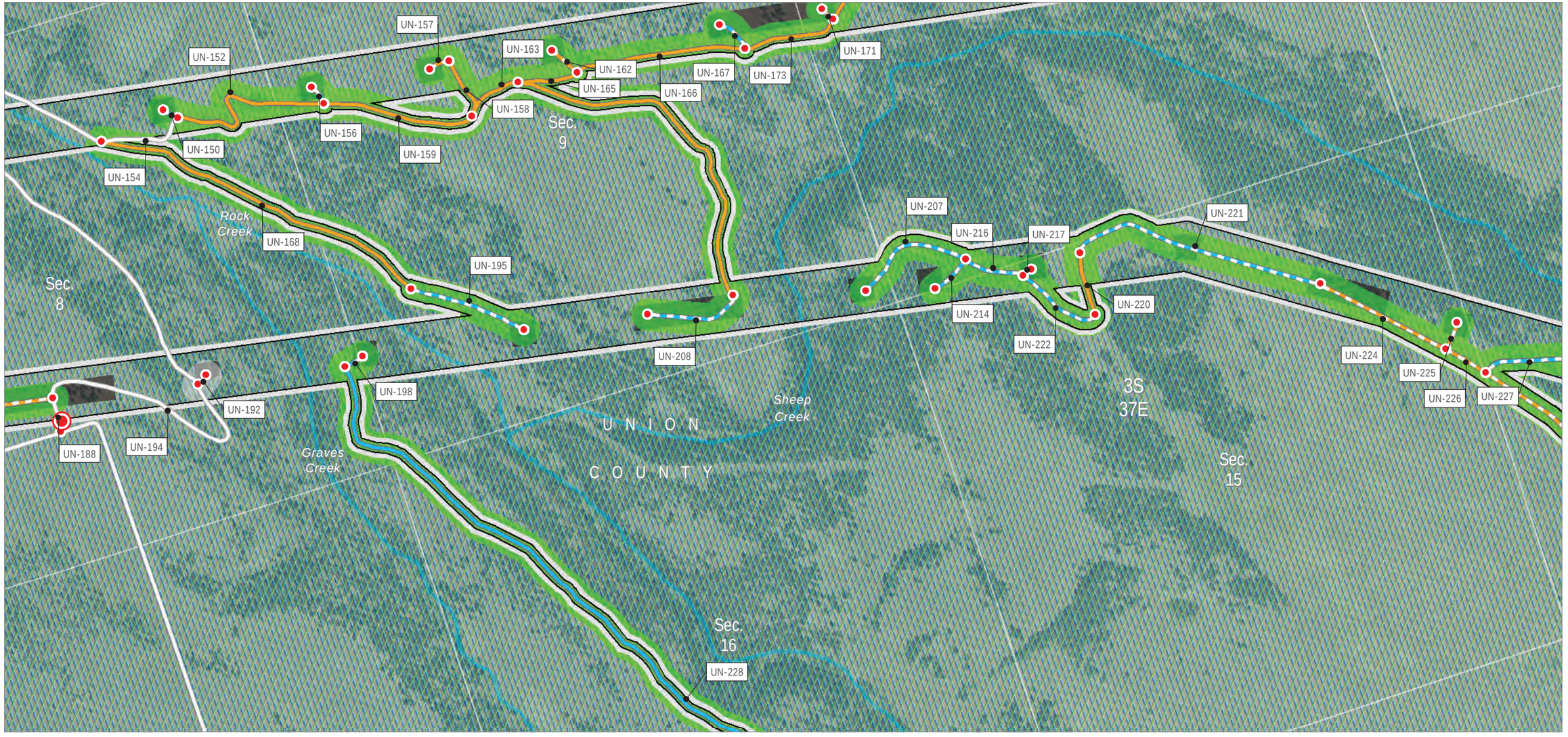
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Map 51



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

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Map 52



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

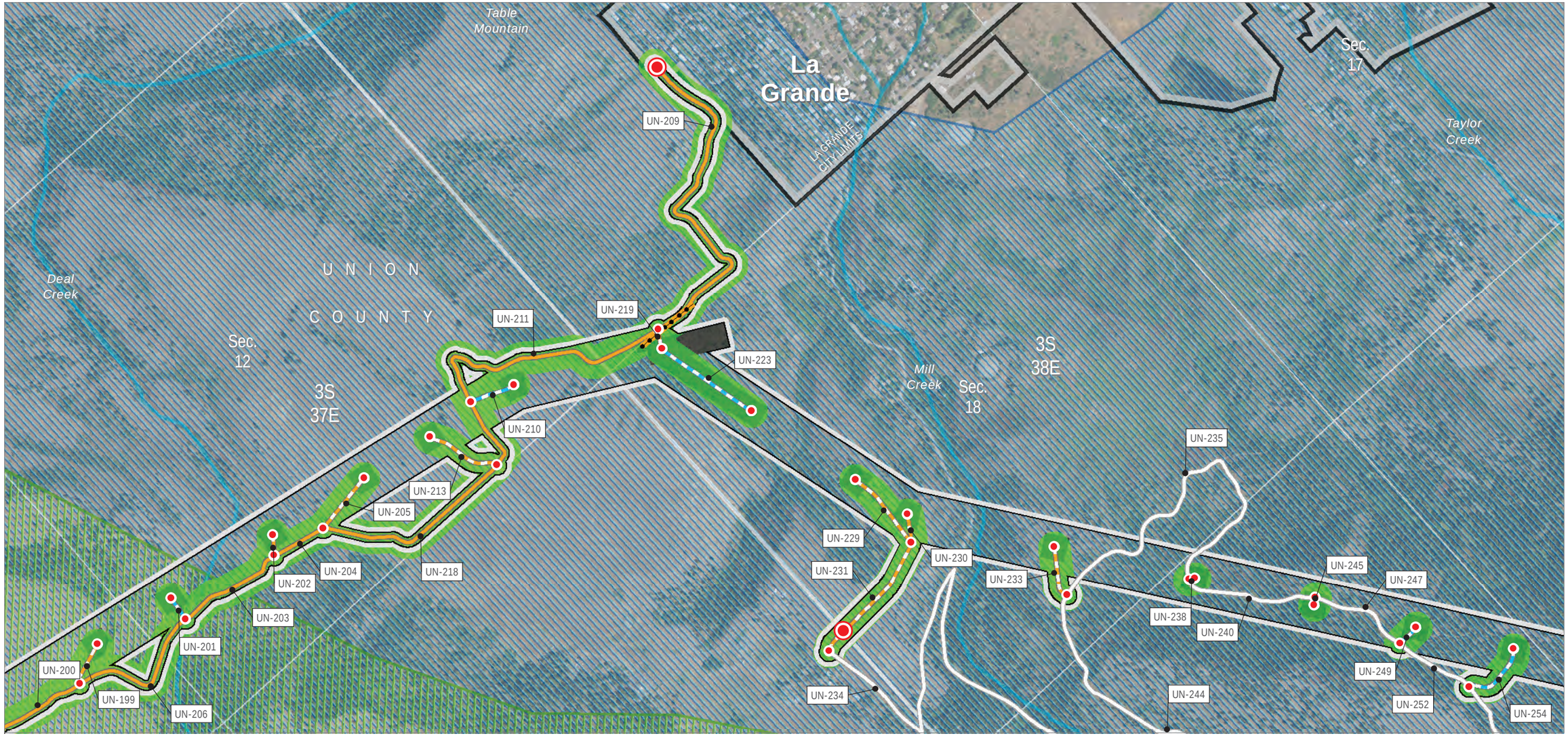
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Map 53



Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat
Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

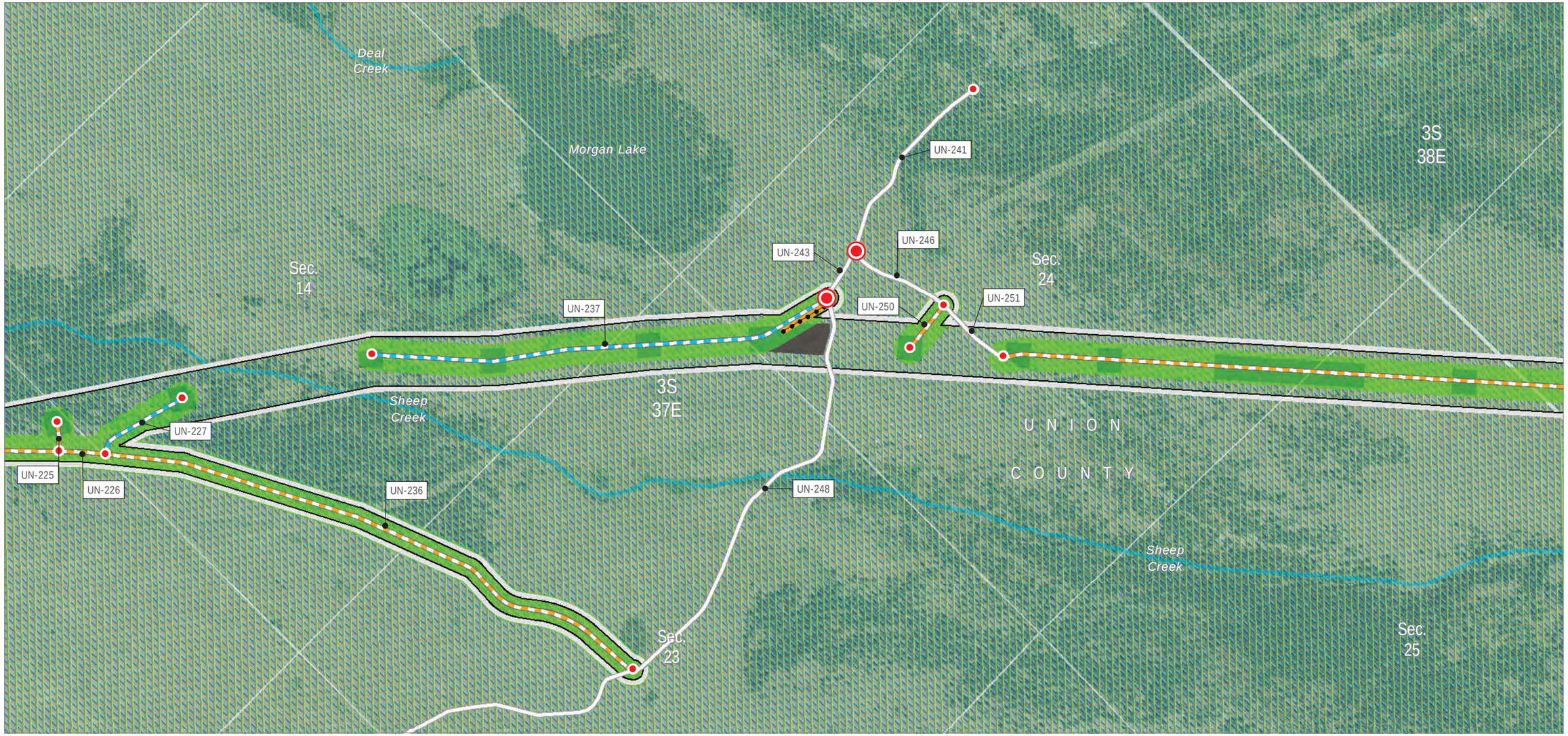
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An IDACORP Company

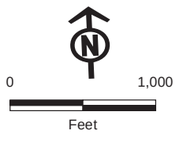
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Union County

Map 54


Deal Creek
Morgan Lake
Sec. 14
3S 38E
UN-241
UN-246
UN-243
UN-237
UN-250
UN-251
Sec. 24
3S 37E
Sheep Creek
UNION
COUNTY
UN-227
UN-225
UN-226
UN-236
UN-248
Sheep Creek
Sec. 23
Sec. 25
0
1,000
Feet
OREGON
Map Area
Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri
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Project Features
Site Boundary
Work Areas
Communication Station Distribution Lines
Access
Access Nodes
Access Control
Existing Road, No Substantial Modification, 0-20% Improvements
New Road, Bladed
New Road, Primitive
Access Road Indirect Impacts
Access Controlled, Not Included in Calculations
Wildlife_Habitat
Elk
Summer Range
Winter Range
Land Status
Private
Other Features
Stream/River/Canal
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and Access Control Plan
Union County
Map 55

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Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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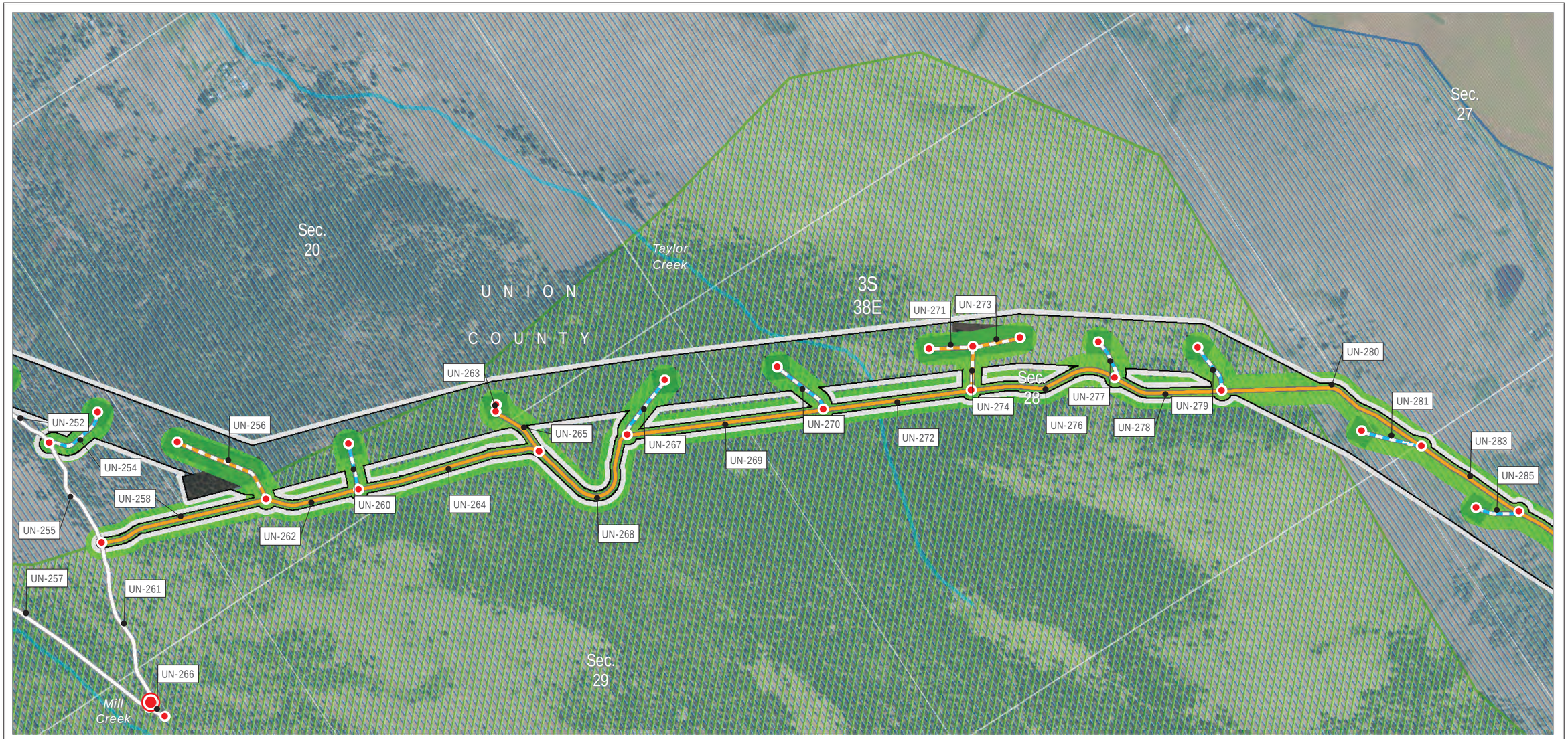
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IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Union County

Map 56



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private
- State or Local Parks and Recreation or Wildlife

Other Features
- Stream/River/Canal

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
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Union County

Map 57



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private
- State or Local Parks and Recreation or Wildlife

Other Features
- Stream/River/Canal

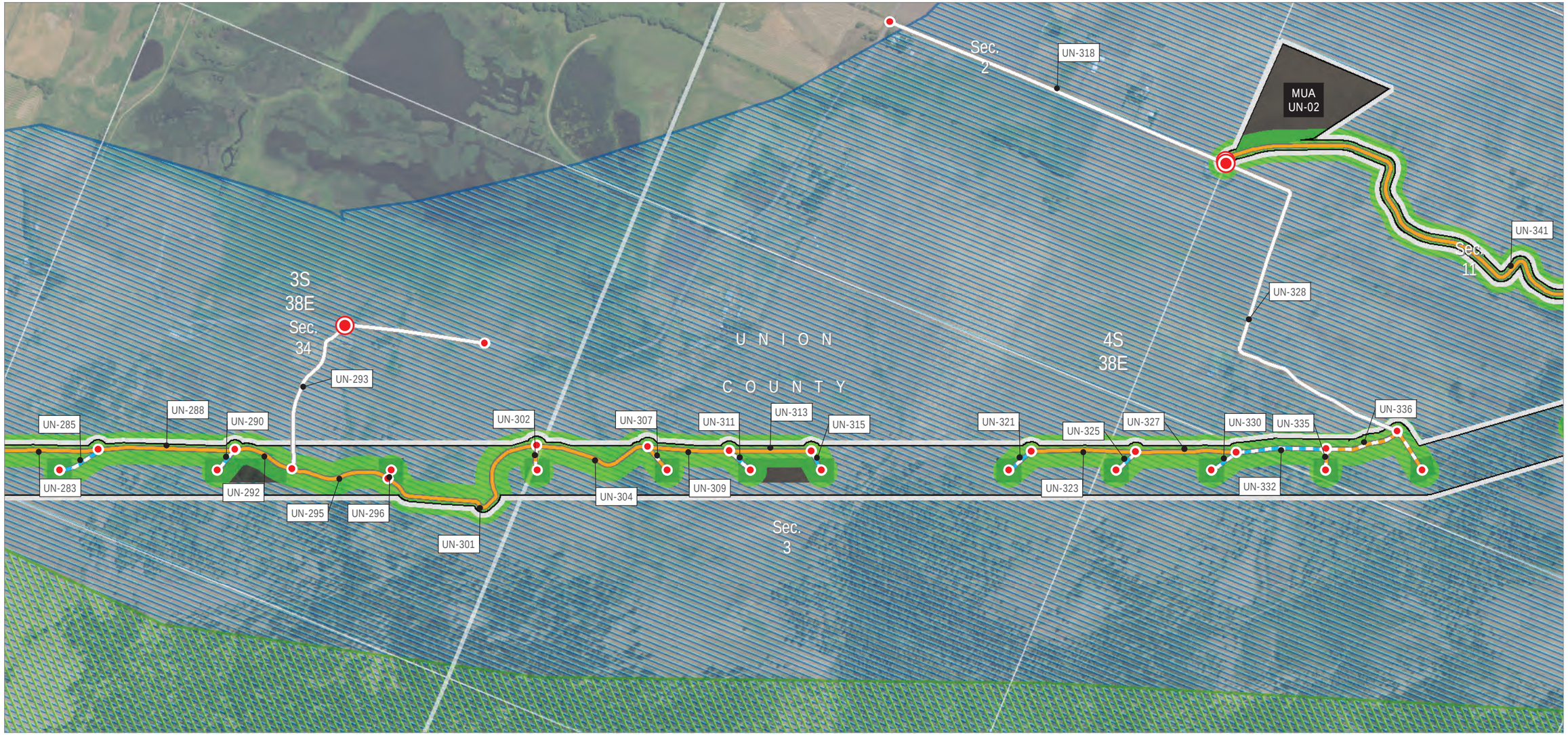
Boardman to Hemingway Transmission Line Project
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IDAHO POWER
An IDACORP Company

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Road Classification Guide and Access Control Plan

Union County

Map 58



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private
- State or Local Parks and Recreation or Wildlife

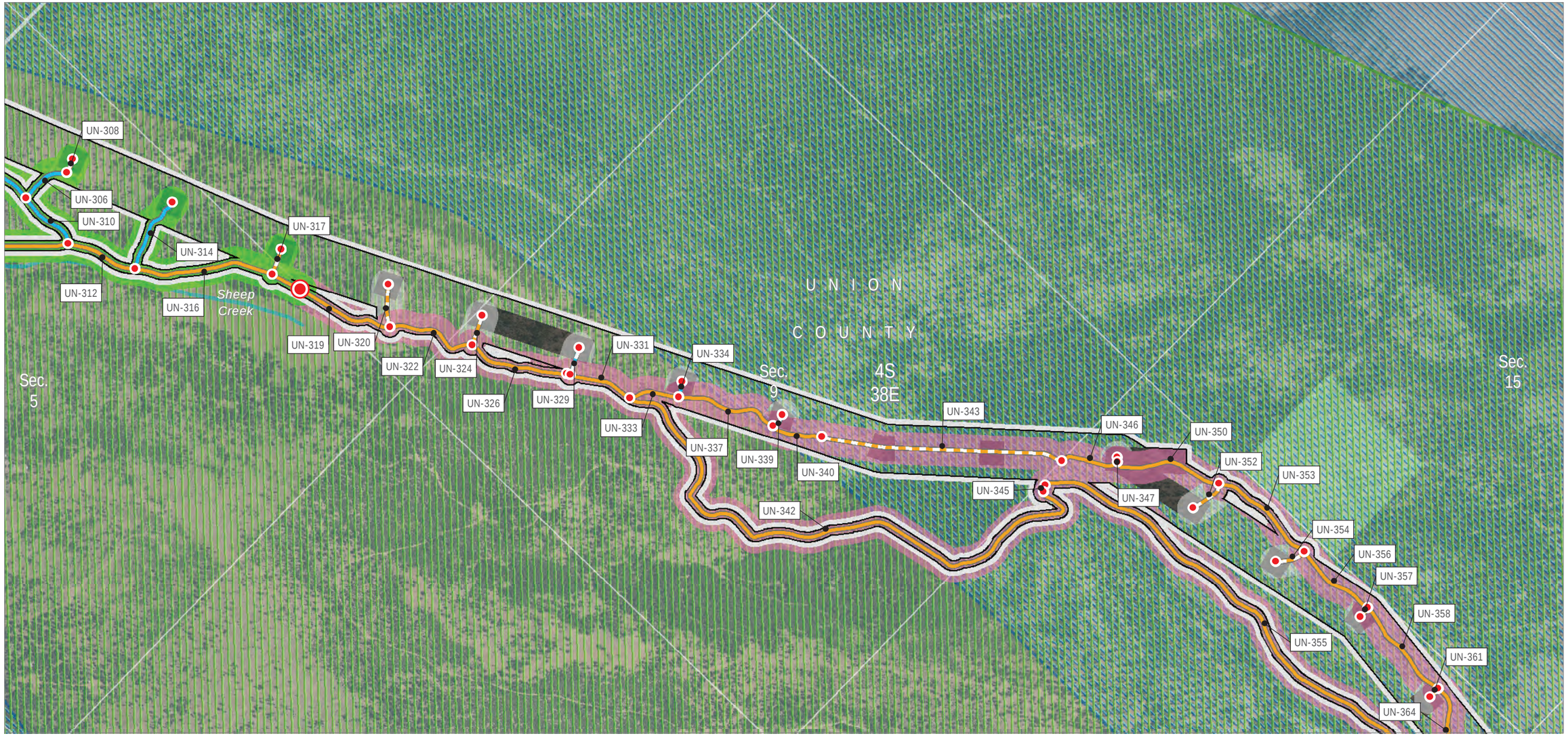
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Union County

Map 59



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Forest Service
- Private
- State or Local Parks and Recreation or Wildlife

Other Features
- Stream/River/Canal

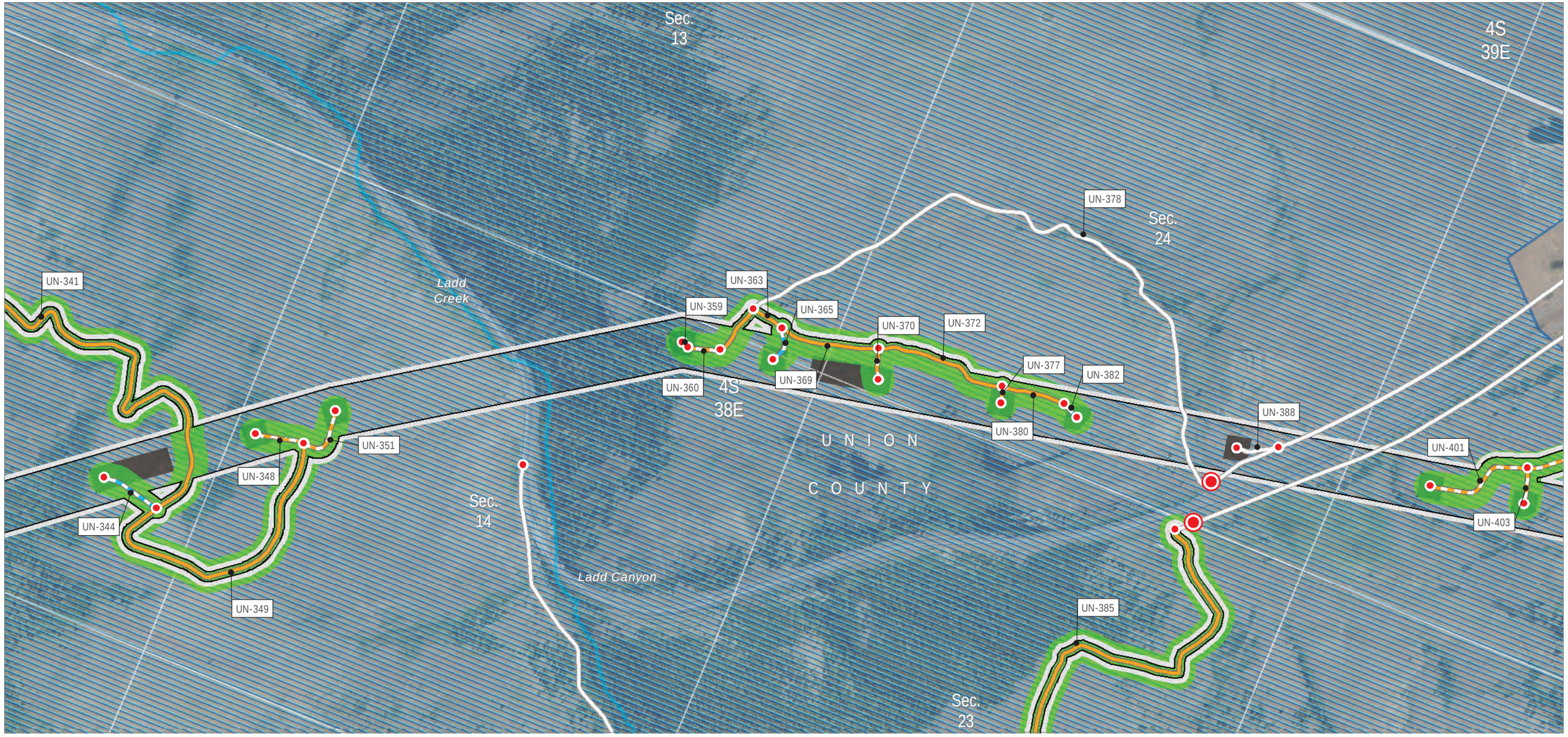
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An IDACORP Company

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Road Classification Guide and Access Control Plan

Union County

Map 60



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife Habitat
Elk
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

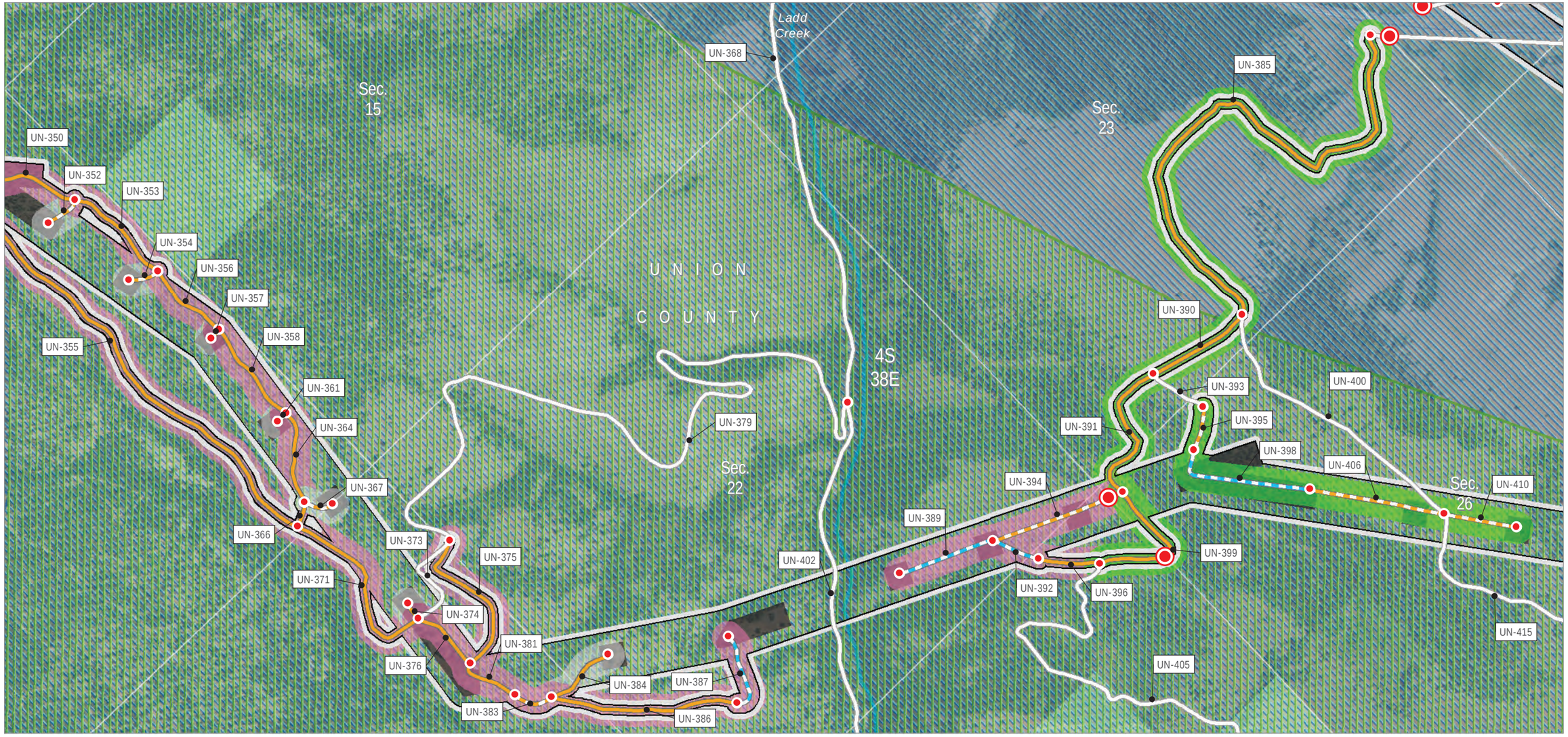
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Union County

Map 61



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Forest Service
- Private

Other Features
- Stream/River/Canal

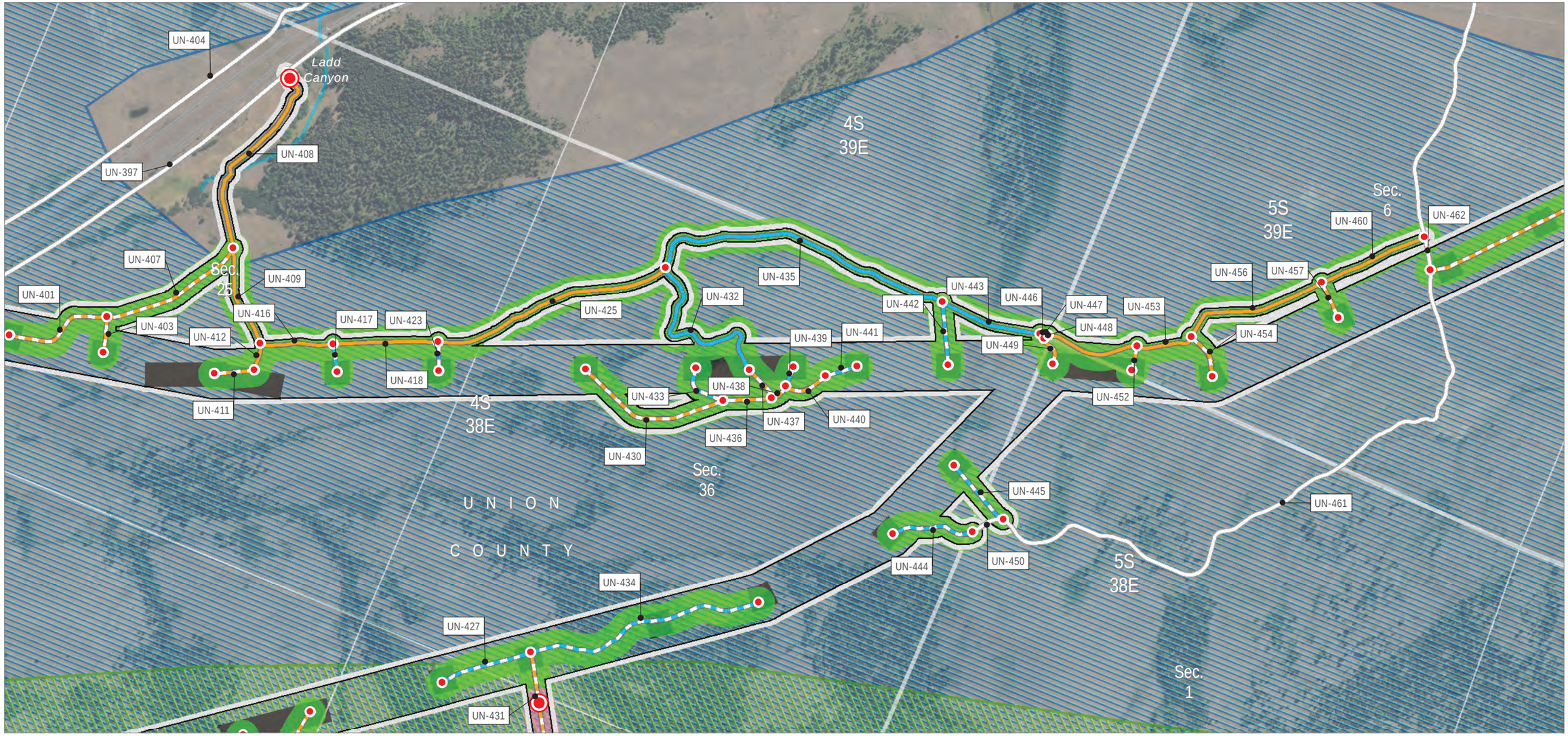
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Map 62



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat
Elk
- Summer Range
- Winter Range

Land Status
- Private

Other Features
- Stream/River/Canal

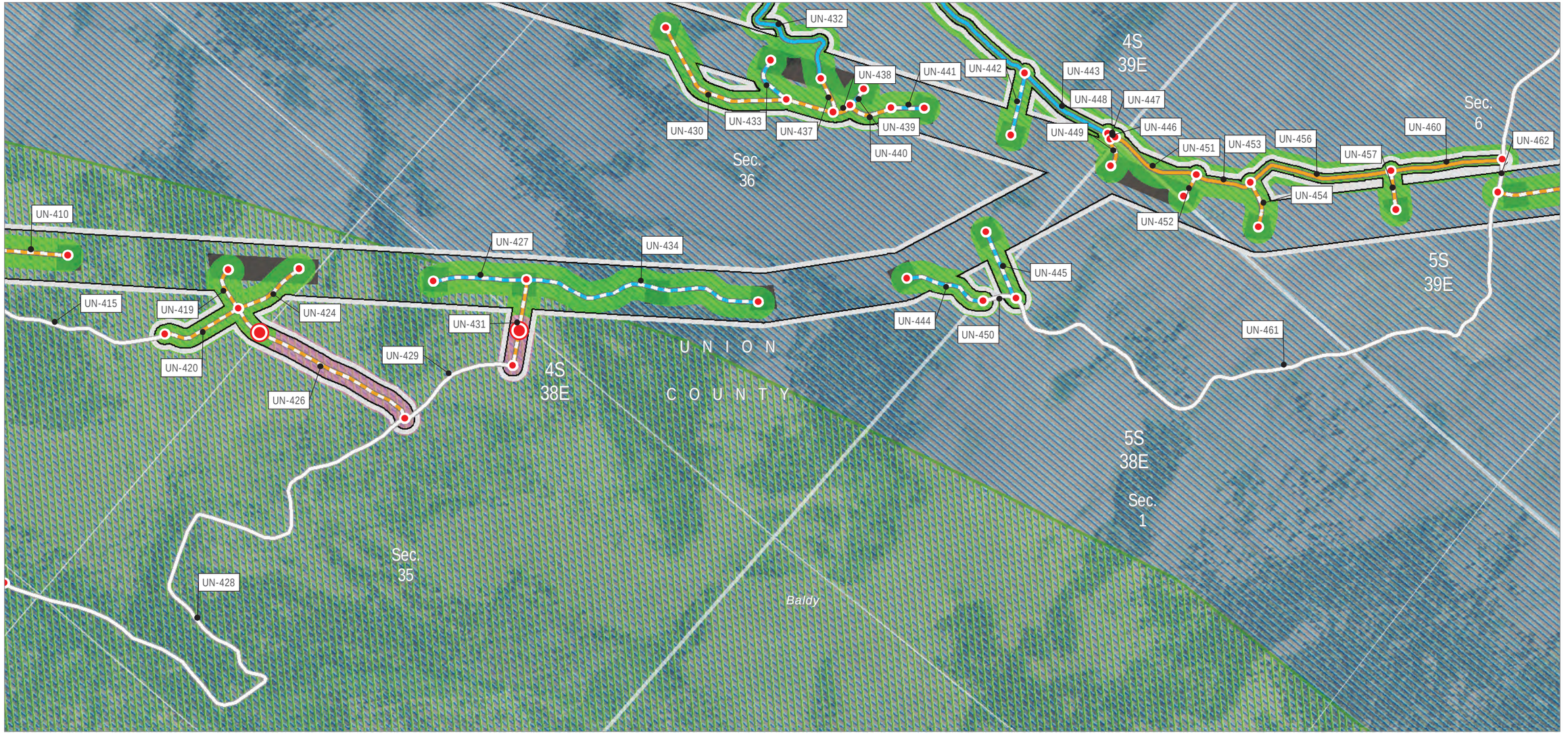
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Application for Site Certificate

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Map 63



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Private

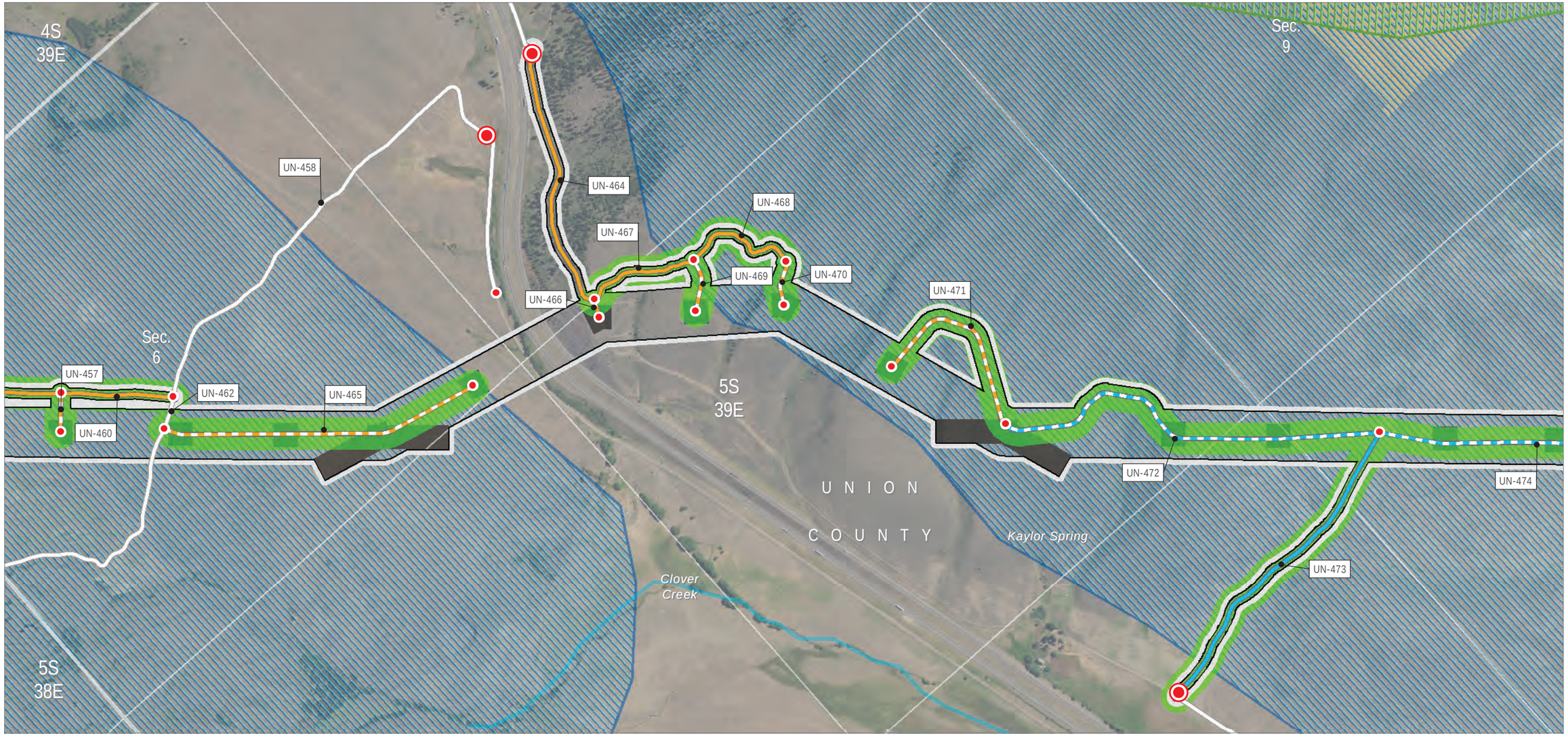
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Application for Site Certificate

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Union County

Map 64



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

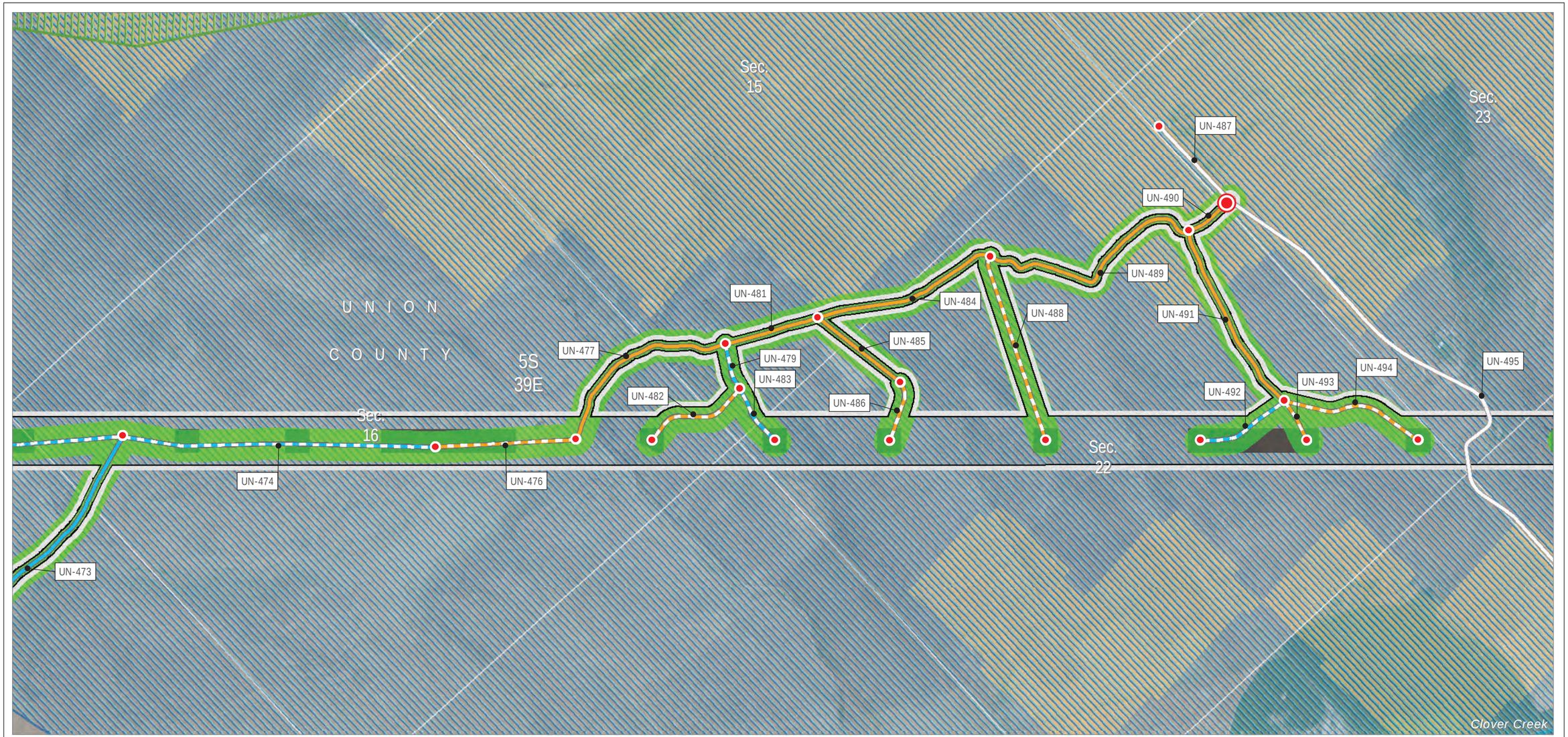
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Application for Site Certificate

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Road Classification Guide and Access Control Plan

Union County

Map 65



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

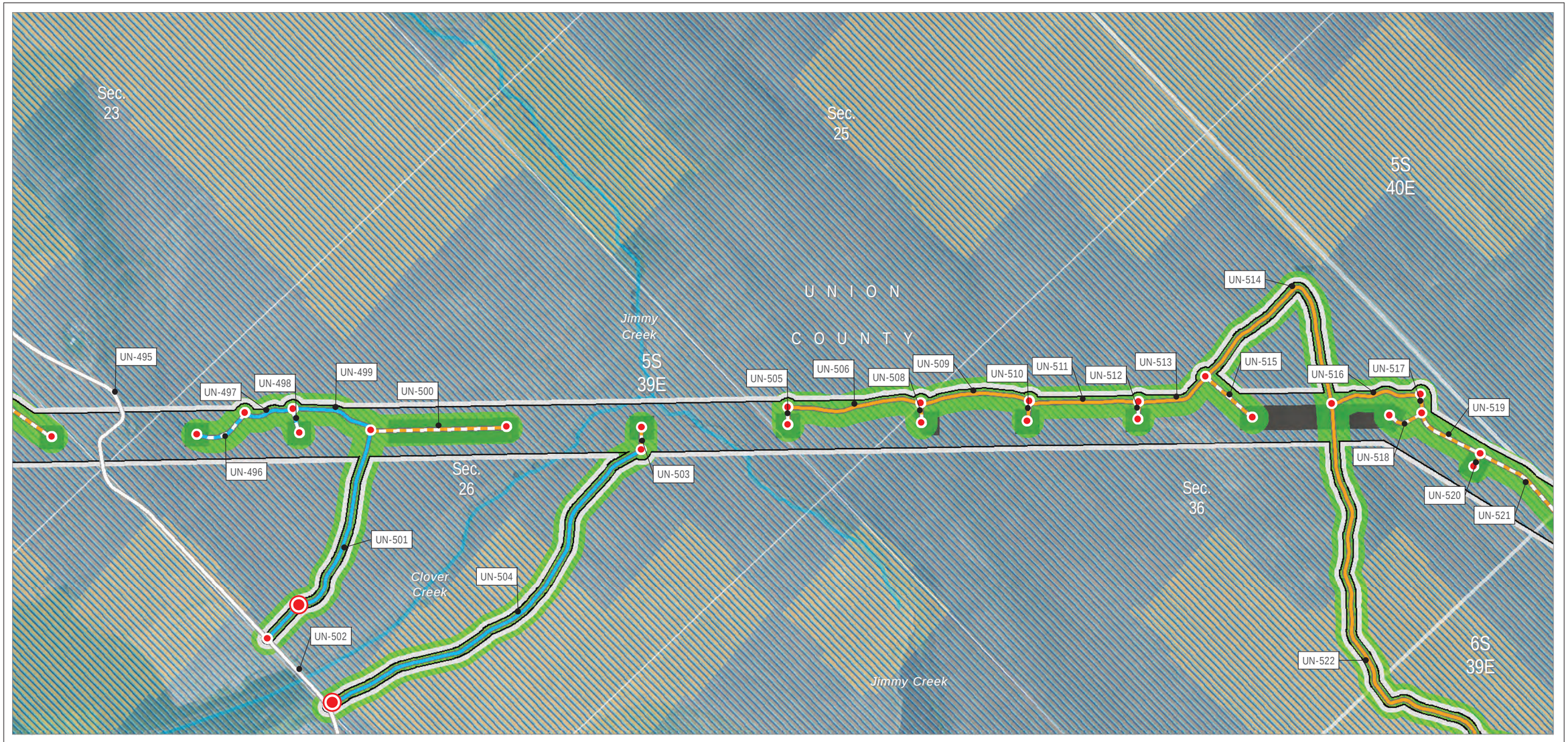
Boardman to Hemingway Transmission Line Project
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Union County

Map 66



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

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Union County

Map 67



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

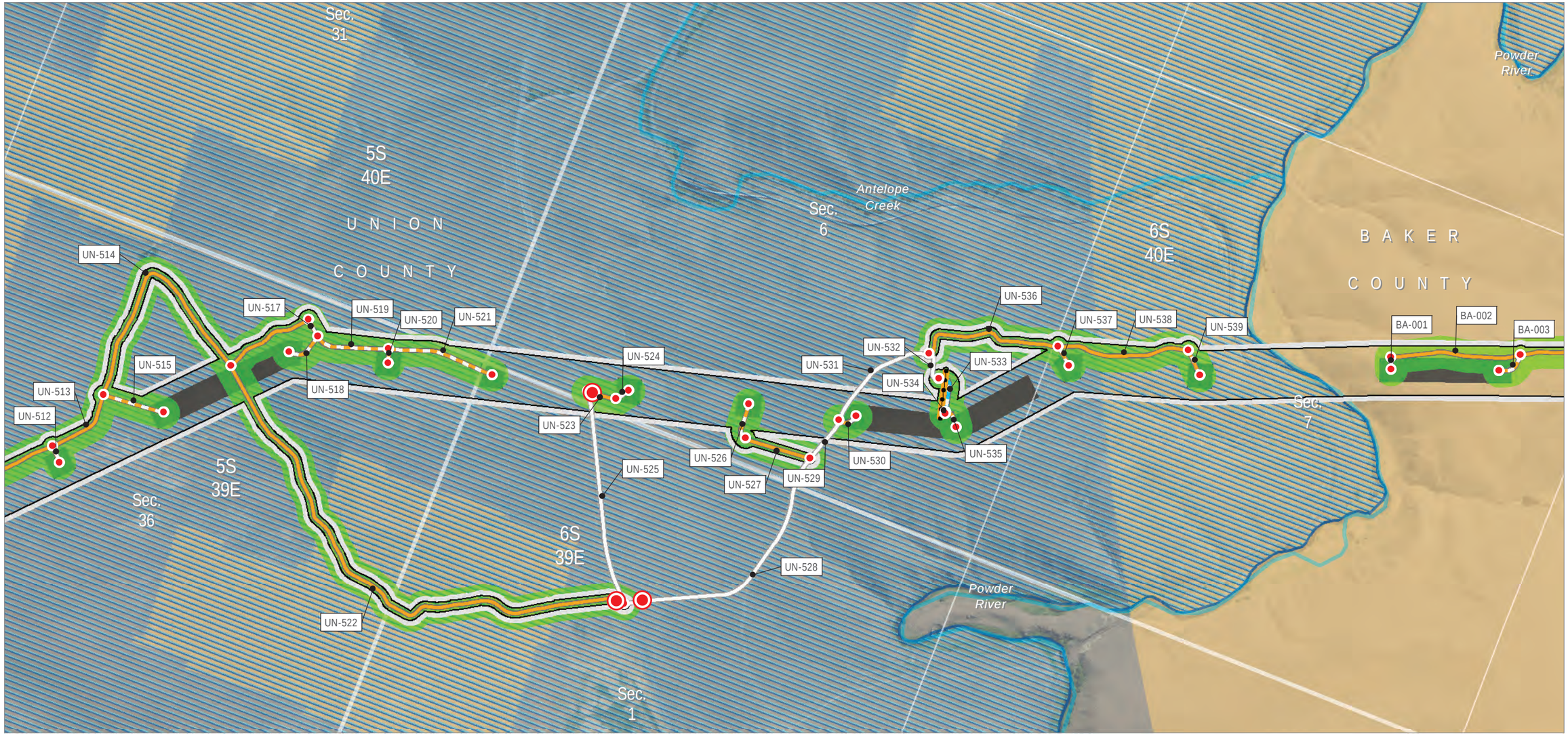
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Map 68



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

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Union County

Map 69



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements

Wildlife_Habitat

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

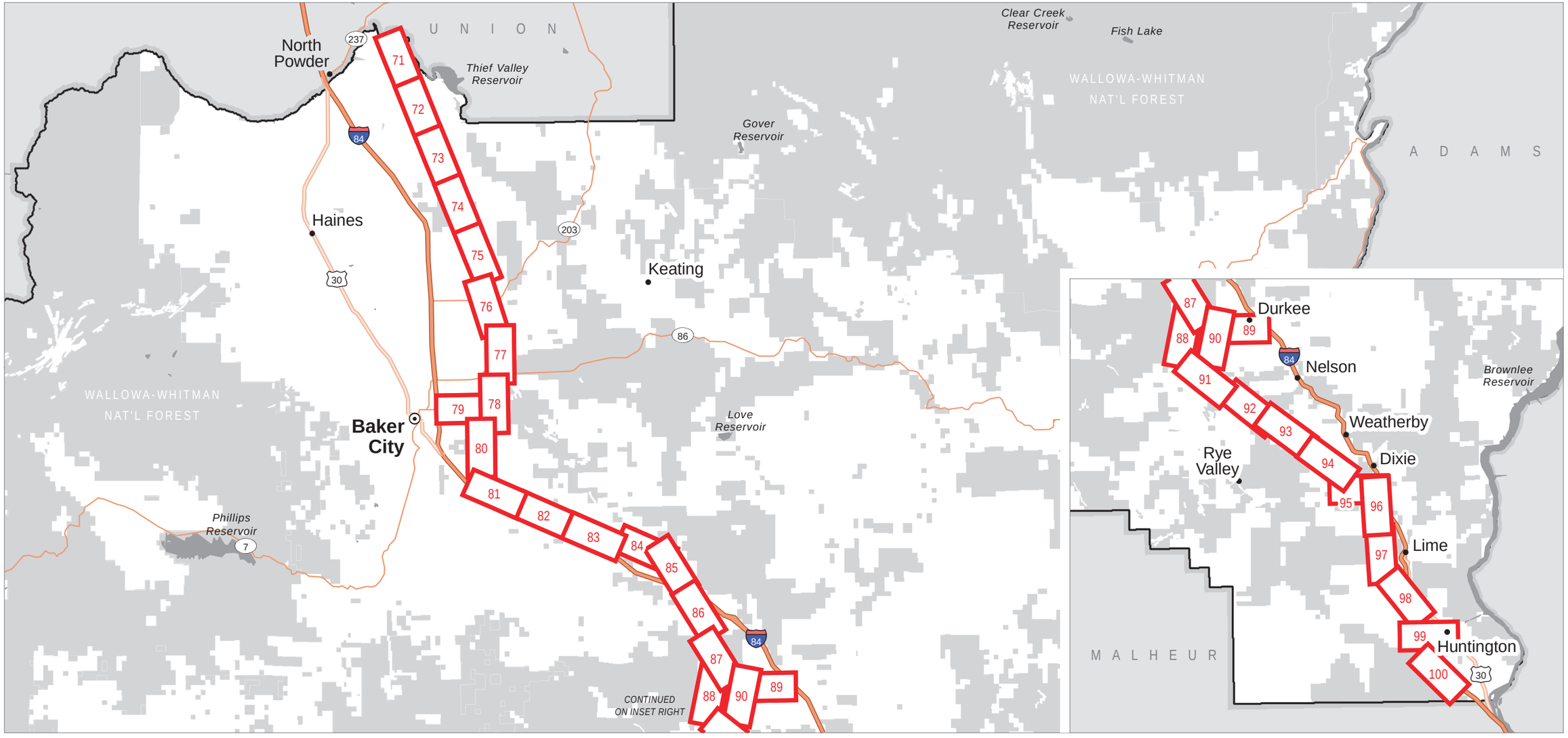
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An IDACORP Company

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Union County

Map 70



Source(s): BLM, IPC, Esri

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Map Index

Location Map (Map #)

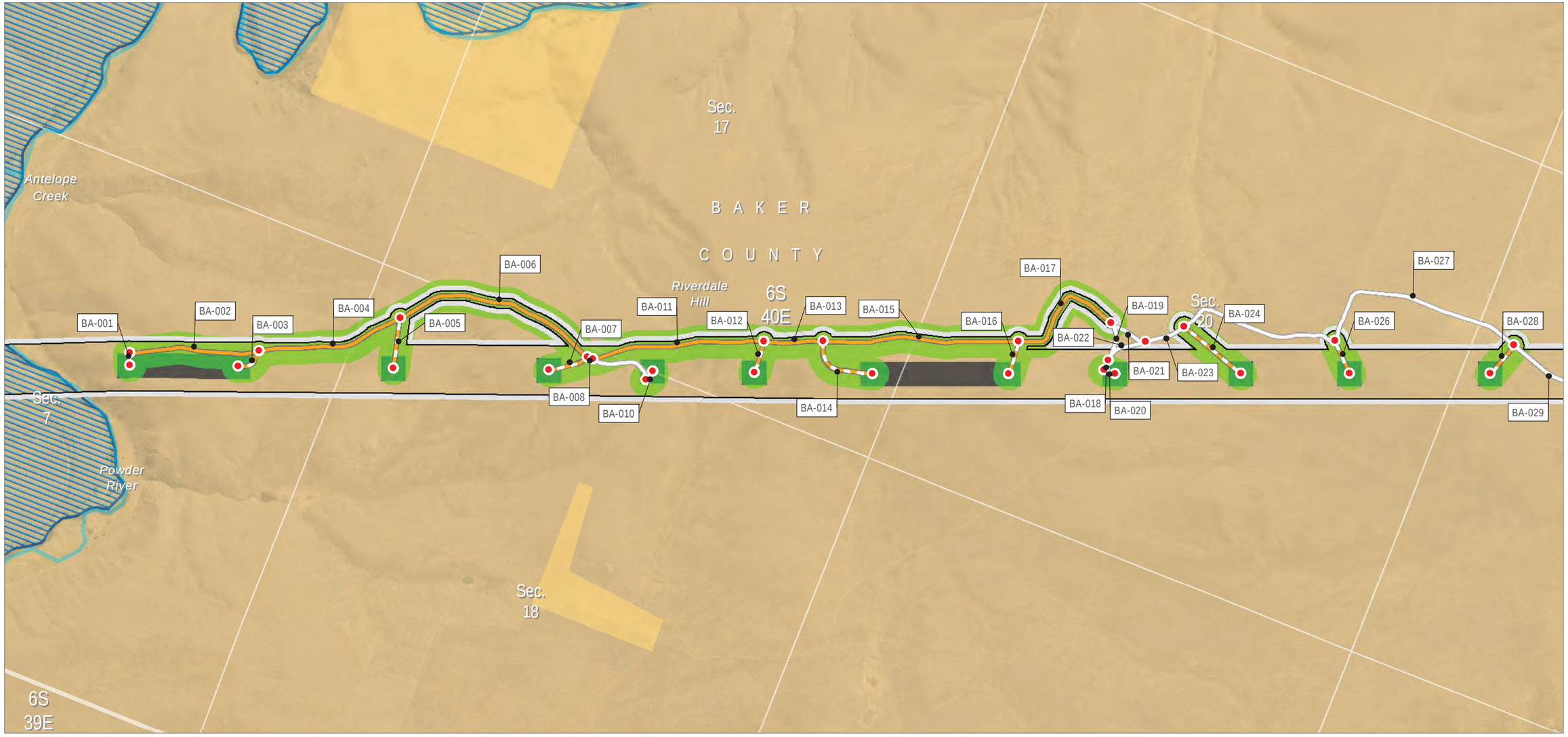
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Baker County

Map Index



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

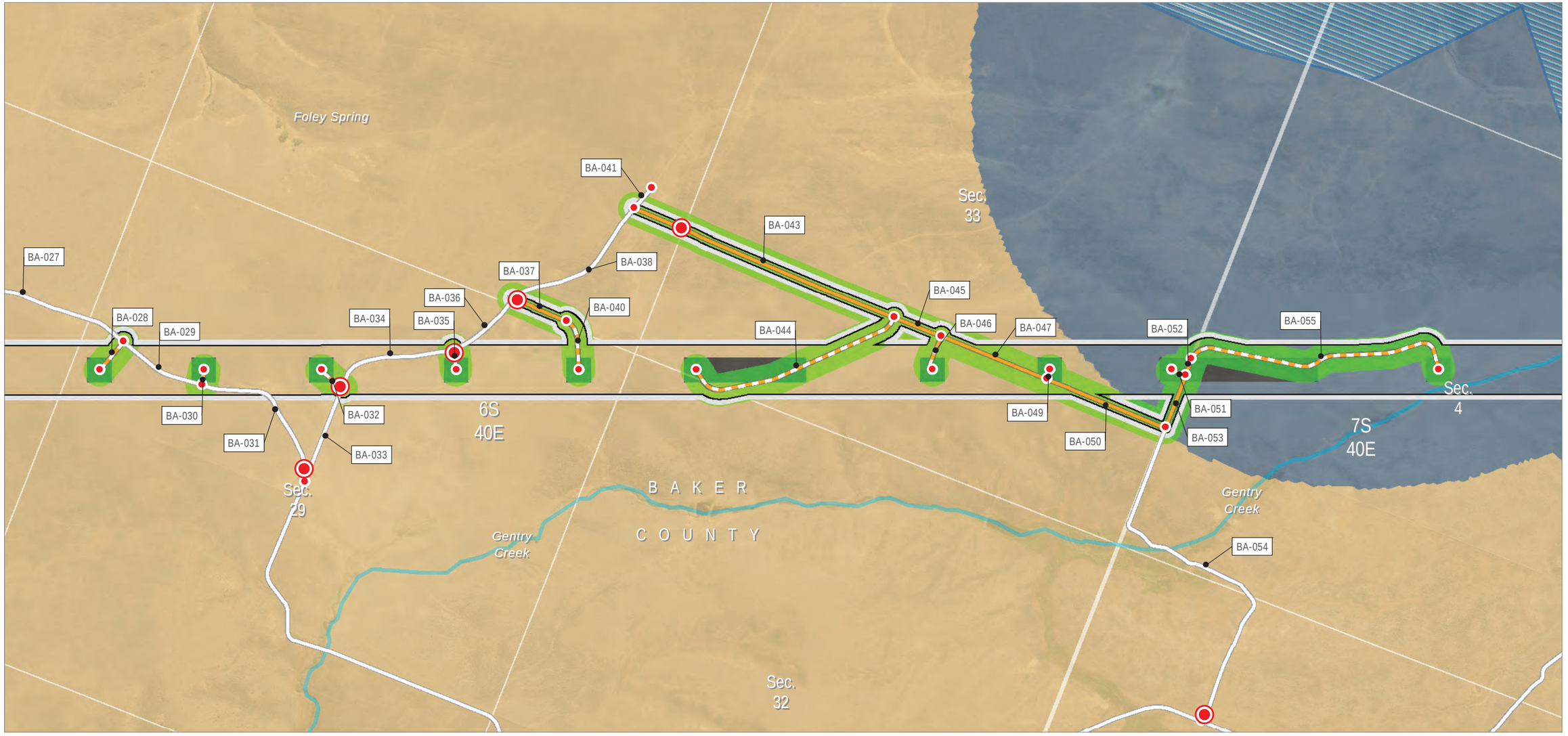
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An IDACORP Company

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Baker County

Map 71



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

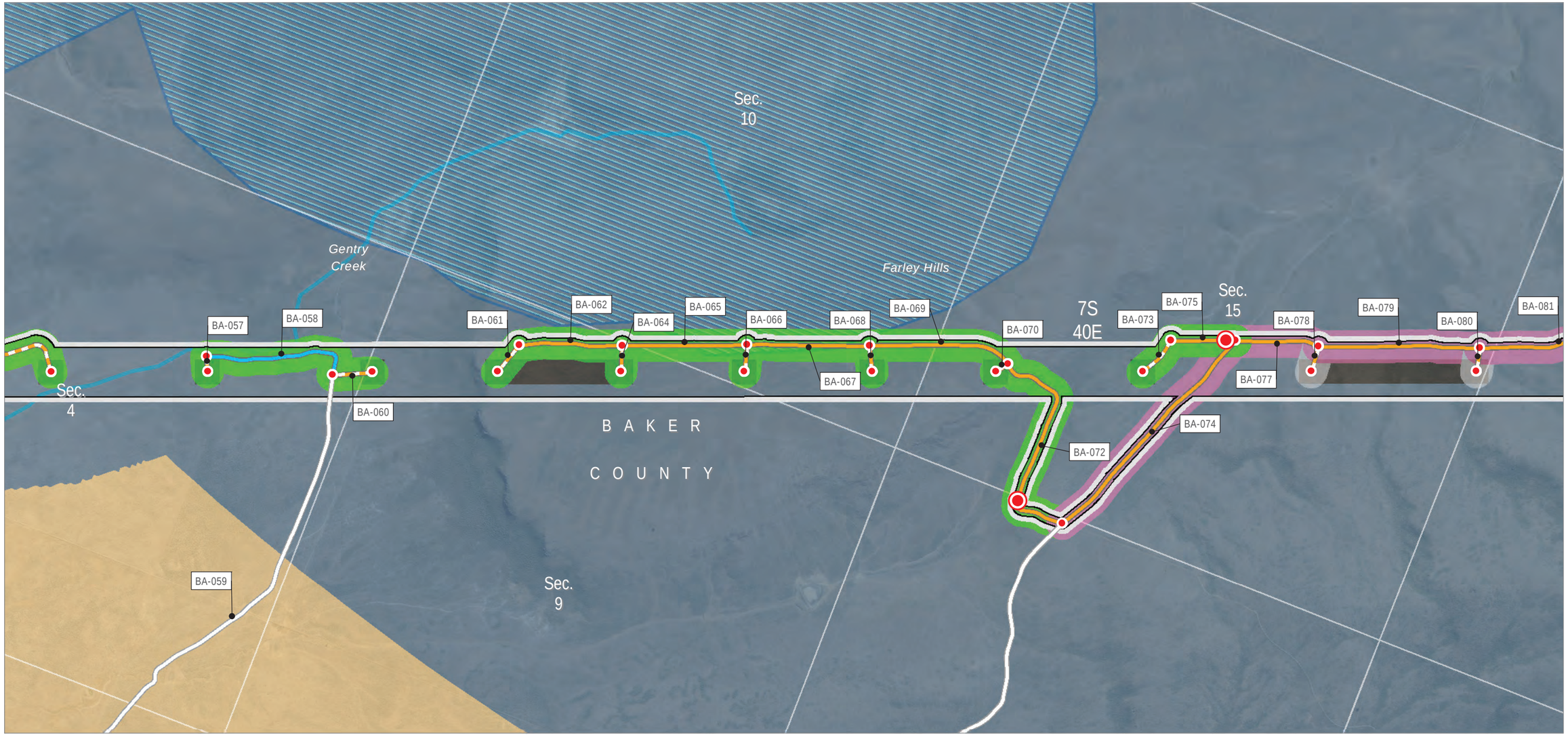
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An IDACORP Company

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Baker County

Map 72



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

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Application for Site Certificate

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Baker County

Map 73



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)

Land Status
- Bureau of Land Management
- Private

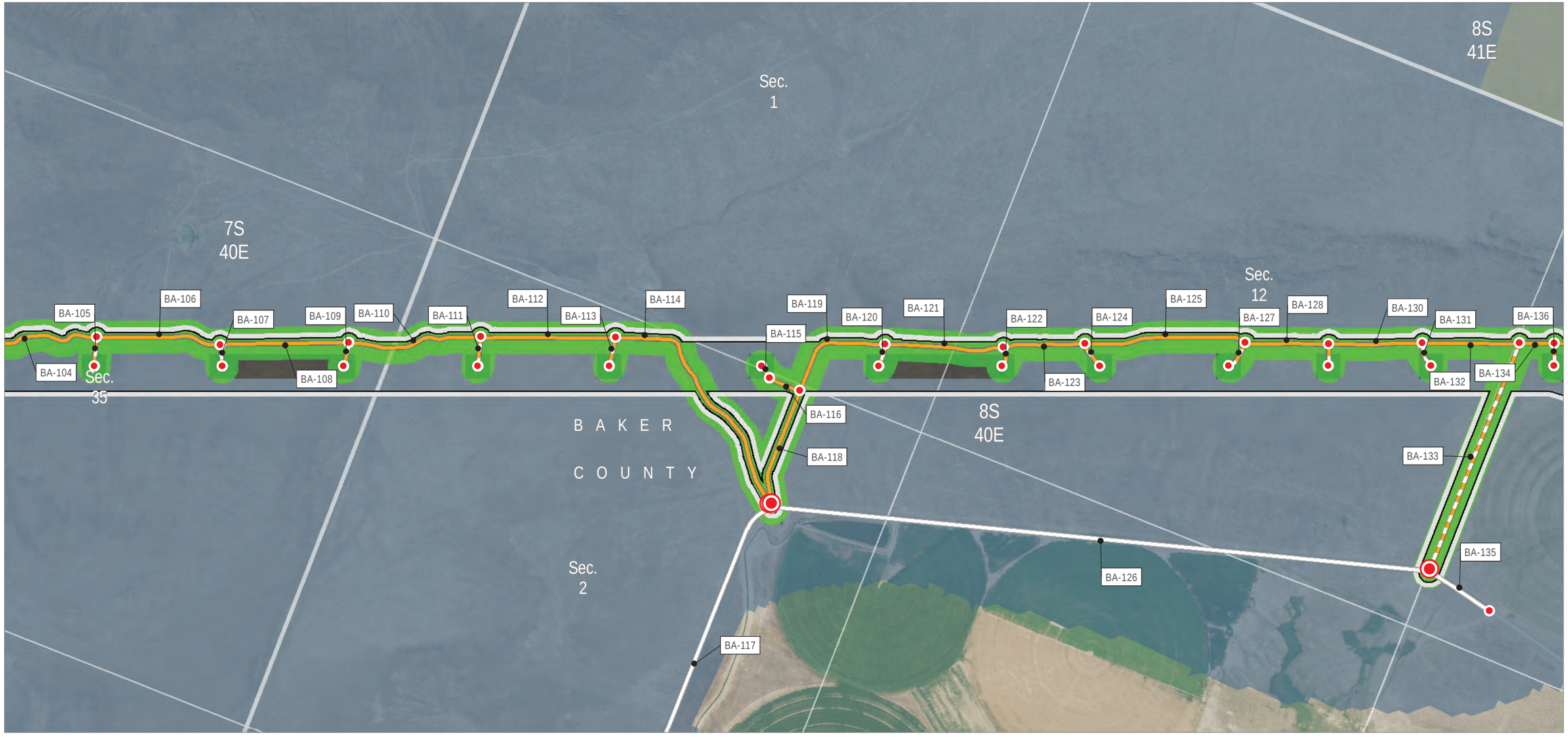
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 74



Map Area



0 1,000
Feet

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)

Land Status
- Bureau of Land Management
- Private

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 75



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

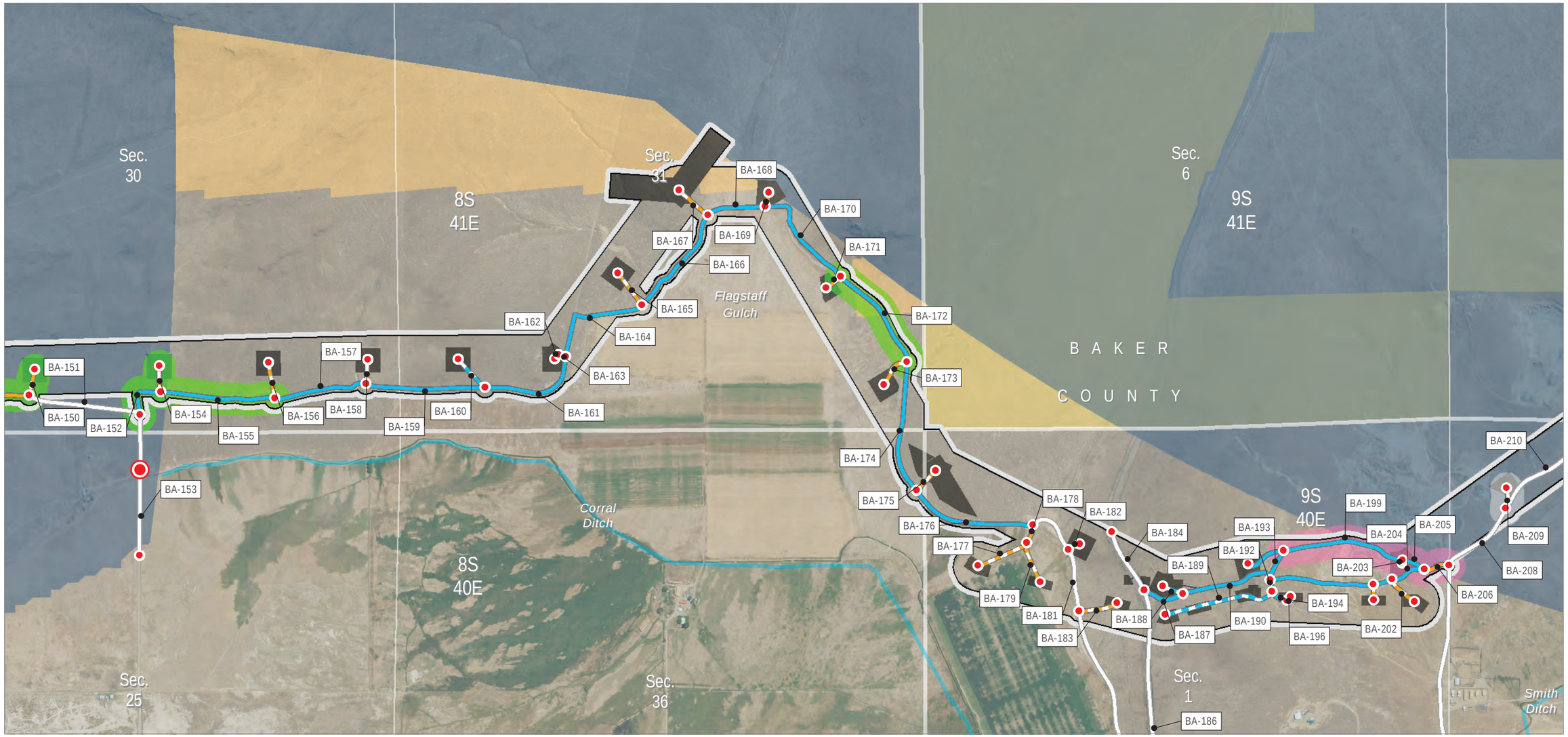
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 76



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control

- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 77



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

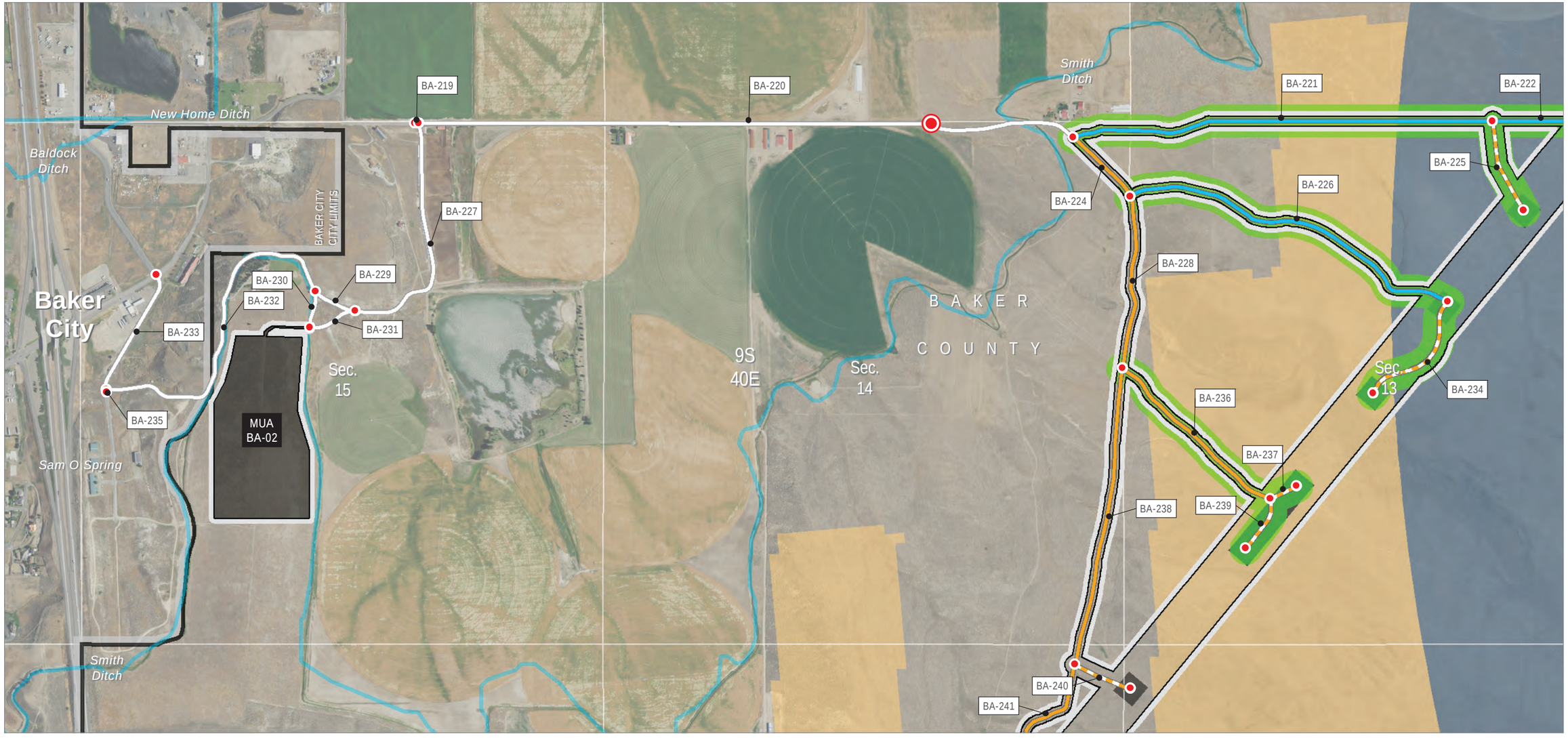
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Application for Site Certificate

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An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 78



0 1,000 Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Private

Other Features
- Stream/River/Canal

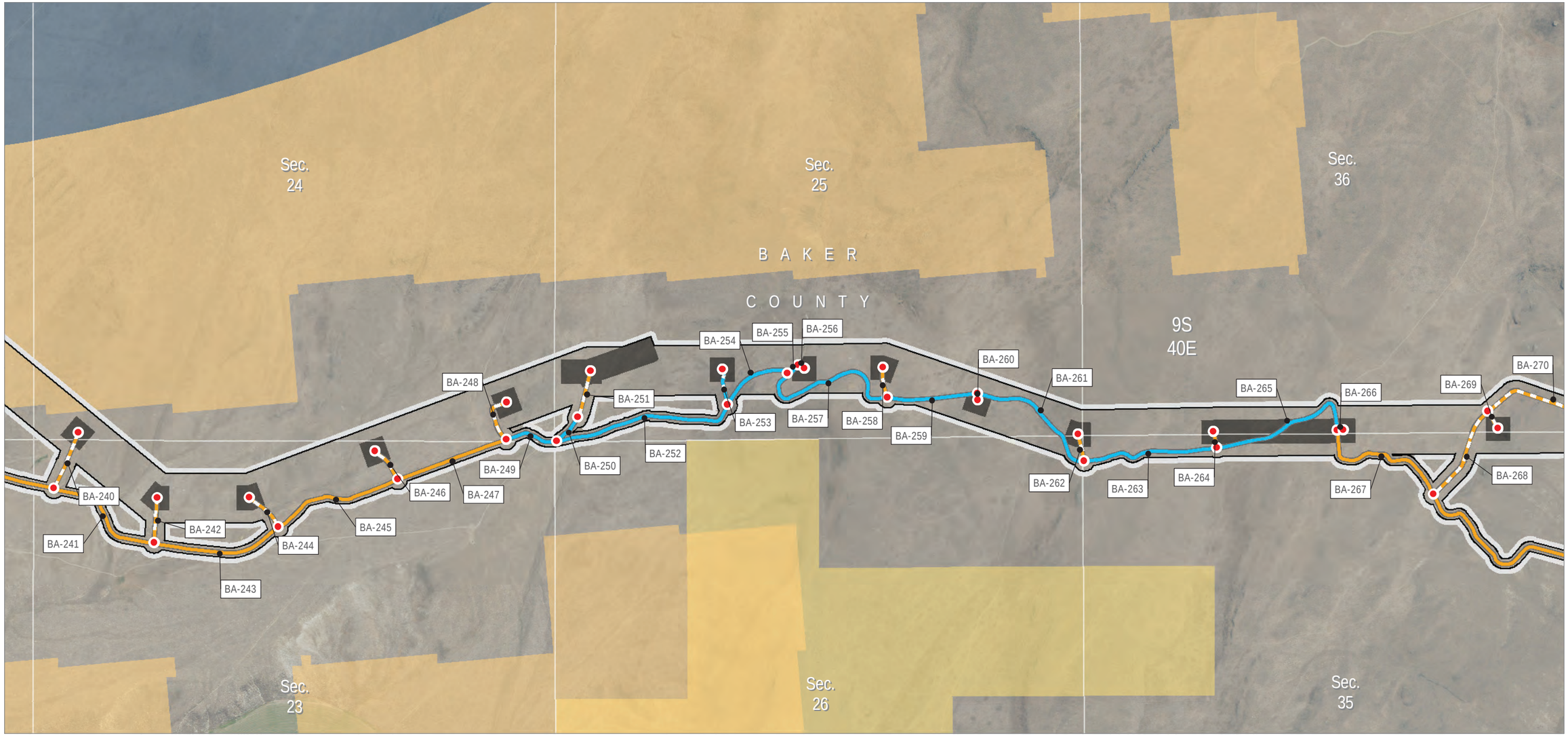
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Application for Site Certificate

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An IDACORP Company

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Road Classification Guide and Access Control Plan

Baker County

Map 79



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

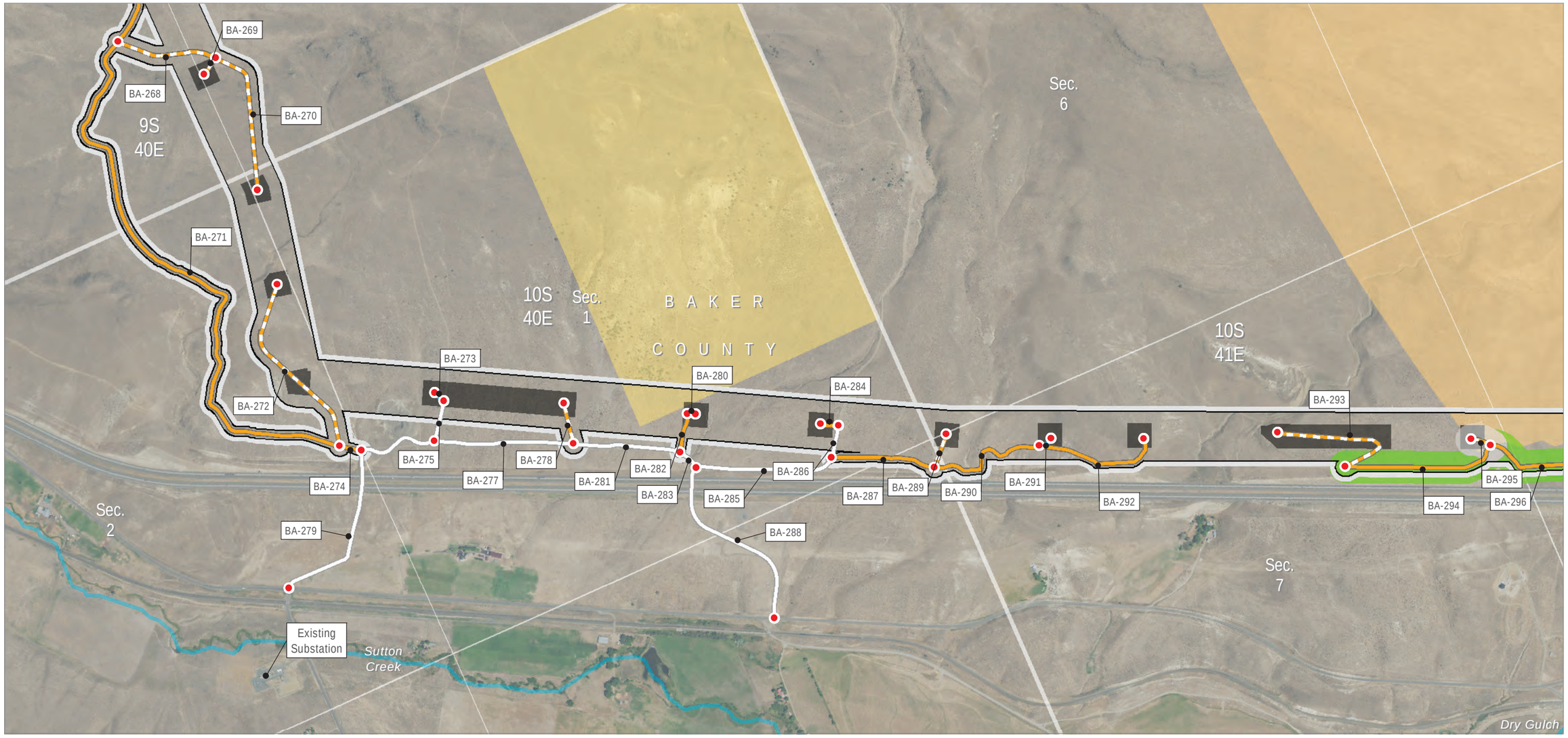
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Application for Site Certificate

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An IDACORP Company

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Road Classification Guide and Access Control Plan

Baker County

Map 80



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Baker County

Map 81



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

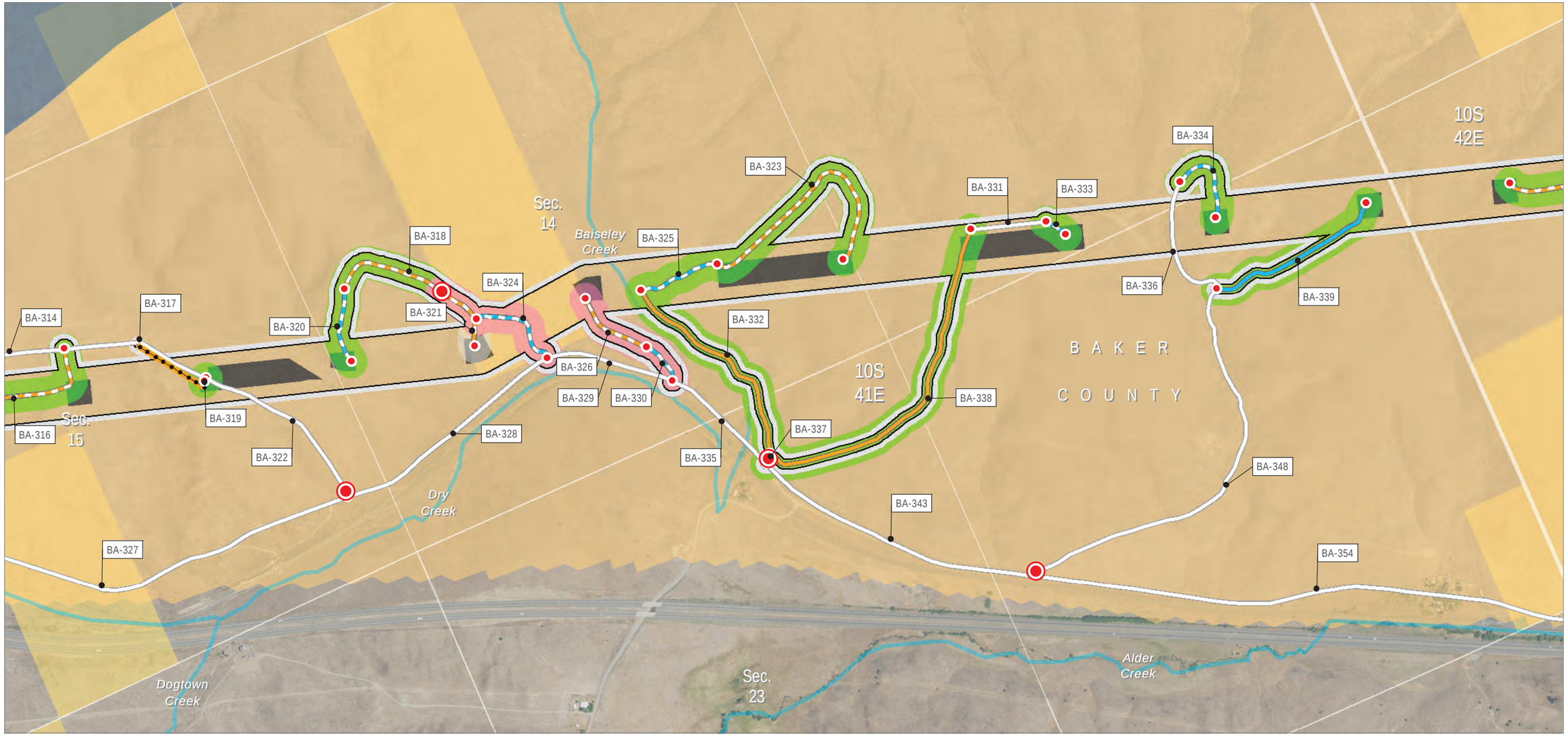
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Application for Site Certificate

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Road Classification Guide and Access Control Plan

Baker County

Map 82



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat
Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

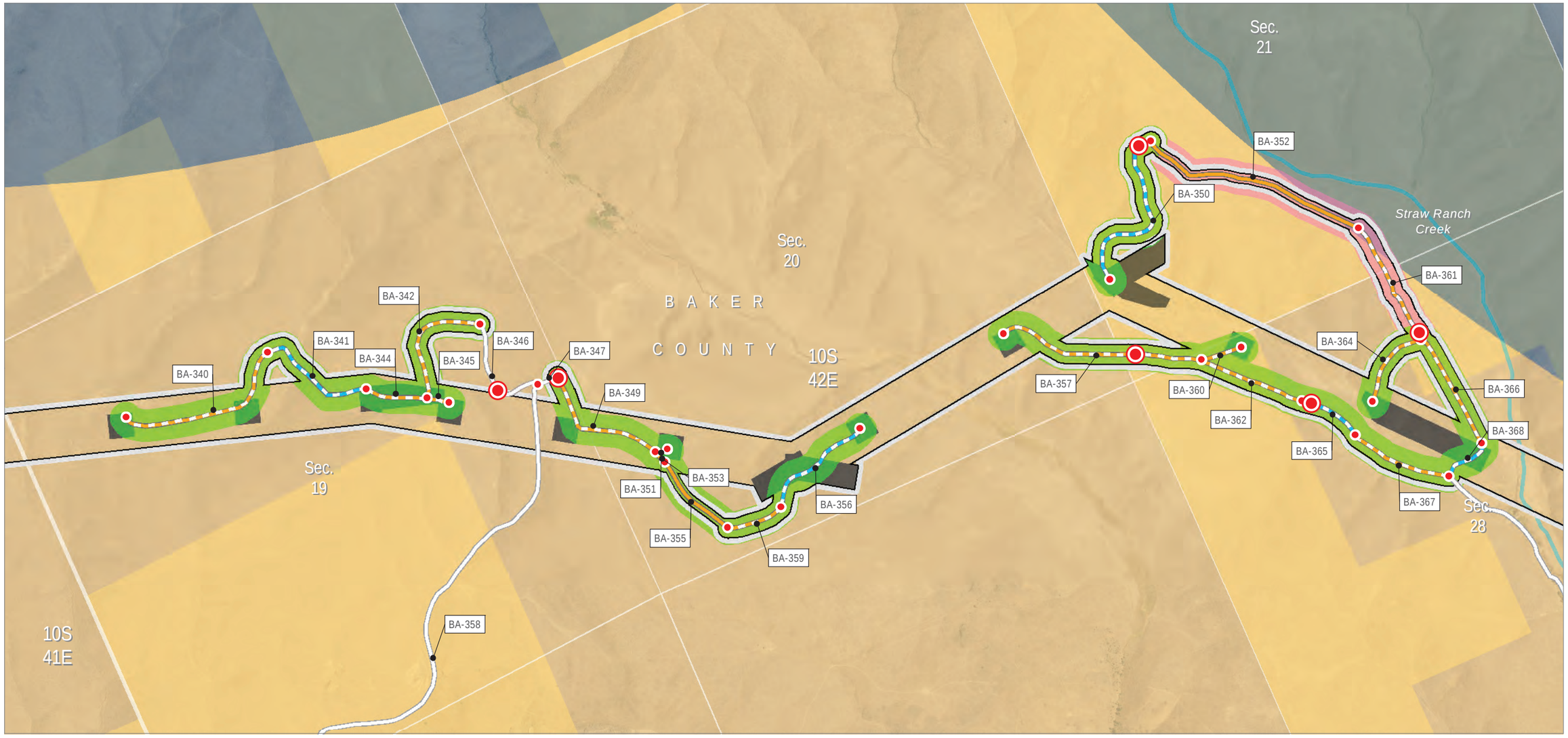
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Road Classification Guide and Access Control Plan

Baker County

Map 83



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

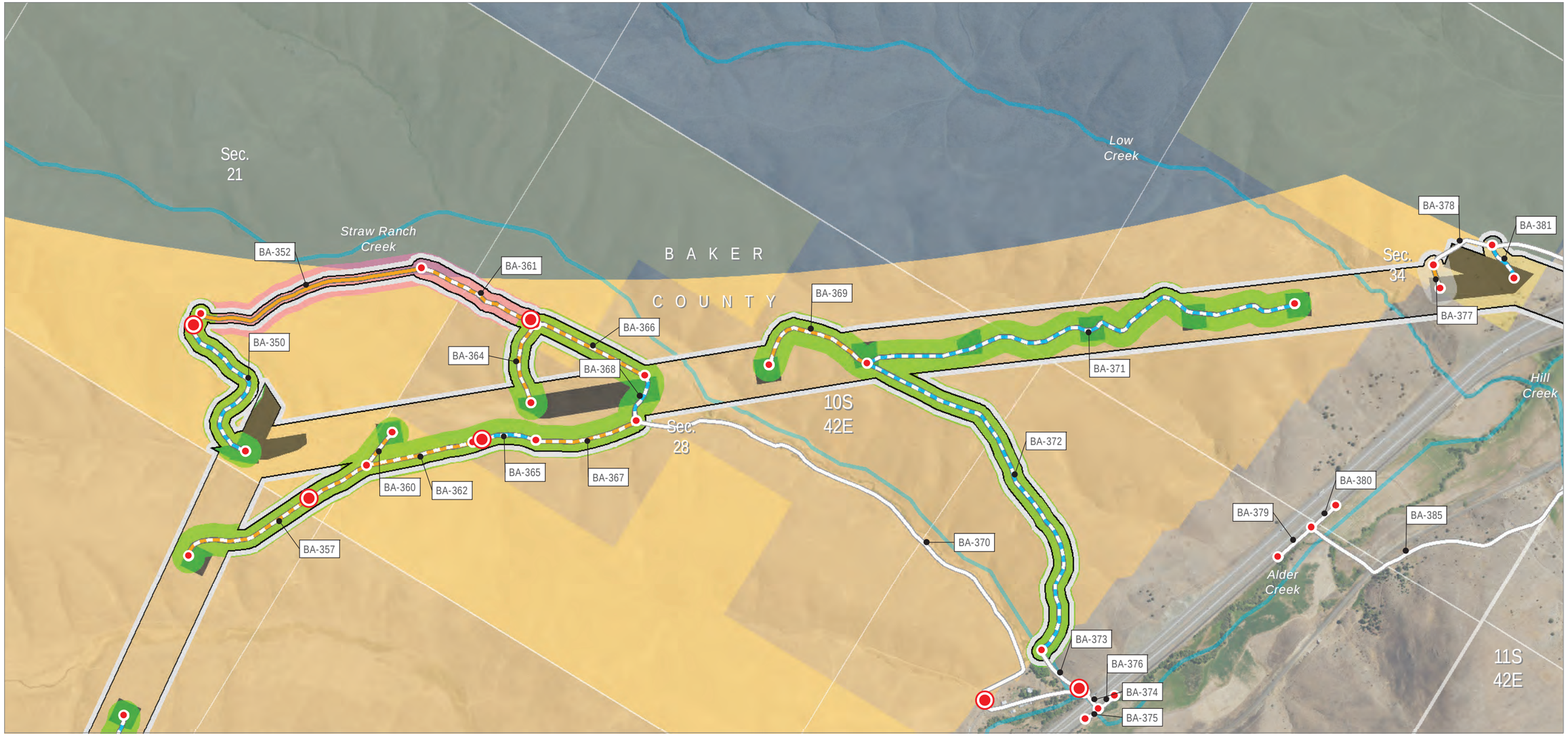
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Baker County

Map 84



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations
- Not Included

Wildlife_Habitat

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
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Road Classification Guide and Access Control Plan

Baker County

Map 85



0 1,000 Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Not Included

Wildlife_Habitat

Elk
- Winter Range

Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Designated Utility Corridors
- West-wide Energy Corridor (WWEC)

Other Features
- Stream/River/Canal

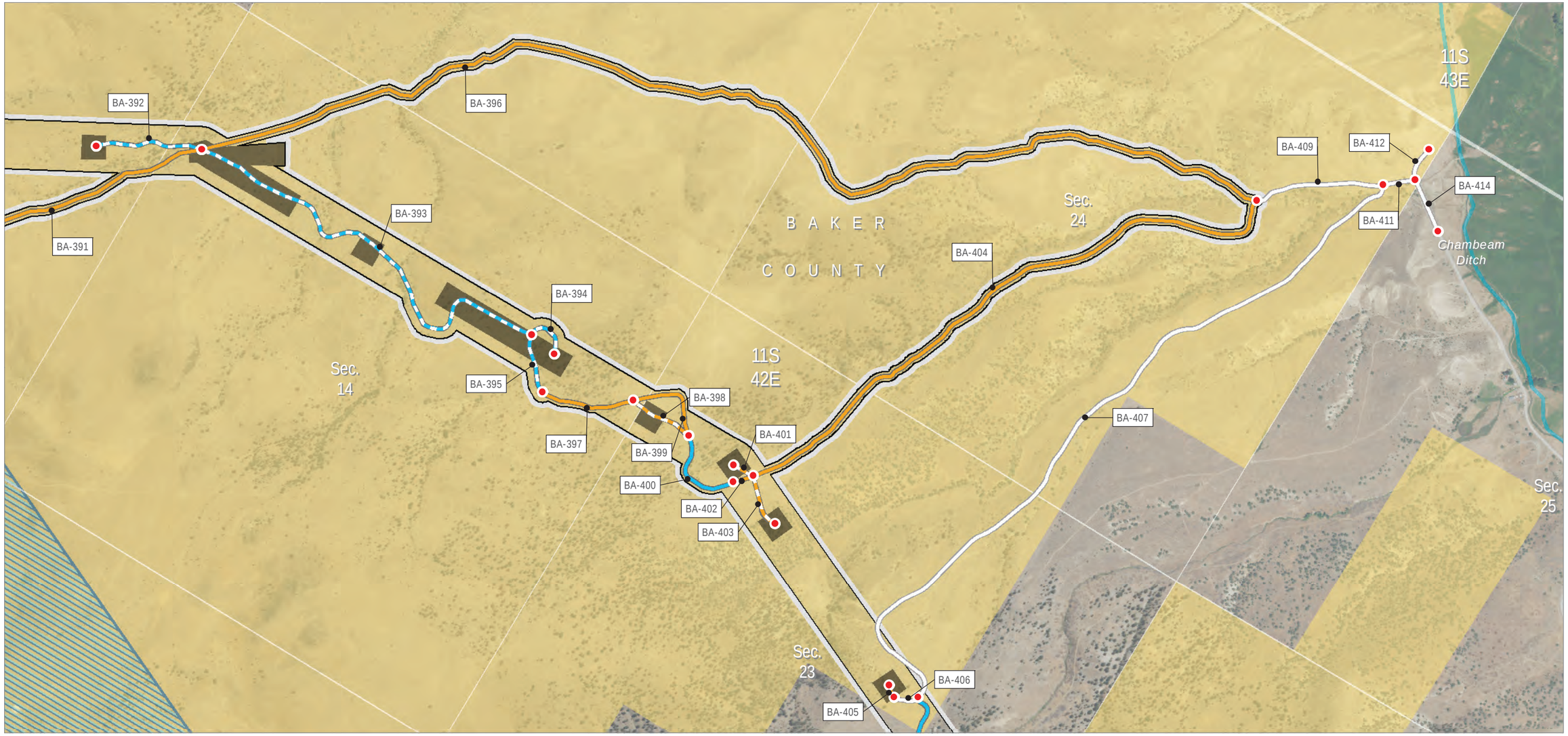
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Application for Site Certificate

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An IDACORP Company

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Baker County

Map 86



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Wildlife_Habitat

Elk
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

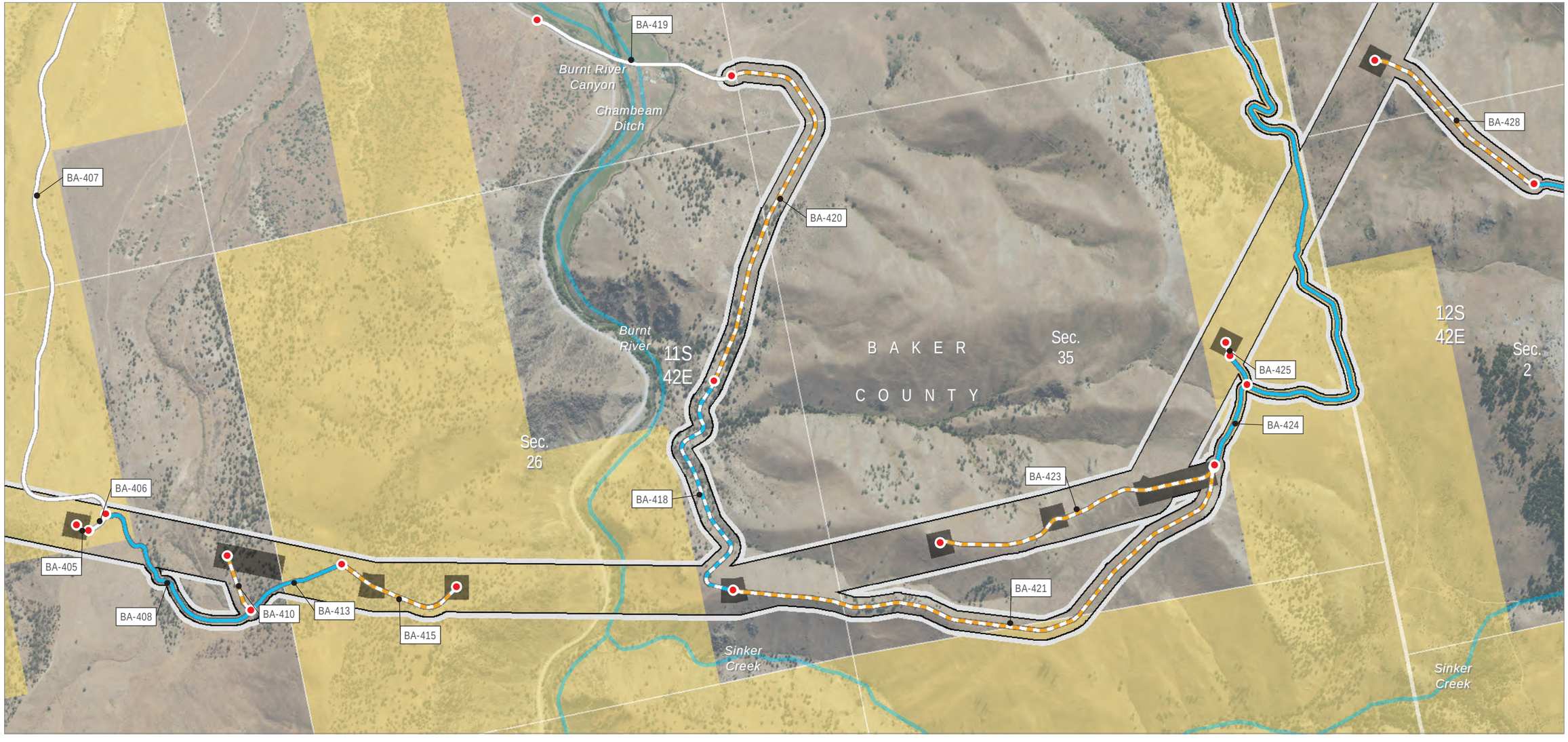
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Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Baker County

Map 87



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

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Baker County

Map 88



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements

Wildlife_Habitat
Sage-grouse
- Core Area/Priority Habitat Management Area (PHMA)

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

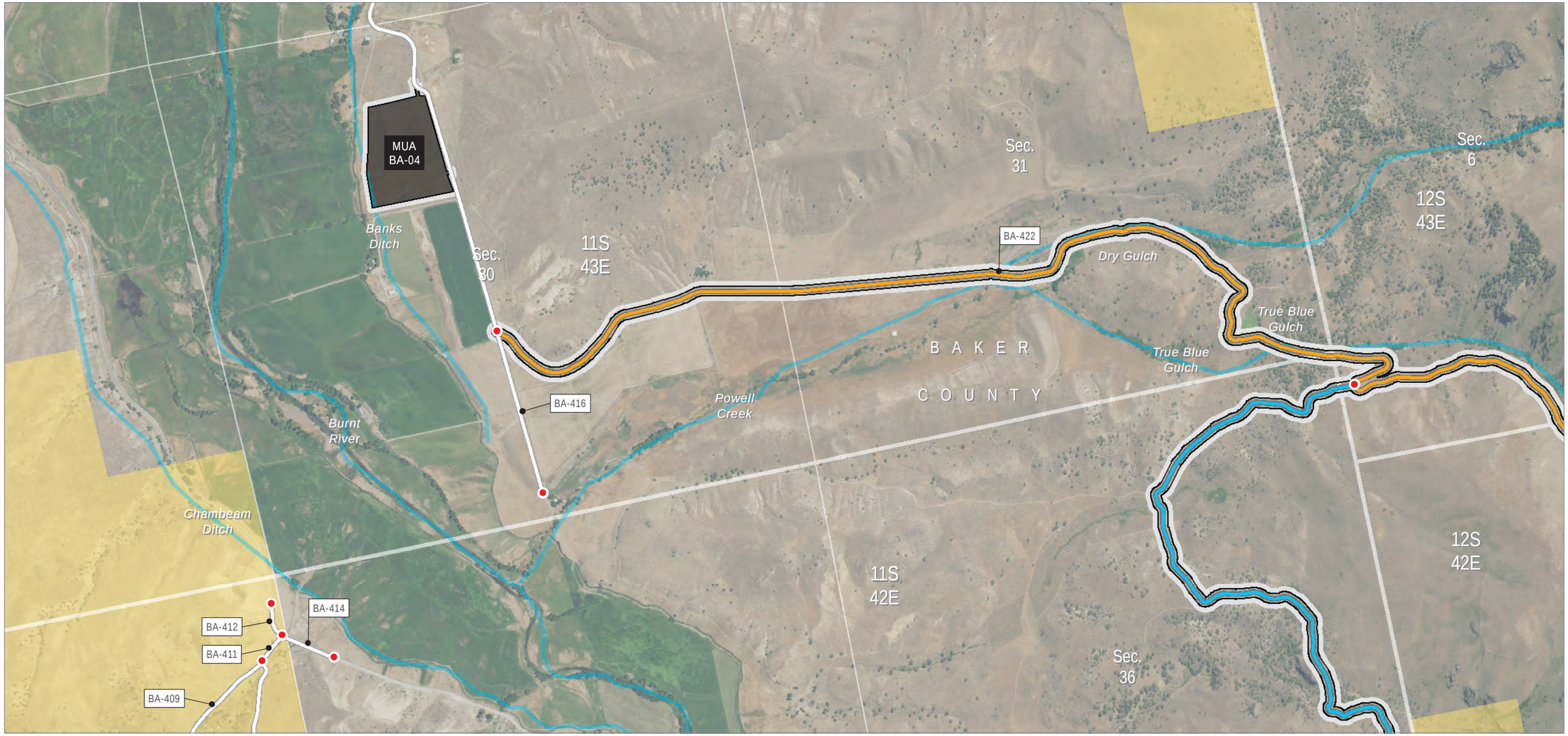
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Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Baker County

Map 89



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

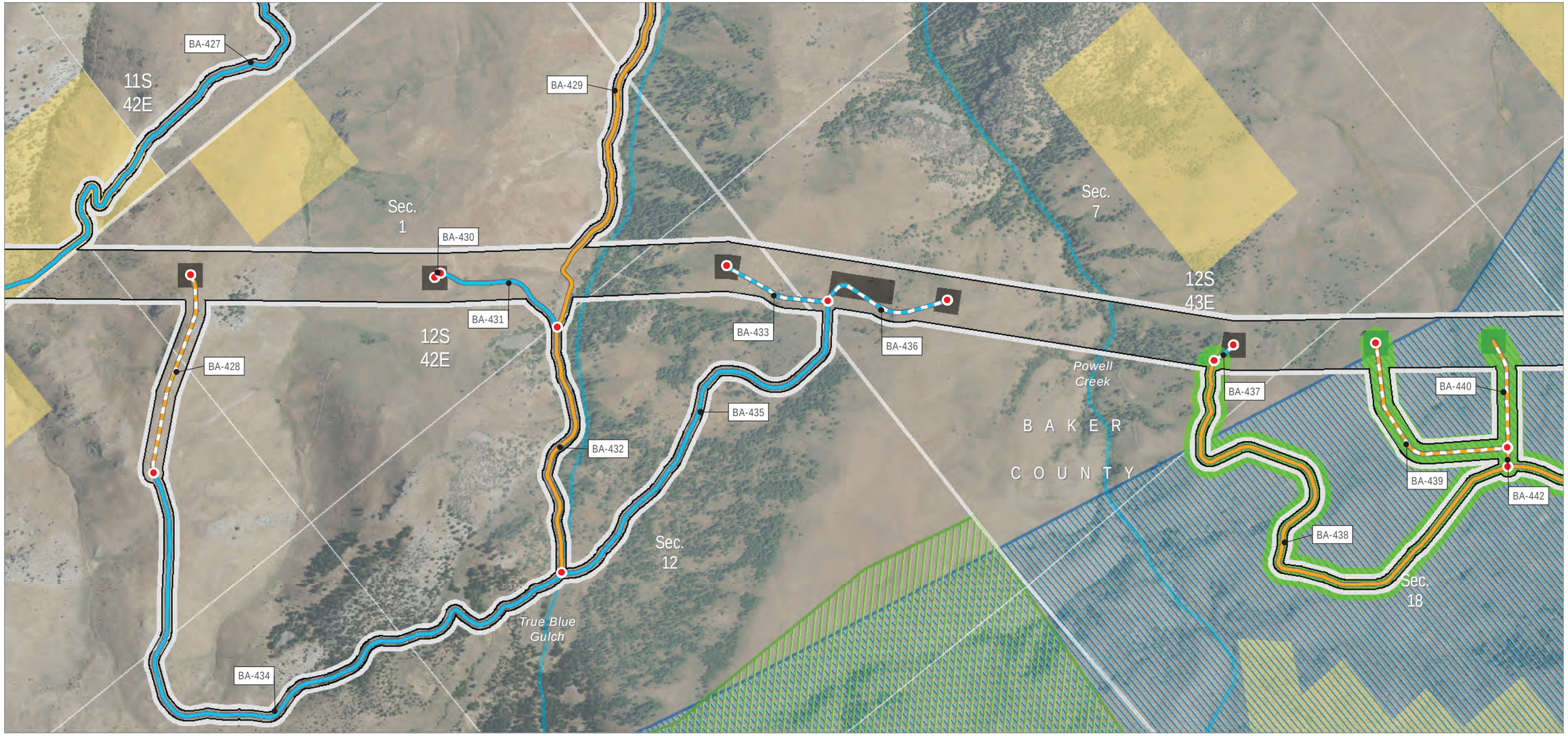
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Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Baker County

Map 90



0 1,000
Feet

Map Area



Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Summer Range
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

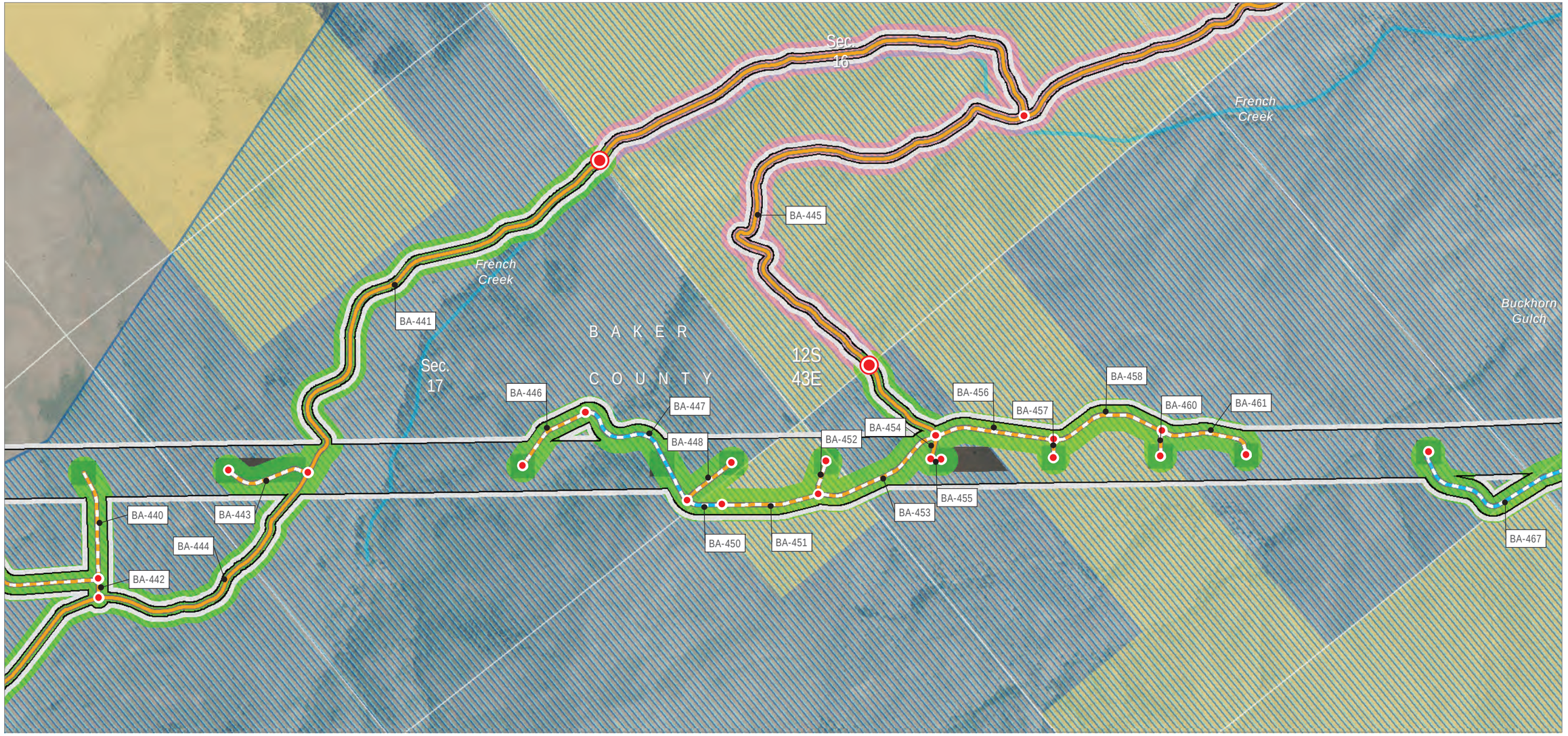
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An IDACORP Company

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Baker County

Map 91



0 1,000
Feet

Map Area

OREGON

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Elk
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

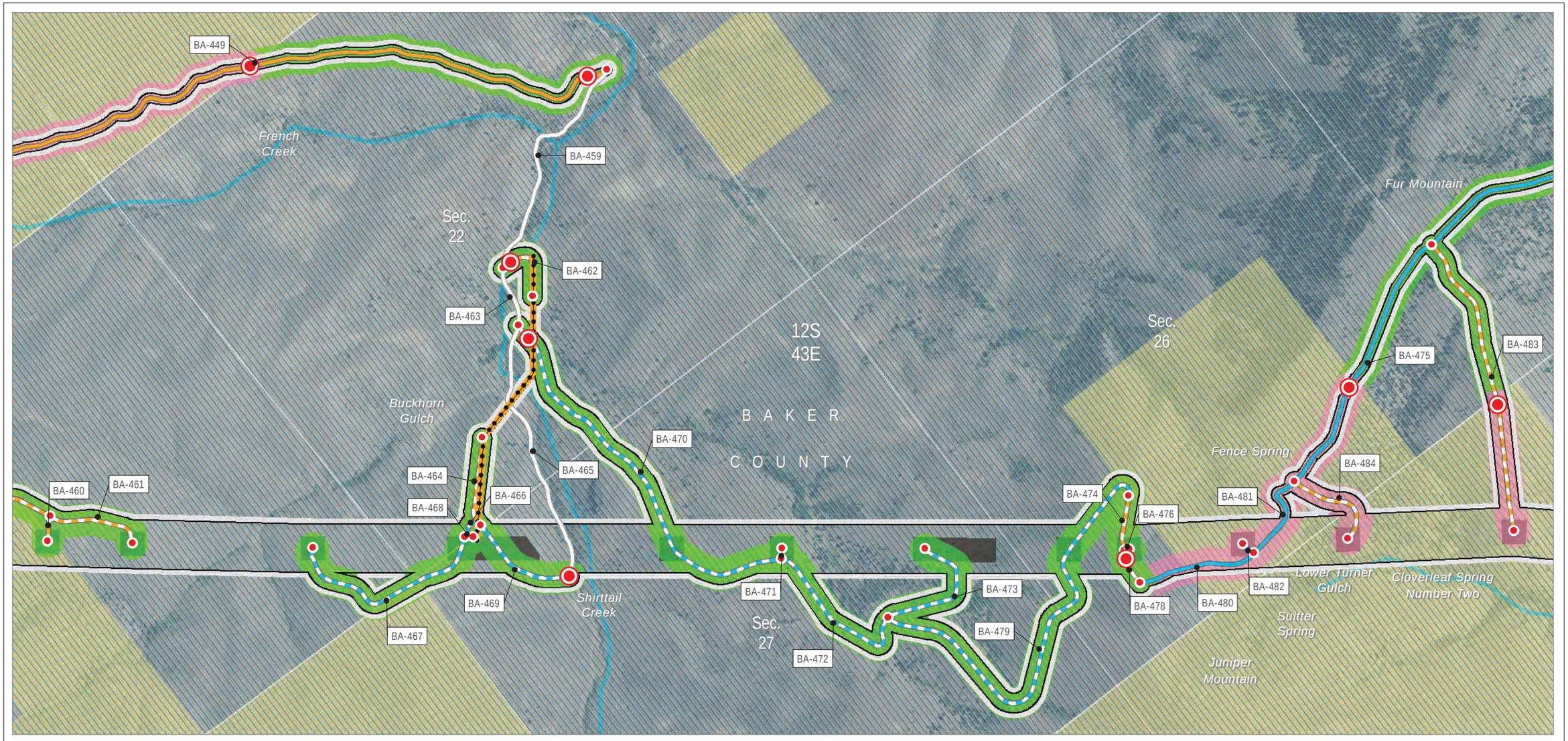
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An IDACORP Company

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Baker County

Map 92



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat
Elk
- Winter Range

Land Status
- Bureau of Land Management
- Private

Other Features
- Stream/River/Canal

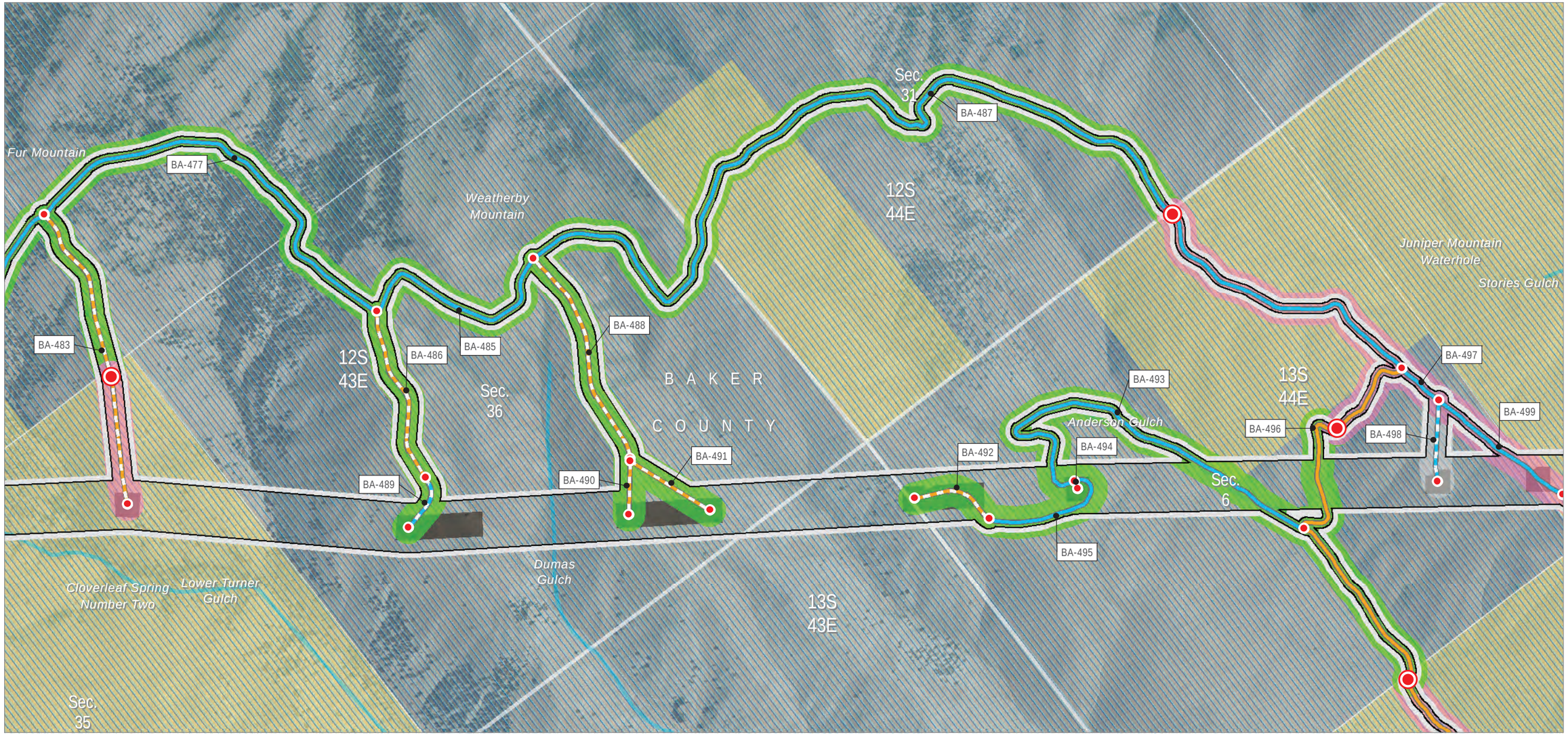
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IDAHO POWER
An IDACORP Company

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Baker County

Map 93



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Wildlife_Habitat

Elk
- Winter Range

Land Status
- Bureau of Land Management
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Other Features
- Stream/River/Canal

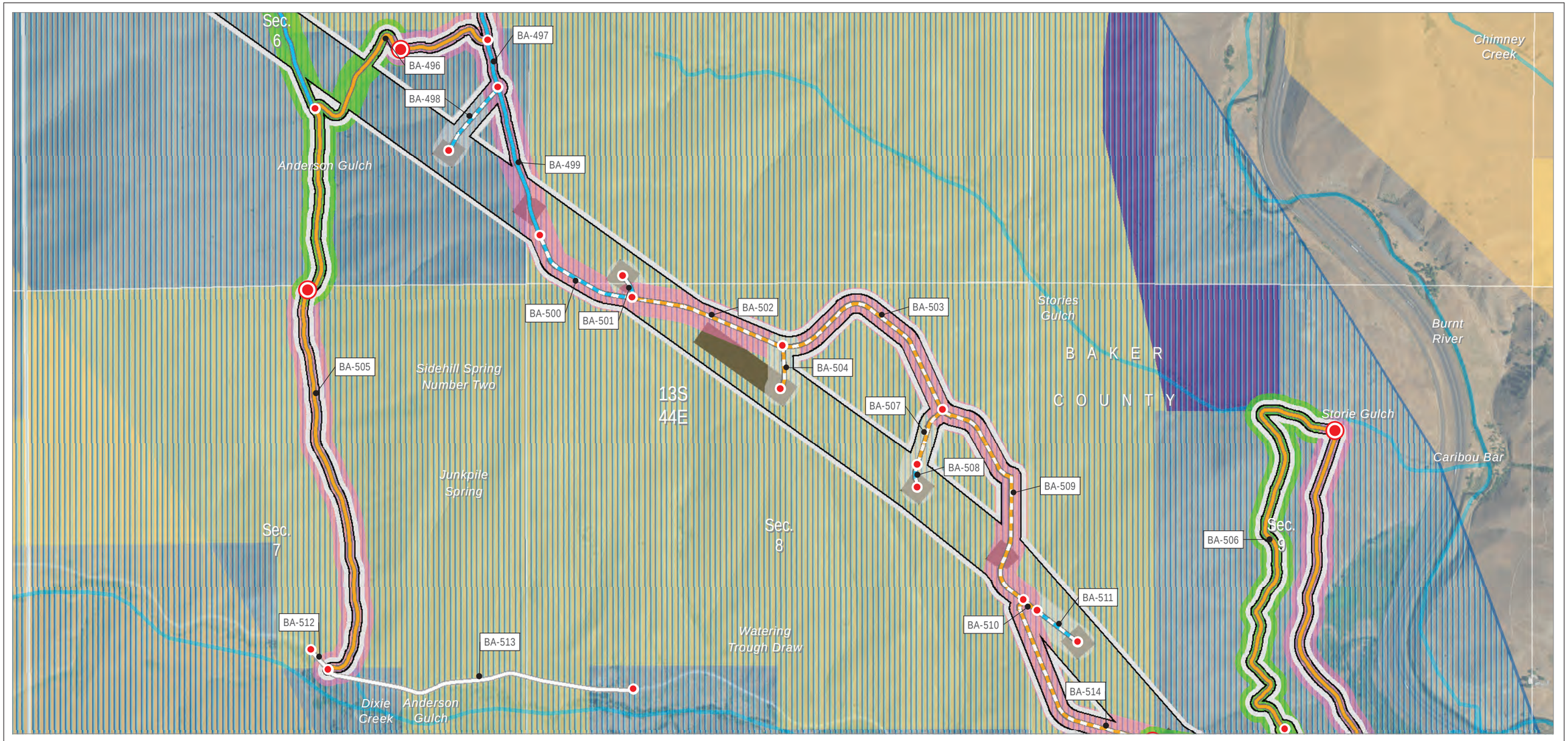
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Baker County

Map 94



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Winter Range

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Designated Utility Corridors
- West-wide Energy Corridor (WWEC)

Other Features
- Stream/River/Canal

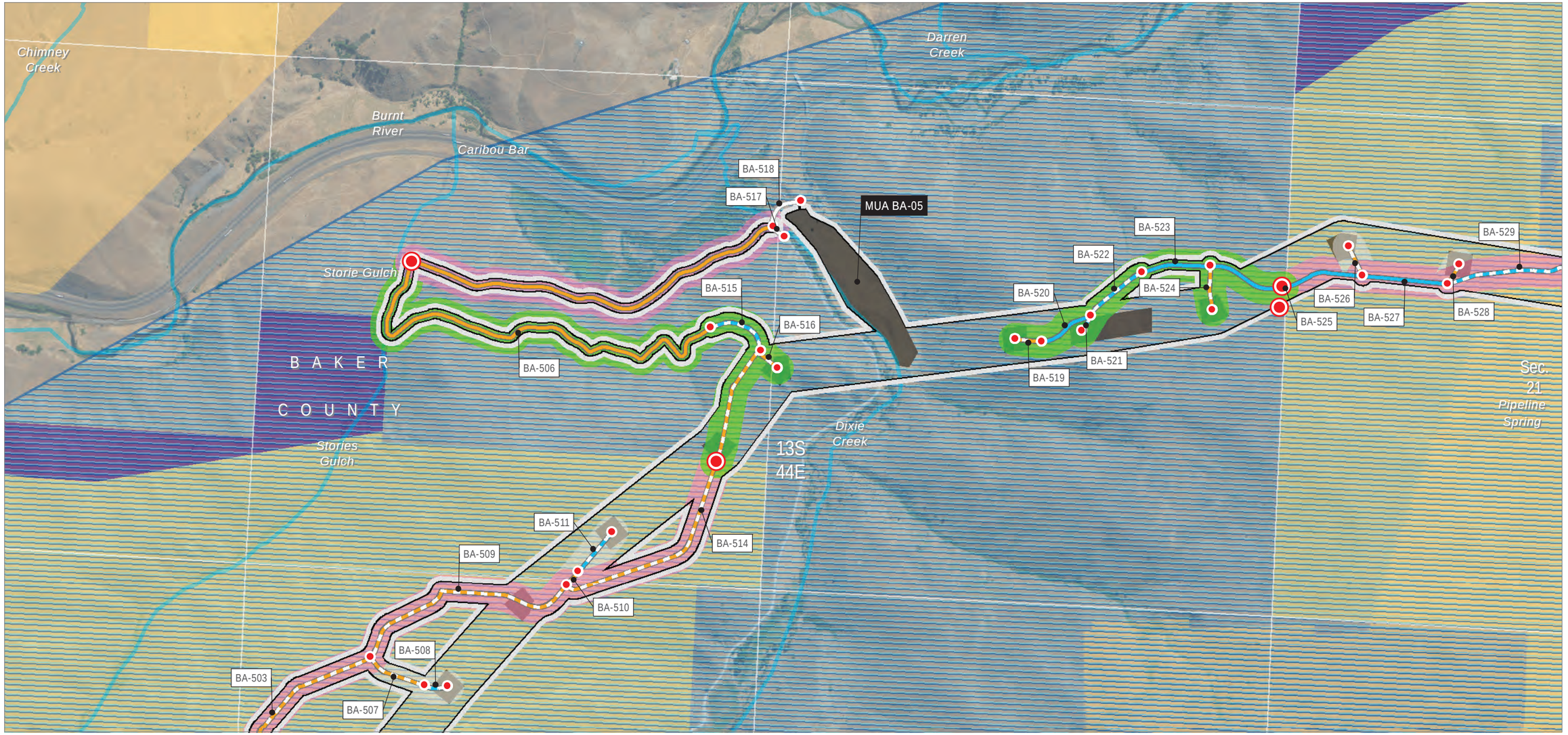
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Map 95



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Feet

OREGON

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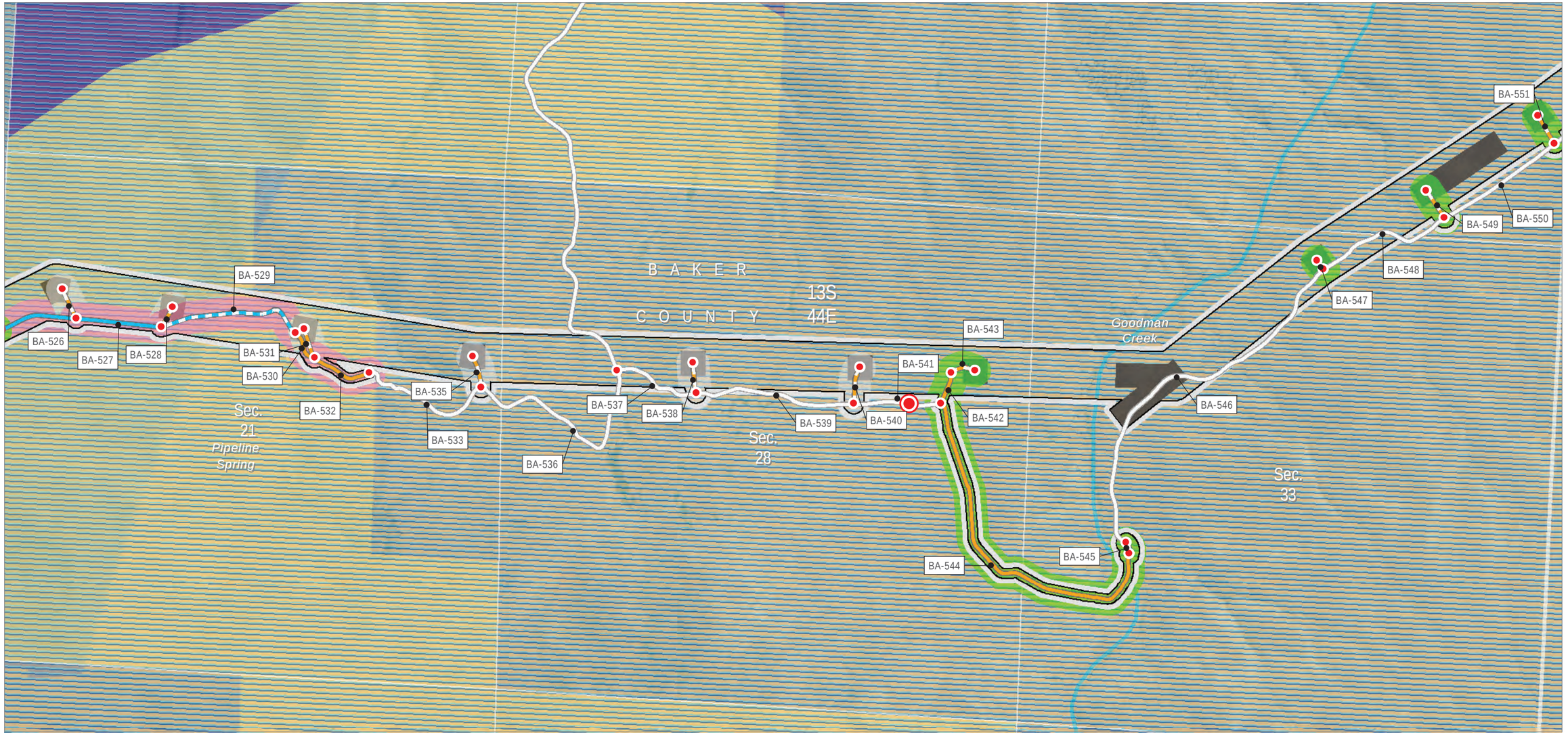
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Baker County

Map 96



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Feet

OREGON

Map Area

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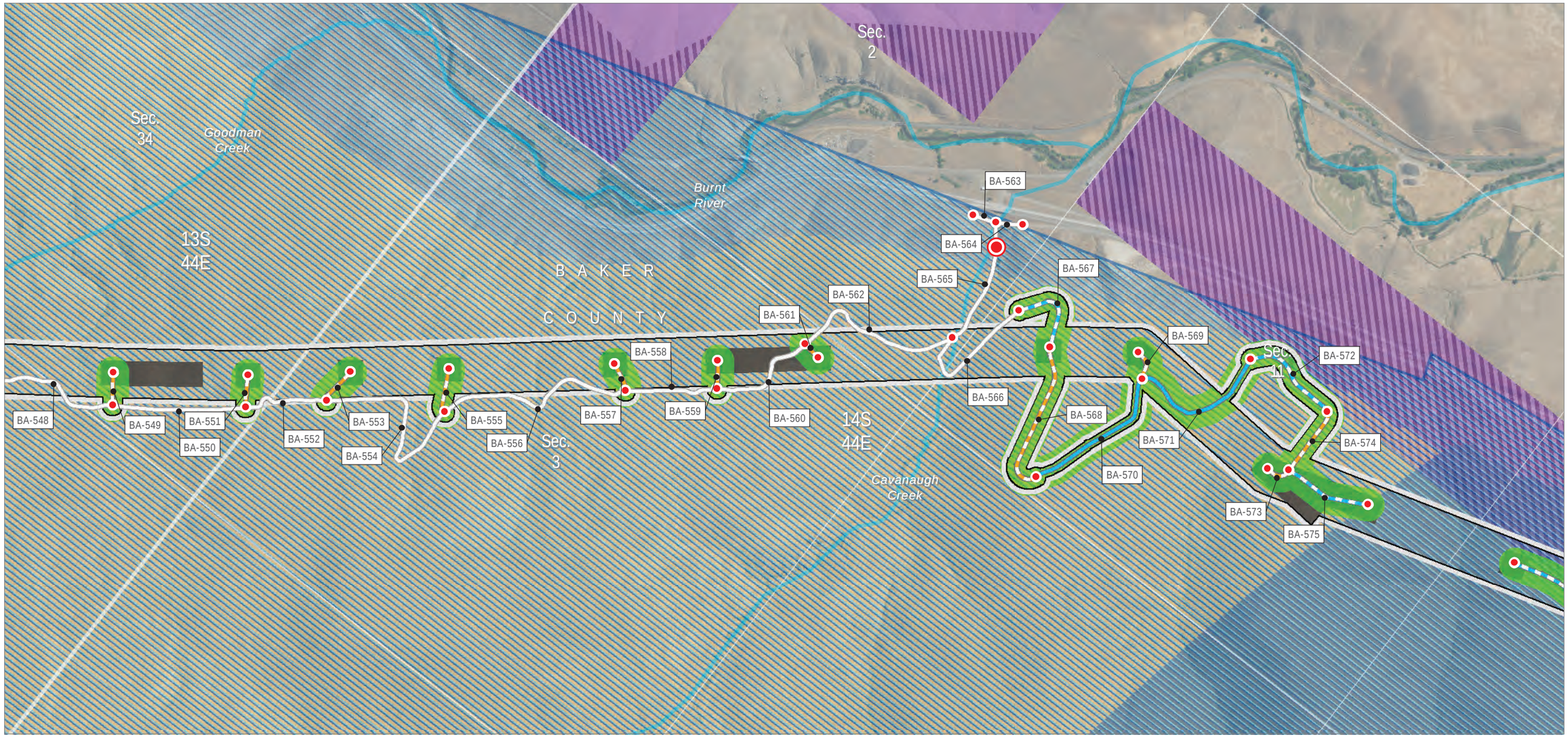
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Map 97



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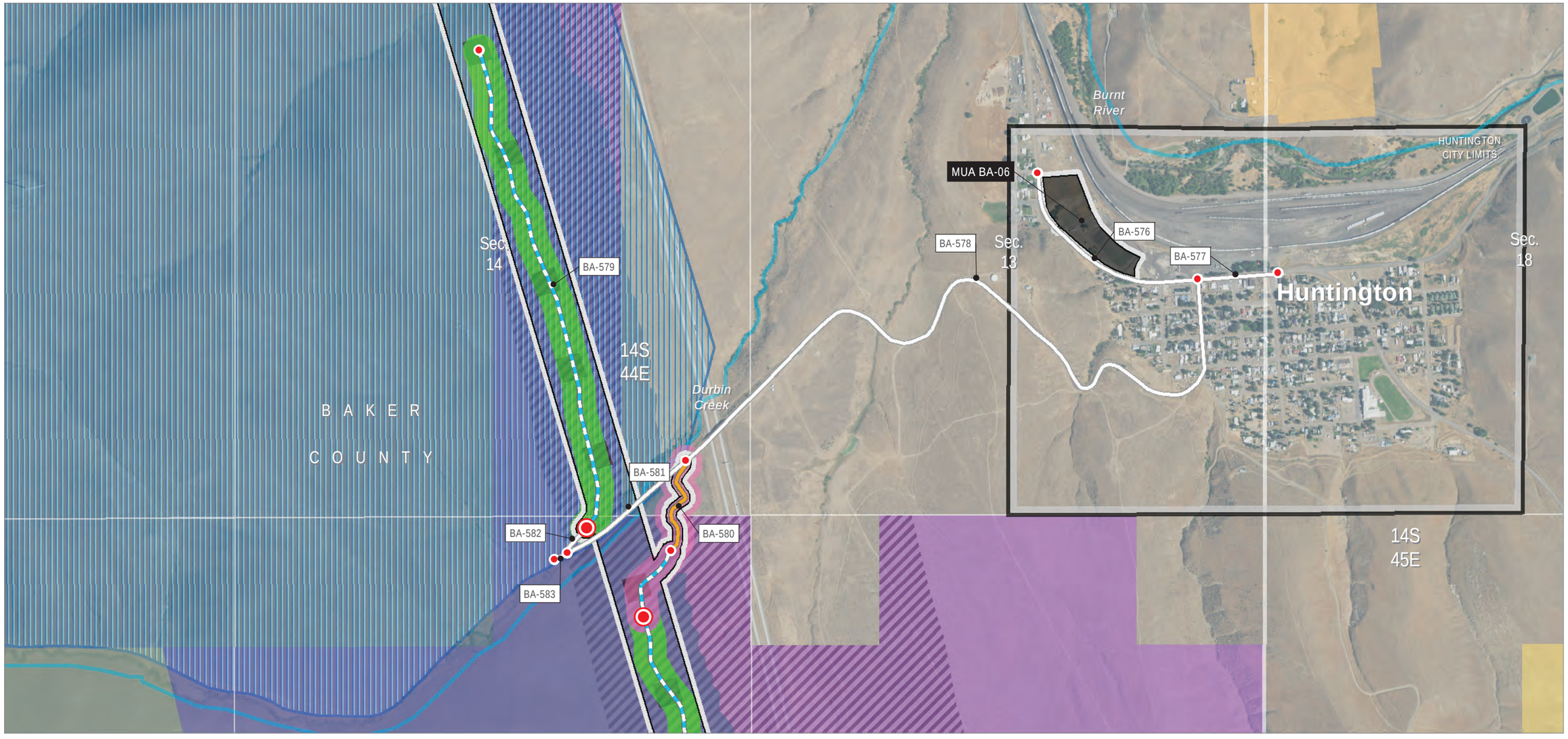
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Map 98



0 1,000
Feet

OREGON

Map Area

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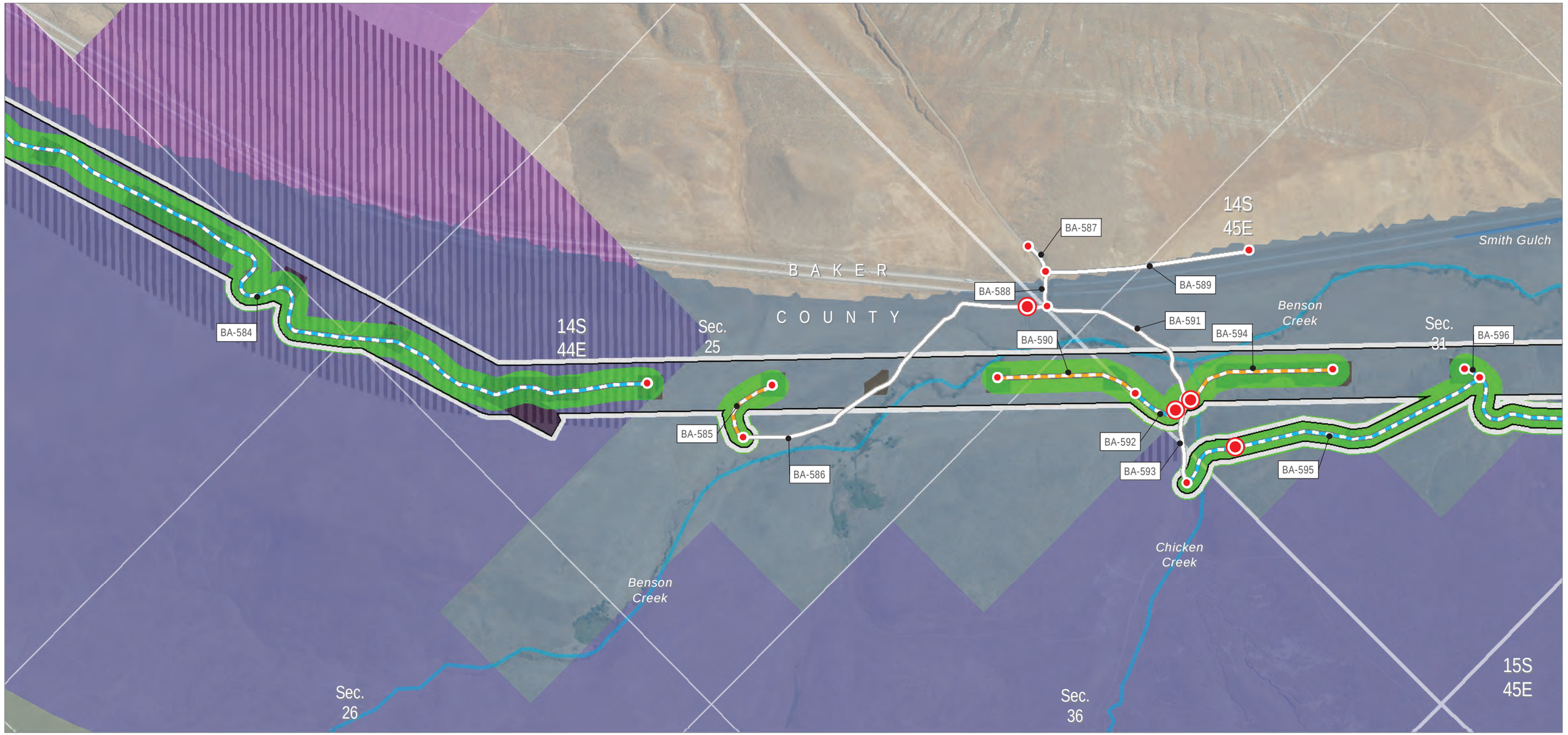
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Baker County

Map 99



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Other Features
- Stream/River/Canal

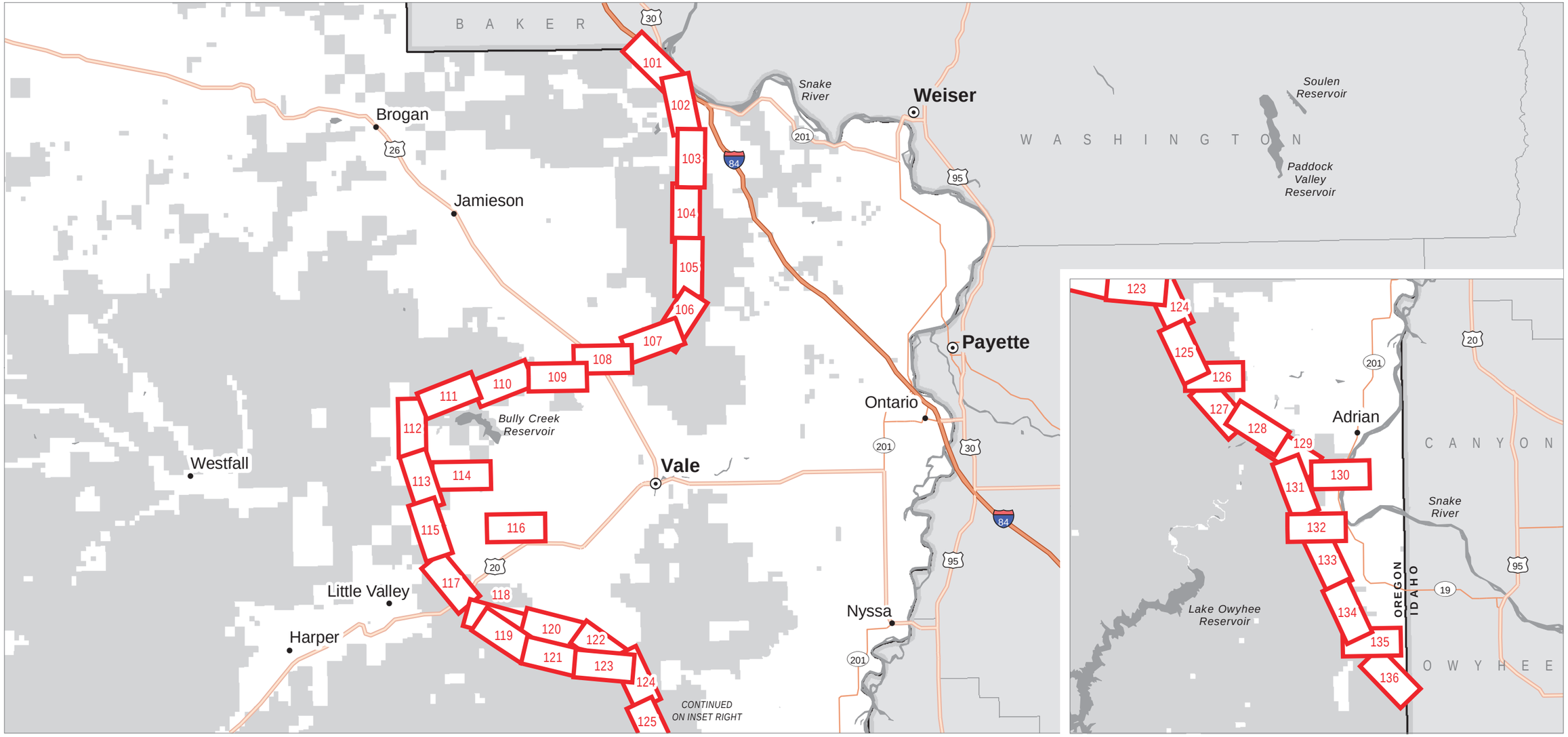
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Baker County

Map 100



0 5
Miles

Map Area

OREGON

Source(s): BLM, IPC, Esri

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Location Map (Map #)

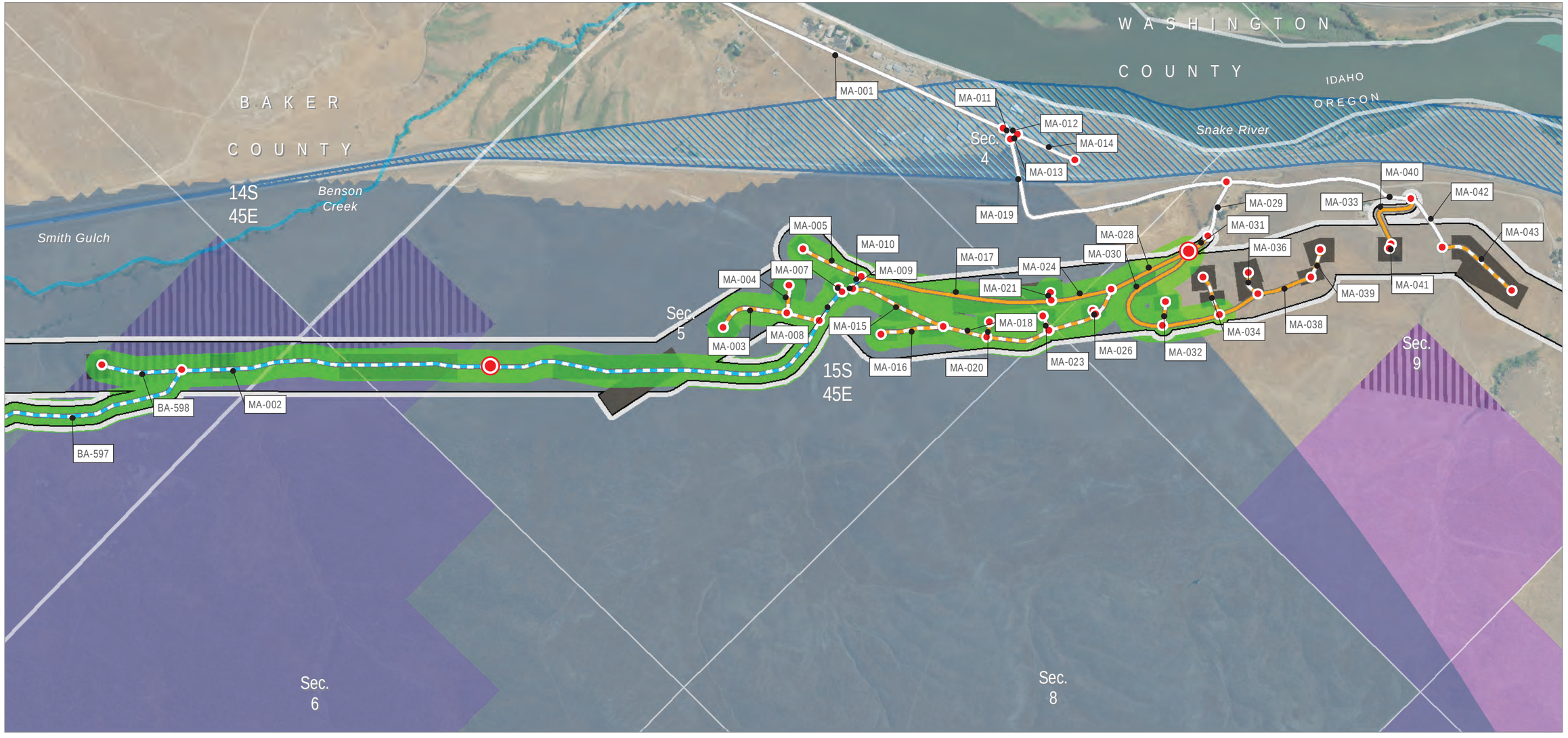
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Road Classification Guide and Access Control Plan

Malheur County

Map Index



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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- Fish and Wildlife Service
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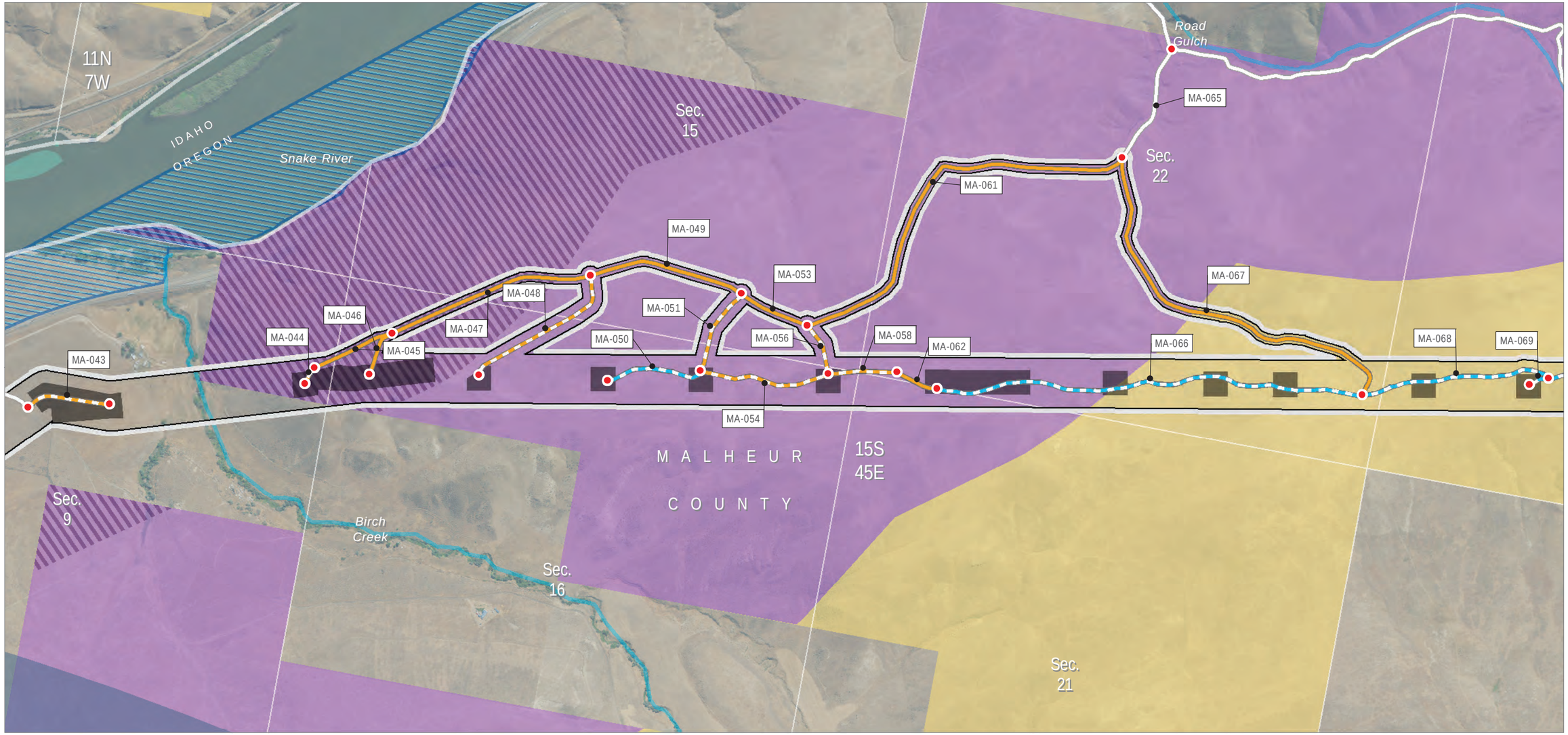
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Malheur County

Map 101



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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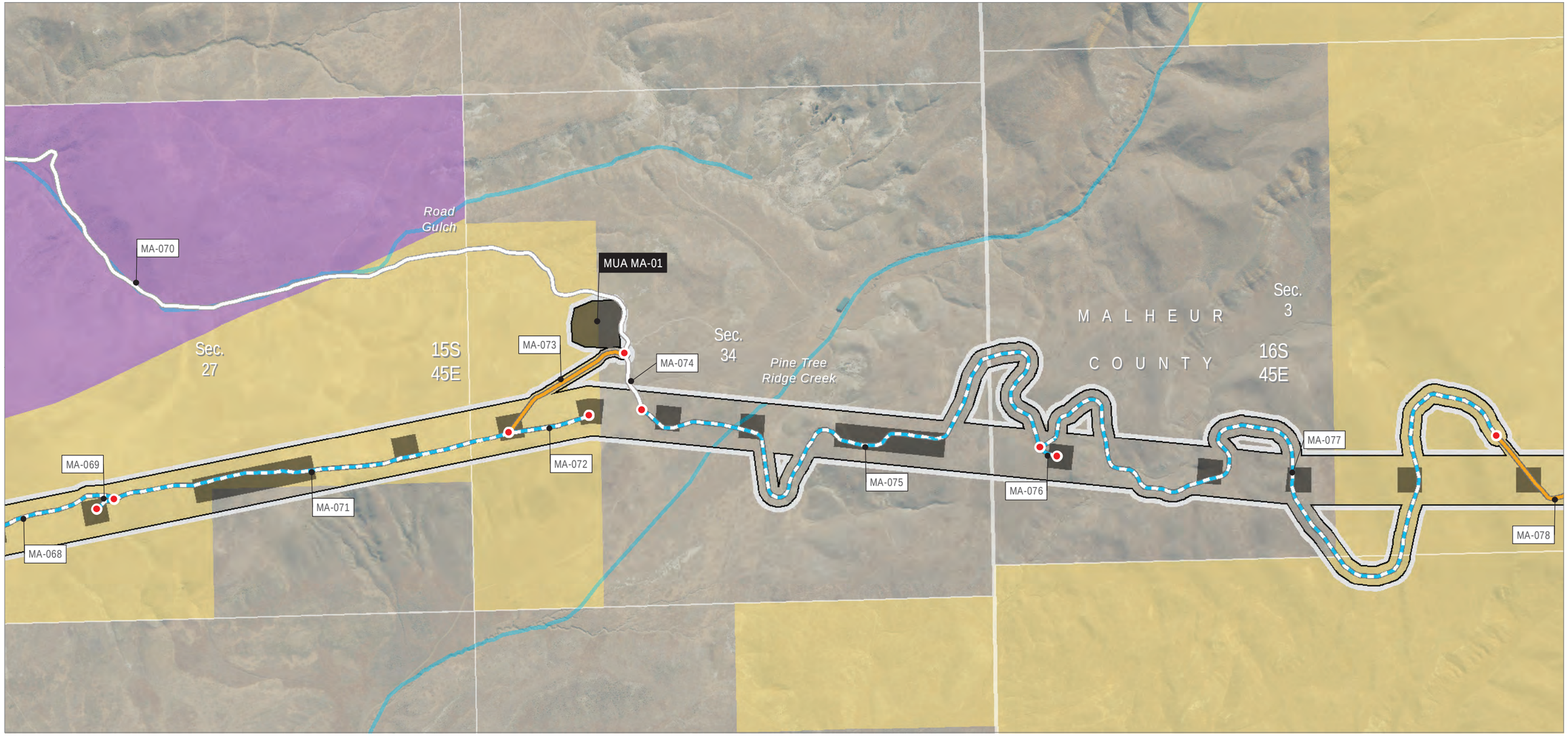
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Malheur County

Map 102



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Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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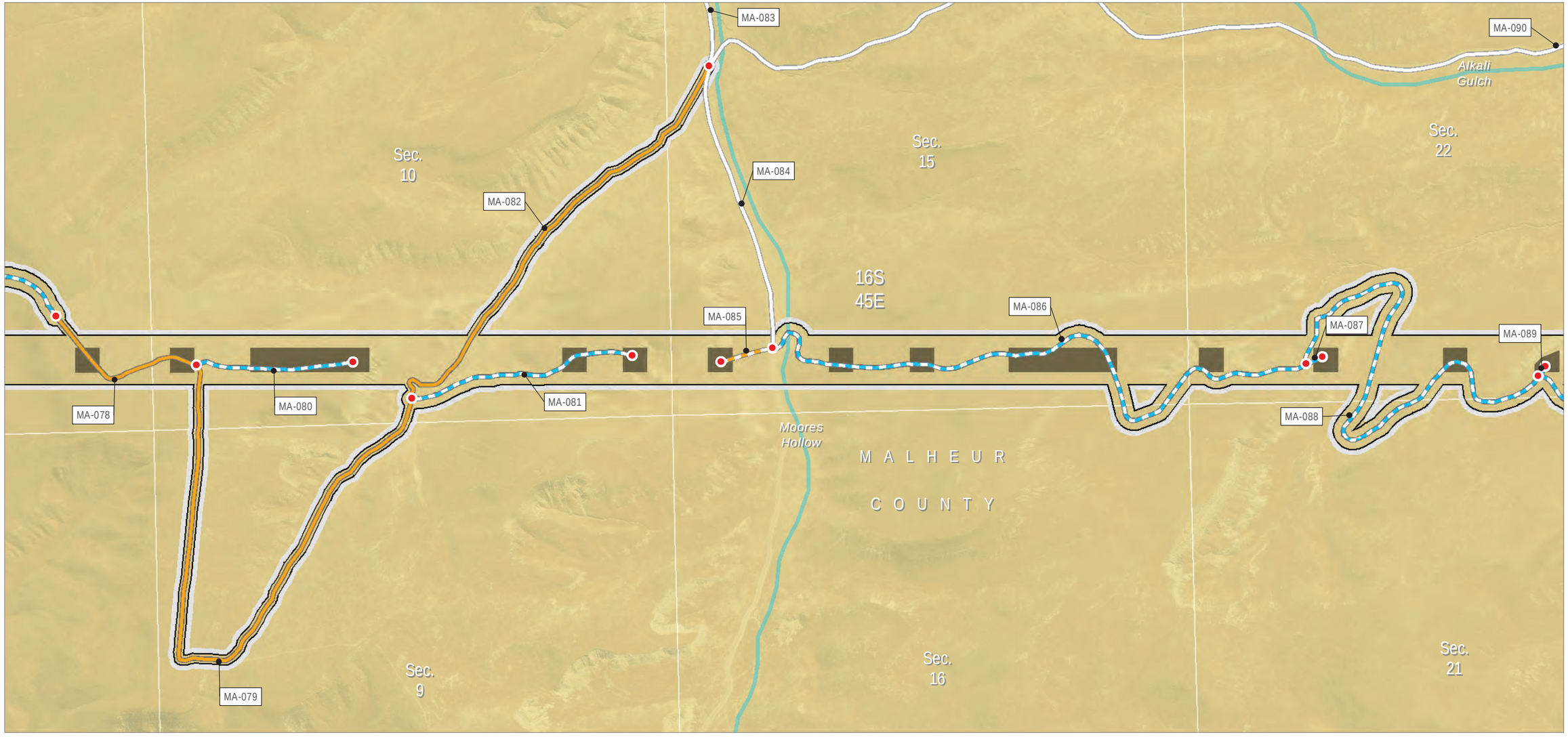
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Road Classification Guide and Access Control Plan

Malheur County

Map 103



0 1,000
Feet



Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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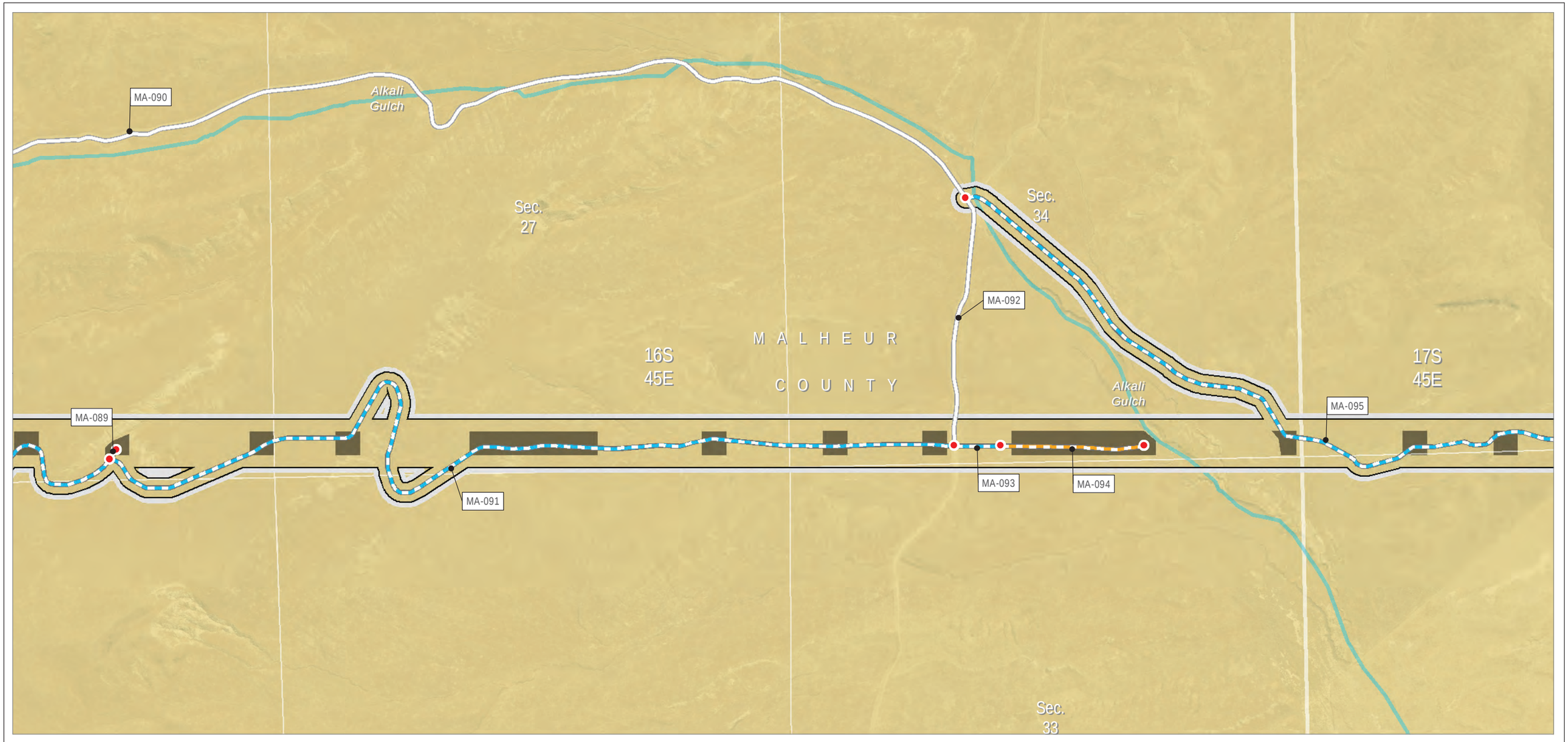
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Map 104



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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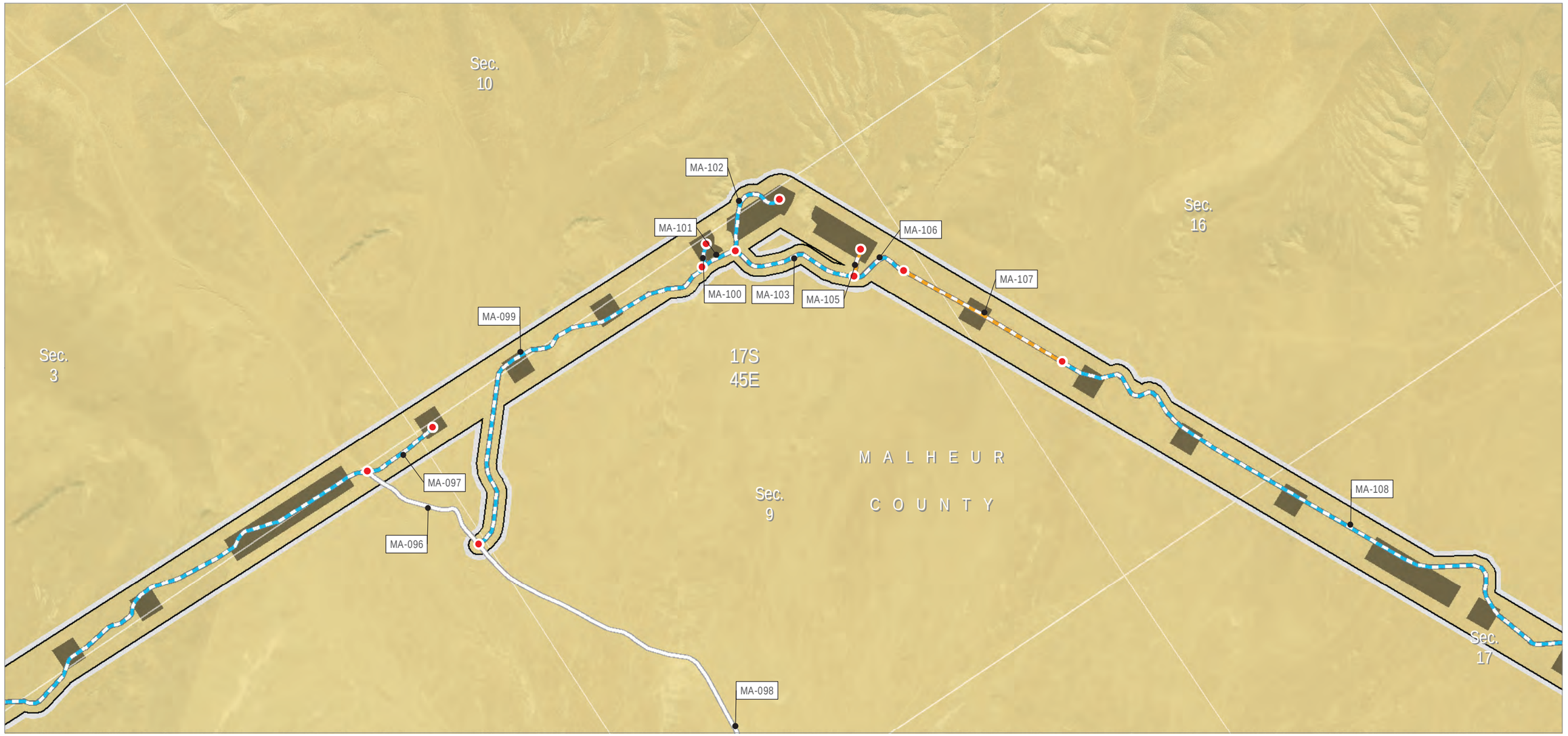
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Map 105



0 1,000
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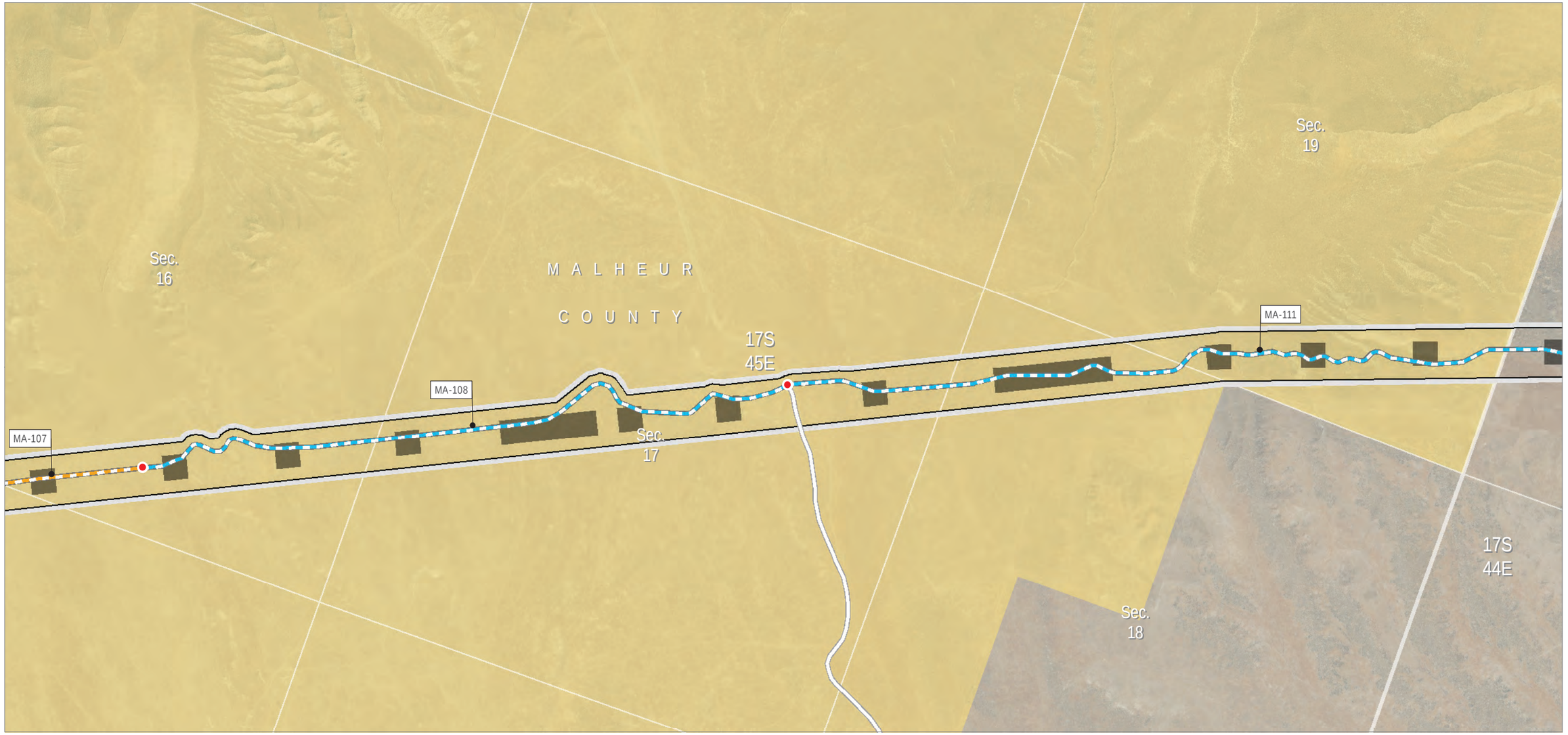
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Map 106



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OREGON

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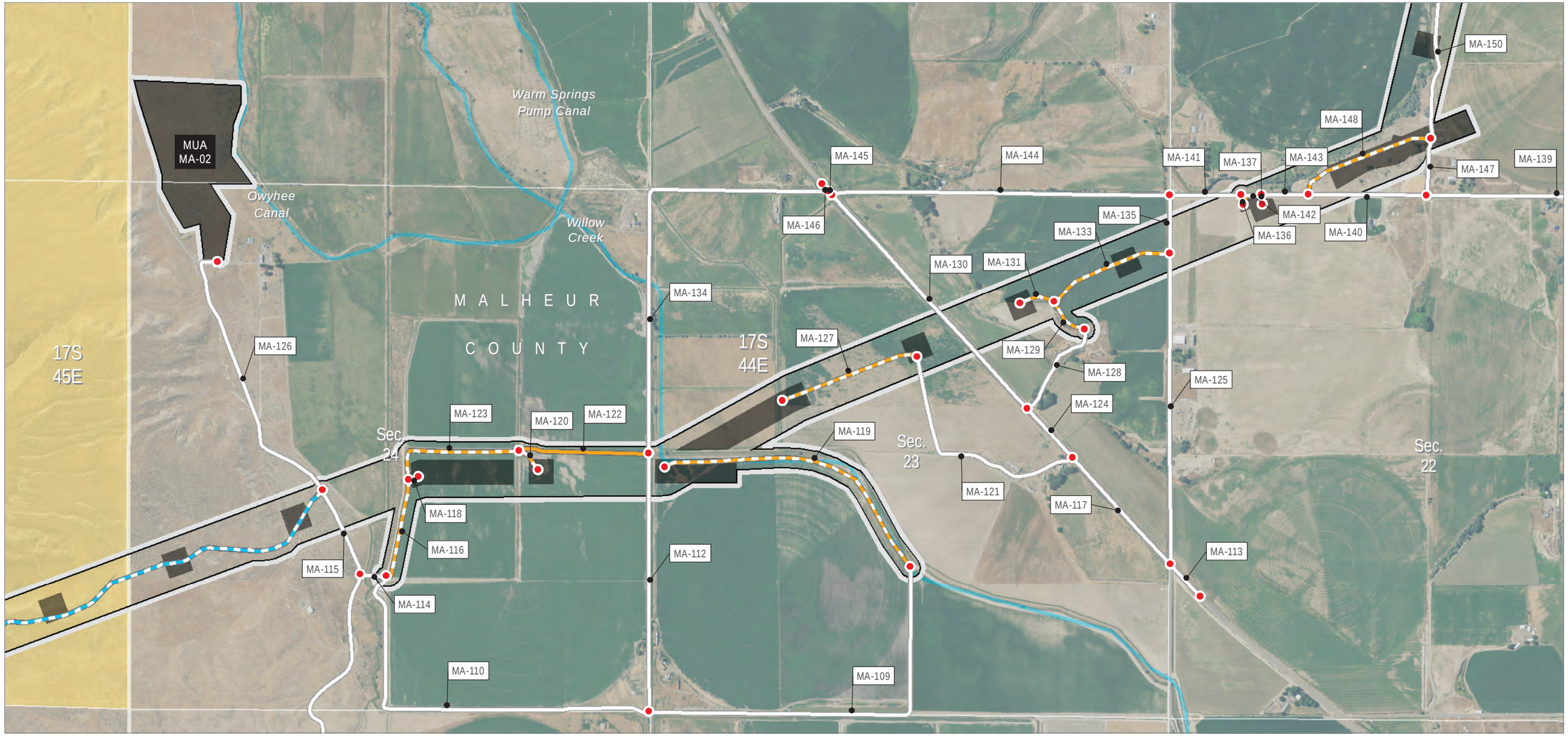
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Malheur County

Map 107



0 1,000
Feet



Map Area

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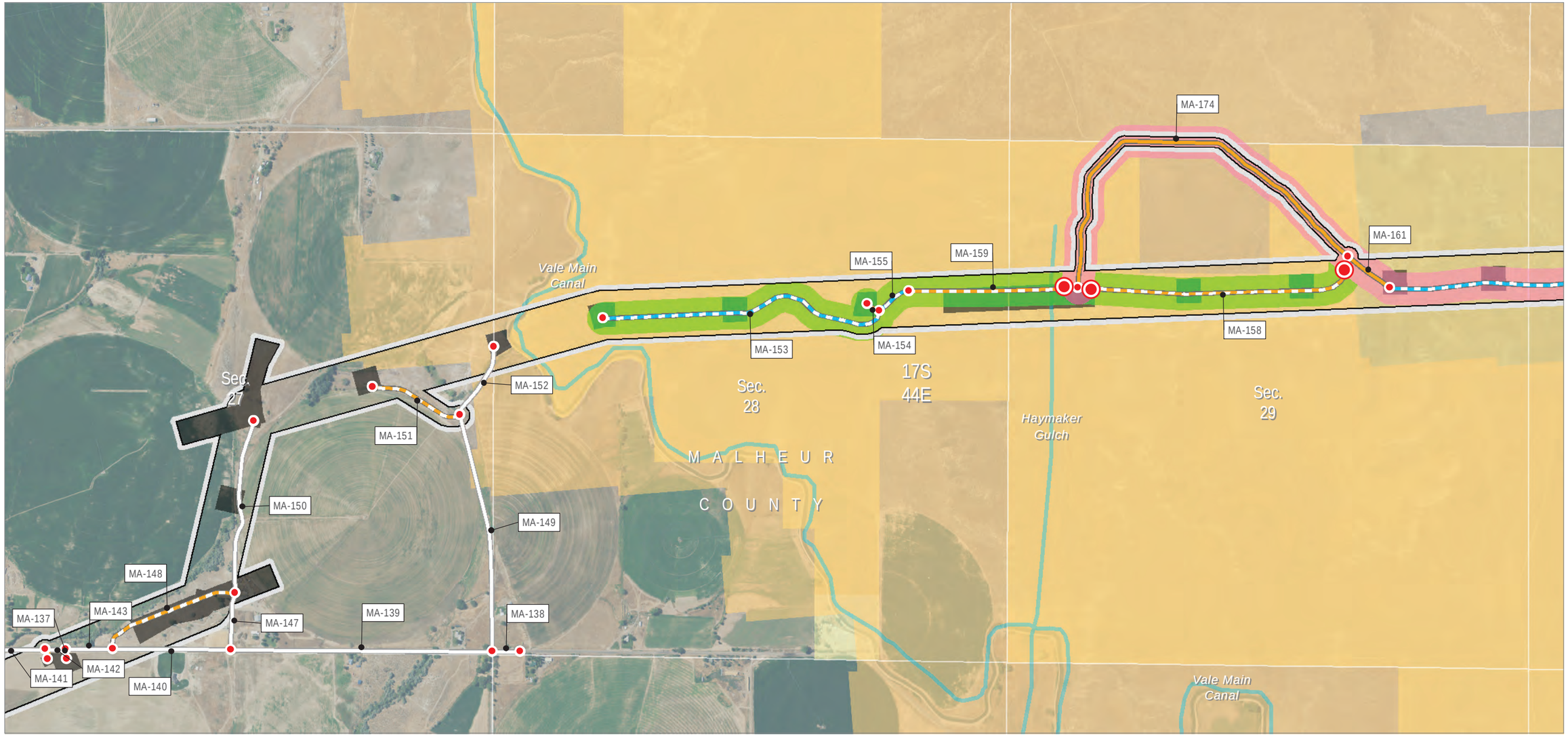
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Map Area

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Other Features
- Stream/River/Canal

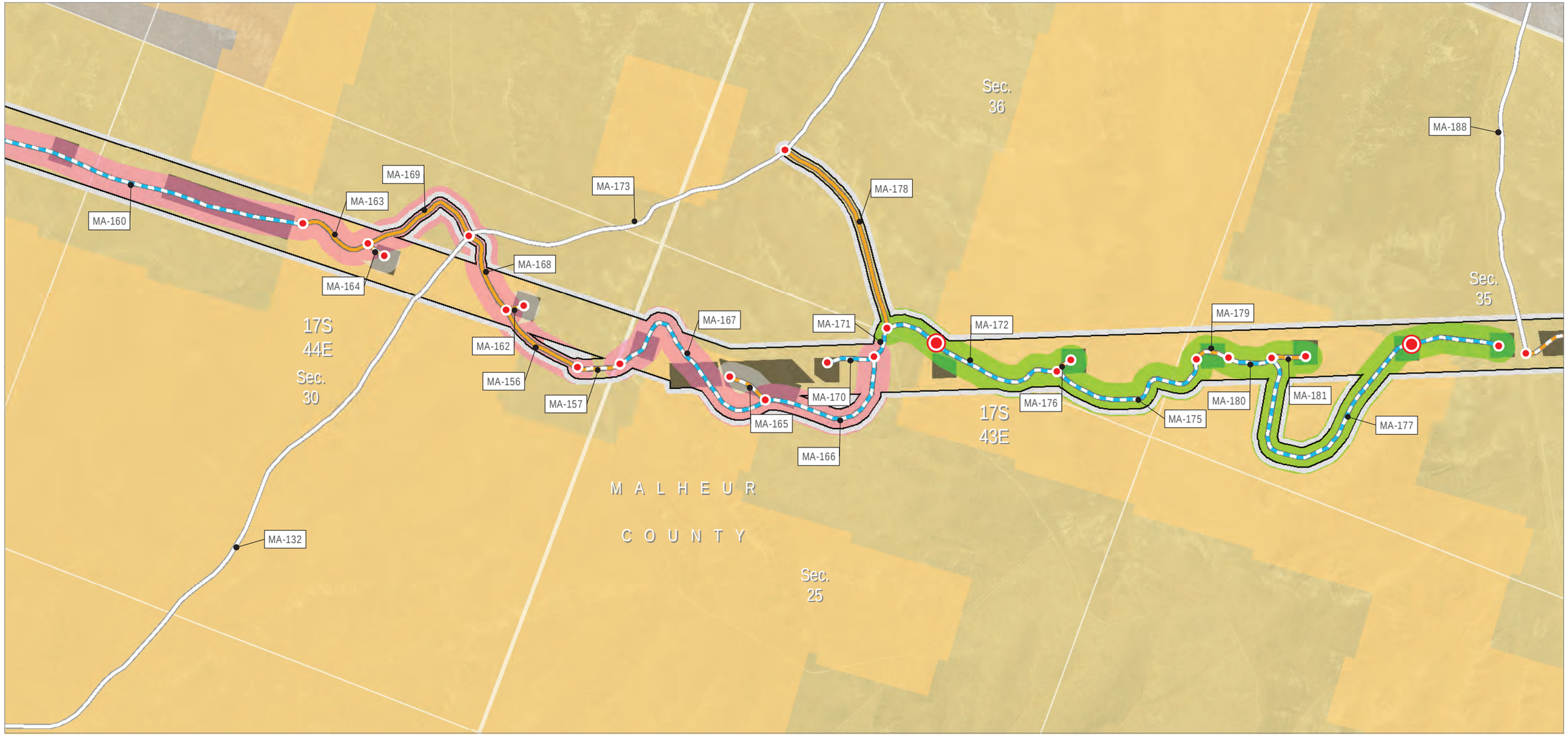
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 109



Map Area

OREGON

0 1,000
Feet

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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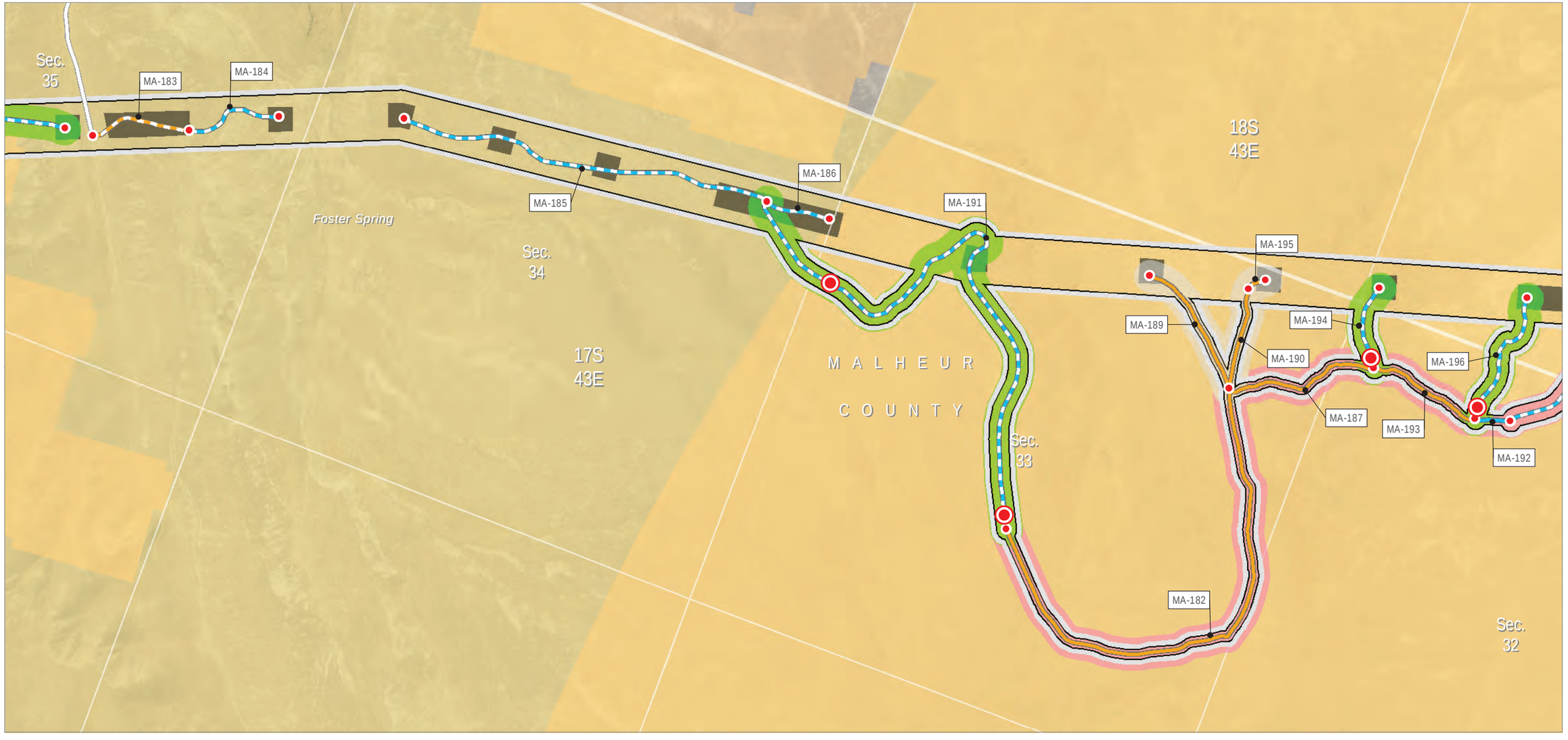
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Road Classification Guide and Access Control Plan

Malheur County

Map 110



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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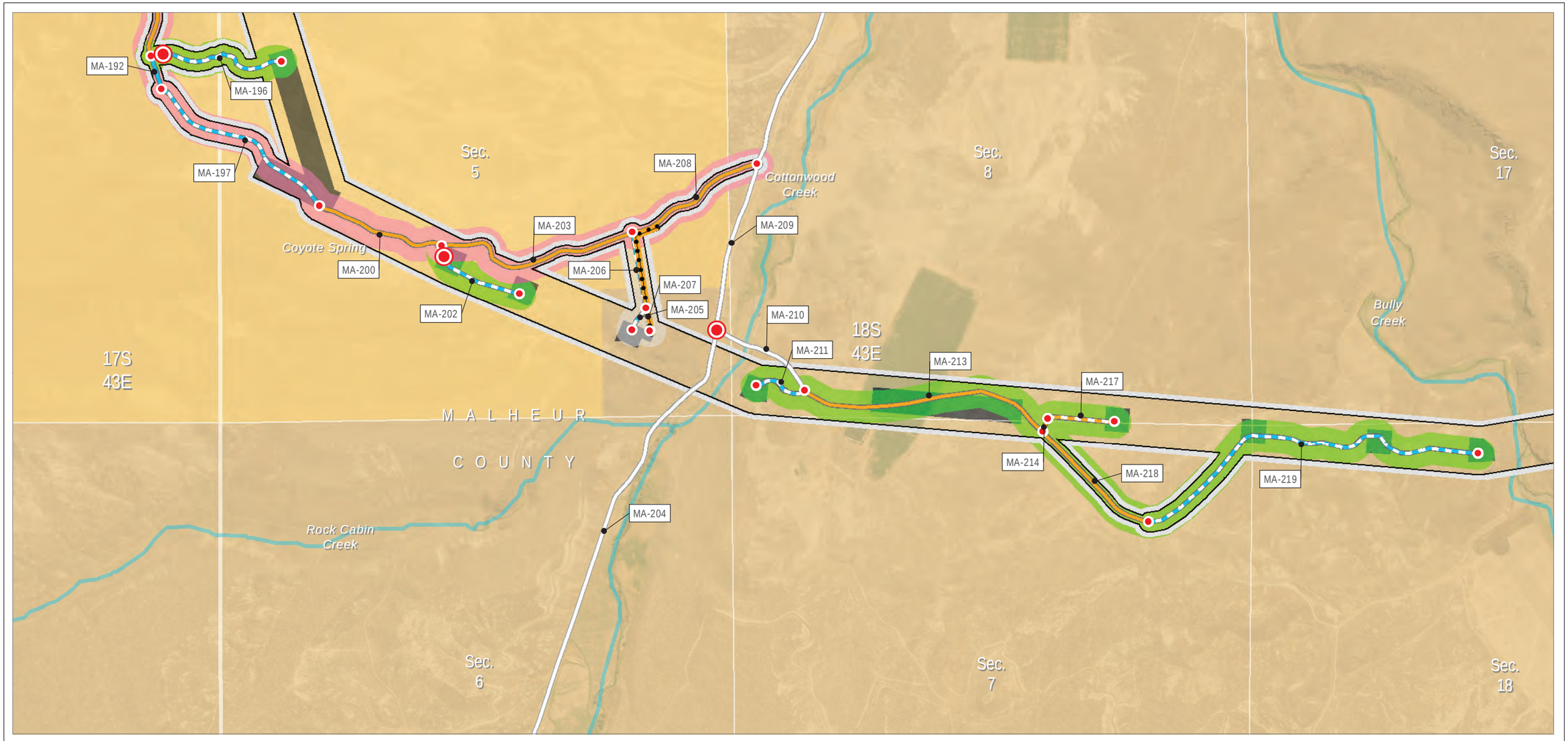
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Road Classification Guide and Access Control Plan

Malheur County

Map 111



0 1,000
Feet

OREGON

Map Area

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- Stream/River/Canal

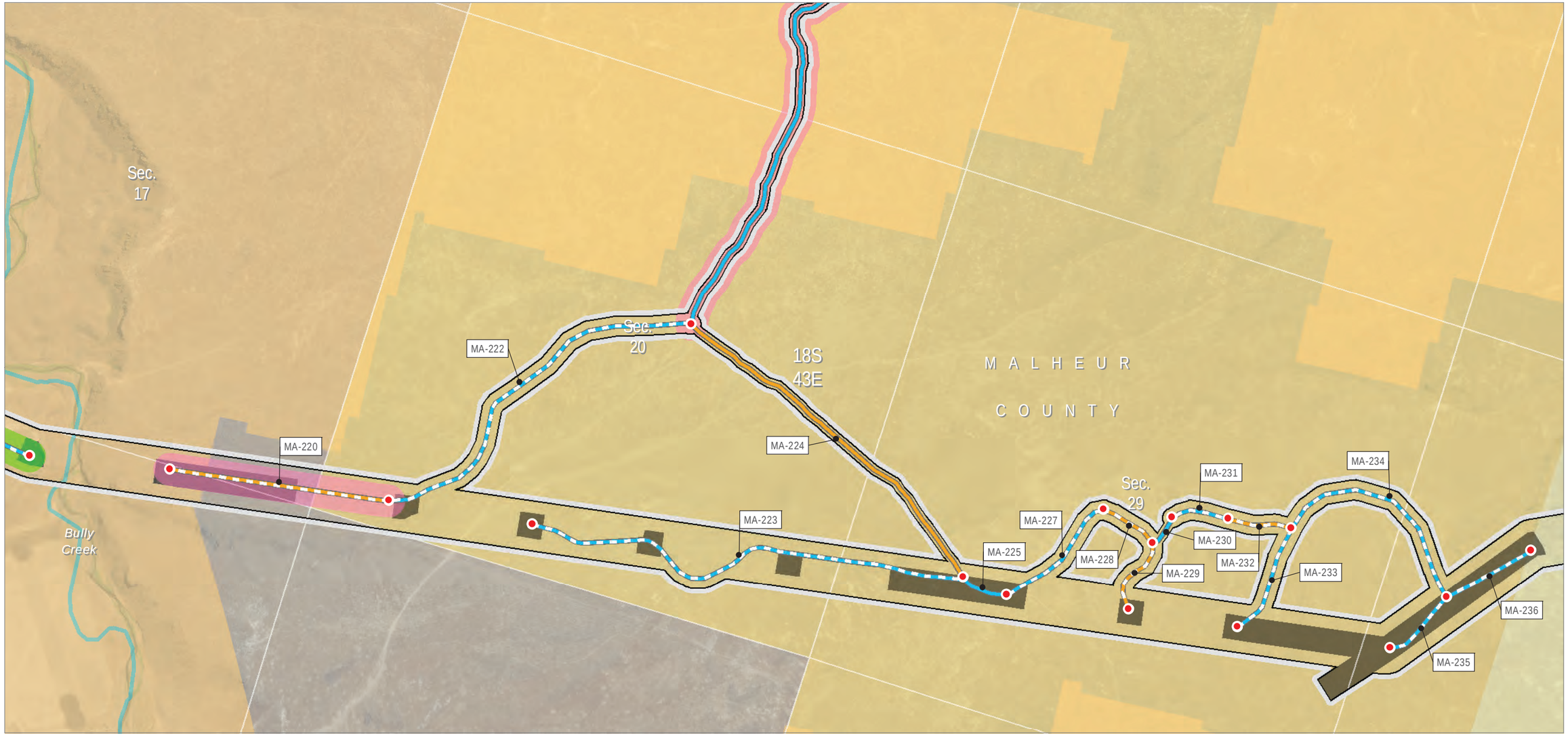
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Road Classification Guide and Access Control Plan

Malheur County

Map 112



0 1,000
Feet

OREGON

Map Area

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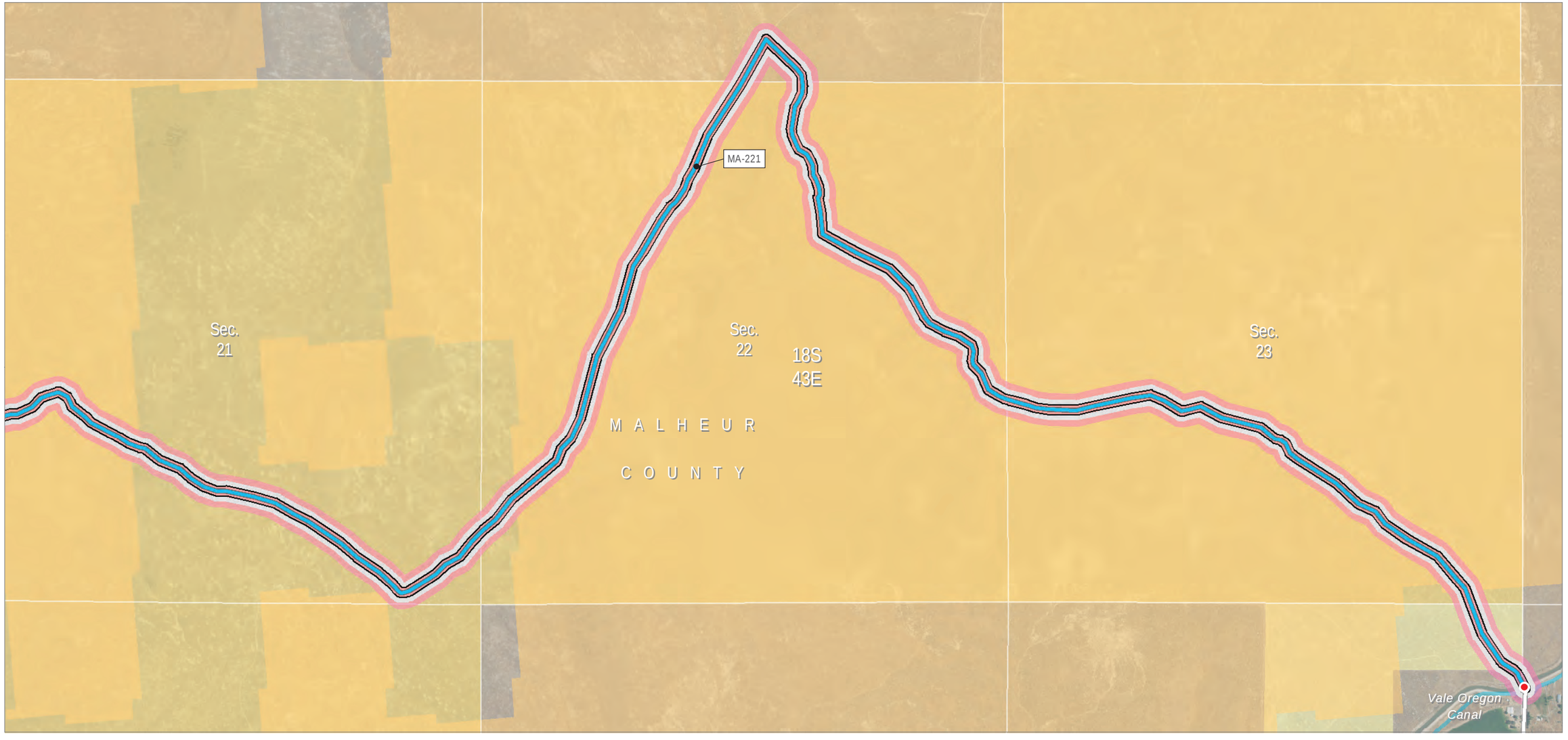
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An IDACORP Company

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Road Classification Guide and Access Control Plan

Malheur County

Map 113



0 1,000
Feet

OREGON

Map Area

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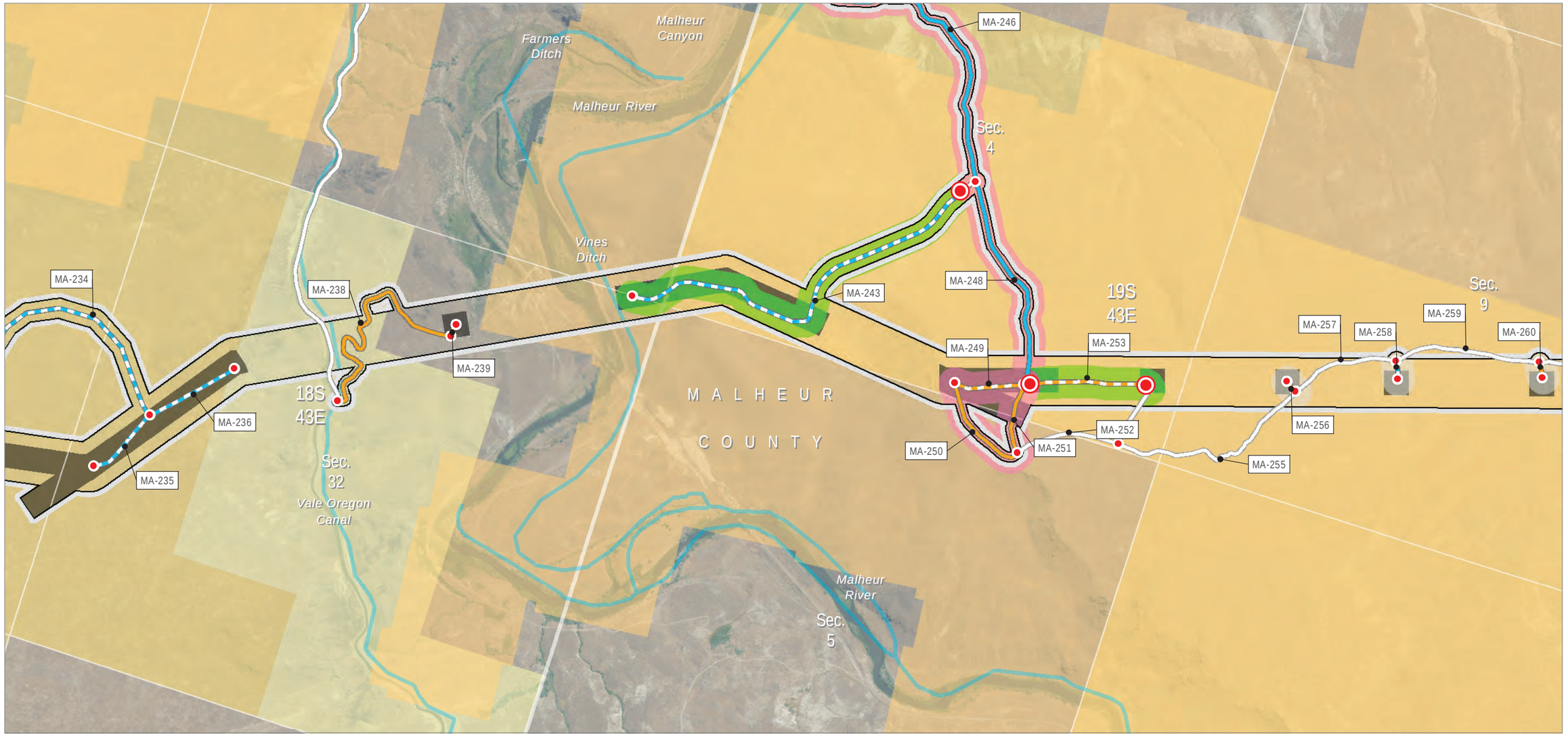
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Application for Site Certificate

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An IDACORP Company

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Road Classification Guide and Access Control Plan

Malheur County

Map 114



0 1,000
Feet

OREGON

Map Area

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Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 115



0 1,000
Feet

Map Area

OREGON

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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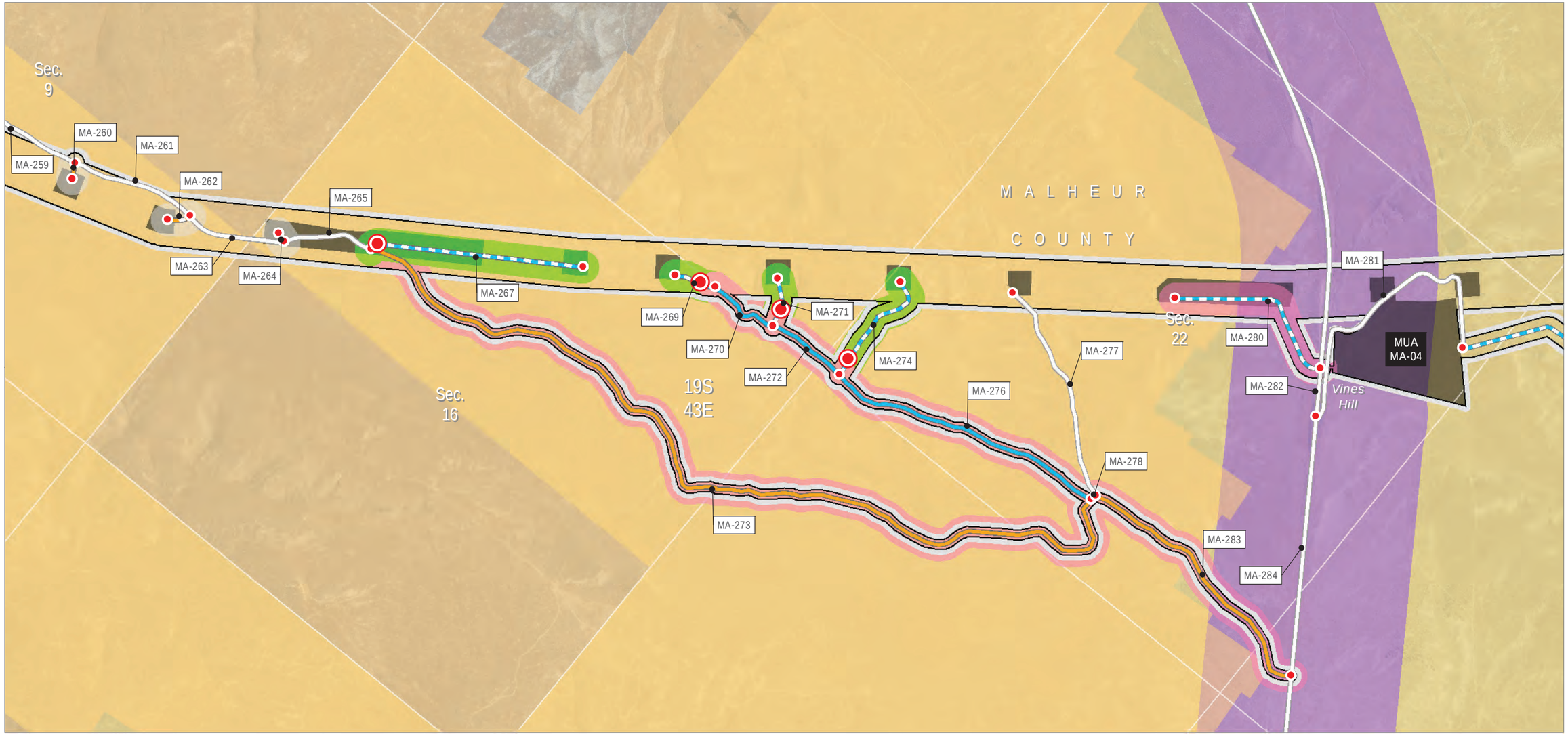
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

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Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 116



0 1,000
Feet

OREGON

Map Area

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Designated Utility Corridors
- Vale District (BLM) Utility Corridor

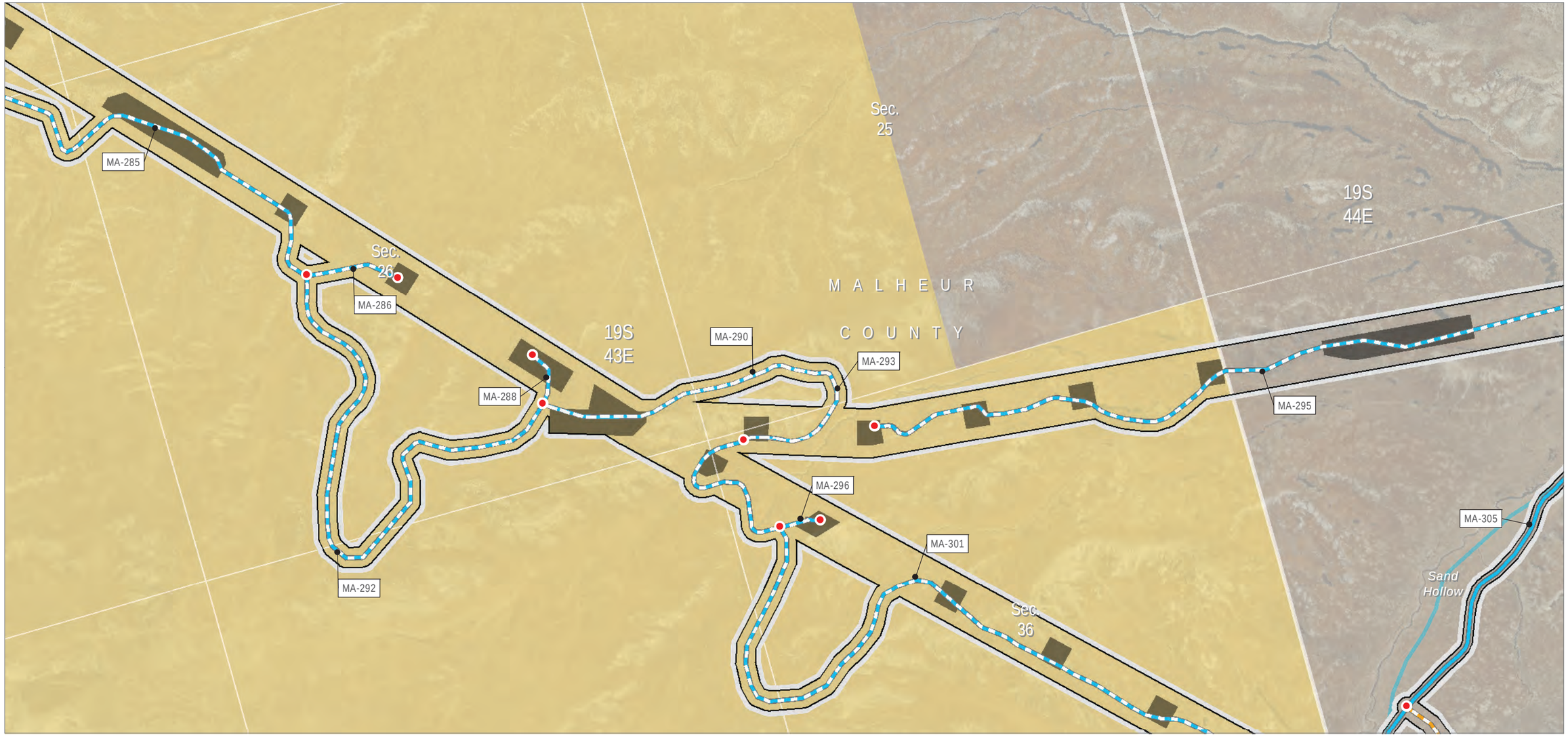
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

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An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 117



0 1,000
Feet

OREGON

Map Area

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Project Features
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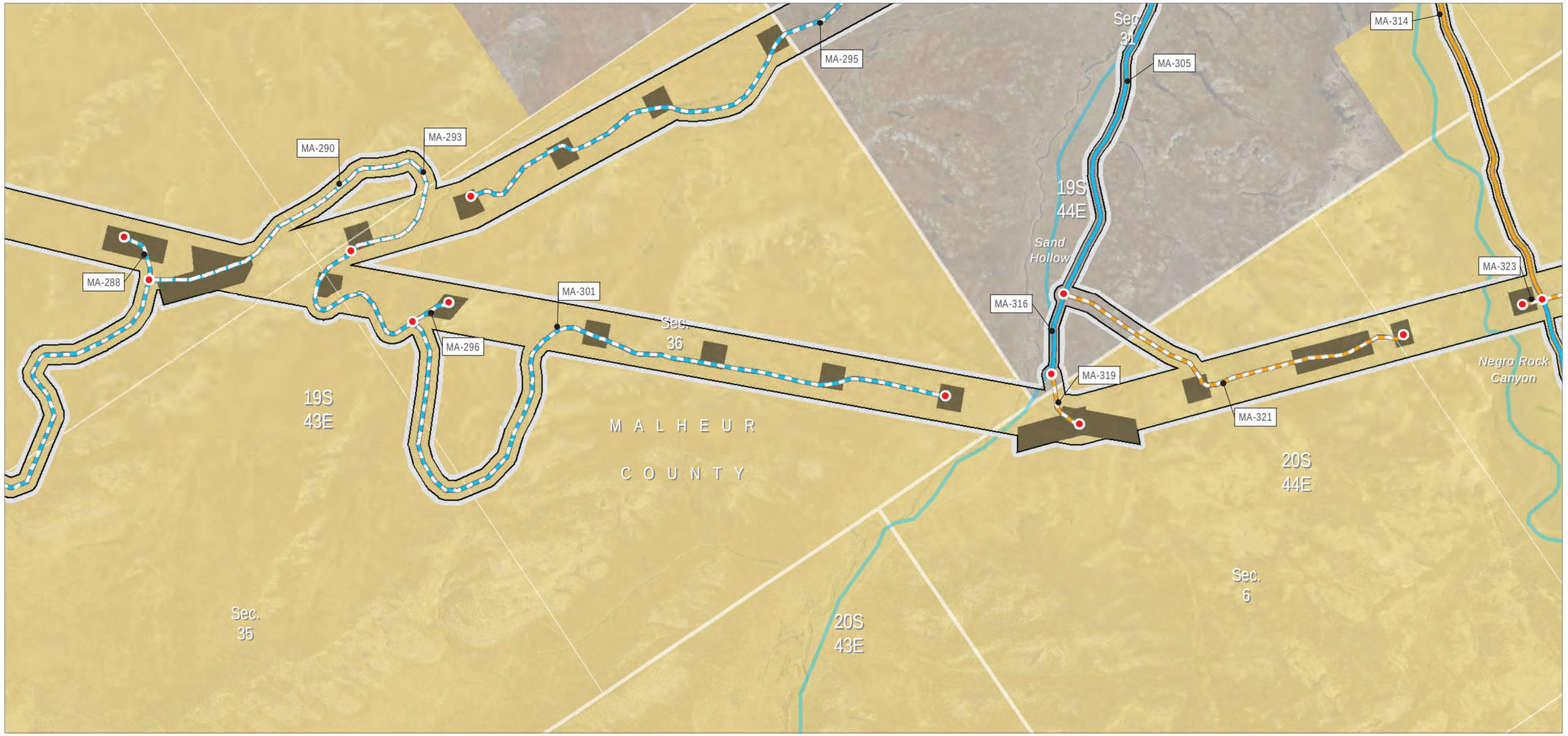
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Application for Site Certificate

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Road Classification Guide and Access Control Plan

Malheur County

Map 118



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Feet

Map Area

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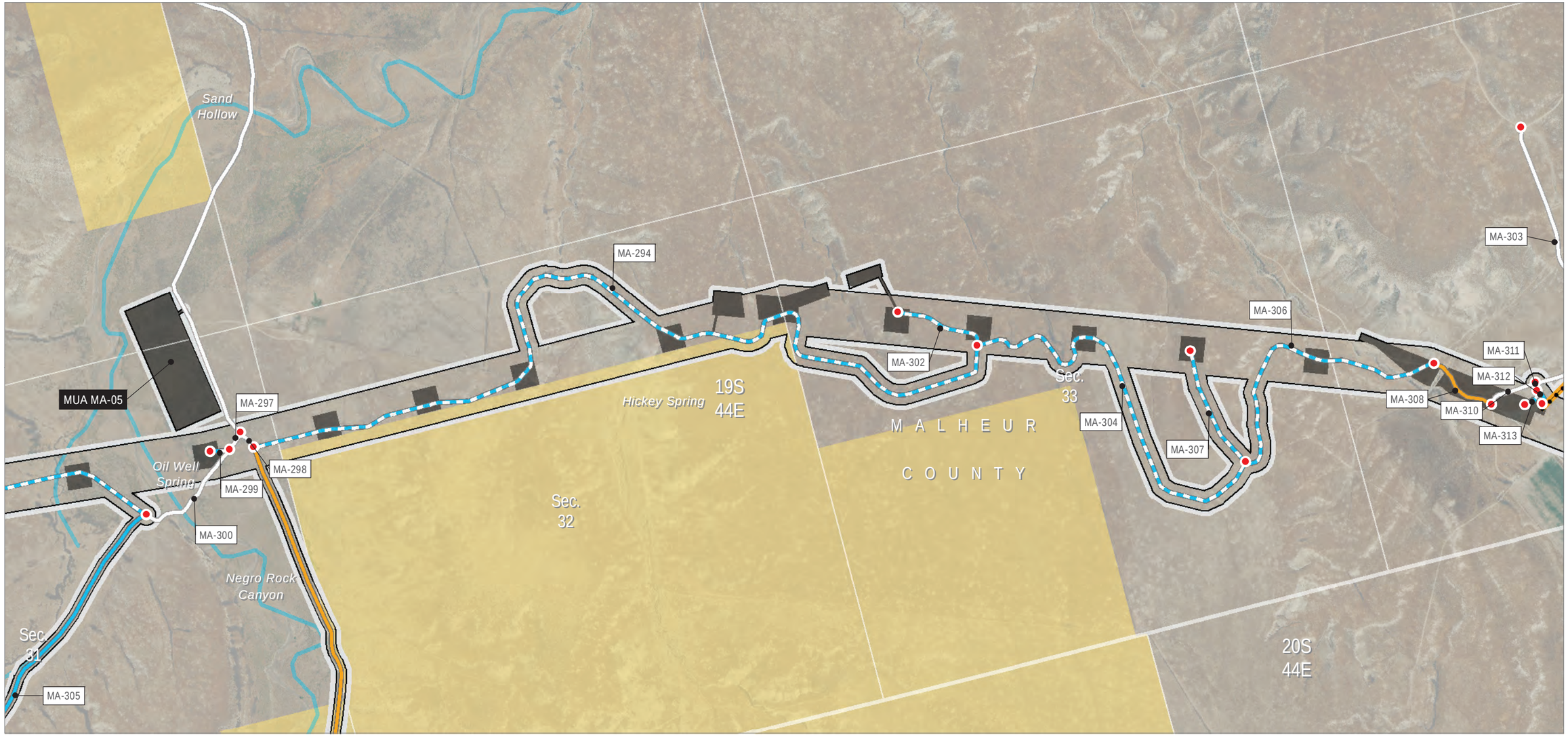
Boardman to Hemingway Transmission Line Project
Application for Site Certificate

IDAHO POWER
An IDACORP Company

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Road Classification Guide and Access Control Plan

Malheur County

Map 119



N

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Feet

OREGON

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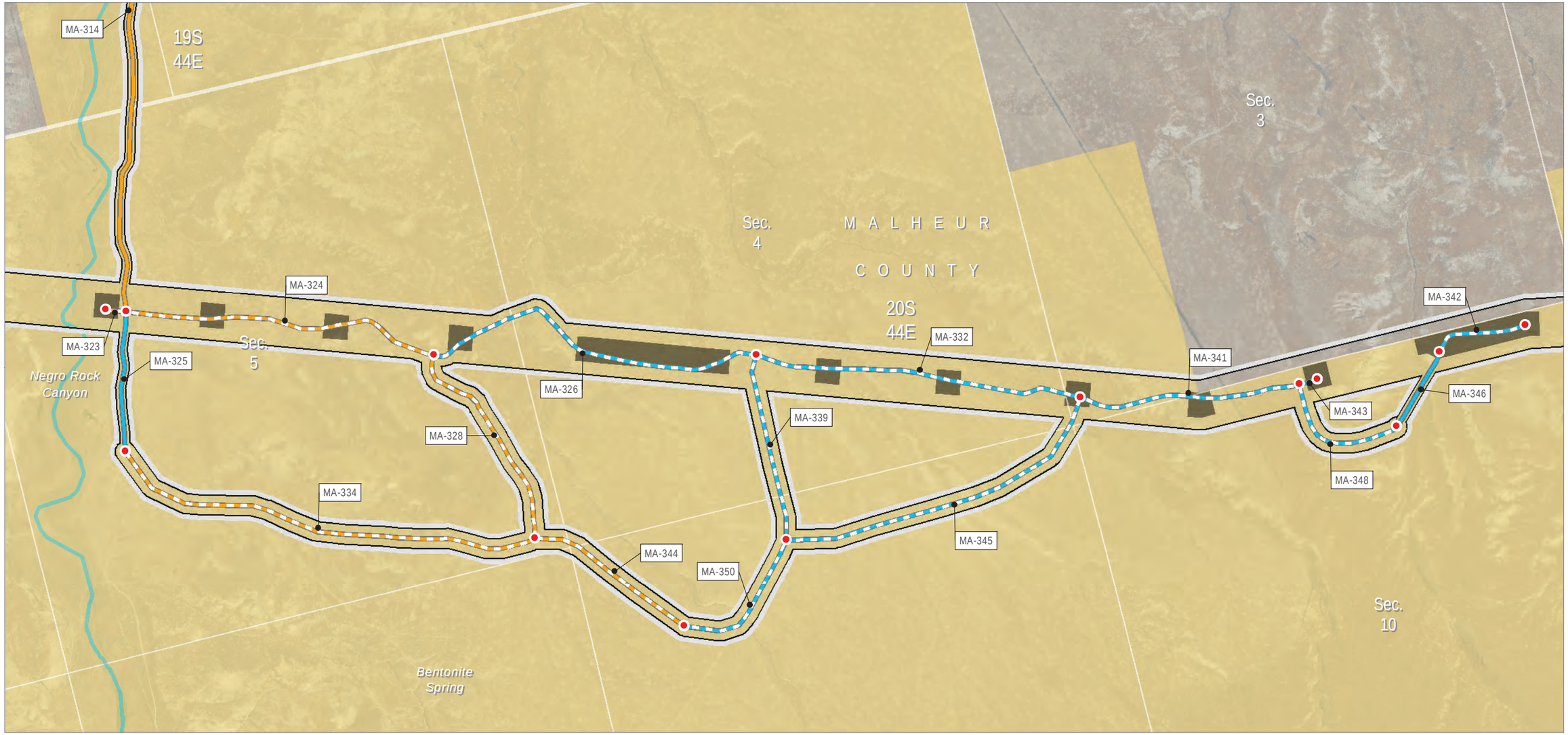
Boardman to Hemingway Transmission Line Project
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Road Classification Guide and Access Control Plan

Malheur County

Map 120



0 1,000
Feet

OREGON

Map Area

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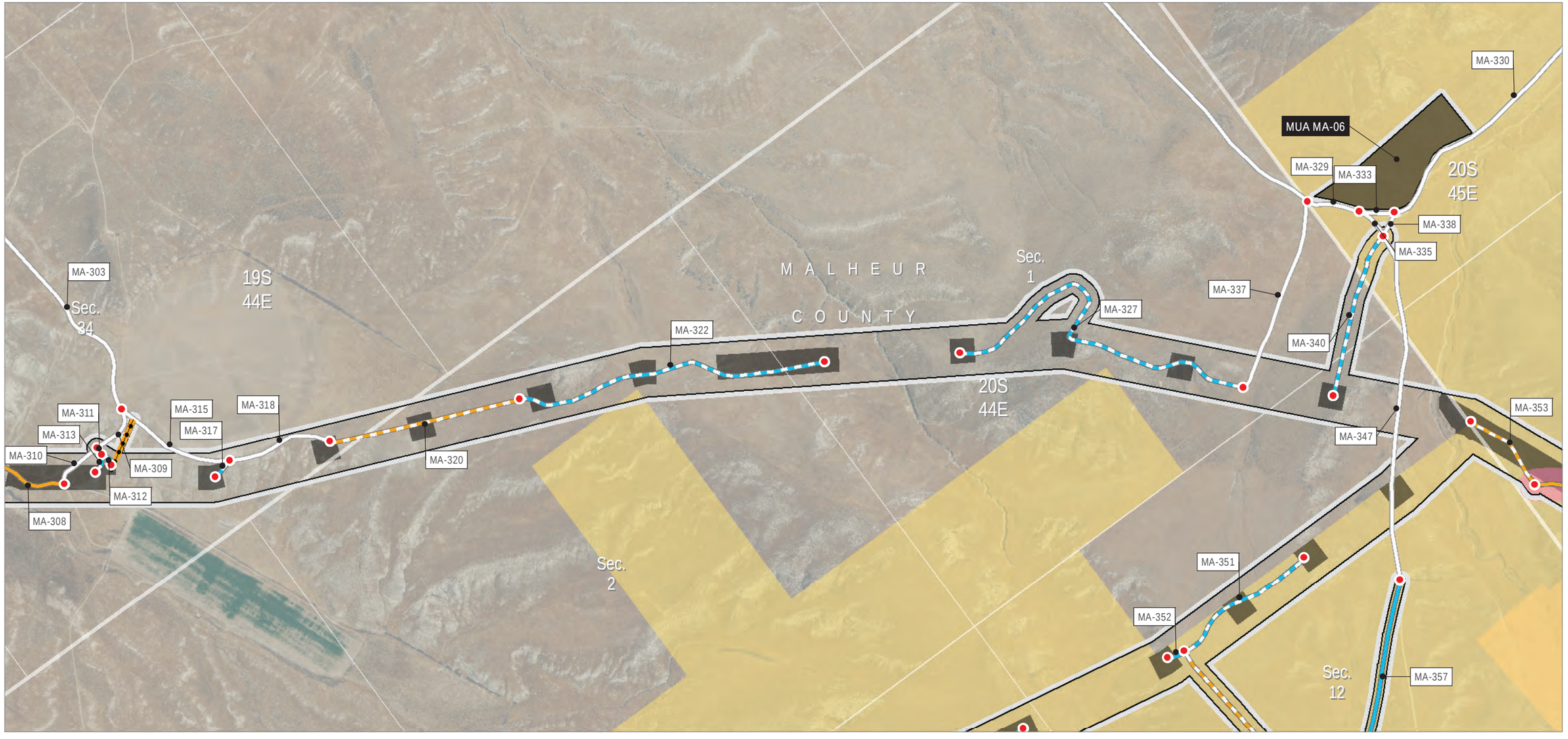
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Malheur County

Map 121



0 1,000
Feet

OREGON

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Wildlife_Habitat
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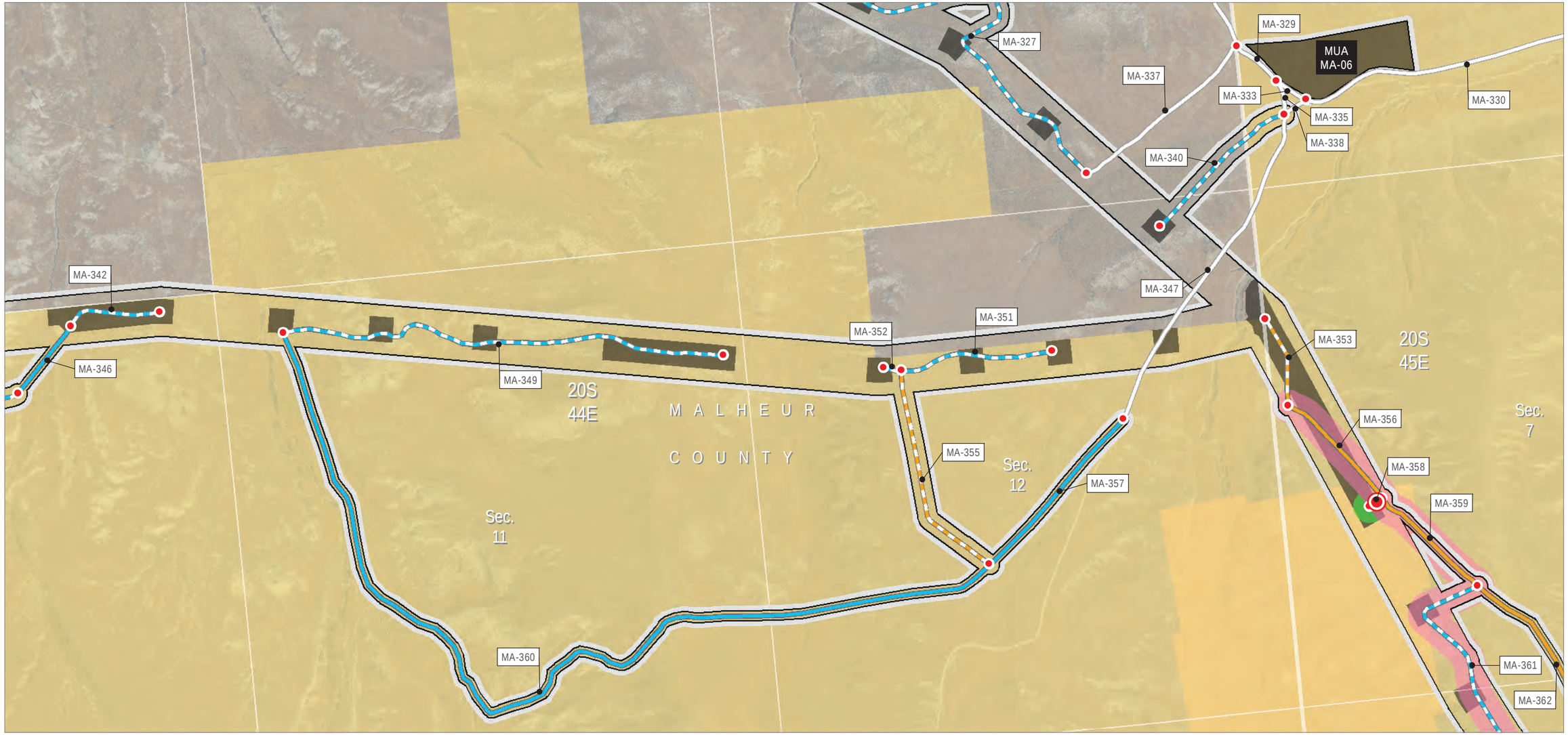
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Malheur County

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0 1,000
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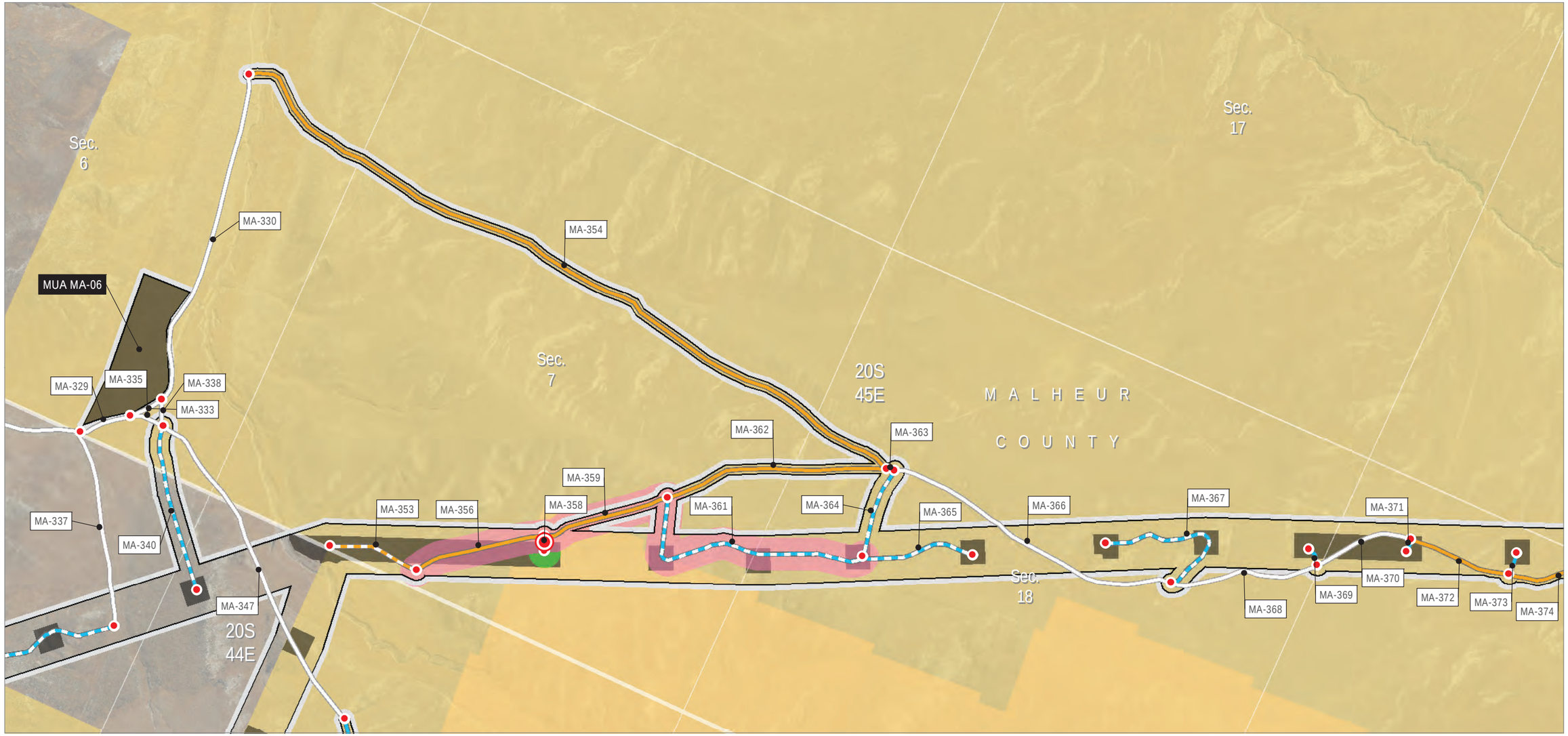
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Malheur County

Map 123



0 1,000
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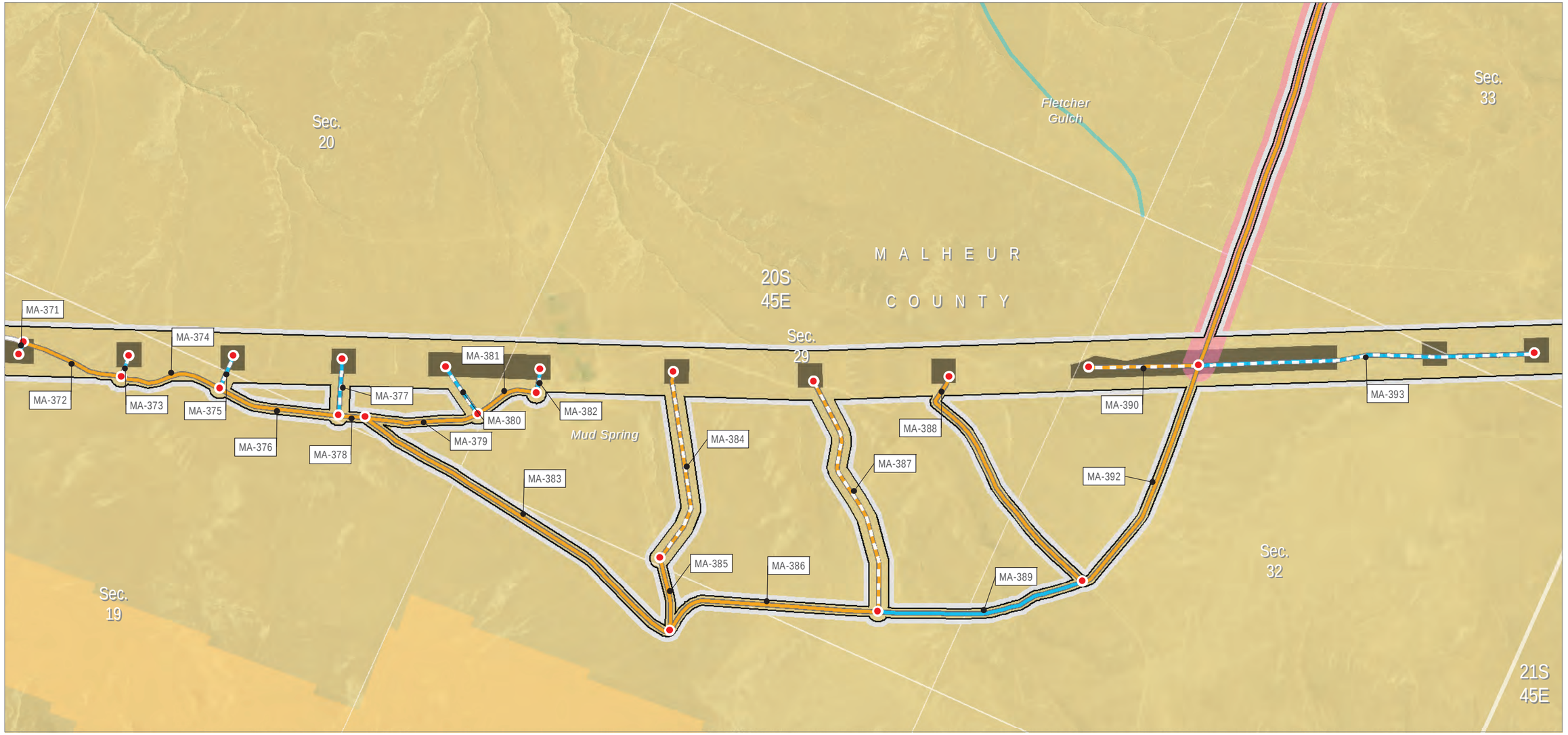
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Malheur County

Map 124



0 1,000
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Map Area

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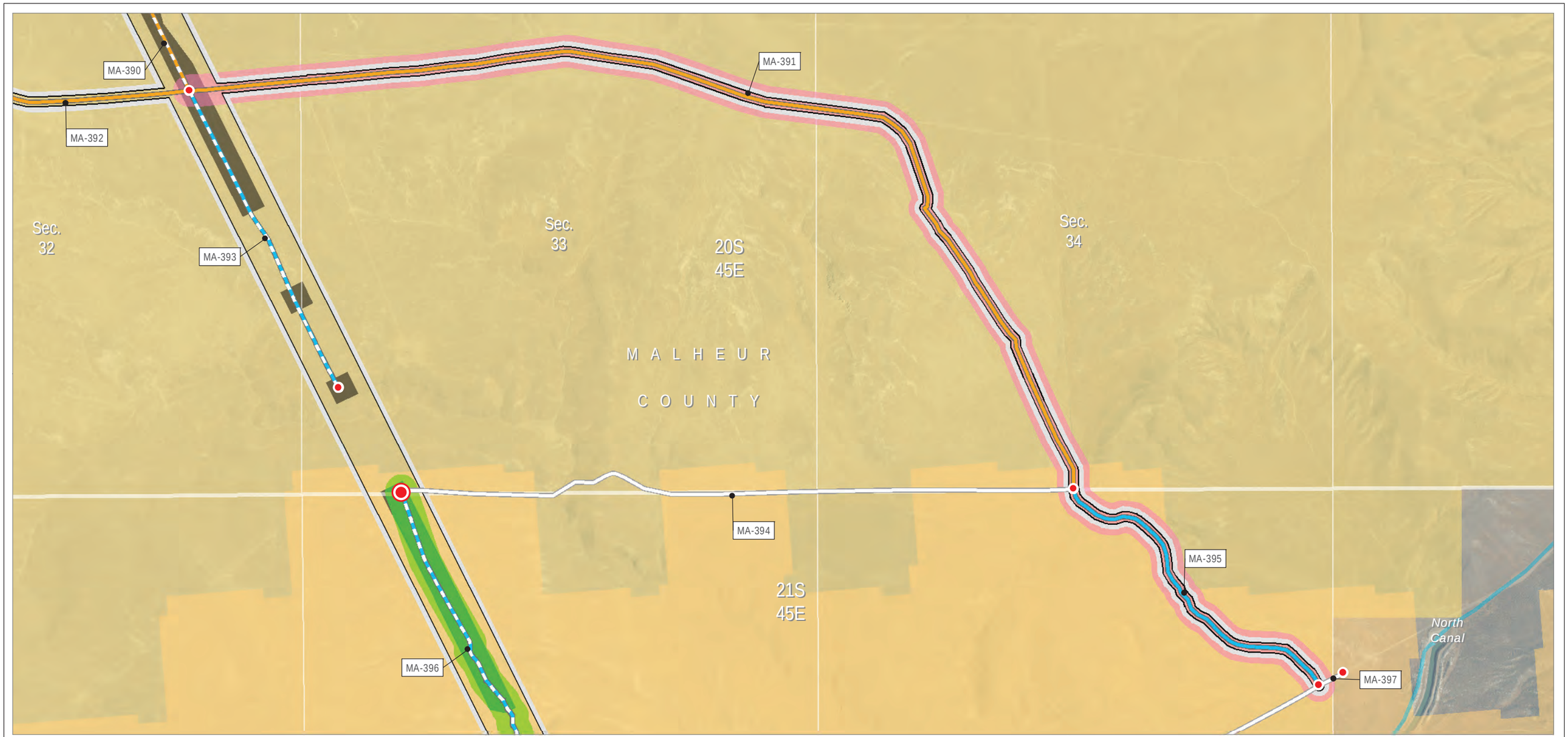
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Malheur County

Map 125



0 1,000
Feet

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Other Features
- Stream/River/Canal

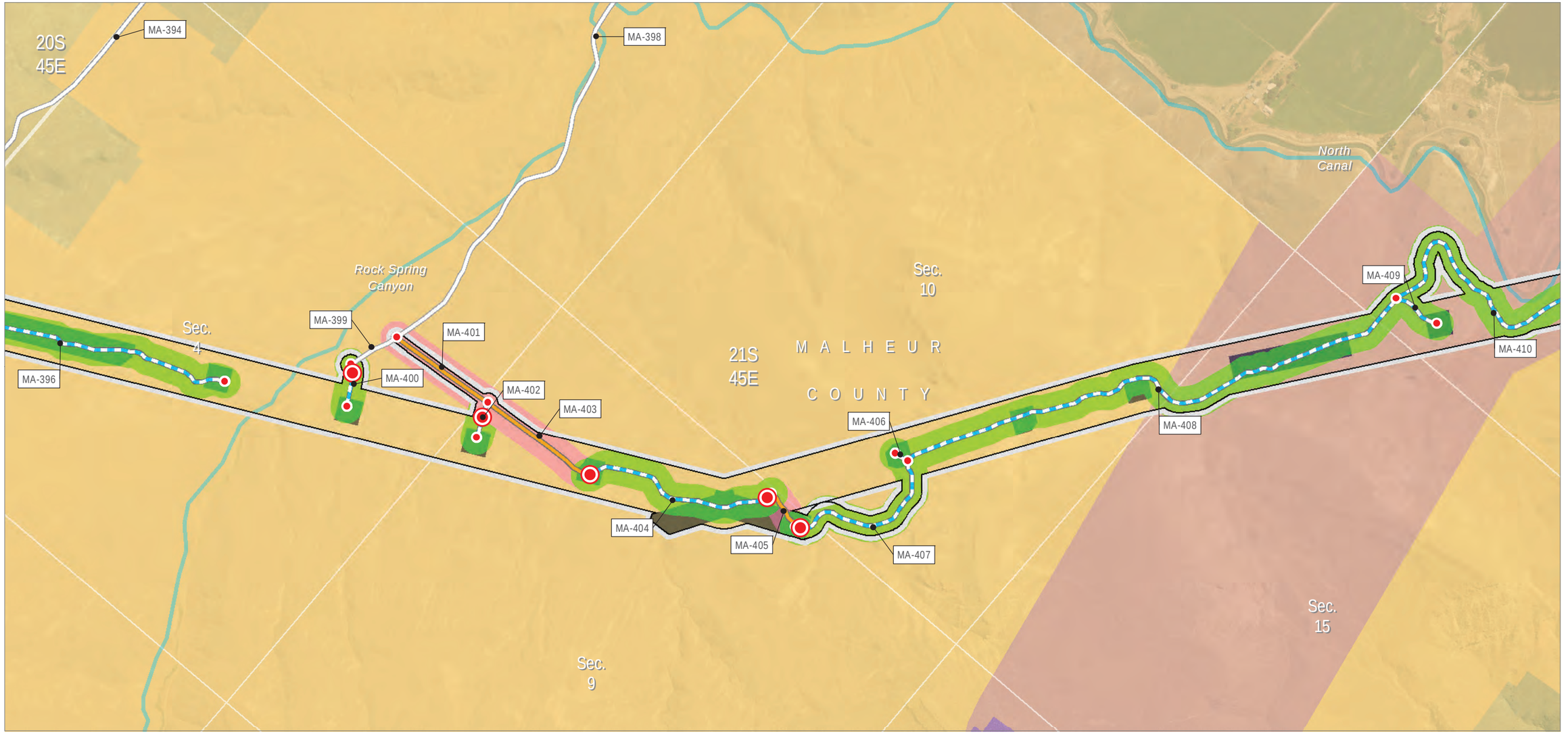
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Application for Site Certificate

IDAHO POWER
An IDACORP Company

Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 126



0 1,000
Feet

OREGON

Map Area

Source(s): BLM, IPC, ODFW, ODOT, USDA, USGS, Ventyx, Esri

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife Habitat

Sage-grouse
- Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

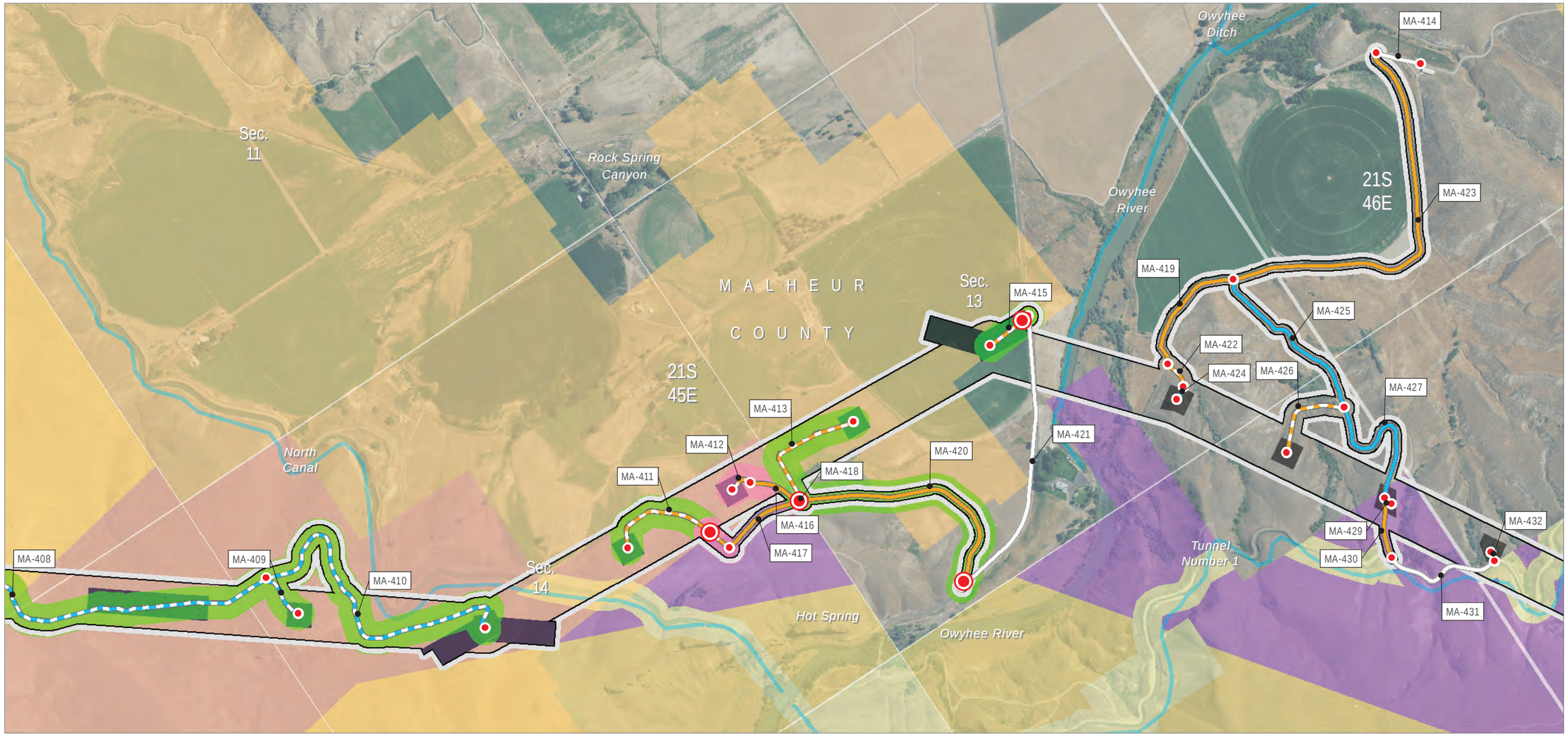
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Malheur County

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Access Control
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife Habitat
- Sage-grouse
  - Low Density/General Habitat Management Area (GHMA)

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

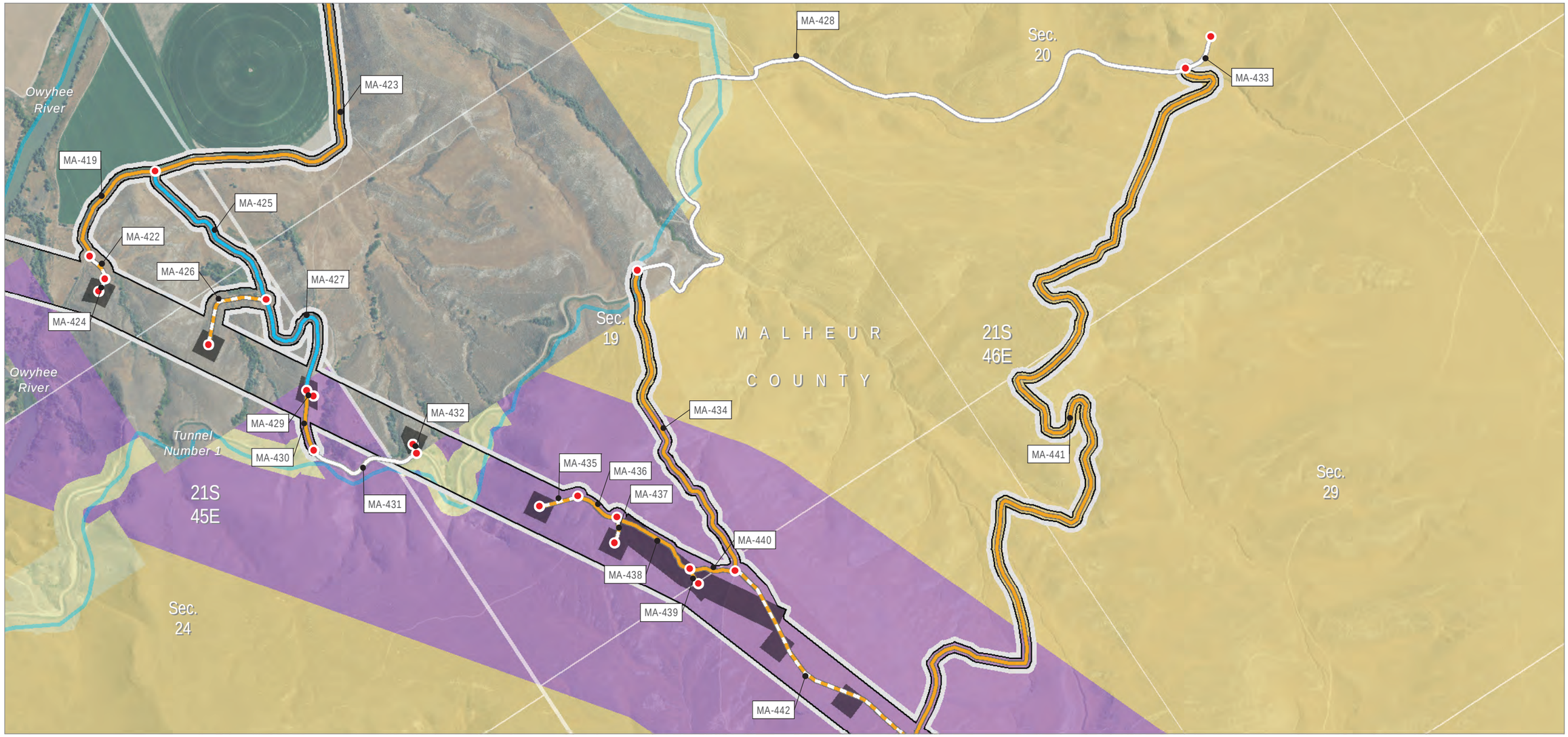
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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

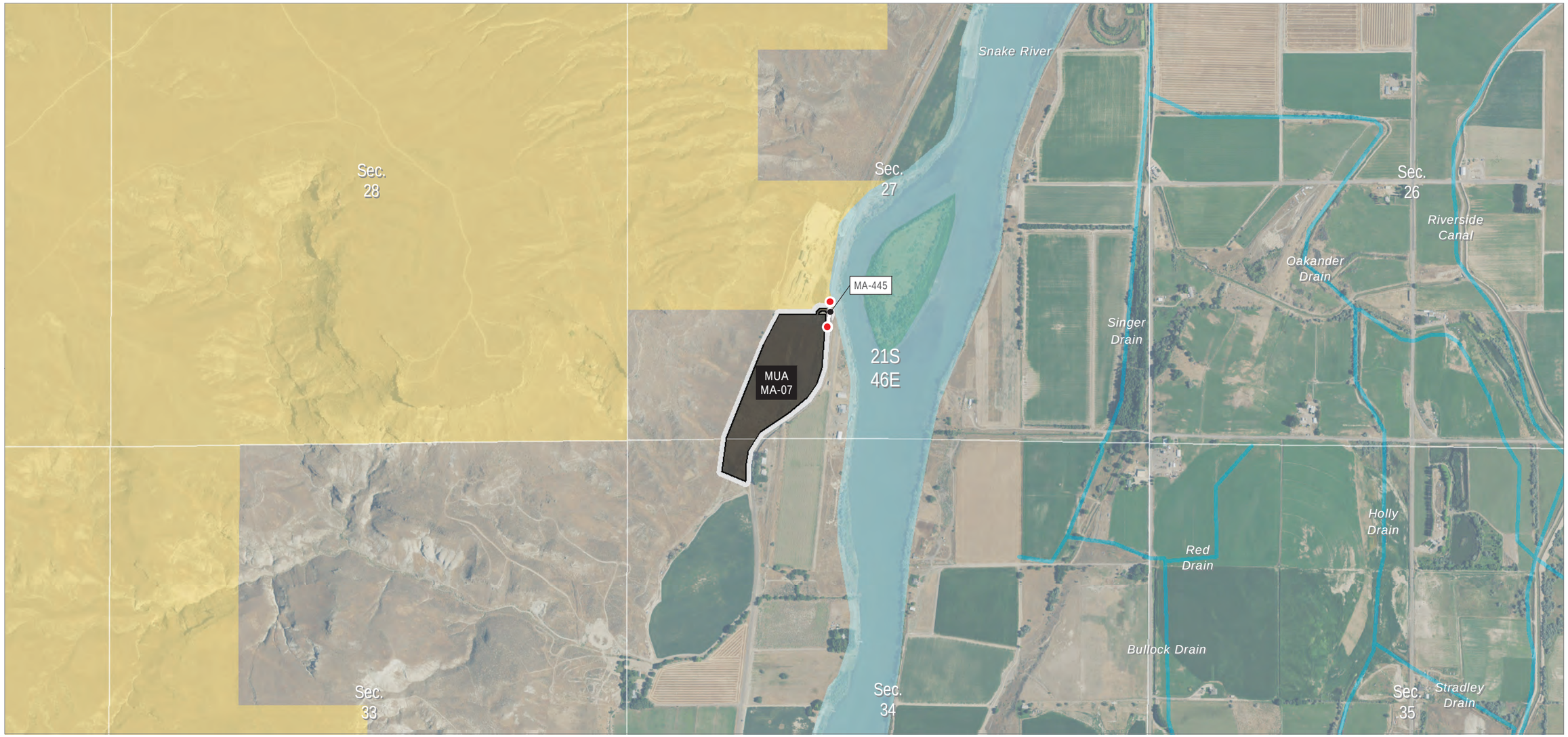
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Map Area

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements

Land Status
- Bureau of Land Management
- Fish and Wildlife Service
- Private
- State or Local

Other Features
- Stream/River/Canal

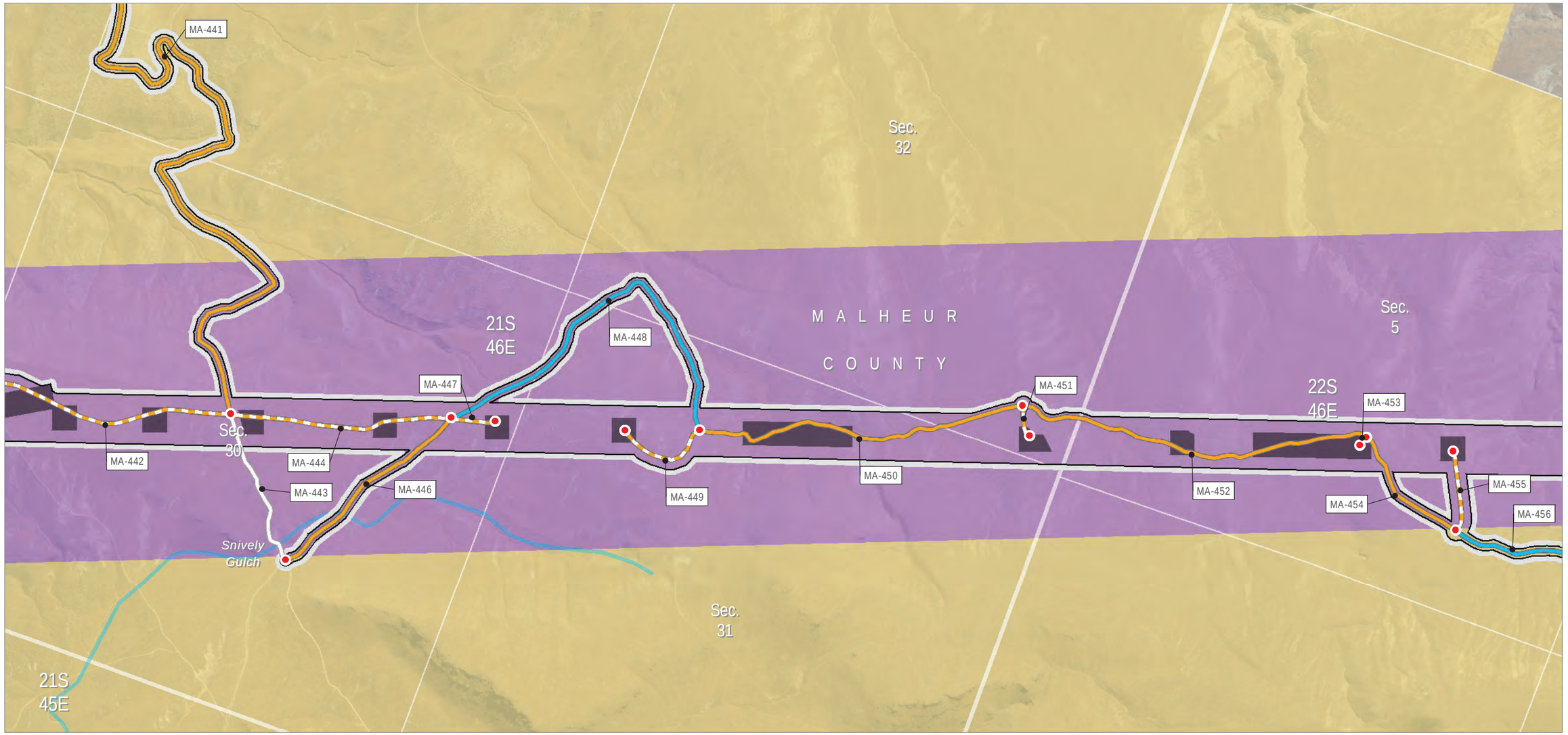
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Malheur County

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

Land Status
- Bureau of Land Management
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

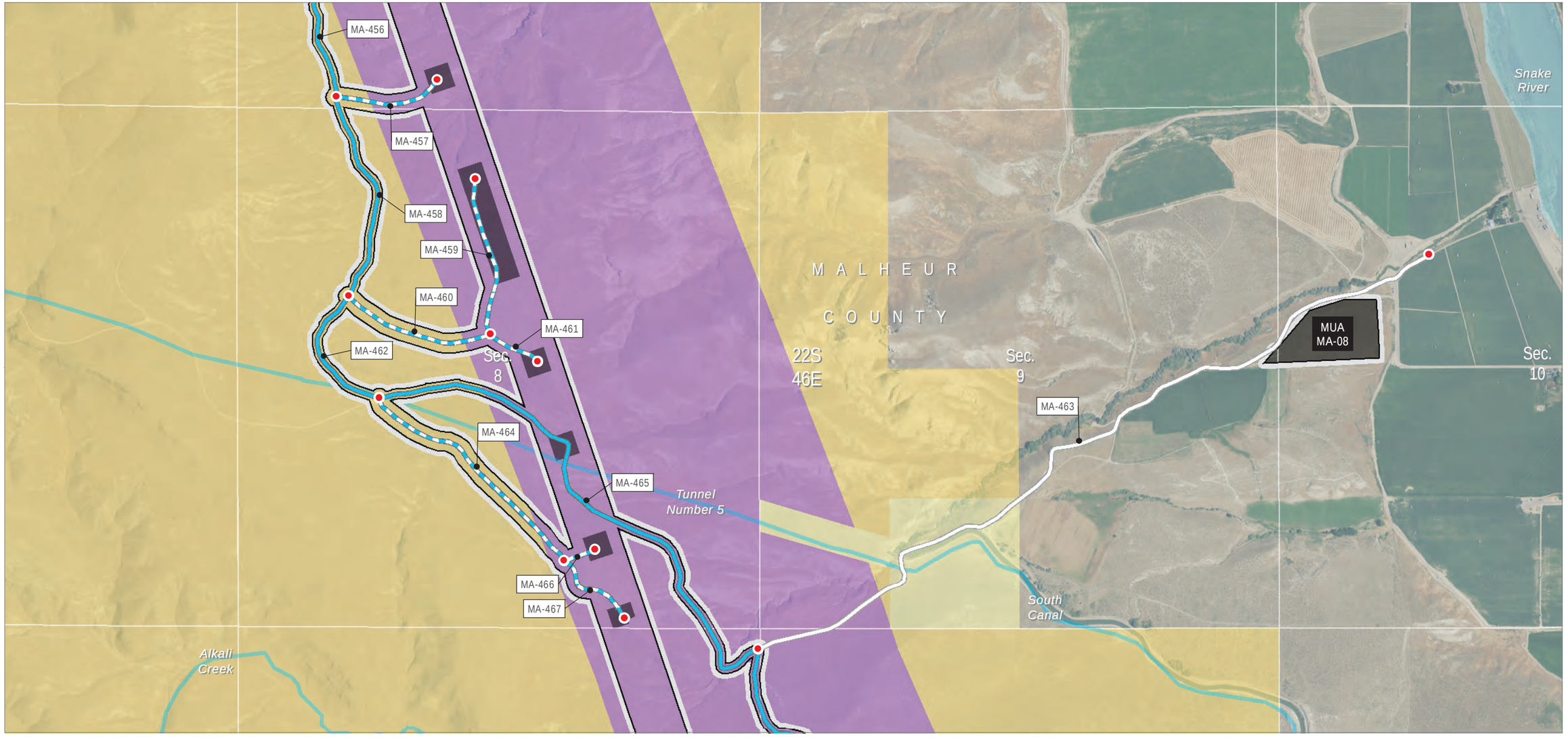
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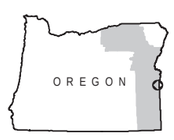
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Malheur County

Map 131



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Feet



Map Area

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private
- State or Local

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

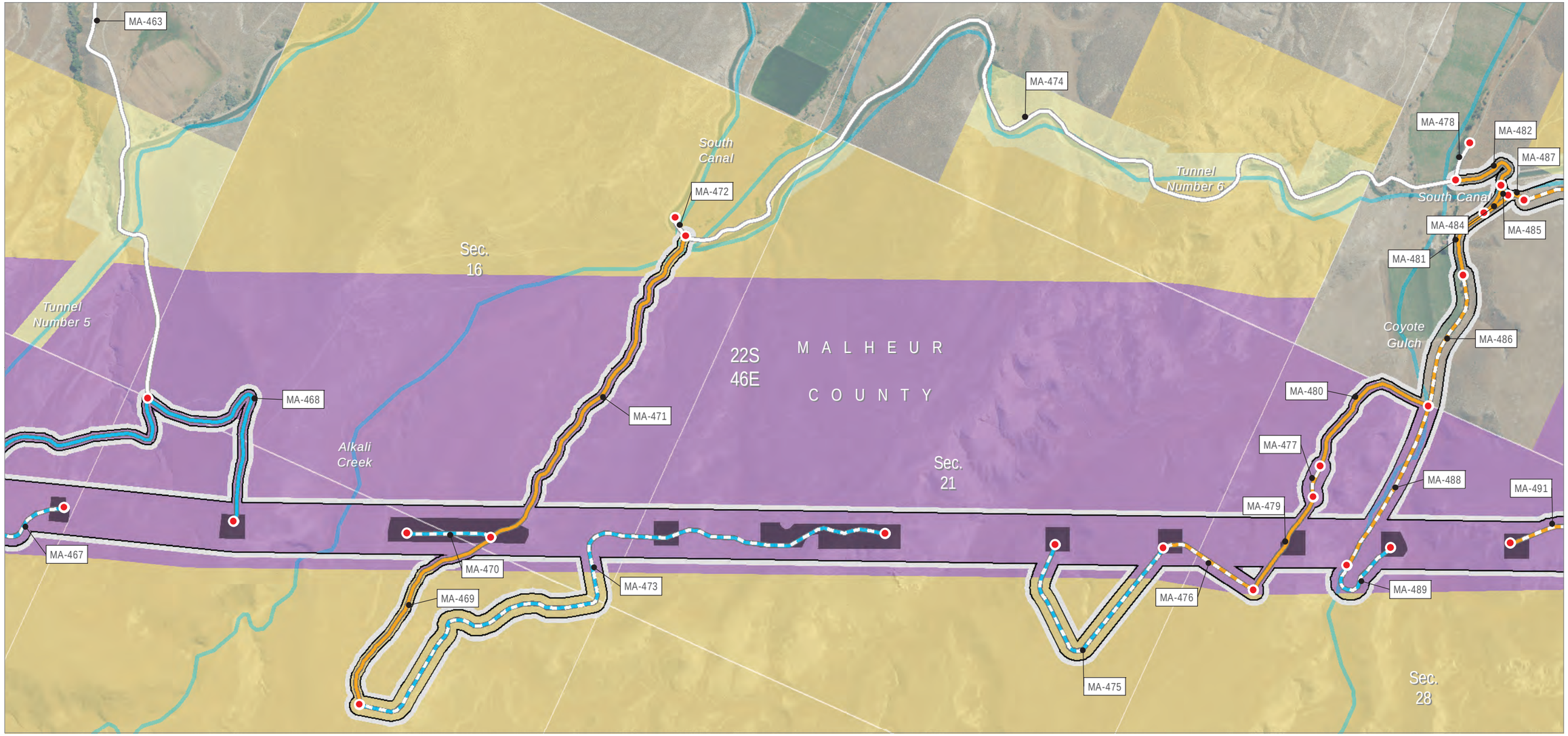
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Application for Site Certificate

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Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 132



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Feet

OREGON

Map Area

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor

Other Features
- Stream/River/Canal

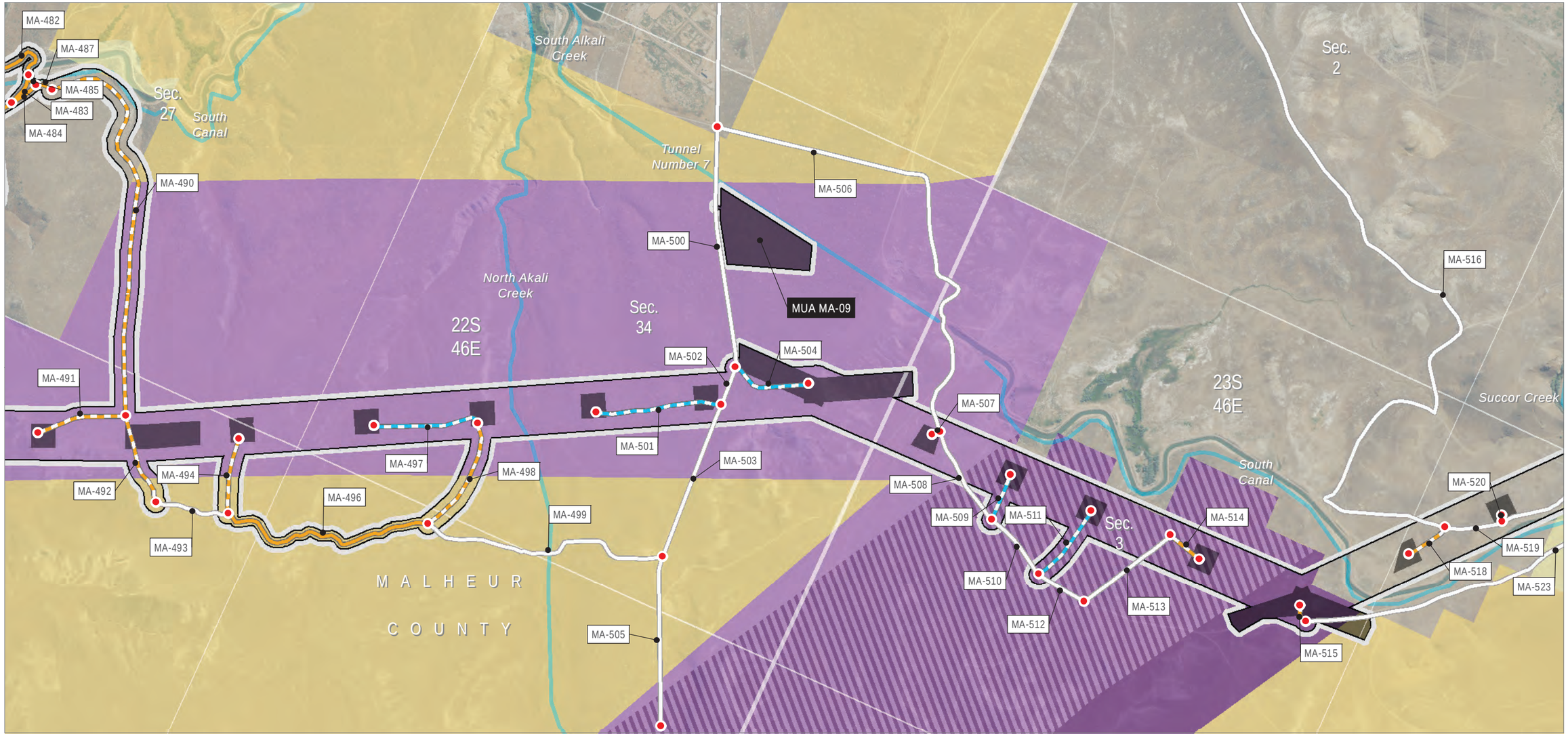
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Road Classification Guide and Access Control Plan

Malheur County

Map 133



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Feet

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor
- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)
- West-wide Energy Corridor (WWEC)

Other Features
- Stream/River/Canal

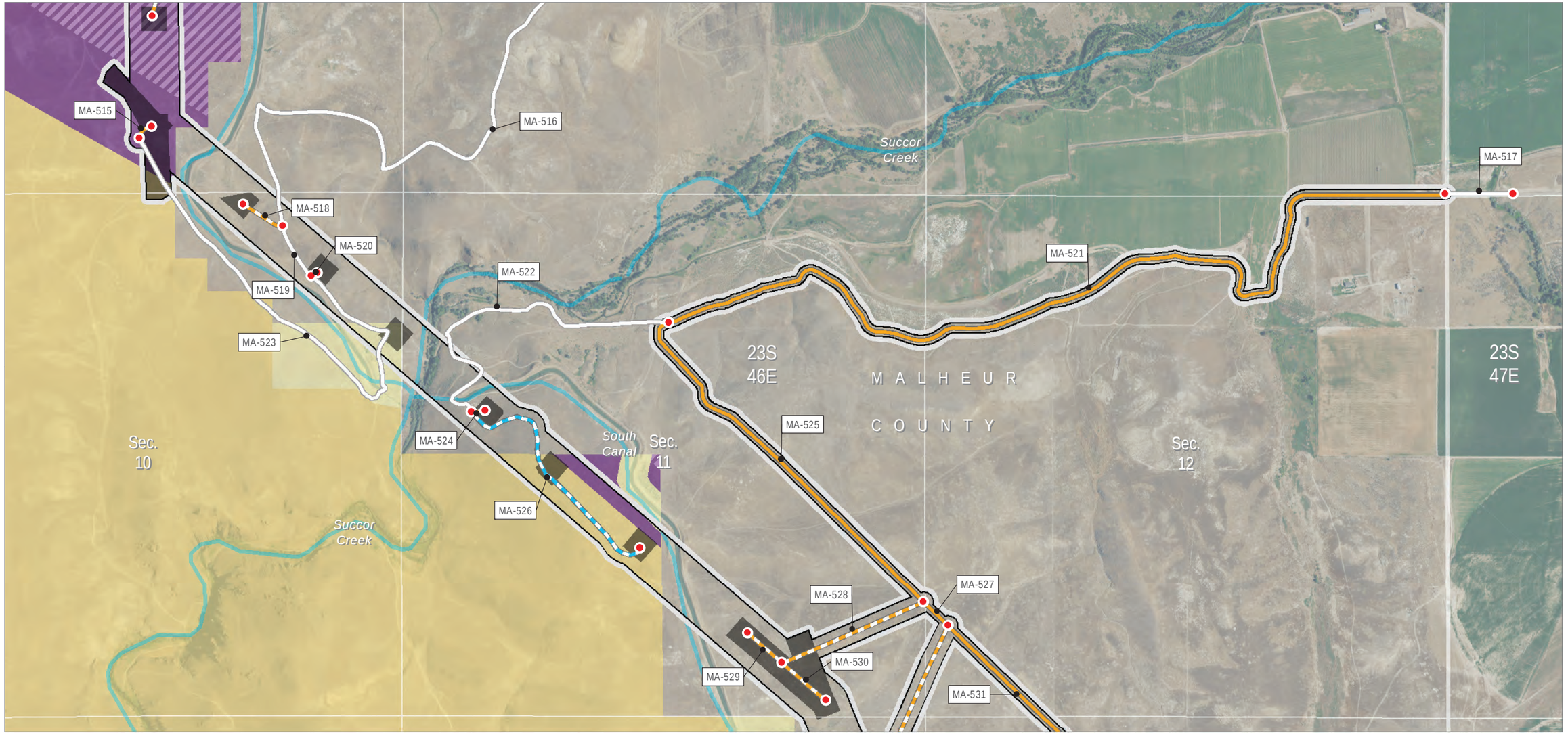
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Road Classification Guide and Access Control Plan

Malheur County

Map 134



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Feet

OREGON

Map Area

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Project Features
- Site Boundary
- Work Areas

Access
- Access Nodes
- Existing Road, No Substantial Modification, 0-20% Improvements
- Existing Road, Substantial Modification, 21-70% Improvements
- New Road, Bladed
- New Road, Primitive

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor
- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)
- West-wide Energy Corridor (WWEC)

Other Features
- Stream/River/Canal

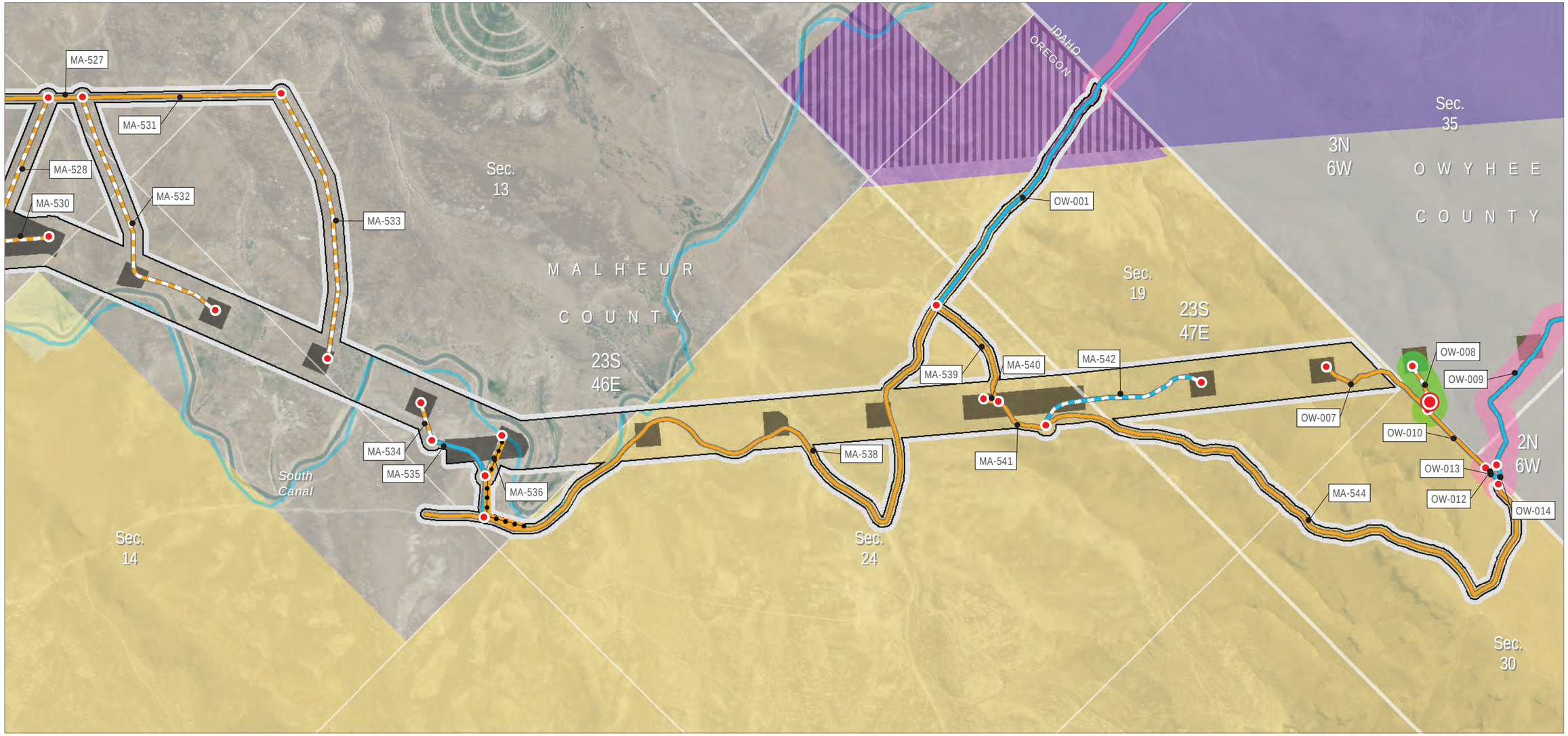
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Application for Site Certificate

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Road Classification Guide and Access Control Plan

Malheur County

Map 135



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Feet



Map Area

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Project Features
- Site Boundary
- Work Areas
- Communication Station Distribution Lines

Access
- Access Nodes
- Access Control
- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Bladed
- New Road, Primitive

Access Road Indirect Impacts
- Included in Calculations
- Access Controlled, Not Included in Calculations

Wildlife_Habitat

Sage-grouse
- Important Habitat Management Area (IHMA)

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Private

Designated Utility Corridors
- Vale District (BLM) Utility Corridor
- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)
- West-wide Energy Corridor (WWEC)

Other Features
- Stream/River/Canal

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Attachment B-5
Road Classification Guide and Access Control Plan

Malheur County

Map 136

Attachment B-5

Road Classification Guide and Access Control Plan (No Maps)

ATTACHMENT B-5
ROAD CLASSIFICATION GUIDE AND ACCESS CONTROL PLAN

Boardman to Hemingway Transmission Line Project

Road Classification Guide and Access Control Plan

Prepared By

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November 2016

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Appendix A – Access Road Segments Attribute Table
Appendix B – Access Road Mapbook

ACRONYMS AND ABBREVIATIONS

ASC	Application for Site Certificate
BLM	U.S. Department of the Interior, Bureau of Land Management
EFSC	Energy Facility Siting Council
GIS	Geographical Information System
IPC	Idaho Power Company
OAR	Oregon Administrative Rules
ODFW	Oregon Department of Fish and Wildlife
ORS	Oregon Revised Statute
Plan	Road Classification Guide and Access Control Plan
Project	Boardman to Hemingway Transmission Line Project
ROW	right-of-way
USFS	U.S. Department of Agriculture, Forest Service

1.0 INTRODUCTION

This Road Classification Guide and Access Control Plan (Plan) for the Boardman to Hemingway Transmission Line Project (Project) provides detailed information regarding proposed access roads. This Plan has been prepared as an attachment to Exhibit B of the Application for Site Certificate (ASC). Construction and operation of access roads described in this Plan will adhere to applicable site certificate conditions.

1.1 Plan Purpose

The purpose of this Plan is to define which Project roads are included in the Site Boundary, to classify each access road by the type and amount of disturbance, and to determine which Project roads are included in the indirect impacts calculations performed for Rocky Mountain elk (*Cervus canadensis nelsonii*) and greater sage-grouse (*Centrocercus urophasianus*) to supplement the analysis in Exhibit P2 and Exhibit P3. Neither resource-specific nor Project-wide analyses on the type and amount (acres) of impacts from roads are presented in this Plan. That level of analysis occurs in the Exhibits of the ASC. This Plan focuses instead on how each access road segment is defined in preparation for inclusion in impact analyses.

1.2 Regulatory Framework

A number of agencies have jurisdiction over the access and transportation related components of the Project. These include the U.S. Department of the Interior, Bureau of Land Management (BLM), the U.S. Department of Agriculture Forest Service (USFS), Oregon Department of Transportation, Idaho Transportation Department, Federal Highway Administration, local law enforcement and road departments, and local highway districts in the counties crossed by the Project. The Project will comply with applicable federal, state, and local transportation regulations. IPC will impose on its construction contractor(s) the responsibility to meet all applicable legal requirements. Regulations related to the construction, operation, and maintenance of roads are described in detail in Attachment U-2 to Exhibit U. The following list describes the responsibilities of IPC and its construction contractor for implementing road work:

- *Physical Improvements* – IPC's construction contractor will need to improve some local roads to accommodate oversize truck deliveries. This work will involve improvements to road segments, intersections, and bridges, as needed. Any responsibility for IPC or IPC's construction contractors to rehabilitate or reconstruct roadways and structures during and after use will be stipulated in road-use permits or similar documents;
- *Construction Permits and Property Agreements* – The construction contractor will obtain encroachment permits or similar legal agreements from the public agencies responsible for affected roadways and other applicable rights-of-way. IPC will require its construction contractor(s) to ensure that all suppliers of Project equipment and materials obtain applicable oversize and overweight permits and comply with all permit requirements. Timber harvest during right-of-way (ROW) clearing in forested areas will comply with all Oregon Department of Forestry or USFS standards and policies; and
- *Road Standards and Maintenance* – For new access roads, the design of higher-standard roads will conform to the most current edition of the American Association of State Highway and Transportation Officials' Guidelines for Geometric Design of Very Low-Volume Local Roads, for Access Roads with an Anticipated Average Daily Traffic of Less than 400 Vehicles. Roads will meet USFS and BLM standards for roads that will be added to federal jurisdiction. Existing USFS and BLM roads that cannot be used in their

existing condition will be brought up to these standards. For roads on state forest land, IPC will work with Oregon Department of Transportation, Oregon Department of Forestry, and other agencies to ensure compliance with applicable road standards and to obtain any necessary special approvals. Roads that remain in IPC's jurisdiction may not be designed to all federal standards.

1.2.1 Federal

BLM resource management plans and USFS land and resource management plans provide direction on road management along with other resources that govern road construction and use on federal lands. Both the USFS and BLM have access and travel management plans that designate areas for motorized use, prohibit some uses to protect resources, or limit road use to certain times of the year for resource protection. Off-highway vehicle use is further discussed in ASC Exhibit T.

IPC and its contractor(s) will comply with applicable standards and guidelines described in this section and Attachment U-2 to Exhibit U, except where IPC requests Project-specific amendments to those standards. New roads that do not become BLM or USFS roads and remain under IPC's or private landowner jurisdiction may not be constructed to all BLM and USFS standards.

1.2.2 State

In Idaho, the Idaho Transportation Department Guide for Utility Management will be adhered to for the permit, encroachment, and occupancy requirements for construction and operations activities.

In Oregon, activities on non-federal forest lands must also comply with the Oregon Forest Practices Act rules, Oregon Revised Statute (ORS) 527 and its attendant rules, and Oregon Administrative Rules (OAR) Chapter 629, Divisions 605 through 665. These rules will apply to portions of the Project that cross forest lands.

Where a road must cross a fish-bearing stream, bridges will be engineered to comply with the Oregon Department of Fish and Wildlife's (ODFW) Fish Passage Program to allow fish passage and to pass flood flows without damage. Project crossings are presented in the Fish Passage Plans and Designs (Exhibit BB, Attachment BB-3).

The Site Boundary for an Energy Facility Siting Council (Council or EFSC) project must cover, among other things, certain road access associated with the project (see OAR 345-001-0010(55) and -0010(51)). Not all roads used to access the project must be included in the Site Boundary. Rather, the relevant OARs provide the Site Boundary must include only the new roads constructed for the project and the existing roads that will be substantially modified for access to the project (see ORS 496.300(24); OAR 345-001-0010(51)).

Except under certain circumstances, no facility shall be constructed without a site certificate issued by the Council (see OAR 345-021-0000(1)). In this context, the term "facility" applies to energy facilities together with any "related or supporting facilities" (ORS 496.300(14); see also OAR 345-001-0010(21)). "Related or supporting facilities" means "any structure, proposed by the applicant, to be constructed or substantially modified in connection with the construction of an energy facility, including associated . . . road . . . access . . . ." (ORS 496.300(24)). The Council interprets the terms "proposed to be built in connection with" as meaning "that a structure is a related or supporting facility if it would not be built but for construction or operation of the energy facility" (OAR 345-001-0010(51)). Further, related or supporting facilities "does not include any structure existing prior to construction of the energy facility, unless such structure

must be significantly modified solely to serve the energy facility" (Id.). The Site Boundary for an EFSC project must include the perimeter of the energy facility and its related and supporting facilities (see OAR 345-001-0010(55)).

The information in this Plan provides details on access roads to meet the requirements of Exhibits B, C, and P of this ASC. Access roads are considered a "related or supporting facility" under this ASC. This Plan provides information required to be consistent with the following OARs:

- *OAR 345-021-0010(1)(b)(B)* – provides that Exhibit B to an ASC must include a "description of major components, structures, and systems of each related or supporting facility". This Plan describes each road segment (supporting facility) within the Site Boundary in terms of the road classifications defined in Section 2.
- *OAR 345-021-0010(1)(c)(B)* – provides that Exhibit C must include a "description of the location of the…proposed site of each related or supporting facility and areas of temporary disturbance, including the total land area (in acres) within the proposed site boundary, the total area of permanent disturbance, and the total area of temporary disturbance." This Plan includes: a description of the methods applied to determine if a road segment is included in the site boundary; a detailed set of maps showing the location of each road segment; and a description of each road segment in terms of width, length, and total area within temporary and permanent disturbances.
- *OAR 345-021-0010(1)(p)(F)* – provides that Exhibit P must include a "description of the nature, extent, and duration of potential adverse impacts on the habit…" and (G) a "description of any measures proposed by the application to avoid, reduce or mitigate the potential adverse impacts described in (F) in accordance with the ODFW mitigation goals described in OAR 635-415-0025." Application of the methods in this Plan creates a road disturbance dataset that provides information regarding the nature, extent, and duration of road impacts as well as identifies which roads are included in indirect impact calculations. In addition, the Plan includes proposed locations of access control structures. The Plan defines each road segments' disturbance acreages that inform the impact analysis in multiple exhibits and ultimately are used in development of mitigation. This Plan, along with information provided in Exhibits P1, P2, P3, and Q, provides the Council with adequate information to determine that the Project meets the Fish and Wildlife Habitat Standard (OAR 345-022-0060). The standard requires the Project be consistent with ODFW's fish and wildlife habitat mitigation goals and standards (OAR 635-415-0025).
- *OAR 635-140-0025* – Mitigation Hierarchy of Impacts in Sage-grouse Core, Low Density, and General Habitats. This rule reads "Adverse impacts in sage-grouse core, low density, and general habitat from development actions must be mitigated by the developer for both direct and indirect adverse impacts to sage-grouse and their habitats. When ascertaining direct and indirect adverse impacts from development actions, the Department will use the most current and best available science related to sage-grouse biology and habitat conservation, including the March 20, 2012 *Mitigation Framework for Sage-Grouse Habitats*. Mitigation is comprised, in hierarchal order, of avoidance, minimization, and compensatory mitigation." This Plan defines the amount of direct impacts associated with the Project's road segments and identifies which road segments will be included in the indirect impact analysis in sage-grouse habitat per ODFW guidance.

1.2.3 County and Other Agencies

Counties and other public agencies typically require that the placement of any structures on, over, or under roads require an encroachment permit, road-use permits, or other appropriate license for ROW occupancy.

In addition, an encroachment permit or similar authorization will be required from the applicable jurisdictional agency at locations where construction activities will occur within or above the public-road ROW. The specific requirements of the encroachment permit from the applicable transportation agencies are determined on a project-by-project basis.

2.0 ACCESS ROAD CLASSIFICATION

Construction of the Project will require vehicle, truck, and crane access to all construction areas. Existing roads will be used as the main access road network. IPC assumes that existing paved roads and bridges were designed to meet Oregon Department of Transportation and Idaho Transportation Department and other applicable standards and will therefore not require improvements prior to Project construction. Access to construction sites will require improvements to existing unpaved roads and construction of new access roads. Construction of new access roads will be required only as necessary to access structure sites lacking direct access from existing roads, or where topographic conditions such as steep terrain, rocky outcrops, and drainages prohibit safe overland access to the Project. Most construction areas will be accessed using low-standard roads including those owned by private parties, counties, and state and federal agencies.

2.1 Definitions

The following definitions and figures are provided for clarification:

Access Road: A linear travel route designated to support construction, operation, and maintenance of the transmission line.

Bladed Road: Roads constructed using heavy equipment and designed to support vehicular traffic. Bladed road features typically include cuts and/or fills to construct a smooth travel surface and manage surface water drainage and include the manipulation or creation of a road prism and profile. Bladed roads are used where side slope is over 8 percent or over rough and uneven terrain. Typical construction disturbance is 16 feet wide, but can be up to 35 feet wide as dictated by terrain and soil condition. The operational width is 14 feet.

Primitive Road: Commonly called a “two track” or “overland travel” road, a primitive road is a road created by the operator’s direct vehicle use with little or no grading and includes overland routes within a defined travel corridor that leave no defined roadway beyond crushed vegetation. Clearing of woody vegetation and other obstruction will commonly occur along the travel way to allow safe vehicular travel. Drainage must be maintained, where appropriate, to avoid erosion or the creation of a muddy, braided road. Primitive roads or routes necessitate low vehicle speed and are typically limited to four-wheel drive or high clearance vehicles. Primitive roads are not intended for use as all-weather roads.

Road Alignment: The series of horizontal curves and tangents that define the travel path.

Road Prism: The area consisting of the road surface and any cut slope, fill slope and contiguous drainage features (Figures 1, 2, and 3). For primitive roads, the road prism is defined as the travel surface and extent of clearing necessary for horizontal clearance or the extent of modification from the natural condition, whichever is greater (Figure 4).

Road Profile: The trace of a vertical plane intersecting the surface along the longitudinal centerline of the roadbed.

Road Segment: The section of road between nodes of a road network (Figure 5). Nodes occur at one of the following three points:

- Intersections/splits in the road network;
- Points where new roads (bladed or primitive) meet existing roads (substantial modification or no substantial modification); or
- Points where new bladed roads meet new primitive roads.

Road Surface: The surface of the road on which vehicles would travel.

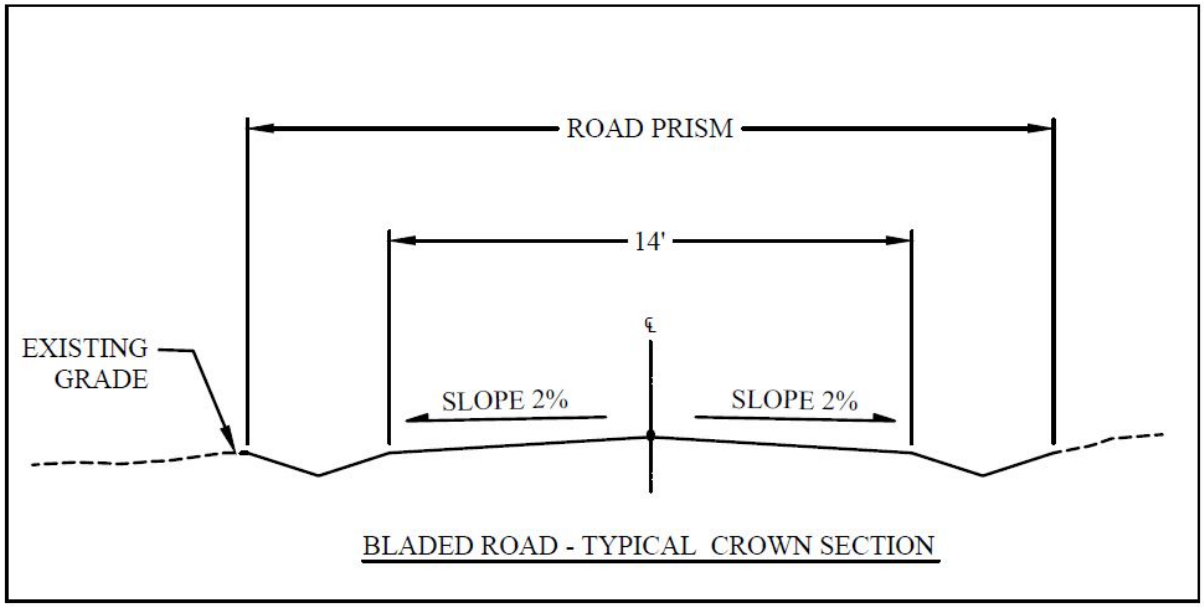


Figure 1. Road Prism Typical Crown Section

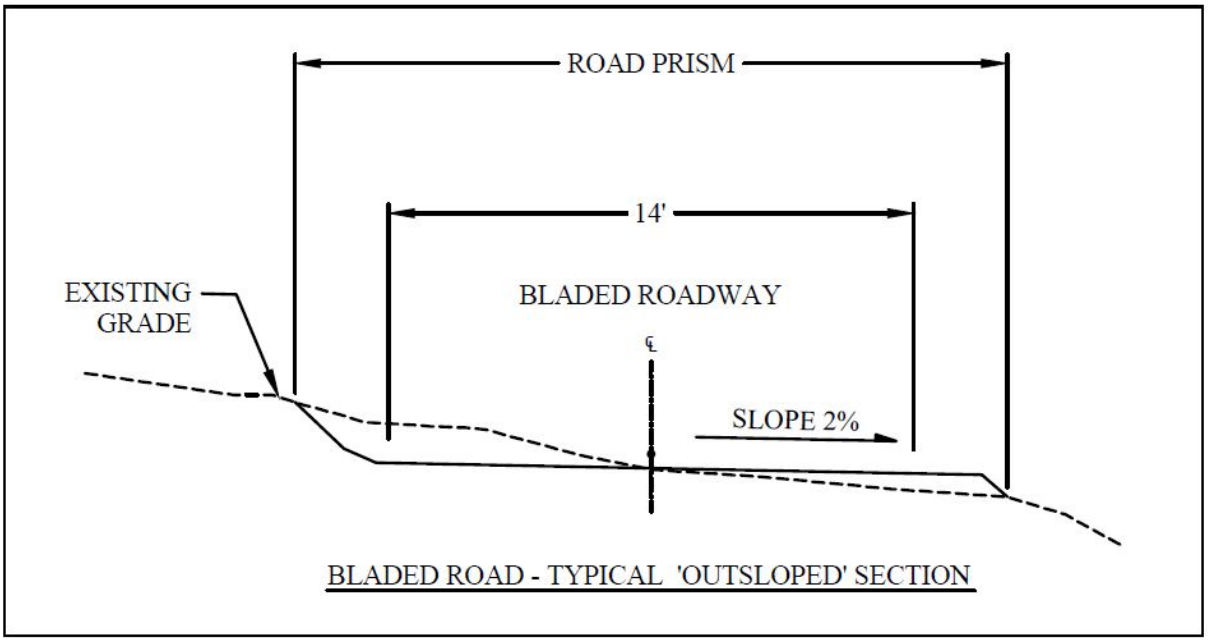


Figure 2. Road Prism Typical Outsloped Section

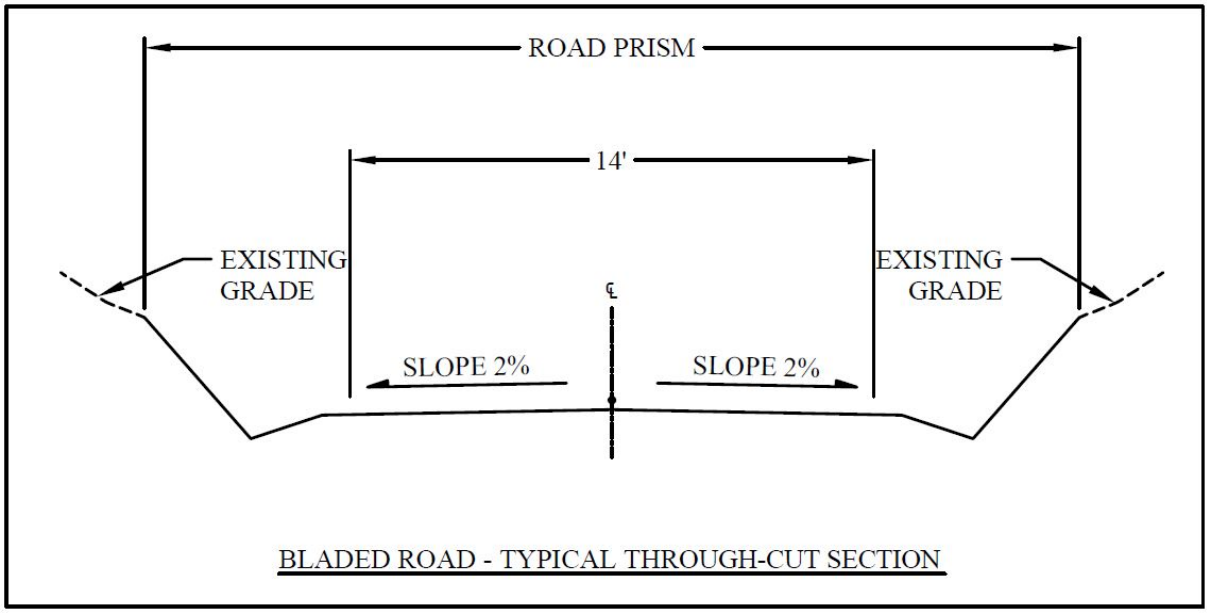


Figure 3. Road Prism Typical Through-Cut Section

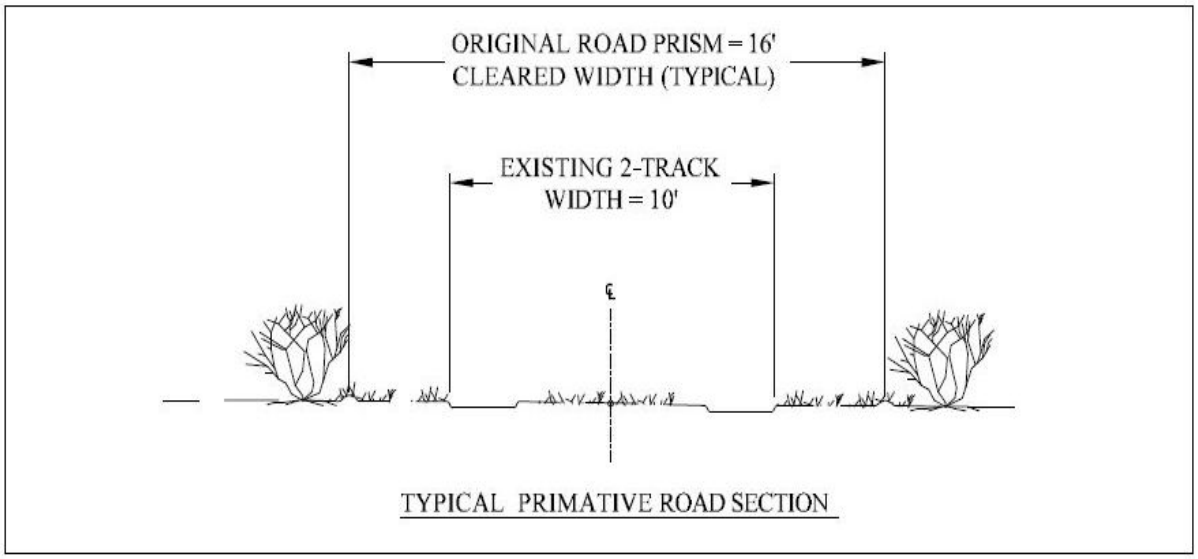


Figure 4. Road Prism Typical Primitive Road Section

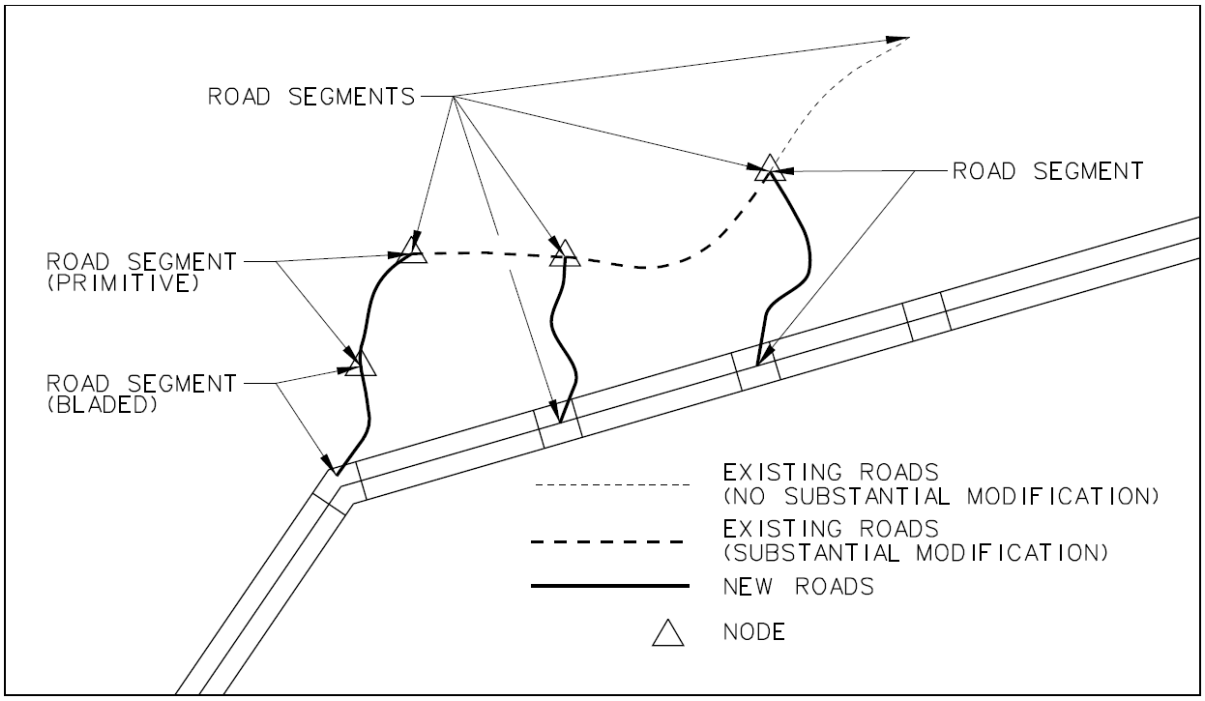


Figure 5. Road Segment Diagram

2.2 Access Road Classification Methodology

2.2.1 Identifying Road Segments

As a first step, IPC identified each of the roads that will be used to access the transmission line and its related and supporting facilities. Next, IPC segmented the roads so that each segment could be classified. The endpoints (also referred to as nodes) of each road segment were located at the following points:

- Intersections/splits in the road network;
- Points where new roads (bladed or primitive) meet existing roads (substantial modification or no substantial modification); or
- Points where new bladed roads meet new primitive roads.

2.2.2 Classifying Road Segments

IPC classified each road segment based upon the type of repair or level of disturbance that will be needed to make the roads usable for construction and operation of the Project. Each road segment was placed into one of the following three classifications: (i) new roads constructed for the Project; (ii) existing roads that will be substantially modified; and (iii) existing roads that will not be substantially modified.[1] The classifications are described in detail in Sections 2.2.2.1 through 2.2.2.3, and summarized in Table 1 below.

Table 1. Summary of Access Road Classifications

Access Road Classification		Site Boundary	Construction Disturbance	Operations Disturbance	Road Prism or Profile Changes	Extent of Work
New Roads	Primitive	200 feet	16 feet	10 feet	Yes	Clearing of vegetation or obstructions. Create roads by direct vehicle travel.
	Bladed	200 feet	16–35 feet	14 feet	Yes	Clearing of vegetation or obstructions. Create roads by cutting/filling existing terrain.
Existing Roads - Substantial Modification	Substantial Modification, 21-70% Improved	100 feet	16 feet	14 feet	Yes	Reconstruct portions of existing road to improve road function. Possible road prism widening, profile adjustments, horizontal curve adjustments, or material placement.

[1] IPC reserves the right to request that ODOE acknowledge the reclassification of the road segments based on the final Project design and construction—for example, if the construction contractor determines that a road segment identified as requiring substantial modification needs no or limited improvements, IPC may request that the road segment be reclassified as "no substantial modification."

Access Road Classification		Site Boundary	Construction Disturbance	Operations Disturbance	Road Prism or Profile Changes	Extent of Work
	Substantial Modification, 71-100% Improved	100 feet	16–30 feet	14 feet	Yes	Reconstruct portions of existing road to improve road function. Possible road prism widening, profile adjustments, horizontal curve adjustments, or material placement.
Existing Roads – No Substantial Modification	No Substantial Modification, 0-20% Improved	NA[1]	NA[1]	NA[1]	No	Repair of existing road to maintain original road function. No betterment of existing road function or design.

[1] Existing roads with no substantial modifications are not included in the Site Boundary and do not have an operation or construction disturbance width assigned to them.

2.2.2.1 New Roads

New Primitive Roads. New primitive roads are characterized as follows:

- Created by direct vehicle travel over native material and existing vegetation.
- Disturbance may include clearing of large woody vegetation and other obstructions to ensure safe vehicle operation.
- Will generally be present on the landscape as two-track roads leaving no disturbance beyond the edge of the travel surface.
- May require intermittent maintenance work to support continued safe vehicle passage during construction.
- Typical construction disturbance is 16 feet wide. The operational width is 10 feet. The Site Boundary for a new primitive road will be 200 feet wide (100 feet each side of centerline).

New Bladed Roads. New bladed roads are characterized as follows:

- Construction of new road prism across side slope over 8 percent or over rough and uneven terrain.
- Typical construction disturbance is 16 feet wide, but can be up to 35 feet wide as dictated by terrain and soil conditions. The operational width is 14 feet. The Site Boundary for a new bladed road will be 200 feet wide (100 feet each side of centerline).

New roads are identified as being primitive or bladed for purposes of describing the disturbance width. The disturbance width may affect the Project's impact analysis elsewhere in the application, but it does not affect the classification of the roads for purposes of determining whether they are included in the Site Boundary. All new roads—primitive or bladed—are considered related or supporting facilities and are included in the Site Boundary.

2.2.2.2 Existing Roads – Substantial Modification

To determine whether existing roads will require improvements, IPC conducted field reconnaissance and surveyed aerial photos of existing road segments. If IPC determined improvements to an existing road will involve one or more of the following activities, the road segment was classified as requiring substantial improvements: (1) increasing the width of the existing road prism, (2) changing the existing road alignment, (3) using materials inconsistent with the existing road surface, (4) changing the existing road profile, or (5) involving repairs to more than 20 percent of the road surface area defined by road prism width and longitudinal distance over a defined road segment.

Existing roads that will require substantial modification are characterized as follows:

- Typical construction disturbance is 16 feet wide, but can be up to 30 feet wide when road modification exceeds 70 percent. The operational width is 14 feet. The Site Boundary for a substantial modification existing road will be 100 feet wide (50 feet each side of centerline).

Existing roads requiring substantial modification are identified as requiring 21–70 percent improvements or 71–100 percent improvements. The distinction between the two improvement categories may affect the Project's impact analysis in other sections of the application, but it does not affect the classification of the roads for purposes of determining whether they are included in the site boundary. Each existing road requiring improvements to more than 20 percent of the road is considered a related or supporting facility and is included in the site boundary.

2.2.2.3 Existing Roads – No Substantial Modification.

IPC classified existing road segments as requiring no substantial improvements if the road segments will meet each of the following criteria:

1. Road maintenance activities will be limited to repair of the road prism to (i) produce a stable operating surface, (ii) ensure proper drainage and erosion control, and (iii) establish horizontal clearance;
2. Proposed repair and/or construction activities will not (i) increase the width of the existing road prism, (ii) change the existing road alignment, (iii) use materials inconsistent with the existing road surface, and/or (iv) change the existing road profile; and
3. Repairs will be limited to 20 percent or less of the road surface area defined by the road prism width and longitudinal distance over a defined road segment.

2.3 Access Control

Access control will be implemented where agencies and landowners have concern about increased or unauthorized access to lands. Access control will also be implemented to minimize the effects that roads have on wildlife and wildlife habitat. These effects are discussed in Exhibits P1, P2, P3, and Q. This Plan only identifies potential access control locations for road segments within elk and sage-grouse habitat, access control on road segments outside of elk and sage-grouse habitat are yet to be determined. Access control locations have not been reviewed with interested parties and are considered preliminary. Proposed access control locations will be vetted with landowners and agencies and field verifications will need to occur prior to installation.

Many of the proposed locations for access control occur in locations where it is anticipated that some level of access control is already present, such as fence lines, property boundaries, and private driveways. Therefore, some of the proposed access control locations are likely already providing sufficient access control and little to no improvement of those access controls would be required to maintain effectiveness. IPC developed this Plan in consideration of ORS 105.700 regarding prohibiting public access to private land, and ORS 164.245 regarding criminal trespass. This Plan assumes that access control on private property is effective because of these statutes. Placement of access control on private parcels was reviewed for the ingress and egress required to support construction and operation of the Project.

This Plan does not propose any access control for existing roads on public land. Access control for new roads on public lands depends on how those lands are designated within the respective agency's travel management plan. Access control is not proposed for any Project roads on public lands that are designated as open. Access control is proposed for all new roads on public lands that are designated as limited, except where multiple existing roads cross the proposed new road making access control a burden and unlikely to be effective. No Project roads occur within public lands designated as closed.

Specific types of access control are not proposed in this Plan; however, they would typically involve fencing, gates, barriers, and/or signage as preferred by the landowner or agency while maintaining effectiveness. Figure 6 shows a typical gate found on public land that would limit motorized access.



Figure 6. Typical Gate

3.0 ACCESS ROAD DIRECT IMPACT CALCULATIONS AND INDIRECT IMPACT DESIGNATION

The Project layout is maintained within a Geographical Information System (GIS) for analysis during Project permitting. Access roads are maintained within their own dataset within the GIS. Within the access road dataset each road segment has its own entry (row) where attributes (columns) are maintained that provide information on the nature, extent, and duration of impacts.

All ground disturbance associated with road segments within the Site Boundary will have direct impacts on wildlife habitat, and those impacts are part of the analysis discussed in Exhibits P1, P2, P3, and Q. Ground-disturbing activities can also have indirect impacts on wildlife habitat. Indirect impacts are those that are caused by the direct impact but occur later in time or farther removed in distance. Specific examples of indirect impacts on wildlife habitat are presented in Exhibits P2 and P3.

The nature of the impact is defined by the road classification attributed to each road segment (i.e., definition of substantial modification or primitive or bladed roads). The extent of the impact for direct impacts is defined by the construction and operational widths as described in the road classifications and the length of each road segment which is generated by default within the GIS. The duration of the impacts depends on whether the road disturbance is attributed as temporary or permanent. The definition of temporary and permanent impacts and their duration can be found in Exhibit P1. The extent of indirect impacts depends on guidance provided by ODFW and is detailed in Exhibits P1, P2, and P3.

Table 2 defines each attribute found within the access road GIS dataset and included in Appendix A. These attributes describe the amount of direct impacts associated with ground disturbance that is anticipated for each road segment. Attributes are also considered when determining if a road segment will be included in the calculation of indirect impacts. A flowchart was developed (Figure 7) to make the determination whether to include a road in the indirect impact analysis. To justify the determination displayed in Figure 7, IPC proposes the following condition in the site certificate:

> ***Fish and Wildlife Condition X****: To quantify the Project's effects on traffic rates on existing public roads, a traffic study will be conducted. Traffic volume will be measured on a sample of existing public roads that will not have access control for one year in the year prior to construction and for one year in the second year of operation. The timing of the study will best represent traffic conditions immediately prior to construction and after traffic has normalized to represent life-of-Project traffic.*

Table 2. Access Road GIS Attributes

Attribute	Definition
Unique ID	The unique identification for each road segment. The identification contains a two-letter acronym for the county where it occurs (BA=Baker, MA=Malheur, etc.), and a sequential number based on the northing coordinate of the midpoint of the road segment (ordered from north to south). Example: BA-126.
Route	Identifies which route the road segment is accessing (i.e., Proposed Route, Double Mountain Alternative, or Morgan Lake Alternative).
Road Classification	Road classification based on Section 2.2. Example: Existing Road, Substantial Modification, 21-70% Improved.
Ownership	The land owner at the midpoint of the road segment. PV = private; DOD = Department of Defense; BLM = Bureau of Land Management; USFS = U.S. Forest Service; STATE = State of Oregon/Idaho; and BOR = Bureau of Reclamation.
Map Page	Reference to the specific map tile or page number of mapbook located in Appendix B where the road segment can be viewed.

Attribute	Definition
Access Control	Is access control present on the road segment? **Yes** or **No** (or **NA** if outside sage-grouse and/or elk habitat). If access control placed on another road segment is effectively controlling access to this segment then the cell will be populated with **Other**. This directs the reader to the Other column where the location of the effective access control is described.
Other	This cell will identify the Unique ID of the road segment where access control has been placed and is influencing traffic volume on this segment.
Percent Modification	Percent of road modification. Estimated linear feet to be modified/total linear feet in road segment.
Road Length	Total length of road segment in linear feet.
Construction Width	Width of construction disturbance in feet (default value based on Road Classification definition).
Operation Width	Operational width of road segment in feet (default value based on Road Classification definition).
Construction Acres	Acres of construction disturbance; includes both the operational road segment area (permanent impact) and the temporary impact outside of the operational road. (Percent Modification x (Road Length x Construction Width))/43,560 square feet.
Operation Acres	Acres of operation disturbance, aka "permanent impacts" (Percent Modification x (Road Length x Operation Width))/43,560 square feet.
Temporary Acres	Acres of "temporary impacts" (Construction Acres – Operation Acres).
Spur Road	Is the road a “spur road”? **Yes** or **No** (or **NA** if outside sage-grouse and/or elk habitat). A spur road is one that ends at a structure and whose endpoint is visible from the point of departure. This consideration is part of the indirect impact flowchart (Figure 7). A spur road is assumed to have no increase in traffic regardless of access control.
Traffic Volume Increase	Is there an anticipated increase in traffic volume? **Yes** or **No** (or **NA** if outside sage-grouse and/or elk habitat). (Figure 7)
Wildlife	Does the road segment overlap elk winter/summer range or sage-grouse habitat? **Yes** or **No**.
Include in Indirect	Will the road be included in indirect impacts calculation? **Yes** or **No**. (If ‘Traffic Volume Increase’ = Yes and ‘Wildlife’ = Yes, then ‘Include in Indirect Impacts Mitigation’ = Yes; otherwise = No). (Figure 7).

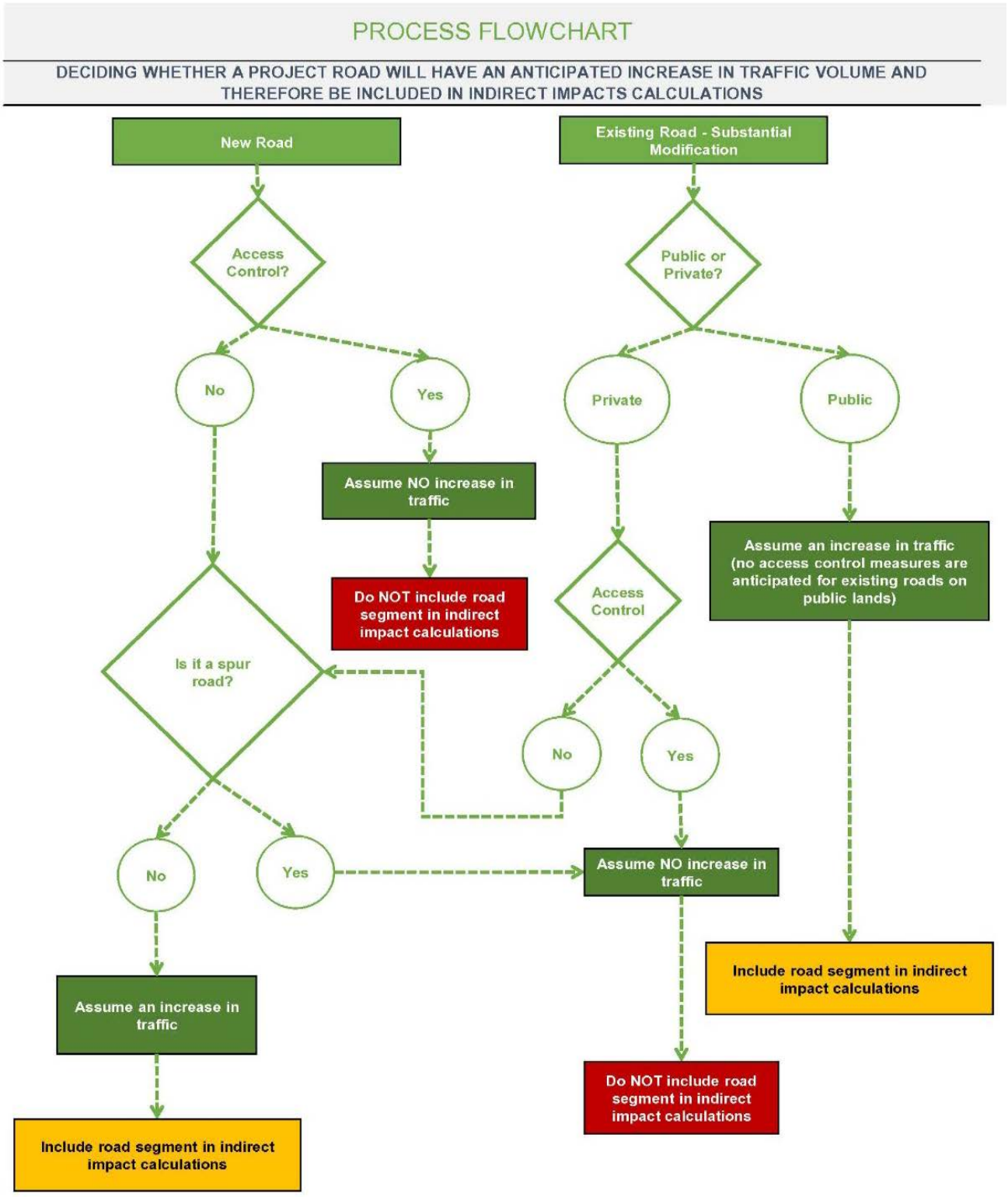


Figure 7. Indirect Impact Flowchart

3.1 Example of Road Segments

Figure 8 shows an example of the Project road segment classification and access control. Table 3 shows the attribute table for the road segments in the example. The table only shows construction impacts attributes for ease of explanation.

Road segment UN-102 is an existing road with substantial modification (21-70 percent improvements) on USFS land within elk winter range. No access control is proposed for this road or any existing roads on USFS- or BLM-managed lands. Modifications would provide improved access; therefore, an increase in traffic volume is assumed. Since the road segment is within elk winter range and an increase in traffic is assumed, UN-102 will be included in indirect impact calculations for elk. It will result in 0.636 acre of direct impact during construction.

Road segment UN-105 is a new, bladed road on USFS land within elk winter range. No access control is proposed for this road segment. This road segment is considered a spur road (Figure 7); therefore, no increase in traffic volume is assumed. UN-105 will not be included in indirect impact calculations for elk. It will result in 0.261 acre of direct impacts during construction.

Road segment UN-106 is an existing road with substantial modification (21-70 percent improvements) on both USFS (0.087 acre of direct impact) and private land (0.173 acre of direct impact) within elk winter range. Access control is proposed for this road segment at the property line shared with the USFS. The portion of UN-106 on USFS land will be included in the indirect impact calculations for elk. The portion of the road segment on private land has access control and will not be included in indirect impact calculations for elk.

Road segments UN-112 (0.338 acre of direct impact) and UN-116 (0.383 acre of direct impact) are existing roads with substantial modification (21-70 percent improvements) on private land within elk winter range. Access control for both road segments occurs on road segment UN-106; therefore, neither road segment is included in the indirect impact calculations for elk.

Road segments Un-111 (0.041 acre), UN-113 (0.250 acre), UN-114 (0.100 acre), UN-115 (0.365 acre), UN-117 (0.527 acre), and UN-128 (1.627 acres) are all new road segments on private land within elk winter range. UN-128 is a new bladed road segment while the others are new primitive road segments. UN-111 and UN-114 are both considered spur roads. All of these road segments are access controlled at road segment UN-106 and not included in the indirect impact calculation for elk.

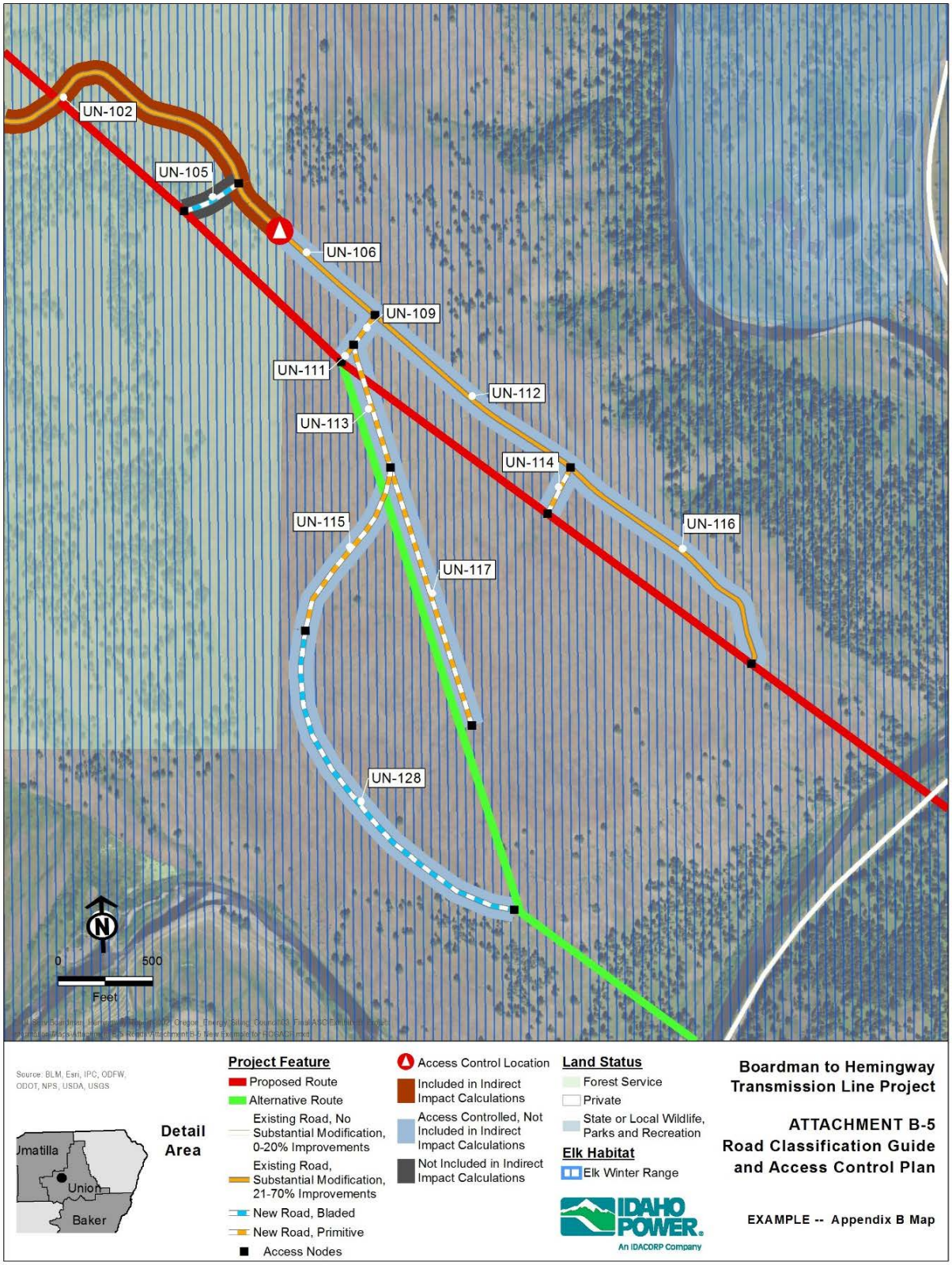


Figure 8. Road Segment Example

Table 3. Attribute Table for Road Segment Example

Unique ID	Map Page	Route	Road Classification	Owner	Access Control	Other	Direct Impact Calculation				Indirect Impact Consideration			
							Percent Modification	Road Length (ft)	Construction Width (ft)	Construction Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect
UN-102	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	2474.67	16	0.636	No	Yes	Yes	Yes
UN-105	61	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	325.08	35	0.261	Yes	No	Yes	No
UN-106	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	671.70	16	0.173	No	No	Yes	No
UN-106	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	338.89	16	0.087	No	Yes	Yes	Yes
UN-109	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	192.57	16	0.071	No	No	Yes	No
UN-109	61	Morgan Lake Alt.	New Road, Primitive	PV	Other	UN-106	1.0	192.57	16	0.071	No	No	Yes	No
UN-111	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	111.43	16	0.041	Yes	No	Yes	No
UN-111	61	Morgan Lake Alt.	New Road, Primitive	PV	Other	UN-106	1.0	111.43	16	0.041	Yes	No	Yes	No
UN-112	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1316.03	16	0.338	No	No	Yes	No
UN-113	61	Morgan Lake Alt.	New Road, Primitive	PV	Other	UN-106	1.0	680.01	16	0.250	No	No	Yes	No
UN-114	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	273.40	16	0.100	Yes	No	Yes	No
UN-115	61	Morgan Lake Alt.	New Road, Primitive	PV	Other	UN-106	1.0	994.42	16	0.365	No	No	Yes	No

Unique ID	Map Page	Route	Road Classification	Owner	Access Control	Other	Direct Impact Calculation				Indirect Impact Consideration			
							Percent Modification	Road Length (ft)	Construction Width (ft)	Construction Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect
UN-116	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1490.65	16	0.383	No	No	Yes	No
UN-117	61	Morgan Lake Alt.	New Road, Primitive	PV	Other	UN-106	1.0	1433.49	16	0.527	No	No	Yes	No
UN-128	61	Morgan Lake Alt.	New Road, Bladed	PV	Other	UN-106	1.0	2025.16	35	1.627	No	No	Yes	No

4.0 ACCESS ROAD SUMMARY

Classification of Project access roads follows the methods shown in Section 3. A complete list of all Project road segments is provided in Appendix A. The location of each access road segment is displayed on maps in Appendix B. The maps display each road segment, preliminary access control locations, ownership, and elk and sage-grouse habitat. A discussion on the type and amount (acres) of impact associated with roads are not presented in this Plan. The road impacts are part of the analysis performed within other Exhibits throughout the ASC. The following is a summary of miles of road segments according to their road classification and access control status.

Vehicular traffic associated with construction and operation of the Proposed Route in Oregon will require access to 670 miles of new and existing roads including:

- 241 miles of existing roads with no substantial improvements;
- 150 miles of existing roads with 21-70 percent improvement;
- 73 miles of existing roads with 71-100 percent improvement;
- 89 miles of new bladed roads; and
- 117 miles of new primitive roads.

Of the 429 miles of existing roads requiring improvement, and new roads associated with the Proposed Route in Oregon:

- 125 miles occur within elk habitat outside of elk de-emphasis areas (includes the Columbia Basin and East Beulah Wildlife Management Units);
- 91 miles of the 125 miles within elk habitat are access controlled;
- 31 miles are identified for inclusion in the indirect impact analysis for elk (Exhibit P3);
- 89 miles occur within sage-grouse habitat;
- 59 miles of the 89 miles within sage-grouse habitat are access controlled;
- 27 miles are identified for inclusion in the indirect impact analysis for sage-grouse (Exhibit P2).

Vehicular traffic associated with construction and operation of the Double Mountain Alternative in Oregon will require access to 23 miles of new and existing roads including:

- 6 miles of existing roads with no substantial improvements;
- 1 mile of existing roads with 21-70 percent improvement;
- 4 miles of existing roads with 71-100 percent improvement;
- 8 miles of new bladed roads; and
- 4 miles of new primitive roads.

Of the 17 miles of existing roads requiring improvement, and new roads associated with the Double Mountain Alternative:

- 0 miles occur within elk habitat; and
- 0 miles occur within sage-grouse habitat.

Vehicular traffic associated with construction and operation of the Morgan Lake Alternative in Oregon will require access to 62 miles of new and existing roads including:

- 31 miles of existing roads with no substantial improvements;
- 13 miles of existing roads with 21-70 percent improvement;
- 3 miles of existing roads with 71-100 percent improvement;
- 6 miles of new bladed roads; and
- 9 miles of new primitive roads.

Of the 31 miles of existing roads requiring improvement, and new roads associated with the Morgan Lake Alternative:

- All 31 miles occur within elk habitat;
- 22 miles are access controlled;
- 8 miles are identified for inclusion in the indirect impact analysis for elk; and
- 0 miles occur within sage-grouse habitat.

Vehicular traffic associated with construction and operation of the West of Bombing Range Road Alternative 1 in Oregon will require access to 4 miles of new and existing roads including:

- 1 mile of existing roads with no substantial improvements;
- 1 mile of existing roads with 21-70 percent improvement;
- 0 miles of existing roads with 71-100 percent improvement;
- 0 miles of new bladed roads; and
- 2 miles of new primitive roads.

Of the 3 miles of existing roads requiring improvement, and new roads associated with the West of Bombing Range Road Alternative 1:

- 0 miles occur within elk habitat; and
- 0 miles occur within sage-grouse habitat.

Vehicular traffic associated with construction and operation of the West of Bombing Range Road Alternative 2 in Oregon will require access to 6 miles of new and existing roads including:

- 3 miles of existing roads with no substantial improvements;
- 1 mile of existing roads with 21-70 percent improvement;
- 0 miles of existing roads with 71-100 percent improvement;
- 0 miles of new bladed roads; and
- 2 miles of new primitive roads.

Of the 3 miles of existing roads requiring improvement, and new roads associated with the West of Bombing Range Road Alternative 2:

- 0 miles occur within elk habitat; and
- 0 miles occur within sage-grouse habitat.

APPENDIX A
ACCESS ROAD SEGMENTS ATTRIBUTE TABLE

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MO-001	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,726.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-002	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	107.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-003	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,793.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-004	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	159.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-005	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	558.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-006	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	984.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-007	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	223.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-008	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,061.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-009	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	559.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-010	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	180.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-011	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	229.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-012	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,939.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-013	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	506.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-014	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10,146.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-015	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,093.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-016	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	570.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-017	1	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	287.5	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MO-018	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	512.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-019	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,522.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-020	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	239.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-021	1	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	361.3	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
MO-022	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	695.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-023	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	622.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-024	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,267.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-025	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	562.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-026	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	27.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-027	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	25.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-028	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	587.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-029	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	53.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-030	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,568.8	16	10	0.58	0.36	0.22	NA	NA	No	No	No	No
MO-031	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	930.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-032	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	326.0	16	10	0.12	0.07	0.04	NA	NA	No	No	No	No
MO-033	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,570.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-034	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	68.8	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-035	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	928.8	16	10	0.34	0.21	0.13	NA	NA	No	No	No	No
MO-036	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,226.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-037	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	184.8	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
MO-038	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	111.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-039	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,189.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-040	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	561.2	16	10	0.21	0.13	0.08	NA	NA	No	No	No	No
MO-041	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	875.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-042	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	51.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-043	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	31.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-044	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	396.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-045	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,333.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-046	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	997.0	16	10	0.37	0.23	0.14	NA	NA	No	No	No	No
MO-047	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	73.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-048	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	51.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-050	3	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	9,552.3	16	14	2.46	2.15	0.31	NA	NA	No	No	No	No
MO-051	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	9,539.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-053	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	18,943.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-054	3	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	57.6	16	14	0.01	0.01	0.00	NA	NA	No	No	No	No
MO-055	3	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	7,152.8	16	14	1.84	1.61	0.23	NA	NA	No	No	No	No
MO-056	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	7,152.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-057	3	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	58.8	16	14	0.02	0.01	0.00	NA	NA	No	No	No	No
MO-058	4	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	2,252.5	16	14	0.58	0.51	0.07	NA	NA	No	No	No	No
MO-059	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	2,251.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-060A	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	68.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-060B	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	39.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-061	4	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	2,457.8	16	14	0.63	0.55	0.08	NA	NA	No	No	No	No
MO-062	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	18,174.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-063	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	21,938.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-064	4	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	19,484.2	16	10	7.16	4.47	2.68	NA	NA	No	No	No	No
MO-065	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	66.0	16	10	0.02	0.02	0.01	NA	NA	No	No	No	No
MO-067	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	912.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-068	5	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	879.4	16	10	0.32	0.20	0.12	NA	NA	No	No	No	No
MO-069	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	77.5	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-070	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	55.6	16	14	0.01	0.01	0.00	NA	NA	No	No	No	No
MO-071	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	84.0	16	14	0.02	0.02	0.00	NA	NA	No	No	No	No
MO-072	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	811.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-074	5	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	2,319.1	16	10	0.85	0.53	0.32	NA	NA	No	No	No	No
MO-075	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	95.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-076	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	933.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-079	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	73.9	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-080	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	753.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MO-082	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	267.5	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
MO-083	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	54.4	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-084	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	727.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-086	5	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	52.3	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-087	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	54.4	16	14	0.01	0.01	0.00	NA	NA	No	No	No	No
MO-088	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	677.7	16	14	0.17	0.15	0.02	NA	NA	No	No	No	No
MO-089	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	1,410.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-091	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	48.7	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-092	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	582.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-094	5	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	772.2	16	10	0.28	0.18	0.11	NA	NA	No	No	No	No
MO-095	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	59.2	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-096	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	655.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-098	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	498.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-098	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	498.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-098	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	34.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-098	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	34.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-100	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	123.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-102	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	340.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-104	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	59.9	16	14	0.02	0.01	0.00	NA	NA	No	No	No	No
MO-105	5	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	94.7	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-106	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	2,649.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-108	5	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	741.2	16	14	0.19	0.17	0.02	NA	NA	No	No	No	No
MO-109	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	47.7	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-110	5	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	4,064.2	16	10	1.49	0.93	0.56	NA	NA	No	No	No	No
MO-111	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	687.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-113	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	52.5	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-114	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	675.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-116	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	57.9	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-117	5	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	940.8	16	10	0.35	0.22	0.13	NA	NA	No	No	No	No
MO-118	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	680.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-120	5	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	70.1	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-121	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	84.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-123	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	673.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-123	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	127.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-123	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	127.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-126	5	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	546.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-126	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	546.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-129	5	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	243.0	16	14	0.06	0.05	0.01	NA	NA	No	No	No	No
MO-130	5	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	185.2	16	14	0.05	0.04	0.01	NA	NA	No	No	No	No
MO-131	5	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	716.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-133	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	1,294.6	16	10	0.48	0.30	0.18	NA	NA	No	No	No	No
MO-133	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	1,294.6	16	10	0.48	0.30	0.18	NA	NA	No	No	No	No
MO-135	6	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	63.7	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-136	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	3,557.4	16	14	0.91	0.80	0.11	NA	NA	No	No	No	No
MO-137	6	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	541.4	16	10	0.20	0.12	0.07	NA	NA	No	No	No	No
MO-138	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,782.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-140	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	1,310.4	16	10	0.48	0.30	0.18	NA	NA	No	No	No	No
MO-140	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	1,310.4	16	10	0.48	0.30	0.18	NA	NA	No	No	No	No
MO-142	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	1,126.6	16	14	0.29	0.25	0.04	NA	NA	No	No	No	No
MO-143	6	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	649.0	16	14	0.17	0.15	0.02	NA	NA	No	No	No	No
MO-143	6	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	649.0	16	14	0.17	0.15	0.02	NA	NA	No	No	No	No
MO-145	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	85.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-146	6	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,042.9	16	14	0.27	0.23	0.03	NA	NA	No	No	No	No
MO-146	6	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,042.9	16	14	0.27	0.23	0.03	NA	NA	No	No	No	No
MO-148	6	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,106.0	16	14	0.54	0.47	0.07	NA	NA	No	No	No	No
MO-148	6	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,106.0	16	14	0.54	0.47	0.07	NA	NA	No	No	No	No
MO-150	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	1,250.6	16	14	0.32	0.28	0.04	NA	NA	No	No	No	No
MO-151	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	790.5	16	10	0.29	0.18	0.11	NA	NA	No	No	No	No
MO-151	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	790.5	16	10	0.29	0.18	0.11	NA	NA	No	No	No	No
MO-153	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	15,713.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-154	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	6,803.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-155	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	3,344.7	16	10	1.23	0.77	0.46	NA	NA	No	No	No	No
MO-155	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	3,344.7	16	10	1.23	0.77	0.46	NA	NA	No	No	No	No
MO-157	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	5,799.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-158	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	917.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-158	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	917.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-160	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	851.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-160	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	851.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-162	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	153.9	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
MO-162	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	153.9	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
MO-164	6	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	269.4	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
MO-164	6	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	269.4	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
MO-166	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	825.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-166	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	825.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-170	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	732.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MO-170A	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	287.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-170A	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	287.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-170B	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-170B	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-171	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	64.5	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-171	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	64.5	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MO-173	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	775.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-174	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-174	6	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-174	6	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-175	6	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	292.9	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MO-175	6	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	292.9	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MO-175	6	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	292.9	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MO-178	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,211.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-179	6	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	133.2	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
MO-180	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	106.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-181	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	573.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-182	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,686.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-183	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,213.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-184	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,255.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-185	6	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	556.9	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
MO-186	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	178.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-187	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	328.6	16	14	0.08	0.07	0.01	NA	NA	No	No	No	No
MO-188	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,776.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-189	7	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	119.2	16	10	0.04	0.03	0.02	NA	NA	No	No	No	No
MO-190	7	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,543.8	16	14	0.40	0.35	0.05	NA	NA	No	No	No	No
MO-191	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	927.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-192	7	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,261.2	16	14	0.58	0.51	0.07	NA	NA	No	No	No	No
MO-193	7	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,736.0	16	14	0.45	0.39	0.06	NA	NA	No	No	No	No
MO-194	7	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	100.1	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MO-195	7	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	58.5	16	14	0.02	0.01	0.00	NA	NA	No	No	No	No
MO-196	7	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,468.9	16	10	1.64	1.03	0.62	NA	NA	No	No	No	No
MO-197	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	903.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-198	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	768.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-199	7	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	9,179.7	16	10	3.37	2.11	1.26	NA	NA	No	No	No	No
MO-200	8	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	367.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-201	8	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	468.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-202	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,271.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-203	8	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,958.5	16	10	1.09	0.68	0.41	NA	NA	No	No	No	No
MO-204	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	556.3	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
MO-205	11	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	6,517.0	16	14	1.68	1.47	0.21	NA	NA	No	No	No	No
MO-206	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	957.4	16	14	0.25	0.22	0.03	NA	NA	No	No	No	No
MO-207	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	451.1	16	10	0.17	0.10	0.06	NA	NA	No	No	No	No
MO-208	13	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,252.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-209	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,504.8	16	14	0.39	0.34	0.05	NA	NA	No	No	No	No
MO-210	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	279.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-211	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	139.7	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
MO-212	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	26.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-213	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	107.0	16	14	0.03	0.02	0.00	NA	NA	No	No	No	No
MO-214	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	179.9	16	10	0.07	0.04	0.02	NA	NA	No	No	No	No
MO-215	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7,616.0	16	10	2.80	1.75	1.05	NA	NA	No	No	No	No
MO-216	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,316.9	16	14	0.34	0.30	0.04	NA	NA	No	No	No	No
MO-217	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	206.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-218	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,428.3	16	14	0.37	0.32	0.05	NA	NA	No	No	No	No
MO-219	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	285.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-220	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,677.1	16	14	0.69	0.60	0.09	NA	NA	No	No	No	No
MO-221	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	247.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-222	9	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,791.6	16	10	1.39	0.87	0.52	NA	NA	No	No	No	No
MO-223	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	157.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-224	9	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	291.7	16	14	0.08	0.07	0.01	NA	NA	No	No	No	No
MO-225	9	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	391.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-226	11	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,897.8	16	10	0.70	0.44	0.26	NA	NA	No	No	No	No
MO-227	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	381.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-228	11	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,677.0	16	10	2.09	1.30	0.78	NA	NA	No	No	No	No
MO-229	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	5,369.2	16	14	1.38	1.21	0.17	NA	NA	No	No	No	No
MO-230	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	12,889.4	16	10	4.73	2.96	1.78	NA	NA	No	No	No	No
MO-231	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	148.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-232	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	354.3	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
MO-233	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	160.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-234	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,742.7	16	10	1.01	0.63	0.38	NA	NA	No	No	No	No
MO-235	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	910.4	16	10	0.33	0.21	0.13	NA	NA	No	No	No	No
MO-236	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,004.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-237	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,124.7	16	10	0.41	0.26	0.15	NA	NA	No	No	No	No
MO-238	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,408.3	16	10	0.52	0.32	0.19	NA	NA	No	No	No	No
MO-239	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,177.4	16	14	0.30	0.26	0.04	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MO-240	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,279.6	16	10	1.20	0.75	0.45	NA	NA	No	No	No	No
MO-241	12	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2,083.1	30	14	1.43	0.67	0.77	NA	NA	No	No	No	No
MO-242	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	195.9	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
MO-243	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,100.3	16	14	0.28	0.25	0.04	NA	NA	No	No	No	No
MO-244	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	95.7	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MO-245	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,220.7	16	14	0.31	0.27	0.04	NA	NA	No	No	No	No
MO-246	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	108.1	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MO-247	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,413.3	16	14	0.36	0.32	0.05	NA	NA	No	No	No	No
MO-248	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,108.7	16	14	0.54	0.47	0.07	NA	NA	No	No	No	No
MO-249	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	249.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-250	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	332.5	16	10	0.12	0.08	0.05	NA	NA	No	No	No	No
MO-251	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,605.2	16	14	0.67	0.59	0.08	NA	NA	No	No	No	No
MO-252	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,132.8	16	10	0.42	0.26	0.16	NA	NA	No	No	No	No
MO-253	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,110.5	16	14	0.29	0.25	0.04	NA	NA	No	No	No	No
MO-254	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	573.4	16	14	0.15	0.13	0.02	NA	NA	No	No	No	No
MO-255	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	143.3	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
MO-256	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	8,013.7	16	14	2.06	1.80	0.26	NA	NA	No	No	No	No
MO-257	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,491.0	16	10	1.65	1.03	0.62	NA	NA	No	No	No	No
MO-258	15	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,956.9	16	14	0.50	0.44	0.06	NA	NA	No	No	No	No
MO-259	15	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	969.8	16	14	0.25	0.22	0.03	NA	NA	No	No	No	No
MO-260	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,301.8	16	10	0.85	0.53	0.32	NA	NA	No	No	No	No
MO-261	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	648.4	16	10	0.24	0.15	0.09	NA	NA	No	No	No	No
MO-262	15	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,595.2	16	14	0.67	0.58	0.08	NA	NA	No	No	No	No
MO-263	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,222.7	16	10	0.82	0.51	0.31	NA	NA	No	No	No	No
MO-264	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	701.9	16	14	0.18	0.16	0.02	NA	NA	No	No	No	No
MO-265	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	455.8	16	10	0.17	0.10	0.06	NA	NA	No	No	No	No
MO-266	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,270.4	16	14	0.33	0.29	0.04	NA	NA	No	No	No	No
MO-267	14	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,770.5	16	14	0.46	0.40	0.06	NA	NA	No	No	No	No
MO-268	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	779.1	16	10	0.29	0.18	0.11	NA	NA	No	No	No	No
MO-269	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	277.5	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
MO-270	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	184.9	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
MO-271	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	209.1	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MO-272	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,607.9	16	10	0.59	0.37	0.22	NA	NA	No	No	No	No
MO-273	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,239.3	16	10	0.82	0.51	0.31	NA	NA	No	No	No	No
MO-274	15	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,507.1	16	14	0.64	0.56	0.08	NA	NA	No	No	No	No
MO-275	15	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	356.1	35	14	0.29	0.11	0.17	NA	NA	No	No	No	No
MO-276	15	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,070.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-277	15	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	117.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-278	15	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	6,047.9	30	14	4.17	1.94	2.22	NA	NA	No	No	No	No
MO-279	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	421.7	16	10	0.15	0.10	0.06	NA	NA	No	No	No	No
MO-280	15	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	384.7	30	14	0.26	0.12	0.14	NA	NA	No	No	No	No
MO-281	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,357.8	16	10	0.50	0.31	0.19	NA	NA	No	No	No	No
MO-282	15	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,697.5	30	14	1.17	0.55	0.62	NA	NA	No	No	No	No
MO-283	15	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,338.5	30	14	0.92	0.43	0.49	NA	NA	No	No	No	No
MO-284	15	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,460.8	16	10	0.54	0.34	0.20	NA	NA	No	No	No	No
MO-285	15	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	843.4	35	14	0.68	0.27	0.41	NA	NA	No	No	No	No
MO-286	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,088.0	16	10	0.40	0.25	0.15	NA	NA	No	No	No	No
MO-287	16	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	342.4	35	14	0.28	0.11	0.17	NA	NA	No	No	No	No
MO-288	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7,250.9	16	10	2.66	1.66	1.00	NA	NA	No	No	No	No
MO-289	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	227.5	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MO-290	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,922.4	16	10	0.71	0.44	0.26	NA	NA	No	No	No	No
MO-291	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	424.6	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
MO-292	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	868.0	16	10	0.32	0.20	0.12	NA	NA	No	No	No	No
MO-293	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	204.6	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MO-294	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,944.4	16	10	1.82	1.14	0.68	NA	NA	No	No	No	No
MO-295	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	114.4	16	10	0.04	0.03	0.02	NA	NA	No	No	No	No
MO-296	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,558.5	16	10	1.31	0.82	0.49	NA	NA	No	No	No	No
MO-297	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	231.2	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MO-298	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,272.4	16	10	0.47	0.29	0.18	NA	NA	No	No	No	No
MO-299	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	384.0	16	10	0.14	0.09	0.05	NA	NA	No	No	No	No
MO-300	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,280.8	16	10	0.47	0.29	0.18	NA	NA	No	No	No	No
MO-301	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	360.1	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
MO-302	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,084.7	16	10	0.40	0.25	0.15	NA	NA	No	No	No	No
MO-303	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	339.8	16	10	0.12	0.08	0.05	NA	NA	No	No	No	No
MO-304	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,175.3	16	10	0.43	0.27	0.16	NA	NA	No	No	No	No
MO-305	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	345.6	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
MO-306	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,828.0	16	10	1.77	1.11	0.67	NA	NA	No	No	No	No
MO-307	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	713.0	16	10	0.26	0.16	0.10	NA	NA	No	No	No	No
MO-308	17	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	663.5	35	14	0.53	0.21	0.32	NA	NA	No	No	No	No
MO-309	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,441.3	16	10	0.53	0.33	0.20	NA	NA	No	No	No	No
MO-310	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,379.9	16	10	0.51	0.32	0.19	NA	NA	No	No	No	No
MO-311	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	475.0	16	10	0.17	0.11	0.07	NA	NA	No	No	No	No
MO-312	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	744.0	16	10	0.27	0.17	0.10	NA	NA	No	No	No	No
MO-313	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	618.9	16	10	0.23	0.14	0.09	NA	NA	No	No	No	No
MO-314	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	979.8	16	10	0.36	0.22	0.13	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MO-315	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,235.5	16	10	0.45	0.28	0.17	NA	NA	No	No	No	No
MO-316	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,000.0	16	10	1.10	0.69	0.41	NA	NA	No	No	No	No
MO-317	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	67.6	16	10	0.02	0.02	0.01	NA	NA	No	No	No	No
MO-318	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	748.1	16	10	0.27	0.17	0.10	NA	NA	No	No	No	No
MO-319	18	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3,583.0	30	14	2.47	1.15	1.32	NA	NA	No	No	No	No
MO-320	18	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	953.7	35	14	0.77	0.31	0.46	NA	NA	No	No	No	No
MO-321	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	931.6	16	10	0.34	0.21	0.13	NA	NA	No	No	No	No
MO-322	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	519.9	16	10	0.19	0.12	0.07	NA	NA	No	No	No	No
MO-323	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	220.3	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MO-324	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	337.4	16	10	0.12	0.08	0.05	NA	NA	No	No	No	No
MO-325	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	260.1	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
MO-326	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,126.5	16	10	0.41	0.26	0.16	NA	NA	No	No	No	No
MO-327	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	550.4	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
MO-328	18	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,264.5	35	14	1.02	0.41	0.61	NA	NA	No	No	No	No
MO-329	18	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,346.9	35	14	1.08	0.43	0.65	NA	NA	No	No	No	No
MO-330	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,362.6	16	10	1.24	0.77	0.46	NA	NA	No	No	No	No
MO-331	18	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,427.9	16	14	0.37	0.32	0.05	NA	NA	No	No	No	No
MO-332	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	72.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MO-333	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,144.0	16	10	1.89	1.18	0.71	NA	NA	No	No	No	No
MO-334	19	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	18,274.8	30	14	12.59	5.87	6.71	NA	NA	No	No	No	No
MO-335	21	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,494.0	35	14	1.20	0.48	0.72	NA	NA	No	No	No	No
MO-336	20	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3,264.3	30	14	2.25	1.05	1.20	NA	NA	No	No	No	No
MO-337	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,387.3	16	10	0.51	0.32	0.19	NA	NA	No	No	No	No
MO-338	18	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2,309.2	30	14	1.59	0.74	0.85	NA	NA	No	No	No	No
MO-339	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	262.9	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
MO-340	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,864.7	16	10	0.68	0.43	0.26	NA	NA	No	No	No	No
MO-341	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	238.9	16	10	0.09	0.05	0.03	NA	NA	No	No	No	No
MO-342	26	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	878.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-343	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,591.3	16	10	1.32	0.82	0.49	NA	NA	No	No	No	No
MO-344	26	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	733.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-345	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,700.4	30	14	1.17	0.55	0.62	NA	NA	No	No	No	No
MO-345	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,193.9	30	14	0.82	0.38	0.44	NA	NA	No	No	No	No
MO-346	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	415.7	30	14	0.29	0.13	0.15	NA	NA	No	No	No	No
MO-347	19	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	279.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-348	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,151.6	16	10	0.42	0.26	0.16	NA	NA	No	No	No	No
MO-349	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,256.3	16	10	0.46	0.29	0.17	NA	NA	No	No	No	No
MO-350	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,269.6	16	10	0.47	0.29	0.17	NA	NA	No	No	No	No
MO-351	19	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	191.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-352	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	390.2	30	14	0.27	0.13	0.14	NA	NA	No	No	No	No
MO-353	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,231.9	16	10	1.19	0.74	0.45	NA	NA	No	No	No	No
MO-354	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,100.1	16	10	0.40	0.25	0.15	NA	NA	No	No	No	No
MO-354	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	409.5	16	10	0.15	0.09	0.06	NA	NA	No	No	No	No
MO-355	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3,197.2	30	14	2.20	1.03	1.17	NA	NA	No	No	No	No
MO-356	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3,402.7	30	14	2.34	1.09	1.25	NA	NA	No	No	No	No
MO-357	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	14,623.5	16	14	3.76	3.29	0.47	NA	NA	No	No	No	No
MO-358	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4,988.8	30	14	3.44	1.60	1.83	NA	NA	No	No	No	No
MO-359	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,140.9	16	10	0.42	0.26	0.16	NA	NA	No	No	No	No
MO-360	22	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7,250.9	16	10	2.66	1.66	1.00	NA	NA	No	No	No	No
MO-361	23	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	7,147.2	16	14	1.84	1.61	0.23	NA	NA	No	No	No	No
MO-362	20	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	350.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-363	20	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	233.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-364	23	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4,044.6	30	14	2.79	1.30	1.49	NA	NA	No	No	No	No
MO-365	23	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,035.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-366	23	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,715.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MO-367	23	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,465.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-001	24	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	483.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-002	25	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	716.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-003	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	16,579.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-004	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	24,481.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-005	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	842.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-006	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,801.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-007	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,980.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-008	42	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3,867.7	16	14	0.99	0.87	0.12	No	No	Yes	No	No	Yes
UM-009	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	26.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-010	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	630.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-011	41	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1,510.7	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
UM-012	41	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	753.2	16	14	0.19	0.17	0.02	No	No	Yes	No	No	Yes
UM-013	42	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1,858.8	16	14	0.48	0.42	0.06	No	No	Yes	No	No	Yes
UM-014	41	Proposed Route	New Road, Primitive	PV	Other	UM-028	1.0	508.3	16	10	0.19	0.12	0.07	Yes	No	Yes	No	No	Yes
UM-015	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	658.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-016	41	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-028	0.7	2,877.5	16	14	0.74	0.65	0.09	No	No	Yes	No	No	Yes
UM-017	41	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	368.7	16	10	0.14	0.08	0.05	Yes	No	Yes	No	No	Yes
UM-018	41	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	311.0	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UM-019	41	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	129.5	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-020	42	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-008	1.0	127.5	30	14	0.09	0.04	0.05	No	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UM-021	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,373.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-022	42	Proposed Route	New Road, Bladed	PV	Other	UM-008	1.0	2,079.9	35	14	1.67	0.67	1.00	No	No	Yes	No	No	Yes
UM-023	42	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1,174.8	16	14	0.30	0.26	0.04	No	No	Yes	No	No	Yes
UM-024	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,051.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-025	41	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,101.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-026	42	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	268.8	16	14	0.07	0.06	0.01	No	No	Yes	No	No	Yes
UM-027	42	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-008	1.0	138.6	30	14	0.10	0.04	0.05	No	No	Yes	No	No	Yes
UM-028	41	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	287.5	35	14	0.23	0.09	0.14	No	No	Yes	No	No	Yes
UM-029	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	258.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-030	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,085.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-031	42	Proposed Route	New Road, Bladed	PV	Other	UM-008	1.0	987.4	35	14	0.79	0.32	0.48	Yes	No	Yes	No	No	Yes
UM-032	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,686.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-033	41	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-028	0.7	1,022.9	16	14	0.26	0.23	0.03	No	No	Yes	No	No	Yes
UM-034		Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,387.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-035	40	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	892.9	16	10	0.33	0.20	0.12	Yes	No	Yes	No	No	Yes
UM-036	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,467.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-037	42	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1,055.0	35	14	0.85	0.34	0.51	No	No	Yes	No	No	Yes
UM-038	42	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	101.3	35	14	0.08	0.03	0.05	No	No	Yes	No	No	Yes
UM-039	40	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2,005.4	16	14	0.52	0.45	0.06	No	No	Yes	No	No	Yes
UM-039	40	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,005.6	16	14	0.52	0.45	0.06	NA	NA	No	No	No	No
UM-040	42	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	3,695.3	35	14	2.97	1.19	1.78	No	No	Yes	No	No	Yes
UM-041	41	Proposed Route	New Road, Primitive	PV	Other	UM-028	1.0	2,397.9	16	10	0.88	0.55	0.33	No	No	Yes	No	No	Yes
UM-042	40	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	439.7	16	10	0.16	0.10	0.06	Yes	No	Yes	No	No	Yes
UM-043	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,765.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-044	40	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-039	0.7	2,333.6	16	14	0.60	0.53	0.08	No	No	Yes	No	No	Yes
UM-045	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	694.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-046	42	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1,842.4	35	14	1.48	0.59	0.89	No	No	Yes	No	No	Yes
UM-047	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	330.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-048	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,695.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-049	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	1,058.1	16	14	0.27	0.24	0.03	No	No	Yes	No	No	Yes
UM-050	42	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,330.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-051	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,818.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-052	43	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	518.2	35	14	0.42	0.17	0.25	No	No	Yes	No	No	Yes
UM-053	40	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	153.2	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UM-054	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	3,352.3	16	14	0.86	0.75	0.11	No	No	Yes	No	No	Yes
UM-055	40	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-039	0.7	1,568.7	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UM-056	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	339.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-057	43	Proposed Route	New Road, Primitive	PV	Other	UM-024	1.0	745.7	16	10	0.27	0.17	0.10	No	No	Yes	No	No	Yes
UM-058	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	888.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-059	43	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	685.2	35	14	0.55	0.22	0.33	No	No	Yes	No	No	Yes
UM-060	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	302.0	16	14	0.08	0.07	0.01	No	No	Yes	No	No	Yes
UM-061	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,878.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-062	43	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-024	1.0	989.5	30	14	0.68	0.32	0.36	No	No	Yes	No	No	Yes
UM-063	43	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1,028.8	35	14	0.83	0.33	0.50	No	No	Yes	No	No	Yes
UM-064	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,706.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-065	43	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-024	1.0	1,106.1	30	14	0.76	0.36	0.41	No	No	Yes	No	No	Yes
UM-066	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	5,014.9	16	14	1.29	1.13	0.16	No	Yes	Yes	Yes	No	Yes
UM-067	43	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	258.5	35	14	0.21	0.08	0.12	No	No	Yes	No	No	Yes
UM-067	43	Proposed Route	New Road, Bladed	PV	No	NA	1.0	186.7	35	14	0.15	0.06	0.09	No	Yes	Yes	Yes	No	Yes
UM-068	40	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	5,513.2	16	10	2.03	1.27	0.76	No	No	Yes	No	No	Yes
UM-069	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	149.7	16	14	0.04	0.03	0.00	No	Yes	Yes	Yes	No	Yes
UM-070	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,224.6	16	14	0.31	0.28	0.04	No	Yes	Yes	Yes	No	Yes
UM-071	43	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	783.8	30	14	0.54	0.25	0.29	Yes	No	Yes	No	No	Yes
UM-072	43	Proposed Route	New Road, Primitive	PV	No	NA	1.0	133.1	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-073	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	968.1	16	14	0.25	0.22	0.03	No	Yes	Yes	Yes	No	Yes
UM-074	43	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6,244.3	16	14	1.61	1.40	0.20	No	Yes	Yes	Yes	No	Yes
UM-075	43	Proposed Route	New Road, Primitive	PV	No	NA	1.0	172.7	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UM-076	40	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	139.2	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-077	40	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	1,118.2	16	10	0.41	0.26	0.15	No	No	Yes	No	No	Yes
UM-078	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,898.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-079	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,763.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-080	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,514.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-081	39	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,257.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-082	43	Proposed Route	New Road, Bladed	PV	No	NA	1.0	662.6	35	14	0.53	0.21	0.32	Yes	No	Yes	No	No	Yes
UM-083	43	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	724.9	30	14	0.50	0.23	0.27	No	Yes	Yes	Yes	No	Yes
UM-084	44	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	2,621.0	30	14	1.81	0.84	0.96	No	Yes	Yes	Yes	No	Yes
UM-085	43	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	455.4	30	14	0.31	0.15	0.17	No	Yes	Yes	Yes	No	Yes
UM-086	44	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	538.2	30	14	0.37	0.17	0.20	No	Yes	Yes	Yes	No	Yes
UM-087	39	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	370.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-088	39	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-081	0.7	688.9	16	14	0.18	0.15	0.02	No	No	Yes	No	No	Yes
UM-089	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,559.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-090	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	386.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-091	44	Proposed Route	New Road, Bladed	PV	No	NA	1.0	2,331.1	35	14	1.87	0.75	1.12	No	Yes	Yes	Yes	No	Yes
UM-092	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	7,129.2	16	10	2.62	1.64	0.98	No	No	Yes	No	No	Yes
UM-093	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,091.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UM-094	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	242.2	16	10	0.09	0.06	0.03	Yes	No	Yes	No	No	Yes
UM-095	32	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	444.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-096	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,644.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-097	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	2,296.9	16	10	0.84	0.53	0.32	No	No	Yes	No	No	Yes
UM-098	35	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	28,189.6	30	14	19.41	9.06	10.35	No	Yes	Yes	Yes	No	Yes
UM-099	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	199.7	16	10	0.07	0.05	0.03	Yes	No	Yes	No	No	Yes
UM-100	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	768.9	16	10	0.28	0.18	0.11	No	No	Yes	No	No	Yes
UM-101	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	559.8	16	10	0.21	0.13	0.08	Yes	No	Yes	No	No	Yes
UM-102	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	358.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-103	44	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	119.2	30	14	0.08	0.04	0.04	Yes	No	Yes	No	No	Yes
UM-104	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	2,116.7	16	10	0.78	0.49	0.29	No	No	Yes	No	No	Yes
UM-105	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,011.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-106	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	1,786.9	16	10	0.66	0.41	0.25	No	No	Yes	No	No	Yes
UM-107	44	Proposed Route	New Road, Primitive	PV	No	NA	1.0	135.0	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-108	32	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,580.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-109	39	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	135.3	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-110	39	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	638.6	30	14	0.44	0.21	0.23	No	No	Yes	No	No	Yes
UM-111	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	770.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-112	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,271.8	30	14	0.88	0.41	0.47	No	No	Yes	No	No	Yes
UM-113	39	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	2,906.5	30	14	2.00	0.93	1.07	No	No	Yes	No	No	Yes
UM-114	44	Proposed Route	New Road, Primitive	PV	No	NA	1.0	176.2	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UM-115	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	140.1	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-116	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,087.3	30	14	0.75	0.35	0.40	No	No	Yes	No	No	Yes
UM-117	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	50.9	16	10	0.02	0.01	0.01	Yes	No	Yes	No	No	Yes
UM-118	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,725.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-119	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,193.9	30	14	0.82	0.38	0.44	No	No	Yes	No	No	Yes
UM-120	44	Proposed Route	New Road, Bladed	PV	No	NA	1.0	232.4	35	14	0.19	0.07	0.11	Yes	No	Yes	No	No	Yes
UM-121	27	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	369.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-122	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	474.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-123	32	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	13,143.0	16	14	3.38	2.96	0.42	NA	NA	No	No	No	No
UM-124	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	218.2	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UM-125	27	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	306.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-126	27	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2,368.2	30	14	1.63	0.76	0.87	NA	NA	No	No	No	No
UM-127	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,176.5	30	14	0.81	0.38	0.43	No	No	Yes	No	No	Yes
UM-128	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	291.5	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UM-129	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,256.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-130	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,377.3	30	14	0.95	0.44	0.51	No	No	Yes	No	No	Yes
UM-131	44	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	237.4	16	14	0.06	0.05	0.01	Yes	No	Yes	No	No	Yes
UM-132	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	404.3	16	10	0.15	0.09	0.06	Yes	No	Yes	No	No	Yes
UM-133	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	632.6	16	10	0.23	0.15	0.09	No	No	Yes	No	No	Yes
UM-134	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	57.9	16	10	0.02	0.01	0.01	Yes	No	Yes	No	No	Yes
UM-135	38	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	98.0	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-136	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,886.7	30	14	1.30	0.61	0.69	No	No	Yes	No	No	Yes
UM-137	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	701.0	30	14	0.48	0.23	0.26	No	No	Yes	No	No	Yes
UM-138	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1,927.0	30	14	1.33	0.62	0.71	No	No	Yes	No	No	Yes
UM-139	32	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	7,256.3	30	14	5.00	2.33	2.67	NA	NA	No	No	No	No
UM-140	44	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,664.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-141	44	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	144.5	16	14	0.04	0.03	0.00	Yes	No	Yes	No	No	Yes
UM-144	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,938.8	16	10	1.08	0.67	0.40	NA	NA	No	No	No	No
UM-145	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	272.3	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UM-146	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	5,083.4	30	14	3.50	1.63	1.87	NA	NA	No	No	No	No
UM-147	26	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	563.9	35	14	0.45	0.18	0.27	NA	NA	No	No	No	No
UM-148	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	944.6	16	10	0.35	0.22	0.13	NA	NA	No	No	No	No
UM-150	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	1,081.5	30	14	0.74	0.35	0.40	No	No	Yes	No	No	Yes
UM-151	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	888.3	30	14	0.61	0.29	0.33	No	No	Yes	No	No	Yes
UM-152	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	90.9	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-153	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	1,152.1	30	14	0.79	0.37	0.42	No	No	Yes	No	No	Yes
UM-154	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	108.0	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-155	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	998.9	30	14	0.69	0.32	0.37	No	No	Yes	No	No	Yes
UM-156	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	103.5	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-157	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	271.5	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UM-158	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	2,672.5	30	14	1.84	0.86	0.98	No	No	Yes	No	No	Yes
UM-159	38	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	100.5	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-160	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	507.6	16	10	0.19	0.12	0.07	NA	NA	No	No	No	No
UM-161	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,362.7	16	10	0.50	0.31	0.19	NA	NA	No	No	No	No
UM-163	26	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	828.9	35	14	0.67	0.27	0.40	NA	NA	No	No	No	No
UM-164	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,340.1	16	10	1.23	0.77	0.46	NA	NA	No	No	No	No
UM-165	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,504.1	16	10	0.55	0.35	0.21	NA	NA	No	No	No	No
UM-166	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,070.7	16	10	0.76	0.48	0.29	NA	NA	No	No	No	No
UM-167	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,670.2	16	10	0.61	0.38	0.23	NA	NA	No	No	No	No
UM-168	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	587.8	16	10	0.22	0.13	0.08	NA	NA	No	No	No	No
UM-169	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,969.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-170	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,135.2	16	10	0.42	0.26	0.16	NA	NA	No	No	No	No
UM-171	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	666.8	16	10	0.24	0.15	0.09	NA	NA	No	No	No	No
UM-172	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	965.2	16	10	0.35	0.22	0.13	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UM-173	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	486.7	16	10	0.18	0.11	0.07	NA	NA	No	No	No	No
UM-174	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	1,716.2	30	14	1.18	0.55	0.63	No	No	Yes	No	No	Yes
UM-175	27	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	614.2	35	14	0.49	0.20	0.30	NA	NA	No	No	No	No
UM-176	36	Proposed Route	New Road, Primitive	PV	No	NA	1.0	146.4	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UM-177	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	901.5	30	14	0.62	0.29	0.33	NA	NA	No	No	No	No
UM-178	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	218.1	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
UM-179	27	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	254.2	35	14	0.20	0.08	0.12	NA	NA	No	No	No	No
UM-180	28	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,249.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-181	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	102.5	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
UM-182	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,775.6	16	10	2.12	1.33	0.80	NA	NA	No	No	No	No
UM-183	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,594.9	16	10	2.06	1.28	0.77	NA	NA	No	No	No	No
UM-184	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	834.7	16	14	0.21	0.19	0.03	NA	NA	No	No	No	No
UM-185	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,288.5	16	14	0.33	0.29	0.04	NA	NA	No	No	No	No
UM-186	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	80.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
UM-187	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,522.1	16	14	0.39	0.34	0.05	NA	NA	No	No	No	No
UM-188	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,377.7	16	14	0.35	0.31	0.04	NA	NA	No	No	No	No
UM-189	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,902.2	16	10	0.70	0.44	0.26	NA	NA	No	No	No	No
UM-190	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	706.0	16	14	0.18	0.16	0.02	NA	NA	No	No	No	No
UM-191	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	79.8	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
UM-192	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,701.8	16	14	0.44	0.38	0.05	NA	NA	No	No	No	No
UM-193	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	971.5	16	14	0.25	0.22	0.03	NA	NA	No	No	No	No
UM-194	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	107.8	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
UM-195	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	922.9	16	14	0.24	0.21	0.03	NA	NA	No	No	No	No
UM-196	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	174.9	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
UM-197	29	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,322.3	16	14	0.34	0.30	0.04	NA	NA	No	No	No	No
UM-198	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	211.1	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
UM-199	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,257.4	30	14	0.87	0.40	0.46	NA	NA	No	No	No	No
UM-200	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	195.1	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
UM-201	28	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	658.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-202	36	Proposed Route	New Road, Bladed	PV	Other	UM-223	1.0	169.7	35	14	0.14	0.05	0.08	Yes	No	Yes	No	No	Yes
UM-203	35	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	814.2	16	10	0.30	0.19	0.11	Yes	No	Yes	No	No	Yes
UM-204	35	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2,577.1	16	10	0.95	0.59	0.35	No	No	Yes	No	No	Yes
UM-205	26	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	379.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-206	26	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	393.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-207	35	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	962.7	30	14	0.66	0.31	0.35	No	Yes	Yes	Yes	No	Yes
UM-208	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,918.5	16	10	1.44	0.90	0.54	NA	NA	No	No	No	No
UM-209	35	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	224.4	16	10	0.08	0.05	0.03	No	No	Yes	No	No	Yes
UM-210	36	Proposed Route	New Road, Bladed	PV	Other	UM-223	1.0	394.9	35	14	0.32	0.13	0.19	Yes	No	Yes	No	No	Yes
UM-211	36	Proposed Route	New Road, Primitive	PV	Other	UM-223	1.0	2,653.9	16	10	0.97	0.61	0.37	No	No	Yes	No	No	Yes
UM-212	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,365.0	16	10	0.50	0.31	0.19	NA	NA	No	No	No	No
UM-213	35	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	75.8	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UM-214	36	Proposed Route	New Road, Primitive	PV	Other	UM-223	1.0	88.9	16	10	0.03	0.02	0.01	No	No	Yes	No	No	Yes
UM-215	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	373.5	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UM-216	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,790.0	16	10	0.66	0.41	0.25	NA	NA	No	No	No	No
UM-217	30	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,606.8	35	14	1.29	0.52	0.77	NA	NA	No	No	No	No
UM-218	35	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	803.2	16	10	0.30	0.18	0.11	No	No	Yes	No	No	Yes
UM-219	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,174.2	16	10	1.17	0.73	0.44	NA	NA	No	No	No	No
UM-220	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,252.8	16	10	0.46	0.29	0.17	NA	NA	No	No	No	No
UM-221	36	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	820.8	16	10	0.30	0.19	0.11	No	No	Yes	No	No	Yes
UM-222	26	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	10,431.8	30	14	7.18	3.35	3.83	NA	NA	No	No	No	No
UM-223	36	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	915.3	16	10	0.34	0.21	0.13	No	No	Yes	No	No	Yes
UM-224	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	662.3	16	10	0.24	0.15	0.09	No	No	Yes	No	No	Yes
UM-225	29	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	886.8	35	14	0.71	0.29	0.43	NA	NA	No	No	No	No
UM-226	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	13,144.5	16	14	3.38	2.96	0.42	NA	NA	No	No	No	No
UM-227	36	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	5,971.0	30	14	4.11	1.92	2.19	No	Yes	Yes	Yes	No	Yes
UM-228	35	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1,861.2	30	14	1.28	0.60	0.68	No	Yes	Yes	Yes	No	Yes
UM-229	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	535.3	16	10	0.20	0.12	0.07	NA	NA	No	No	No	No
UM-230	33	Proposed Route	New Road, Bladed	PV	Other	UM-203	1.0	1,162.1	35	14	0.93	0.37	0.56	Yes	No	Yes	No	No	Yes
UM-231	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,647.1	16	10	2.07	1.30	0.78	NA	NA	No	No	No	No
UM-232	36	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1,643.2	30	14	1.13	0.53	0.60	No	Yes	Yes	Yes	No	Yes
UM-233	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,993.1	16	10	0.73	0.46	0.27	NA	NA	No	No	No	No
UM-234	32	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,054.5	16	14	0.27	0.24	0.03	NA	NA	No	No	No	No
UM-235	36	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	2,045.0	30	14	1.41	0.66	0.75	No	Yes	Yes	Yes	No	Yes
UM-236	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,023.5	16	10	0.38	0.23	0.14	NA	NA	No	No	No	No
UM-237	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	877.8	16	10	0.32	0.20	0.12	NA	NA	No	No	No	No
UM-238	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	323.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-239	30	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,842.9	35	14	1.48	0.59	0.89	NA	NA	No	No	No	No
UM-240	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	628.6	16	10	0.23	0.14	0.09	NA	NA	No	No	No	No
UM-241	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	4,488.6	16	10	1.65	1.03	0.62	No	No	Yes	No	No	Yes
UM-242	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,401.7	16	10	0.51	0.32	0.19	NA	NA	No	No	No	No
UM-243	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,709.3	16	10	1.73	1.08	0.65	NA	NA	No	No	No	No
UM-244	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	215.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UM-245	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2,498.9	16	10	0.92	0.57	0.34	No	No	Yes	No	No	Yes
UM-246	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	1,413.9	16	10	0.52	0.32	0.19	Yes	No	Yes	No	No	Yes
UM-247	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	240.8	16	10	0.09	0.06	0.03	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UM-248	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	901.2	16	10	0.33	0.21	0.12	NA	NA	No	No	No	No
UM-249	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2,008.3	16	10	0.74	0.46	0.28	No	No	Yes	No	No	Yes
UM-250	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	659.4	16	10	0.24	0.15	0.09	NA	NA	No	No	No	No
UM-251	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	387.6	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UM-252	30	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,227.7	35	14	0.99	0.39	0.59	NA	NA	No	No	No	No
UM-253	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	949.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-254	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,381.3	16	10	1.24	0.78	0.47	NA	NA	No	No	No	No
UM-255	29	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,793.4	16	10	1.39	0.87	0.52	NA	NA	No	No	No	No
UM-256	30	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,128.8	30	14	0.78	0.36	0.41	NA	NA	No	No	No	No
UM-257	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	861.0	16	10	0.32	0.20	0.12	No	No	Yes	No	No	Yes
UM-258	31	Proposed Route	New Road, Bladed	PV	Other	UM-139	1.0	461.9	35	14	0.37	0.15	0.22	Yes	No	Yes	No	No	Yes
UM-259	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	279.8	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UM-260	33	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	3,285.3	16	10	1.21	0.75	0.45	No	No	Yes	No	No	Yes
UM-261	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,042.1	16	10	0.75	0.47	0.28	NA	NA	No	No	No	No
UM-262	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	749.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-263	33	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,977.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-264	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1,745.0	16	10	0.64	0.40	0.24	No	No	Yes	No	No	Yes
UM-265	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	273.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-266	30	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3,475.3	30	14	2.39	1.12	1.28	NA	NA	No	No	No	No
UM-267	33	Proposed Route	New Road, Bladed	PV	Other	UM-139	1.0	859.6	35	14	0.69	0.28	0.41	Yes	No	Yes	No	No	Yes
UM-268	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1,878.3	16	10	0.69	0.43	0.26	No	No	Yes	No	No	Yes
UM-269	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	4,542.7	16	10	1.67	1.04	0.63	No	No	Yes	No	No	Yes
UM-270	33	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	1,337.7	16	10	0.49	0.31	0.18	Yes	No	Yes	No	No	Yes
UM-271	33	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	289.8	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UM-272	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1,105.9	16	10	0.41	0.25	0.15	No	No	Yes	No	No	Yes
UM-273	33	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5,838.1	16	14	1.50	1.31	0.19	No	No	Yes	No	No	Yes
UM-274	31	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	6,075.2	16	10	2.23	1.39	0.84	No	No	Yes	No	No	Yes
UM-275	30	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4,040.1	16	10	1.48	0.93	0.56	NA	NA	No	No	No	No
UM-276	33	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	811.2	16	10	0.30	0.19	0.11	No	No	Yes	No	No	Yes
UM-277	37	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	744.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UM-278	30	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4,923.3	30	14	3.39	1.58	1.81	NA	NA	No	No	No	No
UM-279	31	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-139	1.0	3,087.4	30	14	2.13	0.99	1.13	No	No	Yes	No	No	Yes
UN-001	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,682.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-002	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,082.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-002	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,950.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-003	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	468.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-004	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	963.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-004	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,876.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-005	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,164.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-006	45	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	844.4	30	14	0.58	0.27	0.31	No	Yes	Yes	Yes	No	Yes
UN-007	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	885.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-008	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,999.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-009	45	Proposed Route	New Road, Bladed	PV	No	NA	1.0	1,300.6	35	14	1.04	0.42	0.63	No	Yes	Yes	Yes	No	Yes
UN-010	45	Proposed Route	New Road, Bladed	PV	No	NA	1.0	182.4	35	14	0.15	0.06	0.09	Yes	No	Yes	No	No	Yes
UN-011	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	138.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-012	45	Proposed Route	New Road, Primitive	PV	No	NA	1.0	108.6	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-013	45	Proposed Route	New Road, Primitive	PV	No	NA	1.0	171.5	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UN-014	45	Proposed Route	New Road, Primitive	PV	No	NA	1.0	157.6	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UN-015	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	854.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-016	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,551.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-017	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	170.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-018	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,901.0	16	14	0.49	0.43	0.06	No	Yes	Yes	Yes	No	Yes
UN-019	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	487.5	16	14	0.13	0.11	0.02	No	Yes	Yes	Yes	No	Yes
UN-020	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6,588.3	16	14	1.69	1.48	0.21	No	Yes	Yes	Yes	No	Yes
UN-021	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2,293.8	16	14	0.59	0.52	0.07	No	Yes	Yes	Yes	No	Yes
UN-022	45	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1,646.4	35	14	1.32	0.53	0.79	No	Yes	Yes	Yes	No	Yes
UN-023	45	Proposed Route	New Road, Primitive	PV	No	NA	1.0	84.1	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-024	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2,007.5	16	14	0.52	0.45	0.06	No	Yes	Yes	Yes	No	Yes
UN-025	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11,491.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-026	45	Proposed Route	New Road, Bladed	PV	No	NA	1.0	201.3	35	14	0.16	0.06	0.10	Yes	No	Yes	No	No	Yes
UN-027	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	454.7	16	14	0.12	0.10	0.01	No	Yes	Yes	Yes	No	Yes
UN-028	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,520.0	16	14	0.39	0.34	0.05	No	Yes	Yes	Yes	No	Yes
UN-029	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	692.5	16	14	0.18	0.16	0.02	No	Yes	Yes	Yes	No	Yes
UN-030	45	Proposed Route	New Road, Bladed	PV	No	NA	1.0	115.5	35	14	0.09	0.04	0.06	Yes	No	Yes	No	No	Yes
UN-031	45	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1,755.5	30	14	1.21	0.56	0.64	No	Yes	Yes	Yes	No	Yes
UN-032	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,082.0	16	14	0.28	0.24	0.03	No	Yes	Yes	Yes	No	Yes
UN-033	45	Proposed Route	New Road, Bladed	PV	No	NA	1.0	102.6	35	14	0.08	0.03	0.05	Yes	No	Yes	No	No	Yes
UN-034	45	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1,090.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-035	45	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	1,798.8	35	14	1.45	0.58	0.87	No	Yes	Yes	Yes	No	Yes
UN-036	45	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	292.0	16	14	0.08	0.07	0.01	No	Yes	Yes	Yes	No	Yes
UN-037	45	Proposed Route	New Road, Primitive	PV	No	NA	1.0	104.8	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-038	46	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,228.8	16	14	0.32	0.28	0.04	No	Yes	Yes	Yes	No	Yes
UN-039	46	Proposed Route	New Road, Primitive	USFS	NA	NA	1.0	138.1	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
UN-040	46	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	610.0	16	14	0.16	0.14	0.02	NA	NA	No	No	No	No
UN-041	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	2,124.3	35	14	1.71	0.68	1.02	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-042	46	Proposed Route	New Road, Primitive	USFS	NA	NA	1.0	68.5	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
UN-043	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	988.8	35	14	0.79	0.32	0.48	NA	NA	No	No	No	No
UN-044	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	1,035.6	35	14	0.83	0.33	0.50	NA	NA	No	No	No	No
UN-045	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	708.1	35	14	0.57	0.23	0.34	NA	NA	No	No	No	No
UN-046	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	864.7	30	14	0.60	0.28	0.32	NA	NA	No	No	No	No
UN-047	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	242.8	35	14	0.20	0.08	0.12	NA	NA	No	No	No	No
UN-048	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	1,060.3	30	14	0.73	0.34	0.39	NA	NA	No	No	No	No
UN-049	46	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	172.2	35	14	0.14	0.06	0.08	NA	NA	No	No	No	No
UN-050	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	3,813.2	30	14	2.63	1.23	1.40	No	Yes	Yes	Yes	No	Yes
UN-051	46	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	22,072.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-052	46	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	102.4	35	14	0.08	0.03	0.05	Yes	No	Yes	No	No	Yes
UN-053	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	2,745.3	30	14	1.89	0.88	1.01	No	Yes	Yes	Yes	No	Yes
UN-054	46	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	550.1	16	14	0.14	0.12	0.02	Yes	No	Yes	No	No	Yes
UN-055	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	1,395.1	30	14	0.96	0.45	0.51	No	Yes	Yes	Yes	No	Yes
UN-056	46	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	99.3	35	14	0.08	0.03	0.05	Yes	No	Yes	No	No	Yes
UN-057	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	938.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-058	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	1,726.8	30	14	1.19	0.55	0.63	NA	NA	No	No	No	No
UN-059	47	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	1,651.8	35	14	1.33	0.53	0.80	No	Yes	Yes	Yes	No	Yes
UN-060	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	1,358.5	30	14	0.94	0.44	0.50	No	Yes	Yes	Yes	No	Yes
UN-061	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	867.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-062	47	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	442.2	35	14	0.36	0.14	0.21	NA	NA	No	No	No	No
UN-063	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	4,489.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-064	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	235.2	16	10	0.09	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-065	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1,152.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-066	47	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	279.9	35	14	0.22	0.09	0.13	Yes	No	Yes	No	No	Yes
UN-067	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1,166.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-068	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	219.0	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-069	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1,108.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-070	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	853.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-071	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	998.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-072	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	649.1	16	10	0.24	0.15	0.09	Yes	No	Yes	No	No	Yes
UN-073	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	2,861.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-074	47	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	521.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-075	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	193.6	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
UN-076	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	107.7	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-077	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	213.3	16	14	0.05	0.05	0.01	No	Yes	Yes	Yes	No	Yes
UN-078	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	946.8	16	14	0.24	0.21	0.03	No	Yes	Yes	Yes	No	Yes
UN-079	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	371.8	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UN-080	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1,298.4	16	14	0.33	0.29	0.04	No	Yes	Yes	Yes	No	Yes
UN-081	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	292.1	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-082	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	874.3	16	14	0.22	0.20	0.03	No	Yes	Yes	Yes	No	Yes
UN-083	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	479.2	16	14	0.12	0.11	0.02	No	Yes	Yes	Yes	No	Yes
UN-084	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	322.2	16	10	0.12	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-085	47	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	3,434.9	16	14	0.88	0.77	0.11	No	Yes	Yes	Yes	No	Yes
UN-086	47	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	229.0	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-087	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1,295.4	16	14	0.33	0.29	0.04	No	Yes	Yes	Yes	No	Yes
UN-088	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	251.4	16	14	0.06	0.06	0.01	No	Yes	Yes	Yes	No	Yes
UN-089	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	306.0	16	14	0.08	0.07	0.01	No	Yes	Yes	Yes	No	Yes
UN-090	48	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	117.5	16	10	0.04	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-091	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	959.3	16	14	0.25	0.22	0.03	No	Yes	Yes	Yes	No	Yes
UN-091	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	523.5	16	14	0.13	0.12	0.02	No	No	Yes	No	No	Yes
UN-092	48	Proposed Route	New Road, Primitive	PV	Other	UN-091	1.0	275.0	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UN-093	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	730.4	16	14	0.19	0.16	0.02	No	Yes	Yes	Yes	No	Yes
UN-093	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	483.1	16	14	0.12	0.11	0.02	No	No	Yes	No	No	Yes
UN-094	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	316.4	16	14	0.08	0.07	0.01	No	Yes	Yes	Yes	No	Yes
UN-095	48	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	93.2	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-096	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1,447.9	16	14	0.37	0.33	0.05	No	Yes	Yes	Yes	No	Yes
UN-097	48	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	229.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-098	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,369.4	16	14	0.35	0.31	0.04	No	No	Yes	No	No	Yes
UN-098	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	380.9	16	14	0.10	0.09	0.01	No	Yes	Yes	Yes	No	Yes
UN-098	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	124.3	16	14	0.03	0.03	0.00	No	Yes	Yes	Yes	No	Yes
UN-099	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	267.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-099	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	267.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-101	48	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	70.5	35	14	0.06	0.02	0.03	Yes	No	Yes	No	No	Yes
UN-102	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	2,474.7	16	14	0.64	0.56	0.08	No	Yes	Yes	Yes	No	Yes
UN-103	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,259.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-103	NA	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,259.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-105	48	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	325.1	35	14	0.26	0.10	0.16	Yes	No	Yes	No	No	Yes
UN-106	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	671.7	16	14	0.17	0.15	0.02	No	No	Yes	No	No	Yes
UN-106	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	338.9	16	14	0.09	0.08	0.01	No	Yes	Yes	Yes	No	Yes
UN-107	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,945.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-107	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,945.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-109	48	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	192.6	16	10	0.07	0.04	0.03	No	No	Yes	No	No	Yes
UN-109	48	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	192.6	16	10	0.07	0.04	0.03	No	No	Yes	No	No	Yes
UN-111	48	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	111.4	16	10	0.04	0.03	0.02	Yes	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-111	48	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	111.4	16	10	0.04	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-112	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1,316.0	16	14	0.34	0.30	0.04	No	No	Yes	No	No	Yes
UN-113	48	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	680.0	16	10	0.25	0.16	0.09	No	No	Yes	No	No	Yes
UN-114	48	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	273.4	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UN-115	48	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	994.4	16	10	0.37	0.23	0.14	No	No	Yes	No	No	Yes
UN-116	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1,490.6	16	14	0.38	0.34	0.05	No	No	Yes	No	No	Yes
UN-117	48	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	1,433.5	16	10	0.53	0.33	0.20	No	No	Yes	No	No	Yes
UN-118	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	392.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-118	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	392.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-120	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	833.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-120	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	833.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-122	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	45.2	16	14	0.01	0.01	0.00	No	No	Yes	No	No	Yes
UN-124	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-122	0.7	188.6	16	14	0.05	0.04	0.01	No	No	Yes	No	No	Yes
UN-125	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	497.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-126	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,381.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-128	48	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-106	1.0	2,025.2	35	14	1.63	0.65	0.98	No	No	Yes	No	No	Yes
UN-129	48	Proposed Route	New Road, Primitive	PV	Other	UN-122	1.0	1,597.0	16	10	0.59	0.37	0.22	No	No	Yes	No	No	Yes
UN-130	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,872.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-132	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,433.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-133	50	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	237.4	16	10	0.09	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-134	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,020.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-134	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,020.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-136	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1,286.1	16	14	0.33	0.29	0.04	No	No	Yes	No	No	Yes
UN-137	50	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	331.0	16	10	0.12	0.08	0.05	Yes	No	Yes	No	No	Yes
UN-138	48	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,884.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-139	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1,345.2	16	14	0.35	0.30	0.04	No	No	Yes	No	No	Yes
UN-140	50	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	233.8	16	10	0.09	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-141	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	969.6	16	14	0.25	0.22	0.03	No	No	Yes	No	No	Yes
UN-142	50	Proposed Route	New Road, Bladed	PV	Other	UN-132	1.0	145.0	35	14	0.12	0.05	0.07	Yes	No	Yes	No	No	Yes
UN-143	50	Proposed Route	New Road, Primitive	PV	No	NA	1.0	86.8	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-144	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,961.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-145	50	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	1,077.9	35	14	0.87	0.35	0.52	No	No	Yes	No	No	Yes
UN-146	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	348.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-146	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7,424.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-148	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1,031.3	16	14	0.27	0.23	0.03	No	No	Yes	No	No	Yes
UN-149	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	78.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-150	50	Proposed Route	New Road, Bladed	PV	Other	UN-103	1.0	172.0	35	14	0.14	0.06	0.08	Yes	No	Yes	No	No	Yes
UN-151	50	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	197.0	35	14	0.16	0.06	0.09	Yes	No	Yes	No	No	Yes
UN-152	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	1,918.1	16	14	0.49	0.43	0.06	No	No	Yes	No	No	Yes
UN-154	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	908.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-154	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	908.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-156	50	Proposed Route	New Road, Bladed	PV	Other	UN-103	1.0	216.6	35	14	0.17	0.07	0.10	Yes	No	Yes	No	No	Yes
UN-157	50	Proposed Route	New Road, Primitive	PV	Other	UN-103	1.0	217.2	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-158	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	647.8	16	14	0.17	0.15	0.02	No	No	Yes	No	No	Yes
UN-159	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	1,547.8	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UN-161	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,796.9	16	14	0.46	0.40	0.06	No	No	Yes	No	No	Yes
UN-162	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	340.5	16	10	0.13	0.08	0.05	Yes	No	Yes	No	No	Yes
UN-163	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	619.6	16	14	0.16	0.14	0.02	No	No	Yes	No	No	Yes
UN-163	50	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	7,813.4	16	14	2.01	1.76	0.25	No	No	Yes	No	No	Yes
UN-165	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	617.0	16	14	0.16	0.14	0.02	No	No	Yes	No	No	Yes
UN-166	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,737.6	16	14	0.45	0.39	0.06	No	No	Yes	No	No	Yes
UN-167	51	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	370.9	35	14	0.30	0.12	0.18	Yes	No	Yes	No	No	Yes
UN-168	50	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	3,561.8	16	14	0.92	0.80	0.11	No	No	Yes	No	No	Yes
UN-170	50	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	2,839.0	35	14	2.28	0.91	1.37	No	No	Yes	No	No	Yes
UN-171	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	152.8	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UN-172	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	400.4	16	10	0.15	0.09	0.06	Yes	No	Yes	No	No	Yes
UN-173	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	989.6	16	14	0.25	0.22	0.03	No	No	Yes	No	No	Yes
UN-174	50	Morgan Lake Alternative	New Road, Bladed	BLM	No	NA	1.0	112.8	35	14	0.09	0.04	0.05	Yes	No	Yes	No	No	Yes
UN-175	50	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-190	0.7	1,891.2	16	14	0.49	0.43	0.06	No	No	Yes	No	No	Yes
UN-176	50	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	1,045.1	16	10	0.38	0.24	0.14	No	Yes	Yes	Yes	No	Yes
UN-177	50	Morgan Lake Alternative	New Road, Bladed	BLM	No	NA	1.0	445.7	35	14	0.36	0.14	0.21	No	Yes	Yes	Yes	No	Yes
UN-178	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	40.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-179	50	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	725.3	16	10	0.27	0.17	0.10	No	Yes	Yes	Yes	No	Yes
UN-180	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2,922.0	16	14	0.75	0.66	0.09	No	No	Yes	No	No	Yes
UN-181	50	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	668.0	16	10	0.25	0.15	0.09	No	Yes	Yes	Yes	No	Yes
UN-182	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	709.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-184	50	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	1,195.2	16	10	0.44	0.27	0.16	No	Yes	Yes	Yes	No	Yes
UN-184	50	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	971.2	16	10	0.36	0.22	0.13	No	No	Yes	No	No	Yes
UN-185	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	349.9	16	10	0.13	0.08	0.05	Yes	No	Yes	No	No	Yes
UN-186	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,566.2	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UN-187	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	240.6	16	10	0.09	0.06	0.03	Yes	No	Yes	No	No	Yes
UN-188	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	364.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-189	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,260.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-190	49	Morgan Lake Alternative	New Road, Bladed	BLM	Yes	NA	1.0	701.1	35	14	0.56	0.23	0.34	No	No	Yes	No	No	Yes
UN-191	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	206.8	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-192	50	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	122.5	35	14	0.10	0.04	0.06	Yes	No	Yes	No	No	Yes
UN-193	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,610.2	16	14	0.41	0.36	0.05	No	No	Yes	No	No	Yes
UN-194	50	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,690.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-195	50	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-103	1.0	1,226.7	35	14	0.99	0.39	0.59	No	No	Yes	No	No	Yes
UN-196	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,519.5	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
UN-197	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	221.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-198	50	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-253	1.0	212.6	35	14	0.17	0.07	0.10	Yes	No	Yes	No	No	Yes
UN-199	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	454.2	16	10	0.17	0.10	0.06	Yes	No	Yes	No	No	Yes
UN-200	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	997.2	16	14	0.26	0.22	0.03	No	No	Yes	No	No	Yes
UN-201	51	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	257.3	35	14	0.21	0.08	0.12	Yes	No	Yes	No	No	Yes
UN-202	51	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	209.0	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-203	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,136.5	16	14	0.29	0.26	0.04	No	No	Yes	No	No	Yes
UN-204	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	568.3	16	14	0.15	0.13	0.02	No	No	Yes	No	No	Yes
UN-205	54	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	656.4	16	10	0.24	0.15	0.09	Yes	No	Yes	No	No	Yes
UN-206	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1,552.6	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UN-207	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	1,273.7	35	14	1.02	0.41	0.61	No	No	Yes	No	No	Yes
UN-208	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-103	1.0	990.2	35	14	0.80	0.32	0.48	Yes	No	Yes	No	No	Yes
UN-209	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3,745.7	16	14	0.96	0.84	0.12	No	No	Yes	No	No	Yes
UN-210	54	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	471.2	35	14	0.38	0.15	0.23	Yes	No	Yes	No	No	Yes
UN-211	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2,768.8	16	14	0.71	0.62	0.09	No	No	Yes	No	No	Yes
UN-212	49	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5,443.6	16	14	1.40	1.22	0.17	No	No	Yes	No	No	Yes
UN-212	49	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,081.6	16	14	0.28	0.24	0.03	No	Yes	Yes	Yes	No	Yes
UN-213	54	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	757.7	16	10	0.28	0.17	0.10	Yes	No	Yes	No	No	Yes
UN-214	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	434.2	35	14	0.35	0.14	0.21	Yes	No	Yes	No	No	Yes
UN-215	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	774.2	16	14	0.20	0.17	0.02	No	No	Yes	No	No	Yes
UN-216	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	620.1	35	14	0.50	0.20	0.30	No	No	Yes	No	No	Yes
UN-217	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	104.9	35	14	0.08	0.03	0.05	Yes	No	Yes	No	No	Yes
UN-218	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2,079.3	16	14	0.53	0.47	0.07	No	No	Yes	No	No	Yes
UN-219	54	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	204.0	16	10	0.07	0.05	0.03	No	No	Yes	No	No	Yes
UN-220	51	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-236	0.7	649.1	16	14	0.17	0.15	0.02	No	No	Yes	No	No	Yes
UN-221	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	2,654.6	35	14	2.13	0.85	1.28	No	No	Yes	No	No	Yes
UN-222	51	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	905.6	35	14	0.73	0.29	0.44	No	No	Yes	No	No	Yes
UN-223	54	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	1,105.3	35	14	0.89	0.36	0.53	Yes	No	Yes	No	No	Yes
UN-224	52	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	1,430.7	16	10	0.53	0.33	0.20	No	No	Yes	No	No	Yes
UN-225	52	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	294.3	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-226	52	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	473.2	16	10	0.17	0.11	0.07	No	No	Yes	No	No	Yes
UN-227	52	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	992.4	35	14	0.80	0.32	0.48	Yes	No	Yes	No	No	Yes
UN-228	52	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-253	1.0	10,248.7	30	14	7.06	3.29	3.76	No	No	Yes	No	No	Yes
UN-229	54	Proposed Route	New Road, Primitive	PV	Other	UN-231	1.0	857.8	16	10	0.32	0.20	0.12	No	No	Yes	No	No	Yes
UN-230	54	Proposed Route	New Road, Primitive	PV	Other	UN-231	1.0	290.3	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-231	54	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1,398.1	16	10	0.51	0.32	0.19	No	No	Yes	No	No	Yes
UN-232	53	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	13,117.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-233	54	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	525.3	16	10	0.19	0.12	0.07	Yes	No	Yes	No	No	Yes
UN-234	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,182.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-235	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,878.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-236	55	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	5,899.4	16	10	2.17	1.35	0.81	No	No	Yes	No	No	Yes
UN-237	55	Morgan Lake Alternative	New Road, Bladed	PV	Yes	NA	1.0	4,751.0	35	14	3.82	1.53	2.29	No	No	Yes	No	No	Yes
UN-238	54	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	59.7	35	14	0.05	0.02	0.03	Yes	No	Yes	No	No	Yes
UN-239	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7,649.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-240	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1,350.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-241	55	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,056.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-242	53	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11,937.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-243	55	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	579.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-244	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3,874.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-245	54	Proposed Route	New Road, Primitive	ST	Other	UN-261	1.0	75.6	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-246	55	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,100.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-247	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1,034.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-248	55	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,623.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-249	54	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	229.8	35	14	0.18	0.07	0.11	Yes	No	Yes	No	No	Yes
UN-250	55	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-275	1.0	549.7	16	10	0.20	0.13	0.08	Yes	No	Yes	No	No	Yes
UN-251	55	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	805.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-252	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	836.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-253	53	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,388.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-254	54	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	676.4	35	14	0.54	0.22	0.33	Yes	No	Yes	No	No	Yes
UN-255	57	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1,178.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-256	57	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	1,136.4	16	10	0.42	0.26	0.16	Yes	No	Yes	No	No	Yes
UN-257	57	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3,139.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-258	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-261	0.7	1,751.6	16	14	0.45	0.39	0.06	No	No	Yes	No	No	Yes
UN-259	NA	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,658.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-260	57	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	474.8	35	14	0.38	0.15	0.23	Yes	No	Yes	No	No	Yes
UN-261	57	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1,814.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-262	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	974.0	16	14	0.25	0.22	0.03	No	No	Yes	No	No	Yes
UN-263	57	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	72.3	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
UN-264	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1,909.1	16	14	0.49	0.43	0.06	No	No	Yes	No	No	Yes
UN-265	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	615.9	16	14	0.16	0.14	0.02	Yes	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-266	57	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	191.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-267	57	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	690.4	35	14	0.55	0.22	0.33	Yes	No	Yes	No	No	Yes
UN-268	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1,537.8	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UN-269	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	2,028.6	16	14	0.52	0.46	0.07	No	No	Yes	No	No	Yes
UN-270	57	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	654.0	35	14	0.53	0.21	0.32	Yes	No	Yes	No	No	Yes
UN-271	57	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	446.7	16	10	0.16	0.10	0.06	Yes	No	Yes	No	No	Yes
UN-272	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1,528.5	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
UN-273	57	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	496.3	16	10	0.18	0.11	0.07	Yes	No	Yes	No	No	Yes
UN-274	57	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	444.2	16	10	0.16	0.10	0.06	Yes	No	Yes	No	No	Yes
UN-275	58	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	12,998.7	16	10	4.77	2.98	1.79	No	No	Yes	No	No	Yes
UN-276	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1,534.2	16	14	0.39	0.35	0.05	No	No	Yes	No	No	Yes
UN-277	57	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	420.1	35	14	0.34	0.14	0.20	No	No	Yes	No	No	Yes
UN-278	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1,135.3	16	14	0.29	0.26	0.04	No	No	Yes	No	No	Yes
UN-279	57	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	516.7	35	14	0.42	0.17	0.25	No	No	Yes	No	No	Yes
UN-280	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	2,234.1	16	14	0.57	0.50	0.07	No	No	Yes	No	No	Yes
UN-281	57	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	635.0	35	14	0.51	0.20	0.31	No	No	Yes	No	No	Yes
UN-282	58	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	6,193.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-283	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1,203.2	16	14	0.31	0.27	0.04	No	No	Yes	No	No	Yes
UN-284	58	Morgan Lake Alternative	New Road, Primitive	ST	Yes	NA	1.0	469.9	16	10	0.17	0.11	0.06	No	No	Yes	No	No	Yes
UN-285	57	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	449.8	35	14	0.36	0.14	0.22	No	No	Yes	No	No	Yes
UN-286	58	Morgan Lake Alternative	New Road, Bladed	ST	Other	UN-284	1.0	129.0	35	14	0.10	0.04	0.06	Yes	No	Yes	No	No	Yes
UN-287	58	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	1,112.1	16	10	0.41	0.26	0.15	No	No	Yes	No	No	Yes
UN-288	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1,388.2	16	14	0.36	0.31	0.04	No	No	Yes	No	No	Yes
UN-289	58	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	141.6	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-290	59	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	274.4	35	14	0.22	0.09	0.13	No	No	Yes	No	No	Yes
UN-291	58	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3,779.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-292	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	631.5	16	14	0.16	0.14	0.02	No	No	Yes	No	No	Yes
UN-293	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,082.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-294	58	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	2,783.5	16	10	1.02	0.64	0.38	No	No	Yes	No	No	Yes
UN-295	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1,014.9	16	14	0.26	0.23	0.03	No	No	Yes	No	No	Yes
UN-296	59	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	92.6	16	10	0.03	0.02	0.01	No	No	Yes	No	No	Yes
UN-297	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	367.8	16	14	0.09	0.08	0.01	Yes	No	Yes	No	No	Yes
UN-298	58	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	229.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-299	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	1,927.5	16	14	0.50	0.43	0.06	No	No	Yes	No	No	Yes
UN-300	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	1,651.6	16	14	0.42	0.37	0.05	No	No	Yes	No	No	Yes
UN-301	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	2,054.1	16	14	0.53	0.46	0.07	No	No	Yes	No	No	Yes
UN-302	59	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	254.2	16	10	0.09	0.06	0.04	No	No	Yes	No	No	Yes
UN-303	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	1,163.4	30	14	0.80	0.37	0.43	No	No	Yes	No	No	Yes
UN-304	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1,219.4	16	14	0.31	0.27	0.04	No	No	Yes	No	No	Yes
UN-305	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	1,994.1	16	14	0.51	0.45	0.06	No	No	Yes	No	No	Yes
UN-306	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	515.9	30	14	0.36	0.17	0.19	Yes	No	Yes	No	No	Yes
UN-307	59	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	309.8	16	10	0.11	0.07	0.04	No	No	Yes	No	No	Yes
UN-308	58	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-319	1.0	149.3	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-309	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	827.7	16	14	0.21	0.19	0.03	No	No	Yes	No	No	Yes
UN-310	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	652.2	30	14	0.45	0.21	0.24	No	No	Yes	No	No	Yes
UN-311	59	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	291.2	35	14	0.23	0.09	0.14	No	No	Yes	No	No	Yes
UN-312	58	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	738.7	16	14	0.19	0.17	0.02	No	No	Yes	No	No	Yes
UN-313	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	830.6	16	14	0.21	0.19	0.03	No	No	Yes	No	No	Yes
UN-314	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	799.7	30	14	0.55	0.26	0.29	Yes	No	Yes	No	No	Yes
UN-315	59	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	220.3	35	14	0.18	0.07	0.11	No	No	Yes	No	No	Yes
UN-316	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	1,428.1	16	14	0.37	0.32	0.05	No	No	Yes	No	No	Yes
UN-317	60	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-319	1.0	269.0	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
UN-318	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,672.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-319	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,012.0	16	14	0.26	0.23	0.03	No	Yes	Yes	Yes	No	Yes
UN-319	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	322.6	16	14	0.08	0.07	0.01	No	No	Yes	No	No	Yes
UN-320	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	434.6	16	10	0.16	0.10	0.06	Yes	No	Yes	No	No	Yes
UN-321	59	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	296.2	35	14	0.24	0.10	0.14	Yes	No	Yes	No	No	Yes
UN-322	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	931.6	16	14	0.24	0.21	0.03	No	Yes	Yes	Yes	No	Yes
UN-323	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-328	0.7	1,059.0	16	14	0.27	0.24	0.03	No	No	Yes	No	No	Yes
UN-324	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	314.7	16	10	0.12	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-325	59	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	272.2	35	14	0.22	0.09	0.13	Yes	No	Yes	No	No	Yes
UN-326	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,037.2	16	14	0.27	0.23	0.03	No	Yes	Yes	Yes	No	Yes
UN-327	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-328	0.7	1,022.5	16	14	0.26	0.23	0.03	No	No	Yes	No	No	Yes
UN-328	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,225.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-329	60	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	289.0	35	14	0.23	0.09	0.14	Yes	No	Yes	No	No	Yes
UN-330	59	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	311.1	35	14	0.25	0.10	0.15	Yes	No	Yes	No	No	Yes
UN-331	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	698.6	16	14	0.18	0.16	0.02	No	Yes	Yes	Yes	No	Yes
UN-332	59	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	916.7	35	14	0.74	0.29	0.44	No	No	Yes	No	No	Yes
UN-333	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	514.9	16	14	0.13	0.12	0.02	No	Yes	Yes	Yes	No	Yes
UN-334	60	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	159.3	35	14	0.13	0.05	0.08	Yes	No	Yes	No	No	Yes
UN-335	59	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	218.8	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-336	59	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	758.5	16	10	0.28	0.17	0.10	No	No	Yes	No	No	Yes
UN-337	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,062.3	16	14	0.27	0.24	0.03	No	Yes	Yes	Yes	No	Yes
UN-338	59	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	469.2	16	10	0.17	0.11	0.06	Yes	No	Yes	No	No	Yes
UN-339	60	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	150.9	35	14	0.12	0.05	0.07	Yes	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-340	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	515.4	16	14	0.13	0.12	0.02	No	Yes	Yes	Yes	No	Yes
UN-341	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	7,434.0	16	14	1.91	1.67	0.24	No	No	Yes	No	No	Yes
UN-342	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6,000.9	16	14	1.54	1.35	0.19	No	Yes	Yes	Yes	No	Yes
UN-343	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	2,461.1	16	10	0.90	0.56	0.34	No	Yes	Yes	Yes	No	Yes
UN-344	61	Proposed Route	New Road, Bladed	PV	Other	UN-341	1.0	621.4	35	14	0.50	0.20	0.30	Yes	No	Yes	No	No	Yes
UN-345	60	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	69.5	35	14	0.06	0.02	0.03	Yes	No	Yes	No	No	Yes
UN-346	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	596.3	16	14	0.15	0.13	0.02	No	Yes	Yes	Yes	No	Yes
UN-347	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	45.9	16	14	0.01	0.01	0.00	Yes	No	Yes	No	No	Yes
UN-348	61	Proposed Route	New Road, Primitive	PV	Other	UN-341	1.0	503.9	16	10	0.19	0.12	0.07	Yes	No	Yes	No	No	Yes
UN-349	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-341	0.7	3,214.2	16	14	0.83	0.72	0.10	No	No	Yes	No	No	Yes
UN-350	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,120.7	16	14	0.29	0.25	0.04	No	Yes	Yes	Yes	No	Yes
UN-351	61	Proposed Route	New Road, Primitive	PV	Other	UN-341	1.0	597.2	16	10	0.22	0.14	0.08	Yes	No	Yes	No	No	Yes
UN-352	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	374.5	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UN-353	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,146.0	16	14	0.29	0.26	0.04	No	Yes	Yes	Yes	No	Yes
UN-354	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	313.9	16	10	0.12	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-355	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	5,468.9	16	14	1.41	1.23	0.18	No	Yes	Yes	Yes	No	Yes
UN-356	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	873.6	16	14	0.22	0.20	0.03	No	Yes	Yes	Yes	No	Yes
UN-357	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	121.1	16	10	0.04	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-358	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,104.7	16	14	0.28	0.25	0.04	No	Yes	Yes	Yes	No	Yes
UN-359	61	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	78.2	35	14	0.06	0.03	0.04	Yes	No	Yes	No	No	Yes
UN-360	61	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	327.8	16	10	0.12	0.08	0.05	No	No	Yes	No	No	Yes
UN-361	60	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	122.4	16	10	0.04	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-362	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	538.3	16	14	0.14	0.12	0.02	No	No	Yes	No	No	Yes
UN-363	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	349.5	16	14	0.09	0.08	0.01	No	No	Yes	No	No	Yes
UN-364	60	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	969.9	16	14	0.25	0.22	0.03	No	Yes	Yes	Yes	No	Yes
UN-365	61	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	370.6	35	14	0.30	0.12	0.18	Yes	No	Yes	No	No	Yes
UN-366	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	257.8	16	14	0.07	0.06	0.01	No	Yes	Yes	Yes	No	Yes
UN-367	62	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	302.7	16	10	0.11	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-368	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7,265.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-369	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	1,017.6	16	14	0.26	0.23	0.03	No	No	Yes	No	No	Yes
UN-370	61	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	317.5	16	10	0.12	0.07	0.04	Yes	No	Yes	No	No	Yes
UN-371	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,962.4	16	14	0.50	0.44	0.06	No	Yes	Yes	Yes	No	Yes
UN-372	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	1,359.8	16	14	0.35	0.31	0.04	No	No	Yes	No	No	Yes
UN-373	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,171.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-374	62	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	187.0	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
UN-375	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,688.5	16	14	0.43	0.38	0.05	No	Yes	Yes	Yes	No	Yes
UN-376	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	719.4	16	14	0.18	0.16	0.02	No	Yes	Yes	Yes	No	Yes
UN-377	61	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	170.3	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UN-378	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7,728.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-379	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10,074.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-380	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	656.0	16	14	0.17	0.15	0.02	No	No	Yes	No	No	Yes
UN-381	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	617.8	16	14	0.16	0.14	0.02	No	Yes	Yes	Yes	No	Yes
UN-382	61	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	192.7	35	14	0.15	0.06	0.09	No	No	Yes	No	No	Yes
UN-383	62	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	408.2	16	10	0.15	0.09	0.06	No	Yes	Yes	Yes	No	Yes
UN-384	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	743.4	16	14	0.19	0.17	0.02	Yes	No	Yes	No	No	Yes
UN-385	61	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-397	0.7	5,704.4	16	14	1.47	1.28	0.18	No	No	Yes	No	No	Yes
UN-386	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,913.6	16	14	0.49	0.43	0.06	No	Yes	Yes	Yes	No	Yes
UN-387	62	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	811.2	35	14	0.65	0.26	0.39	No	Yes	Yes	Yes	No	Yes
UN-388	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	428.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-389	62	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	1,006.2	35	14	0.81	0.32	0.49	No	Yes	Yes	Yes	No	Yes
UN-390	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-399	0.7	1,091.6	16	14	0.28	0.25	0.04	No	No	Yes	No	No	Yes
UN-391	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-399	0.7	1,617.6	16	14	0.42	0.36	0.05	No	No	Yes	No	No	Yes
UN-392	62	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	500.4	35	14	0.40	0.16	0.24	No	Yes	Yes	Yes	No	Yes
UN-393	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	616.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-394	62	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	1,404.6	16	10	0.52	0.32	0.19	No	Yes	Yes	Yes	No	Yes
UN-395	62	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	452.0	16	10	0.17	0.10	0.06	No	No	Yes	No	No	Yes
UN-396	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	633.2	16	14	0.16	0.14	0.02	No	Yes	Yes	Yes	No	Yes
UN-397	63	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,575.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-398	62	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-399	1.0	1,468.6	35	14	1.18	0.47	0.71	No	No	Yes	No	No	Yes
UN-399	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,538.2	16	14	0.40	0.35	0.05	No	No	Yes	No	No	Yes
UN-400	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,032.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-401	61	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1,116.3	16	10	0.41	0.26	0.15	No	No	Yes	No	No	Yes
UN-402	NA	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10,409.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-403	61	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	365.4	16	10	0.13	0.08	0.05	Yes	No	Yes	No	No	Yes
UN-404	63	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,428.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-405	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,745.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-406	62	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	1,381.5	16	10	0.51	0.32	0.19	No	No	Yes	No	No	Yes
UN-407	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1,503.3	16	10	0.55	0.35	0.21	No	No	Yes	No	No	Yes
UN-408	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,128.5	16	14	0.55	0.48	0.07	NA	NA	No	No	No	No
UN-409	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	1,034.7	16	14	0.27	0.23	0.03	No	No	Yes	No	No	Yes
UN-410	62	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	747.0	16	10	0.27	0.17	0.10	Yes	No	Yes	No	No	Yes
UN-411	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	402.4	16	10	0.15	0.09	0.06	Yes	No	Yes	No	No	Yes
UN-412	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	280.5	16	14	0.07	0.06	0.01	No	No	Yes	No	No	Yes
UN-413	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,303.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-415	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,385.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-416	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	745.8	16	14	0.19	0.17	0.02	No	No	Yes	No	No	Yes
UN-417	63	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	289.5	35	14	0.23	0.09	0.14	Yes	No	Yes	No	No	Yes
UN-418	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	1,064.8	16	14	0.27	0.24	0.03	No	No	Yes	No	No	Yes
UN-419	64	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	463.5	16	10	0.17	0.11	0.06	Yes	No	Yes	No	No	Yes
UN-420	64	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	837.9	16	10	0.31	0.19	0.12	No	No	Yes	No	No	Yes
UN-423	63	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	295.7	35	14	0.24	0.10	0.14	Yes	No	Yes	No	No	Yes
UN-424	64	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	746.6	16	10	0.27	0.17	0.10	Yes	No	Yes	No	No	Yes
UN-425	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	2,475.8	16	14	0.64	0.56	0.08	No	No	Yes	No	No	Yes
UN-426	64	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	1,741.7	16	10	0.64	0.40	0.24	No	Yes	Yes	Yes	No	Yes
UN-426	64	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	331.4	16	10	0.12	0.08	0.05	No	No	Yes	No	No	Yes
UN-427	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-431	1.0	955.4	35	14	0.77	0.31	0.46	No	No	Yes	No	No	Yes
UN-428	64	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,189.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-429	64	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,299.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-430	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1,610.7	16	10	0.59	0.37	0.22	No	No	Yes	No	No	Yes
UN-431	63	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	522.8	16	10	0.19	0.12	0.07	No	No	Yes	No	No	Yes
UN-431	63	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	361.2	16	10	0.13	0.08	0.05	No	Yes	Yes	Yes	No	Yes
UN-432	63	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-408	1.0	1,968.0	30	14	1.36	0.63	0.72	No	No	Yes	No	No	Yes
UN-433	63	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	520.4	35	14	0.42	0.17	0.25	Yes	No	Yes	No	No	Yes
UN-434	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-431	1.0	2,473.0	35	14	1.99	0.79	1.19	No	No	Yes	No	No	Yes
UN-435	63	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	3,188.3	30	14	2.20	1.02	1.17	No	No	Yes	No	No	Yes
UN-436	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	491.5	16	10	0.18	0.11	0.07	No	No	Yes	No	No	Yes
UN-437	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	371.5	16	10	0.14	0.09	0.05	No	No	Yes	No	No	Yes
UN-438	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	194.6	16	10	0.07	0.04	0.03	No	No	Yes	No	No	Yes
UN-439	63	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	211.1	35	14	0.17	0.07	0.10	Yes	No	Yes	No	No	Yes
UN-440	63	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	456.8	16	10	0.17	0.10	0.06	No	No	Yes	No	No	Yes
UN-441	63	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	336.3	35	14	0.27	0.11	0.16	No	No	Yes	No	No	Yes
UN-442	63	Proposed Route	New Road, Bladed	PV	Other	UN-458	1.0	644.0	35	14	0.52	0.21	0.31	No	No	Yes	No	No	Yes
UN-443	63	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	1,051.7	30	14	0.72	0.34	0.39	No	No	Yes	No	No	Yes
UN-444	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-458	1.0	853.7	35	14	0.69	0.27	0.41	No	No	Yes	No	No	Yes
UN-445	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-458	1.0	741.9	35	14	0.60	0.24	0.36	No	No	Yes	No	No	Yes
UN-446	63	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	67.4	16	10	0.02	0.02	0.01	No	No	Yes	No	No	Yes
UN-447	63	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	85.5	30	14	0.06	0.03	0.03	No	No	Yes	No	No	Yes
UN-448	63	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	61.0	16	10	0.02	0.01	0.01	No	No	Yes	No	No	Yes
UN-449	63	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	304.7	16	10	0.11	0.07	0.04	No	No	Yes	No	No	Yes
UN-450	63	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	348.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-451	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	958.3	16	14	0.25	0.22	0.03	No	No	Yes	No	No	Yes
UN-452	63	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	251.1	16	10	0.09	0.06	0.03	No	No	Yes	No	No	Yes
UN-453	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	584.6	16	14	0.15	0.13	0.02	No	No	Yes	No	No	Yes
UN-454	63	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	480.8	16	10	0.18	0.11	0.07	No	No	Yes	No	No	Yes
UN-455	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,508.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-456	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	1,516.5	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
UN-457	65	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	395.3	16	10	0.15	0.09	0.05	No	No	Yes	No	No	Yes
UN-458	65	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,660.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-460	65	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	1,138.2	16	14	0.29	0.26	0.04	No	No	Yes	No	No	Yes
UN-461	63	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,861.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-462	65	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	337.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-464	65	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,772.3	16	14	0.71	0.62	0.09	NA	NA	No	No	No	No
UN-465	65	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	3,254.9	16	10	1.20	0.75	0.45	No	No	Yes	No	No	Yes
UN-466	65	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	189.1	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
UN-467	65	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-464	0.7	1,155.4	16	14	0.30	0.26	0.04	No	No	Yes	No	No	Yes
UN-468	65	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-464	0.7	1,245.2	16	14	0.32	0.28	0.04	No	No	Yes	No	No	Yes
UN-469	65	Proposed Route	New Road, Primitive	PV	Other	UN-464	1.0	540.3	16	10	0.20	0.12	0.07	Yes	No	Yes	No	No	Yes
UN-470	65	Proposed Route	New Road, Primitive	PV	Other	UN-464	1.0	458.6	16	10	0.17	0.11	0.06	Yes	No	Yes	No	No	Yes
UN-471	65	Proposed Route	New Road, Primitive	PV	Other	UN-473	1.0	2,074.5	16	10	0.76	0.48	0.29	No	No	Yes	No	No	Yes
UN-472	65	Proposed Route	New Road, Bladed	PV	Other	UN-473	1.0	4,140.8	35	14	3.33	1.33	2.00	No	No	Yes	No	No	Yes
UN-473	65	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	3,428.6	30	14	2.36	1.10	1.26	No	No	Yes	No	No	Yes
UN-474	65	Proposed Route	New Road, Bladed	PV	Other	UN-473	1.0	3,212.6	35	14	2.58	1.03	1.55	No	No	Yes	No	No	Yes
UN-475	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,094.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-476	66	Proposed Route	New Road, Primitive	PV	Other	UN-473	1.0	1,442.3	16	10	0.53	0.33	0.20	No	No	Yes	No	No	Yes
UN-477	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-473	0.7	2,073.7	16	14	0.53	0.47	0.07	No	No	Yes	No	No	Yes
UN-478	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	372.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-479	66	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	486.7	35	14	0.39	0.16	0.23	No	No	Yes	No	No	Yes
UN-480	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	562.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-481	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	985.2	16	14	0.25	0.22	0.03	No	No	Yes	No	No	Yes
UN-482	66	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1,131.6	16	10	0.42	0.26	0.16	Yes	No	Yes	No	No	Yes
UN-483	66	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	649.1	35	14	0.52	0.21	0.31	Yes	No	Yes	No	No	Yes
UN-484	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	1,935.6	16	14	0.50	0.44	0.06	No	No	Yes	No	Yes	Yes
UN-485	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	1,076.5	16	14	0.28	0.24	0.03	No	No	Yes	No	No	Yes
UN-486	66	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	630.0	16	10	0.23	0.14	0.09	Yes	No	Yes	No	No	Yes
UN-487	66	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,049.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-488	66	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1,986.8	16	10	0.73	0.46	0.27	Yes	No	Yes	No	No	Yes
UN-489	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	2,458.9	16	14	0.63	0.55	0.08	No	No	Yes	No	Yes	Yes
UN-490	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	532.6	16	14	0.14	0.12	0.02	No	No	Yes	No	Yes	Yes
UN-491	66	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	2,027.9	16	14	0.52	0.46	0.07	No	No	Yes	No	Yes	Yes
UN-492	66	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	984.4	35	14	0.79	0.32	0.47	Yes	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
UN-493	66	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	468.0	16	10	0.17	0.11	0.06	Yes	No	Yes	No	No	Yes
UN-494	66	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1,500.0	16	10	0.55	0.34	0.21	Yes	No	Yes	No	No	Yes
UN-495	66	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,642.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-496	67	Proposed Route	New Road, Bladed	PV	Other	UN-501	1.0	595.1	35	14	0.48	0.19	0.29	Yes	No	Yes	No	No	Yes
UN-497	67	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-501	1.0	516.5	30	14	0.36	0.17	0.19	No	No	Yes	No	No	Yes
UN-498	67	Proposed Route	New Road, Bladed	PV	Other	UN-501	1.0	253.2	35	14	0.20	0.08	0.12	Yes	No	Yes	No	No	Yes
UN-499	67	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-501	1.0	875.8	30	14	0.60	0.28	0.32	No	No	Yes	No	No	Yes
UN-500	67	Proposed Route	New Road, Primitive	PV	Other	UN-501	1.0	1,396.1	16	10	0.51	0.32	0.19	No	No	Yes	No	No	Yes
UN-501	67	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	2,496.4	30	14	1.72	0.80	0.92	No	No	Yes	No	No	Yes
UN-502	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	933.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-503	67	Proposed Route	New Road, Primitive	PV	Other	UN-504	1.0	231.3	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-504	67	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	4,374.2	30	14	3.01	1.41	1.61	No	No	Yes	No	Yes	Yes
UN-505	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	182.5	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
UN-506	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1,385.8	16	14	0.36	0.31	0.04	No	No	Yes	No	No	Yes
UN-507	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	12,226.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-508	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	202.8	16	10	0.07	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-509	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1,140.9	16	14	0.29	0.26	0.04	No	No	Yes	No	No	Yes
UN-510	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	207.4	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-511	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1,123.9	16	14	0.29	0.25	0.04	No	No	Yes	No	No	Yes
UN-512	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	181.7	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
UN-513	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	785.0	16	14	0.20	0.18	0.03	No	No	Yes	No	No	Yes
UN-514	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	2,615.8	16	14	0.67	0.59	0.08	No	No	Yes	No	No	Yes
UN-515	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	637.0	16	10	0.23	0.15	0.09	Yes	No	Yes	No	No	Yes
UN-516	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	946.6	16	14	0.24	0.21	0.03	No	No	Yes	No	No	Yes
UN-517	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	193.7	16	10	0.07	0.04	0.03	No	No	Yes	No	No	Yes
UN-518	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	375.6	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UN-519	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	757.4	16	10	0.28	0.17	0.10	No	No	Yes	No	No	Yes
UN-520	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	146.0	16	10	0.05	0.03	0.02	Yes	No	Yes	No	No	Yes
UN-521	67	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	1,097.5	16	10	0.40	0.25	0.15	No	No	Yes	No	No	Yes
UN-522	67	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5,481.9	16	14	1.41	1.23	0.18	No	No	Yes	No	Yes	Yes
UN-523	69	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	297.0	16	14	0.08	0.07	0.01	No	No	Yes	No	No	Yes
UN-524	69	Proposed Route	New Road, Primitive	PV	Other	UN-523	1.0	156.5	16	10	0.06	0.04	0.02	Yes	No	Yes	No	No	Yes
UN-525	69	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,196.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-526	69	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	373.6	16	10	0.14	0.09	0.05	Yes	No	Yes	No	No	Yes
UN-527	69	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	684.1	16	14	0.18	0.15	0.02	No	No	Yes	No	No	Yes
UN-528	69	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,704.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-529	69	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	487.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-530	69	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	197.5	16	10	0.07	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-531	69	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,216.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-532	69	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	324.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
UN-533	69	Proposed Route	New Road, Bladed	PV	Other	UN-528	1.0	417.8	35	14	0.34	0.13	0.20	No	No	Yes	No	No	Yes
UN-534	69	Proposed Route	New Road, Bladed	PV	Other	UN-528	1.0	17.4	35	14	0.01	0.01	0.01	No	No	Yes	No	No	Yes
UN-535	69	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	210.1	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-536	69	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	1,500.4	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
UN-537	69	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	224.5	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
UN-538	69	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	1,351.0	16	14	0.35	0.30	0.04	No	No	Yes	No	Yes	Yes
UN-539	69	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	277.4	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	Yes
UN-540	70	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	713.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-001	71	Proposed Route	New Road, Bladed	PV	Other	BA-031	1.0	125.0	35	14	0.10	0.04	0.06	Yes	No	Yes	No	Yes	No
BA-002	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1,319.8	16	14	0.34	0.30	0.04	No	No	Yes	No	Yes	No
BA-003	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	295.6	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-004	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1,505.8	16	14	0.39	0.34	0.05	No	No	Yes	No	Yes	No
BA-005	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	513.1	16	10	0.19	0.12	0.07	Yes	No	Yes	No	Yes	No
BA-006	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	2,148.0	16	14	0.55	0.48	0.07	No	No	Yes	No	Yes	No
BA-007	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	417.6	16	10	0.15	0.10	0.06	Yes	No	Yes	No	Yes	No
BA-008	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	58.4	16	14	0.02	0.01	0.00	No	No	Yes	No	Yes	No
BA-009	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	657.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-010	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	125.7	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-011	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1,760.8	16	14	0.45	0.40	0.06	No	No	Yes	No	Yes	No
BA-012	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	328.8	16	10	0.12	0.08	0.05	Yes	No	Yes	No	Yes	No
BA-013	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	601.4	16	14	0.15	0.14	0.02	No	No	Yes	No	Yes	No
BA-014	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	711.4	16	10	0.26	0.16	0.10	Yes	No	Yes	No	Yes	No
BA-015	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1,989.4	16	14	0.51	0.45	0.06	No	No	Yes	No	Yes	No
BA-016	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	343.5	16	10	0.13	0.08	0.05	Yes	No	Yes	No	Yes	No
BA-017	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1,295.5	16	14	0.33	0.29	0.04	No	No	Yes	No	Yes	No
BA-018	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	105.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-019	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	408.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-020	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	116.5	16	10	0.04	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-021	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	406.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-022	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	445.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-023	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	424.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-024	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	748.4	16	10	0.27	0.17	0.10	Yes	No	Yes	No	Yes	No
BA-025	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,671.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-026	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	367.3	16	10	0.13	0.08	0.05	Yes	No	Yes	No	Yes	No
BA-027	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,268.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-028	71	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	376.5	16	10	0.14	0.09	0.05	Yes	No	Yes	No	Yes	No
BA-029	71	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	924.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-030	72	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	150.7	16	10	0.06	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-031	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,669.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-032	72	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	276.4	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-033	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,023.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-034	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,285.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-035	72	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	216.2	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-036	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	806.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-037	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	585.7	16	14	0.15	0.13	0.02	No	No	Yes	No	Yes	No
BA-038	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,606.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-039	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,293.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-040	72	Proposed Route	New Road, Primitive	PV	Other	BA-037	1.0	536.0	16	10	0.20	0.12	0.07	Yes	No	Yes	No	Yes	No
BA-041	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	270.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-042	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,211.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-043	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2,857.8	16	14	0.73	0.64	0.09	No	No	Yes	No	Yes	No
BA-044	72	Proposed Route	New Road, Primitive	PV	Other	BA-043	1.0	2,276.4	16	10	0.84	0.52	0.31	No	No	Yes	No	Yes	No
BA-045	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-043	0.7	514.9	16	14	0.13	0.12	0.02	No	No	Yes	No	Yes	No
BA-046	72	Proposed Route	New Road, Primitive	PV	Other	BA-043	1.0	374.8	16	10	0.14	0.09	0.05	Yes	No	Yes	No	Yes	No
BA-047	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	1,159.2	16	14	0.30	0.26	0.04	No	No	Yes	No	Yes	No
BA-048	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,837.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-049	72	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	97.6	16	10	0.04	0.02	0.01	Yes	No	Yes	No	Yes	No
BA-050	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	1,298.1	16	14	0.33	0.29	0.04	No	No	Yes	No	Yes	No
BA-051	72	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	151.2	16	10	0.06	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-052	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	176.1	16	14	0.05	0.04	0.01	No	No	Yes	No	Yes	No
BA-053	72	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	568.9	16	14	0.15	0.13	0.02	No	No	Yes	No	Yes	No
BA-054	72	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,924.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-055	72	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	2,798.1	16	10	1.03	0.64	0.39	No	No	Yes	No	Yes	No
BA-056	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,719.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-057	73	Proposed Route	New Road, Primitive	PV	Other	BA-059	1.0	154.4	16	10	0.06	0.04	0.02	Yes	No	Yes	No	Yes	No
BA-058	73	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-059	1.0	1,533.2	30	14	1.06	0.49	0.56	No	No	Yes	No	Yes	No
BA-059	73	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,550.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-060	73	Proposed Route	New Road, Primitive	PV	Other	BA-059	1.0	402.7	16	10	0.15	0.09	0.06	Yes	No	Yes	No	Yes	No
BA-061	73	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	348.2	16	10	0.13	0.08	0.05	Yes	No	Yes	No	Yes	No
BA-062	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1,048.2	16	14	0.27	0.24	0.03	No	No	Yes	No	Yes	No
BA-063	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,141.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-064	73	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	264.5	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-065	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1,264.9	16	14	0.33	0.28	0.04	No	No	Yes	No	Yes	Yes
BA-066	73	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	276.0	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	Yes
BA-067	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1,242.0	16	14	0.32	0.28	0.04	No	No	Yes	No	Yes	Yes
BA-068	73	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	263.2	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-069	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1,471.9	16	14	0.38	0.33	0.05	No	No	Yes	No	Yes	No
BA-070	73	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	142.9	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-071	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,474.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-072	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2,308.3	16	14	0.59	0.52	0.07	No	No	Yes	No	Yes	No
BA-073	73	Proposed Route	New Road, Primitive	PV	Other	BA-075	1.0	428.9	16	10	0.16	0.10	0.06	Yes	No	Yes	No	Yes	No
BA-074	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2,558.1	16	14	0.66	0.58	0.08	No	Yes	Yes	Yes	Yes	No
BA-075	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	650.7	16	14	0.17	0.15	0.02	No	No	Yes	No	Yes	No
BA-076	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,893.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-077	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	855.5	16	14	0.22	0.19	0.03	No	Yes	Yes	Yes	Yes	No
BA-078	73	Proposed Route	New Road, Primitive	PV	No	NA	1.0	267.0	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-079	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,636.9	16	14	0.42	0.37	0.05	No	Yes	Yes	Yes	Yes	No
BA-080	73	Proposed Route	New Road, Primitive	PV	No	NA	1.0	239.6	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
BA-081	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,618.0	16	14	0.42	0.36	0.05	No	Yes	Yes	Yes	Yes	No
BA-082	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	462.8	16	10	0.17	0.11	0.06	Yes	No	Yes	No	Yes	No
BA-083	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	756.0	16	14	0.19	0.17	0.02	No	Yes	Yes	Yes	Yes	No
BA-084	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	535.2	16	10	0.20	0.12	0.07	Yes	No	Yes	No	Yes	No
BA-085	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2,463.1	16	14	0.63	0.55	0.08	No	Yes	Yes	Yes	Yes	No
BA-086	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	297.1	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-087	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,561.7	16	14	0.40	0.35	0.05	No	Yes	Yes	Yes	Yes	No
BA-088	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	253.6	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
BA-089	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,193.8	16	14	0.31	0.27	0.04	No	Yes	Yes	Yes	Yes	No
BA-090	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	247.2	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
BA-091	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	831.5	16	14	0.21	0.19	0.03	No	Yes	Yes	Yes	Yes	No
BA-092	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	291.7	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-093	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,227.7	16	14	0.32	0.28	0.04	No	Yes	Yes	Yes	Yes	No
BA-094	74	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	603.3	16	10	0.22	0.14	0.08	Yes	No	Yes	No	Yes	No
BA-095	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	738.3	16	14	0.19	0.17	0.02	No	Yes	Yes	Yes	Yes	No
BA-096	74	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	600.2	16	10	0.22	0.14	0.08	Yes	No	Yes	No	Yes	No
BA-097	74	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	192.5	35	14	0.15	0.06	0.09	Yes	No	Yes	No	Yes	No
BA-098	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2,403.4	16	14	0.62	0.54	0.08	No	Yes	Yes	Yes	Yes	No
BA-099	74	Proposed Route	New Road, Primitive	PV	No	NA	1.0	255.7	16	10	0.09	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-100	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	557.4	16	14	0.14	0.13	0.02	No	Yes	Yes	Yes	Yes	No
BA-101	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	715.7	16	14	0.18	0.16	0.02	No	No	Yes	No	Yes	No
BA-102	74	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	239.5	16	10	0.09	0.05	0.03	Yes	No	Yes	No	Yes	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-103	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,159.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-104	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1,541.5	16	14	0.40	0.35	0.05	No	No	Yes	No	Yes	No
BA-105	74	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	299.1	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-106	74	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1,272.4	16	14	0.33	0.29	0.04	No	No	Yes	No	Yes	No
BA-107	75	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	218.4	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-108	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1,305.4	16	14	0.34	0.29	0.04	No	No	Yes	No	Yes	No
BA-109	75	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	246.9	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
BA-110	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1,367.8	16	14	0.35	0.31	0.04	No	No	Yes	No	Yes	No
BA-111	75	Proposed Route	New Road, Primitive	PV	Other	BA-114	1.0	300.9	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-112	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-114	0.7	1,369.6	16	14	0.35	0.31	0.04	No	No	Yes	No	Yes	No
BA-113	75	Proposed Route	New Road, Primitive	PV	Other	BA-114	1.0	299.9	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-114	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2,612.9	16	14	0.67	0.59	0.08	No	No	Yes	No	Yes	No
BA-115	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	145.2	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-116	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	333.1	16	14	0.09	0.07	0.01	Yes	No	Yes	No	Yes	No
BA-117	75	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,682.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-118	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,253.4	16	14	0.32	0.28	0.04	No	No	Yes	No	Yes	No
BA-119	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1,173.1	16	14	0.30	0.26	0.04	No	No	Yes	No	Yes	No
BA-120	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	234.8	16	10	0.09	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-121	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1,208.3	16	14	0.31	0.27	0.04	No	No	Yes	No	Yes	No
BA-122	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	205.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-123	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	833.1	16	14	0.21	0.19	0.03	No	No	Yes	No	Yes	No
BA-124	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	278.8	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-125	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1,645.5	16	14	0.42	0.37	0.05	No	No	Yes	No	Yes	No
BA-126	75	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,686.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-127	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	295.2	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-128	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	848.2	16	14	0.22	0.19	0.03	No	No	Yes	No	Yes	No
BA-129	75	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	224.2	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-130	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	949.4	16	14	0.24	0.21	0.03	No	No	Yes	No	Yes	No
BA-131	75	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	259.1	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-132	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	983.9	16	14	0.25	0.22	0.03	No	No	Yes	No	Yes	No
BA-133	75	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	2,495.8	16	10	0.92	0.57	0.34	No	No	Yes	No	Yes	No
BA-134	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	355.9	16	14	0.09	0.08	0.01	No	No	Yes	No	Yes	No
BA-135	75	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	733.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-136	76	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	230.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-137	76	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	643.2	16	14	0.17	0.14	0.02	No	No	Yes	No	Yes	No
BA-138	76	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	426.4	16	10	0.16	0.10	0.06	No	No	Yes	No	Yes	No
BA-139	76	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4,335.3	35	14	3.48	1.39	2.09	No	No	Yes	No	Yes	No
BA-140	76	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,904.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-141	76	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	398.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-142	76	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,292.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-143	76	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1,937.6	16	10	0.71	0.44	0.27	No	No	Yes	No	Yes	No
BA-144	76	Proposed Route	New Road, Bladed	PV	Other	BA-153	1.0	3,408.8	35	14	2.74	1.10	1.64	No	No	Yes	No	Yes	No
BA-145	76	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	274.7	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-146	76	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	1,056.4	16	14	0.27	0.24	0.03	No	No	Yes	No	Yes	No
BA-147	76	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	335.7	16	10	0.12	0.08	0.05	Yes	No	Yes	No	Yes	No
BA-148	76	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	236.3	16	14	0.06	0.05	0.01	No	No	Yes	No	Yes	No
BA-149	76	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	1,346.4	16	14	0.35	0.30	0.04	No	No	Yes	No	Yes	No
BA-150	76	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	264.5	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-151	76	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,155.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-152	76	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-153	1.0	459.4	30	14	0.32	0.15	0.17	No	No	Yes	No	Yes	No
BA-153	76	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,436.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-154	76	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	263.2	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-155	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-153	1.0	1,164.6	30	14	0.80	0.37	0.43	No	No	Yes	No	Yes	No
BA-156	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	365.7	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
BA-157	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	947.8	30	14	0.65	0.30	0.35	NA	NA	No	No	No	No
BA-158	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	244.0	16	10	0.09	0.06	0.03	NA	NA	No	No	No	No
BA-159	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,208.7	30	14	0.83	0.39	0.44	NA	NA	No	No	No	No
BA-160	77	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	388.7	35	14	0.31	0.12	0.19	NA	NA	No	No	No	No
BA-161	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,058.0	30	14	0.73	0.34	0.39	NA	NA	No	No	No	No
BA-162	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	59.4	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
BA-163	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	71.5	30	14	0.05	0.02	0.03	NA	NA	No	No	No	No
BA-164	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,140.9	30	14	0.79	0.37	0.42	NA	NA	No	No	No	No
BA-165	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	403.3	16	10	0.15	0.09	0.06	NA	NA	No	No	No	No
BA-166	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,165.6	30	14	0.80	0.37	0.43	NA	NA	No	No	No	No
BA-167	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	389.4	16	10	0.14	0.09	0.05	NA	NA	No	No	No	No
BA-168	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	601.4	30	14	0.41	0.19	0.22	NA	NA	No	No	No	No
BA-169	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	144.1	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
BA-170	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,161.3	30	14	0.80	0.37	0.43	NA	NA	No	No	No	No
BA-171	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	187.9	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
BA-172	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-185	1.0	1,129.1	30	14	0.78	0.36	0.41	No	No	Yes	No	Yes	No
BA-173	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	359.9	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
BA-174	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,360.5	30	14	0.94	0.44	0.50	NA	NA	No	No	No	No
BA-175	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	278.2	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
BA-176	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,304.6	30	14	0.90	0.42	0.48	NA	NA	No	No	No	No
BA-177	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	549.8	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-178	77	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	198.2	16	14	0.05	0.04	0.01	NA	NA	No	No	No	No
BA-179	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	431.1	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
BA-180	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	549.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-181	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	637.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-182	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	129.3	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
BA-183	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	400.2	16	10	0.15	0.09	0.06	NA	NA	No	No	No	No
BA-184	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	680.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-185	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,160.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-186	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,831.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-187	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	425.2	30	14	0.29	0.14	0.16	NA	NA	No	No	No	No
BA-188	77	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	215.0	35	14	0.17	0.07	0.10	NA	NA	No	No	No	No
BA-189	77	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,143.5	35	14	0.92	0.37	0.55	NA	NA	No	No	No	No
BA-190	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	975.5	30	14	0.67	0.31	0.36	NA	NA	No	No	No	No
BA-191	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	414.1	30	14	0.29	0.13	0.15	NA	NA	No	No	No	No
BA-192	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	117.6	30	14	0.08	0.04	0.04	NA	NA	No	No	No	No
BA-193	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	331.4	30	14	0.23	0.11	0.12	NA	NA	No	No	No	No
BA-194	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	181.8	30	14	0.13	0.06	0.07	NA	NA	No	No	No	No
BA-195	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	738.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-196	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	52.3	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
BA-197	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,058.0	30	14	0.73	0.34	0.39	NA	NA	No	No	No	No
BA-198	78	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	365.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-199	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1,258.4	30	14	0.87	0.40	0.46	No	Yes	Yes	Yes	Yes	No
BA-200	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	157.8	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
BA-201	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	197.9	30	14	0.14	0.06	0.07	NA	NA	No	No	No	No
BA-202	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	325.5	16	10	0.12	0.07	0.04	NA	NA	No	No	No	No
BA-203	77	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	30.4	16	10	0.01	0.01	0.00	NA	NA	No	No	No	No
BA-204	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	357.5	30	14	0.25	0.11	0.13	NA	NA	No	No	No	No
BA-205	77	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	246.0	30	14	0.17	0.08	0.09	No	Yes	Yes	Yes	Yes	No
BA-206	77	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	272.2	16	14	0.07	0.06	0.01	No	Yes	Yes	Yes	Yes	No
BA-207	78	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,814.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-208	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	840.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-209	77	Proposed Route	New Road, Primitive	PV	No	NA	1.0	208.2	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-210	77	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,197.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-211	78	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	306.7	30	14	0.21	0.10	0.11	No	No	Yes	No	Yes	No
BA-212	78	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	93.2	16	10	0.03	0.02	0.01	Yes	No	Yes	No	Yes	No
BA-213	78	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	1,351.3	30	14	0.93	0.43	0.50	No	No	Yes	No	Yes	No
BA-214	78	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	147.2	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-215	78	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	1,034.5	30	14	0.71	0.33	0.38	No	No	Yes	No	Yes	No
BA-216	78	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	224.9	30	14	0.15	0.07	0.08	Yes	No	Yes	No	Yes	No
BA-217	78	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	135.5	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-218	78	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	2,109.5	30	14	1.45	0.68	0.77	No	No	Yes	No	Yes	No
BA-219	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	41.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-220	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,693.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-221	79	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-220	1.0	4,284.0	30	14	2.95	1.38	1.57	No	No	Yes	No	Yes	No
BA-222	79	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	983.7	30	14	0.68	0.32	0.36	No	No	Yes	No	Yes	No
BA-223	78	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	84.4	16	10	0.03	0.02	0.01	Yes	No	Yes	No	Yes	No
BA-224	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	835.7	16	14	0.21	0.19	0.03	NA	NA	No	No	No	No
BA-225	79	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	975.7	16	10	0.36	0.22	0.13	Yes	No	Yes	No	Yes	No
BA-226	79	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-220	1.0	3,602.1	30	14	2.48	1.16	1.32	No	No	Yes	No	Yes	No
BA-227	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,528.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-228	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,773.3	16	14	0.46	0.40	0.06	NA	NA	No	No	No	No
BA-229	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-230	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	372.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-231	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	502.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-232	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,463.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-233	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,315.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-234	79	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	1,320.9	16	10	0.49	0.30	0.18	Yes	No	Yes	No	Yes	No
BA-235	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	27.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-236	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-220	0.7	2,023.8	16	14	0.52	0.46	0.07	No	No	Yes	No	Yes	No
BA-237	79	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	296.2	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	No
BA-238	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	3,046.2	16	14	0.78	0.69	0.10	NA	NA	No	No	No	No
BA-239	79	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	582.8	16	10	0.21	0.13	0.08	Yes	No	Yes	No	Yes	No
BA-240	79	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	613.3	16	10	0.23	0.14	0.08	NA	NA	No	No	No	No
BA-241	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,267.9	16	14	0.33	0.29	0.04	NA	NA	No	No	No	No
BA-242	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	454.5	16	10	0.17	0.10	0.06	NA	NA	No	No	No	No
BA-243	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,344.1	16	14	0.35	0.30	0.04	NA	NA	No	No	No	No
BA-244	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	425.2	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
BA-245	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,355.1	16	14	0.35	0.30	0.04	NA	NA	No	No	No	No
BA-246	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	373.5	16	10	0.14	0.09	0.05	NA	NA	No	No	No	No
BA-247	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,171.5	16	14	0.30	0.26	0.04	NA	NA	No	No	No	No
BA-248	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	511.0	16	10	0.19	0.12	0.07	NA	NA	No	No	No	No
BA-249	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	547.2	30	14	0.38	0.18	0.20	NA	NA	No	No	No	No
BA-250	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	324.3	30	14	0.22	0.10	0.12	NA	NA	No	No	No	No
BA-251	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	484.9	16	10	0.18	0.11	0.07	NA	NA	No	No	No	No
BA-252	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,863.7	30	14	1.28	0.60	0.68	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-253	80	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	362.7	35	14	0.29	0.12	0.17	NA	NA	No	No	No	No
BA-254	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	774.8	30	14	0.53	0.25	0.28	NA	NA	No	No	No	No
BA-255	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	142.8	30	14	0.10	0.05	0.05	NA	NA	No	No	No	No
BA-256	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	73.3	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
BA-257	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,609.7	30	14	1.11	0.52	0.59	NA	NA	No	No	No	No
BA-258	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	310.6	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
BA-259	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	919.9	30	14	0.63	0.30	0.34	NA	NA	No	No	No	No
BA-260	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	65.1	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
BA-261	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,399.2	30	14	0.96	0.45	0.51	NA	NA	No	No	No	No
BA-262	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	278.1	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
BA-263	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,385.0	30	14	0.95	0.45	0.51	NA	NA	No	No	No	No
BA-264	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	166.8	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
BA-265	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,564.2	30	14	1.08	0.50	0.57	NA	NA	No	No	No	No
BA-266	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	61.3	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
BA-267	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,447.4	16	14	0.37	0.33	0.05	NA	NA	No	No	No	No
BA-268	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,028.5	16	10	0.38	0.24	0.14	NA	NA	No	No	No	No
BA-269	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	201.4	16	10	0.07	0.05	0.03	NA	NA	No	No	No	No
BA-270	80	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,534.3	16	10	0.56	0.35	0.21	NA	NA	No	No	No	No
BA-271	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	6,050.5	16	14	1.56	1.36	0.19	NA	NA	No	No	No	No
BA-272	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,984.6	16	10	0.73	0.46	0.27	NA	NA	No	No	No	No
BA-273	81	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	125.6	35	14	0.10	0.04	0.06	NA	NA	No	No	No	No
BA-274	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	223.9	16	14	0.06	0.05	0.01	NA	NA	No	No	No	No
BA-275	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	419.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-276	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	819.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-277	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,413.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-278	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	420.9	16	10	0.15	0.10	0.06	NA	NA	No	No	No	No
BA-279	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,780.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-280	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	82.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
BA-281	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,087.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-282	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	400.6	16	14	0.10	0.09	0.01	NA	NA	No	No	No	No
BA-283	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	233.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-284	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	182.9	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
BA-285	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,421.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-286	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	332.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-287	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,062.5	16	14	0.27	0.24	0.03	NA	NA	No	No	No	No
BA-288	81	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,007.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-289	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	356.7	16	10	0.13	0.08	0.05	NA	NA	No	No	No	No
BA-290	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,292.6	16	14	0.33	0.29	0.04	NA	NA	No	No	No	No
BA-291	81	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	145.4	35	14	0.12	0.05	0.07	NA	NA	No	No	No	No
BA-292	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,270.9	16	14	0.33	0.29	0.04	NA	NA	No	No	No	No
BA-293	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,471.9	16	10	0.54	0.34	0.20	NA	NA	No	No	No	No
BA-294	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-300	0.7	1,576.5	16	14	0.41	0.35	0.05	No	No	Yes	No	Yes	No
BA-295	82	Proposed Route	New Road, Primitive	PV	No	NA	1.0	209.8	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-296	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-300	0.7	1,248.7	16	14	0.32	0.28	0.04	No	No	Yes	No	Yes	No
BA-297	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	627.3	16	14	0.16	0.14	0.02	NA	NA	No	No	No	No
BA-298	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	291.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-299	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	714.4	16	14	0.18	0.16	0.02	NA	NA	No	No	No	No
BA-300	82	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4,470.9	35	14	3.59	1.44	2.16	No	No	Yes	No	Yes	No
BA-301	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,377.7	16	14	0.61	0.53	0.08	NA	NA	No	No	No	No
BA-302	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-301	0.7	926.8	16	14	0.24	0.21	0.03	No	No	Yes	No	Yes	No
BA-303	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,430.3	16	14	0.62	0.55	0.08	NA	NA	No	No	No	No
BA-304	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-301	0.7	1,348.2	16	14	0.35	0.30	0.04	No	No	Yes	No	Yes	No
BA-305	82	Proposed Route	New Road, Bladed	PV	Other	BA-304	1.0	456.2	35	14	0.37	0.15	0.22	Yes	No	Yes	No	Yes	No
BA-306	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-304	0.7	378.7	16	14	0.10	0.09	0.01	No	No	Yes	No	Yes	No
BA-307	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	147.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-308	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	144.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-309	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	299.6	16	14	0.08	0.07	0.01	NA	NA	No	No	No	No
BA-310	82	Proposed Route	New Road, Bladed	PV	Other	BA-304	1.0	5,075.9	35	14	4.08	1.63	2.45	No	No	Yes	No	Yes	No
BA-311	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,139.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-312	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	198.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-313	82	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	114.7	16	10	0.04	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-314	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,129.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-315	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,452.5	16	14	0.37	0.33	0.05	No	No	Yes	No	Yes	No
BA-316	82	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	1,920.1	16	10	0.71	0.44	0.26	No	No	Yes	No	Yes	No
BA-317	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,534.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-318	83	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1,208.6	16	10	0.44	0.28	0.17	No	No	Yes	No	Yes	No
BA-318	83	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	450.7	16	10	0.17	0.10	0.06	No	Yes	Yes	Yes	Yes	No
BA-319	83	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	38.4	16	10	0.01	0.01	0.01	Yes	No	Yes	No	Yes	No
BA-320	83	Proposed Route	New Road, Bladed	PV	Other	BA-318	1.0	769.7	35	14	0.62	0.25	0.37	No	No	Yes	No	Yes	No
BA-321	83	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	279.7	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	No
BA-322	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,948.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-323	83	Proposed Route	New Road, Primitive	PV	Other	BA-337	1.0	2,612.3	16	10	0.96	0.60	0.36	No	No	Yes	No	Yes	No
BA-324	83	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	986.6	35	14	0.79	0.32	0.48	No	Yes	Yes	Yes	Yes	No
BA-325	83	Proposed Route	New Road, Bladed	PV	Other	BA-337	1.0	844.6	35	14	0.68	0.27	0.41	No	No	Yes	No	Yes	No
BA-326	83	Proposed Route	New Road, Primitive	PV	No	NA	1.0	829.4	16	10	0.30	0.19	0.11	No	Yes	Yes	Yes	Yes	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-327	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	5,381.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-328	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,489.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-329	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,321.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-330	83	Proposed Route	New Road, Bladed	PV	No	NA	1.0	460.9	35	14	0.37	0.15	0.22	No	Yes	Yes	Yes	Yes	No
BA-331	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	764.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-332	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-337	0.7	2,275.4	16	14	0.59	0.51	0.07	No	No	Yes	No	Yes	No
BA-333	83	Proposed Route	New Road, Bladed	PV	Other	BA-337	1.0	240.8	35	14	0.19	0.08	0.12	Yes	No	Yes	No	Yes	No
BA-334	83	Proposed Route	New Road, Bladed	PV	Other	BA-348	1.0	901.2	35	14	0.72	0.29	0.43	No	No	Yes	No	Yes	No
BA-335	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,275.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-336	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,395.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-337	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	108.3	16	14	0.03	0.02	0.00	No	No	Yes	No	Yes	No
BA-338	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-337	0.7	3,589.8	16	14	0.92	0.81	0.12	No	No	Yes	No	Yes	No
BA-339	83	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-348	1.0	1,831.2	30	14	1.26	0.59	0.67	No	No	Yes	No	Yes	No
BA-340	84	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	1,843.9	16	10	0.68	0.42	0.25	No	No	Yes	No	Yes	No
BA-341	84	Proposed Route	New Road, Bladed	PV	Other	BA-346	1.0	1,233.4	35	14	0.99	0.40	0.59	No	No	Yes	No	Yes	No
BA-342	84	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	1,331.3	16	10	0.49	0.31	0.18	No	No	Yes	No	Yes	No
BA-343	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,012.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-344	84	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	632.8	16	10	0.23	0.15	0.09	No	No	Yes	No	Yes	No
BA-345	84	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	228.9	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
BA-346	84	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,166.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-347	84	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	218.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-348	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,333.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-349	84	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1,399.3	16	10	0.51	0.32	0.19	No	No	Yes	No	Yes	No
BA-350	84	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,917.1	35	14	1.54	0.62	0.92	No	No	Yes	No	Yes	No
BA-351	84	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	126.6	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
BA-352	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2,361.3	16	14	0.61	0.53	0.08	No	Yes	Yes	Yes	Yes	No
BA-353	84	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	139.8	16	10	0.05	0.03	0.02	No	No	Yes	No	Yes	No
BA-354	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,795.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-355	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-349	0.7	936.4	16	14	0.24	0.21	0.03	No	No	Yes	No	Yes	No
BA-356	84	Proposed Route	New Road, Bladed	PV	Other	BA-349	1.0	1,198.6	35	14	0.96	0.39	0.58	No	No	Yes	No	Yes	No
BA-357	84	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	2,109.2	16	10	0.77	0.48	0.29	No	No	Yes	No	Yes	No
BA-358	84	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	6,565.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-359	84	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	591.5	16	10	0.22	0.14	0.08	No	No	Yes	No	Yes	No
BA-360	84	Proposed Route	New Road, Primitive	BLM	Other	BA-365	1.0	423.7	16	10	0.16	0.10	0.06	Yes	No	Yes	No	Yes	No
BA-361	84	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1,314.4	16	10	0.48	0.30	0.18	No	Yes	Yes	Yes	Yes	No
BA-362	84	Proposed Route	New Road, Primitive	BLM	Other	BA-365	1.0	1,101.9	16	10	0.40	0.25	0.15	No	No	Yes	No	Yes	No
BA-363	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,487.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-364	84	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	871.5	16	10	0.32	0.20	0.12	No	No	Yes	No	Yes	No
BA-365	84	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	665.2	35	14	0.53	0.21	0.32	No	No	Yes	No	Yes	No
BA-366	84	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	1,229.4	16	10	0.45	0.28	0.17	No	No	Yes	No	Yes	No
BA-367	84	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	1,054.1	16	10	0.39	0.24	0.15	No	No	Yes	No	Yes	No
BA-368	84	Proposed Route	New Road, Bladed	PV	Other	BA-370	1.0	511.0	35	14	0.41	0.16	0.25	No	No	Yes	No	Yes	No
BA-369	85	Proposed Route	New Road, Primitive	PV	Other	BA-373	1.0	1,325.5	16	10	0.49	0.30	0.18	No	No	Yes	No	Yes	No
BA-370	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,674.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-371	85	Proposed Route	New Road, Bladed	PV	Other	BA-373	1.0	4,700.7	35	14	3.78	1.51	2.27	No	No	Yes	No	Yes	No
BA-372	85	Proposed Route	New Road, Bladed	PV	Other	BA-373	1.0	3,981.5	35	14	3.20	1.28	1.92	No	No	Yes	No	Yes	No
BA-373	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	624.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-374	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	216.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-375	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	168.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-376	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	211.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-377	85	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	250.8	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
BA-378	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	702.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-379	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-380	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	330.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-381	85	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	414.6	35	14	0.33	0.13	0.20	NA	NA	No	No	No	No
BA-382	86	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,560.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-383	86	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,059.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-384	86	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	466.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-385	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,899.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-386	86	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	9,757.9	35	14	7.84	3.14	4.70	NA	NA	No	No	No	No
BA-387	86	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,187.2	35	14	3.36	1.35	2.02	NA	NA	No	No	No	No
BA-388	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,747.1	16	14	0.45	0.39	0.06	NA	NA	No	No	No	No
BA-389	86	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	316.1	35	14	0.25	0.10	0.15	NA	NA	No	No	No	No
BA-390	86	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,404.5	35	14	1.13	0.45	0.68	NA	NA	No	No	No	No
BA-391	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,322.8	16	14	0.85	0.75	0.11	NA	NA	No	No	No	No
BA-392	86	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,107.7	35	14	0.89	0.36	0.53	NA	NA	No	No	No	No
BA-393	87	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,534.4	35	14	3.64	1.46	2.19	NA	NA	No	No	No	No
BA-394	87	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	482.5	35	14	0.39	0.16	0.23	NA	NA	No	No	No	No
BA-395	87	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	606.9	35	14	0.49	0.20	0.29	NA	NA	No	No	No	No
BA-396	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	11,882.1	16	14	3.06	2.67	0.38	NA	NA	No	No	No	No
BA-397	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	957.0	16	14	0.25	0.22	0.03	NA	NA	No	No	No	No
BA-398	87	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	677.8	16	10	0.25	0.16	0.09	NA	NA	No	No	No	No
BA-399	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	915.4	16	14	0.24	0.21	0.03	NA	NA	No	No	No	No
BA-400	87	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	942.4	30	14	0.65	0.30	0.35	NA	NA	No	No	No	No
BA-401	87	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	226.8	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-402	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	210.9	16	14	0.05	0.05	0.01	NA	NA	No	No	No	No
BA-403	87	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	554.7	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
BA-404	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6,258.5	16	14	1.61	1.41	0.20	NA	NA	No	No	No	No
BA-405	88	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	136.3	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
BA-406	88	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	251.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-407	88	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	7,940.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-408	88	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2,129.3	30	14	1.47	0.68	0.78	NA	NA	No	No	No	No
BA-409	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,323.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-410	88	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	605.8	16	10	0.22	0.14	0.08	NA	NA	No	No	No	No
BA-411	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	329.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-412	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	356.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-413	88	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1,056.6	30	14	0.73	0.34	0.39	NA	NA	No	No	No	No
BA-414	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	572.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-415	88	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,348.9	16	10	0.50	0.31	0.19	NA	NA	No	No	No	No
BA-416	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,706.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-417	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11,813.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-418	88	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	2,694.3	35	14	2.16	0.87	1.30	NA	NA	No	No	No	No
BA-419	88	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,101.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-420	88	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,952.8	16	10	1.45	0.91	0.54	NA	NA	No	No	No	No
BA-421	88	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5,718.1	16	10	2.10	1.31	0.79	NA	NA	No	No	No	No
BA-422	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	11,046.1	16	14	2.84	2.49	0.36	NA	NA	No	No	No	No
BA-423	88	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,988.6	16	10	1.10	0.69	0.41	NA	NA	No	No	No	No
BA-424	88	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	924.9	30	14	0.64	0.30	0.34	NA	NA	No	No	No	No
BA-425	88	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	142.5	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
BA-426	88	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	345.2	30	14	0.24	0.11	0.13	NA	NA	No	No	No	No
BA-427	91	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	13,950.4	30	14	9.61	4.48	5.12	NA	NA	No	No	No	No
BA-428	88	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,080.6	16	10	0.76	0.48	0.29	NA	NA	No	No	No	No
BA-429	91	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	5,333.6	16	14	1.37	1.20	0.17	NA	NA	No	No	No	No
BA-430	91	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	75.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
BA-431	91	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,425.6	30	14	0.98	0.46	0.52	NA	NA	No	No	No	No
BA-432	91	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,647.9	16	14	0.68	0.60	0.09	NA	NA	No	No	No	No
BA-433	91	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,112.3	35	14	0.89	0.36	0.54	NA	NA	No	No	No	No
BA-434	91	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	7,115.1	30	14	4.90	2.29	2.61	NA	NA	No	No	No	No
BA-435	91	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4,473.4	30	14	3.08	1.44	1.64	NA	NA	No	No	No	No
BA-436	91	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,387.7	35	14	1.11	0.45	0.67	NA	NA	No	No	No	No
BA-437	91	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	252.9	35	14	0.20	0.08	0.12	NA	NA	No	No	No	No
BA-438	91	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-441	0.7	6,150.4	16	14	1.58	1.38	0.20	No	No	Yes	No	No	Yes
BA-439	91	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	2,146.8	16	10	0.79	0.49	0.30	Yes	No	Yes	No	No	Yes
BA-440	92	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	1,110.3	16	10	0.41	0.25	0.15	Yes	No	Yes	No	No	Yes
BA-441	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5,173.9	16	14	1.33	1.16	0.17	No	Yes	Yes	Yes	No	Yes
BA-441	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5,001.8	16	14	1.29	1.13	0.16	No	No	Yes	No	No	Yes
BA-442	92	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	192.8	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
BA-443	92	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	880.1	16	10	0.32	0.20	0.12	Yes	No	Yes	No	No	Yes
BA-444	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-441	0.7	2,847.0	16	14	0.73	0.64	0.09	No	No	Yes	No	No	Yes
BA-445	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5,761.1	16	14	1.48	1.30	0.19	No	Yes	Yes	Yes	No	Yes
BA-445	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,025.7	16	14	0.26	0.23	0.03	No	No	Yes	No	No	Yes
BA-446	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	863.6	16	10	0.32	0.20	0.12	No	No	Yes	No	No	Yes
BA-447	92	Proposed Route	New Road, Bladed	PV	Other	BA-445	1.0	1,542.4	35	14	1.24	0.50	0.74	No	No	Yes	No	No	Yes
BA-448	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	596.2	16	10	0.22	0.14	0.08	Yes	No	Yes	No	No	Yes
BA-449	93	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3,885.3	16	14	1.00	0.87	0.12	No	No	Yes	No	No	Yes
BA-449	93	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	3,735.7	16	14	0.96	0.84	0.12	No	Yes	Yes	Yes	No	Yes
BA-450	92	Proposed Route	New Road, Bladed	BLM	Other	BA-445	1.0	361.0	35	14	0.29	0.12	0.17	No	No	Yes	No	No	Yes
BA-451	92	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	990.0	16	10	0.36	0.23	0.14	No	No	Yes	No	No	Yes
BA-452	92	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	348.4	16	10	0.13	0.08	0.05	Yes	No	Yes	No	No	Yes
BA-453	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	1,384.9	16	10	0.51	0.32	0.19	No	No	Yes	No	No	Yes
BA-454	92	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-445	0.7	240.5	16	14	0.06	0.05	0.01	Yes	No	Yes	No	No	Yes
BA-455	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	106.7	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
BA-456	92	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	1,220.6	16	10	0.45	0.28	0.17	No	No	Yes	No	No	Yes
BA-457	92	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	186.5	16	10	0.07	0.04	0.03	Yes	No	Yes	No	No	Yes
BA-458	92	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	1,214.6	16	10	0.45	0.28	0.17	No	No	Yes	No	No	Yes
BA-459	93	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,493.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-460	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	260.1	16	10	0.10	0.06	0.04	Yes	No	Yes	No	No	Yes
BA-461	92	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	978.6	16	10	0.36	0.22	0.13	No	No	Yes	No	No	Yes
BA-462	93	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	712.4	16	10	0.26	0.16	0.10	Yes	No	Yes	No	No	Yes
BA-463	93	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	625.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-464	93	Proposed Route	New Road, Primitive	PV	Other	BA-469	1.0	919.8	16	10	0.34	0.21	0.13	No	No	Yes	No	No	Yes
BA-465	93	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,765.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-466	93	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	261.0	35	14	0.21	0.08	0.13	No	No	Yes	No	No	Yes
BA-467	92	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	2,165.6	35	14	1.74	0.70	1.04	No	No	Yes	No	No	Yes
BA-468	93	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	84.7	35	14	0.07	0.03	0.04	Yes	No	Yes	No	No	Yes
BA-469	93	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	1,137.2	35	14	0.91	0.37	0.55	No	No	Yes	No	No	Yes
BA-470	93	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4,084.0	35	14	3.28	1.31	1.97	No	No	Yes	No	No	Yes
BA-471	93	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	105.0	16	10	0.04	0.02	0.01	Yes	No	Yes	No	No	Yes
BA-472	93	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	1,703.9	35	14	1.37	0.55	0.82	No	No	Yes	No	No	Yes
BA-473	93	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	1,387.0	35	14	1.11	0.45	0.67	No	No	Yes	No	No	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-474	93	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	565.1	16	10	0.21	0.13	0.08	No	No	Yes	No	No	Yes
BA-475	93	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	1,724.3	30	14	1.19	0.55	0.63	No	No	Yes	No	No	Yes
BA-475	93	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	1,135.6	30	14	0.78	0.36	0.42	No	Yes	Yes	Yes	No	Yes
BA-475	93	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2,860.1	30	14	1.97	0.92	1.05	NA	NA	No	No	No	No
BA-476	93	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	53.0	16	10	0.02	0.01	0.01	No	No	Yes	No	No	Yes
BA-477	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	4,529.1	30	14	3.12	1.46	1.66	No	No	Yes	No	No	Yes
BA-478	93	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	377.1	16	10	0.14	0.09	0.05	No	No	Yes	No	No	Yes
BA-479	93	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	4,552.2	35	14	3.66	1.46	2.19	No	No	Yes	No	No	Yes
BA-480	93	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	1,237.7	30	14	0.85	0.40	0.45	No	Yes	Yes	Yes	No	Yes
BA-481	93	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	990.9	30	14	0.68	0.32	0.36	No	Yes	Yes	Yes	No	Yes
BA-482	93	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	148.5	35	14	0.12	0.05	0.07	No	Yes	Yes	Yes	No	Yes
BA-483	93	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	1,831.3	16	10	0.67	0.42	0.25	No	No	Yes	No	No	Yes
BA-483	93	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1,301.0	16	10	0.48	0.30	0.18	No	Yes	Yes	Yes	No	Yes
BA-484	93	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1,028.8	16	10	0.38	0.24	0.14	No	Yes	Yes	Yes	No	Yes
BA-485	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	2,341.0	30	14	1.61	0.75	0.86	No	No	Yes	No	No	Yes
BA-486	94	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	1,816.4	16	10	0.67	0.42	0.25	No	No	Yes	No	No	Yes
BA-487	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	9,140.7	30	14	6.30	2.94	3.36	No	No	Yes	No	No	Yes
BA-487	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3,071.0	30	14	2.12	0.99	1.13	No	Yes	Yes	Yes	No	Yes
BA-488	94	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	2,314.2	16	10	0.85	0.53	0.32	No	No	Yes	No	No	Yes
BA-489	94	Proposed Route	New Road, Bladed	PV	Other	BA-487	1.0	597.7	35	14	0.48	0.19	0.29	No	No	Yes	No	No	Yes
BA-490	94	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	568.7	16	10	0.21	0.13	0.08	Yes	No	Yes	No	No	Yes
BA-491	94	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	949.2	16	10	0.35	0.22	0.13	Yes	No	Yes	No	No	Yes
BA-492	94	Proposed Route	New Road, Primitive	PV	Other	BA-505	1.0	880.5	16	10	0.32	0.20	0.12	No	No	Yes	No	No	Yes
BA-493	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-505	1.0	4,476.6	30	14	3.08	1.44	1.64	No	No	Yes	No	No	Yes
BA-494	94	Proposed Route	New Road, Primitive	PV	Other	BA-505	1.0	83.2	16	10	0.03	0.02	0.01	Yes	No	Yes	No	No	Yes
BA-495	94	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-505	1.0	1,394.3	30	14	0.96	0.45	0.51	No	No	Yes	No	No	Yes
BA-496	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-505	0.7	1,517.0	16	14	0.39	0.34	0.05	No	No	Yes	No	No	Yes
BA-496	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	993.7	16	14	0.26	0.22	0.03	No	Yes	Yes	Yes	No	Yes
BA-496	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,511.5	16	14	0.65	0.57	0.08	NA	NA	No	No	No	No
BA-497	95	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	497.5	30	14	0.34	0.16	0.18	No	Yes	Yes	Yes	No	Yes
BA-498	95	Proposed Route	New Road, Bladed	PV	No	NA	1.0	825.2	35	14	0.66	0.27	0.40	Yes	No	Yes	No	No	Yes
BA-499	95	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1,586.6	30	14	1.09	0.51	0.58	No	Yes	Yes	Yes	No	Yes
BA-500	95	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1,215.4	35	14	0.98	0.39	0.59	No	Yes	Yes	Yes	No	Yes
BA-501	95	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	255.3	35	14	0.21	0.08	0.12	Yes	No	Yes	No	No	Yes
BA-502	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1,631.6	16	10	0.60	0.37	0.22	No	Yes	Yes	Yes	No	Yes
BA-503	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2,373.4	16	10	0.87	0.54	0.33	No	Yes	Yes	Yes	No	Yes
BA-504	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	452.4	16	10	0.17	0.10	0.06	Yes	No	Yes	No	No	Yes
BA-505	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	4,149.9	16	14	1.07	0.93	0.13	No	Yes	Yes	Yes	No	Yes
BA-505	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,939.0	16	14	0.50	0.44	0.06	No	No	Yes	No	No	Yes
BA-506	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	4,624.9	16	14	1.19	1.04	0.15	No	No	Yes	No	No	Yes
BA-506	95	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	4,023.3	16	14	1.03	0.91	0.13	No	Yes	Yes	Yes	No	Yes
BA-507	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	635.5	16	10	0.23	0.15	0.09	Yes	No	Yes	No	No	Yes
BA-508	95	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	239.7	35	14	0.19	0.08	0.12	Yes	No	Yes	No	No	Yes
BA-509	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2,427.1	16	10	0.89	0.56	0.33	No	Yes	Yes	Yes	No	Yes
BA-510	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	180.4	16	10	0.07	0.04	0.02	Yes	No	Yes	No	No	Yes
BA-511	95	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	525.3	35	14	0.42	0.17	0.25	Yes	No	Yes	No	No	Yes
BA-512	95	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-513	95	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,211.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-514	95	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2,234.4	16	10	0.82	0.51	0.31	No	Yes	Yes	Yes	No	Yes
BA-514	95	Proposed Route	New Road, Primitive	PV	Other	BA-506	1.0	1,244.0	16	10	0.46	0.29	0.17	No	No	Yes	No	No	Yes
BA-515	96	Proposed Route	New Road, Bladed	PV	Other	BA-506	1.0	676.0	35	14	0.54	0.22	0.33	No	No	Yes	No	No	Yes
BA-516	96	Proposed Route	New Road, Primitive	PV	Other	BA-506	1.0	249.7	16	10	0.09	0.06	0.03	Yes	No	Yes	No	No	Yes
BA-517	96	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	155.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-518	96	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-519	96	Proposed Route	New Road, Primitive	PV	Other	BA-525	1.0	272.2	16	10	0.10	0.06	0.04	No	No	Yes	No	No	Yes
BA-520	96	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-525	1.0	578.4	30	14	0.40	0.19	0.21	No	No	Yes	No	No	Yes
BA-521	96	Proposed Route	New Road, Bladed	PV	Other	BA-525	1.0	177.6	35	14	0.14	0.06	0.09	Yes	No	Yes	No	No	Yes
BA-522	96	Proposed Route	New Road, Bladed	PV	Other	BA-525	1.0	687.3	35	14	0.55	0.22	0.33	No	No	Yes	No	No	Yes
BA-523	96	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-525	1.0	707.2	30	14	0.49	0.23	0.26	No	No	Yes	No	No	Yes
BA-524	96	Proposed Route	New Road, Primitive	PV	Other	BA-525	1.0	452.4	16	10	0.17	0.10	0.06	Yes	No	Yes	No	No	Yes
BA-525	96	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	846.5	30	14	0.58	0.27	0.31	No	Yes	Yes	Yes	No	Yes
BA-525	96	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	789.4	30	14	0.54	0.25	0.29	No	No	Yes	No	No	Yes
BA-526	97	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	328.6	16	10	0.12	0.08	0.05	Yes	No	Yes	No	No	Yes
BA-527	97	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	868.7	30	14	0.60	0.28	0.32	No	Yes	Yes	Yes	No	Yes
BA-528	97	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	228.4	16	10	0.08	0.05	0.03	Yes	No	Yes	No	No	Yes
BA-529	97	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1,504.6	35	14	1.21	0.48	0.73	No	Yes	Yes	Yes	Yes	Yes
BA-530	97	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	343.4	16	14	0.09	0.08	0.01	No	Yes	Yes	Yes	Yes	Yes
BA-531	97	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	313.2	16	10	0.12	0.07	0.04	Yes	No	Yes	No	Yes	Yes
BA-532	97	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	620.2	16	14	0.16	0.14	0.02	No	Yes	Yes	Yes	Yes	Yes
BA-533	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,425.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-534	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11,873.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-535	97	Proposed Route	New Road, Primitive	PV	No	NA	1.0	328.6	16	10	0.12	0.08	0.05	Yes	No	Yes	No	Yes	Yes
BA-536	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,326.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-537	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	903.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-538	97	Proposed Route	New Road, Primitive	PV	No	NA	1.0	309.5	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	Yes

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
BA-539	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,642.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-540	97	Proposed Route	New Road, Primitive	PV	No	NA	1.0	378.5	16	10	0.14	0.09	0.05	Yes	No	Yes	No	Yes	Yes
BA-541	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	894.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-542	97	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-541	0.7	331.9	16	14	0.09	0.07	0.01	Yes	No	Yes	No	Yes	Yes
BA-543	97	Proposed Route	New Road, Primitive	PV	Other	BA-541	1.0	264.1	16	10	0.10	0.06	0.04	Yes	No	Yes	No	Yes	Yes
BA-544	97	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-541	0.7	3,560.6	16	14	0.92	0.80	0.11	No	No	Yes	No	Yes	Yes
BA-545	97	Proposed Route	New Road, Bladed	PV	Other	BA-541	1.0	126.2	35	14	0.10	0.04	0.06	No	No	Yes	No	Yes	Yes
BA-546	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,994.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-547	97	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	106.6	16	10	0.04	0.02	0.01	Yes	No	Yes	No	Yes	Yes
BA-548	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,440.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-549	97	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	331.9	16	10	0.12	0.08	0.05	Yes	No	Yes	No	Yes	Yes
BA-550	97	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,349.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-551	97	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	326.1	16	10	0.12	0.07	0.04	Yes	No	Yes	No	Yes	Yes
BA-552	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	888.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-553	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	387.4	16	10	0.14	0.09	0.05	Yes	No	Yes	No	Yes	Yes
BA-554	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,136.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-555	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	446.3	16	10	0.16	0.10	0.06	Yes	No	Yes	No	Yes	Yes
BA-556	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,068.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-557	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	295.7	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	Yes
BA-558	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	940.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-559	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	284.7	16	10	0.10	0.07	0.04	Yes	No	Yes	No	Yes	Yes
BA-560	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,135.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-561	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	191.2	16	10	0.07	0.04	0.03	Yes	No	Yes	No	Yes	Yes
BA-562	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,800.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-563	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	243.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-564	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	273.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-565	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,301.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-566	98	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,432.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-567	98	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	850.2	35	14	0.68	0.27	0.41	No	No	Yes	No	Yes	Yes
BA-568	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	1,570.2	16	10	0.58	0.36	0.22	No	No	Yes	No	Yes	Yes
BA-569	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	307.4	16	10	0.11	0.07	0.04	Yes	No	Yes	No	Yes	Yes
BA-570	98	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-565	1.0	1,566.3	30	14	1.08	0.50	0.58	No	No	Yes	No	Yes	Yes
BA-571	98	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-565	1.0	1,488.0	30	14	1.02	0.48	0.55	No	No	Yes	No	Yes	Yes
BA-572	98	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	1,048.6	35	14	0.84	0.34	0.51	No	No	Yes	No	Yes	Yes
BA-573	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	257.7	16	10	0.09	0.06	0.04	Yes	No	Yes	No	Yes	Yes
BA-574	98	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	716.0	16	10	0.26	0.16	0.10	No	No	Yes	No	Yes	Yes
BA-575	98	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	898.2	35	14	0.72	0.29	0.43	Yes	No	Yes	No	Yes	Yes
BA-576	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,217.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-577	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	816.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-578	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,043.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-579	99	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	5,081.2	35	14	4.08	1.63	2.45	No	No	Yes	No	Yes	Yes
BA-580	99	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,079.1	16	14	0.28	0.24	0.03	No	Yes	Yes	Yes	Yes	No
BA-581	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,530.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-582	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	325.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-583	99	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	144.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-584	100	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	8,328.1	35	14	6.69	2.68	4.01	No	No	Yes	No	Yes	No
BA-584	100	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	781.3	35	14	0.63	0.25	0.38	No	Yes	Yes	Yes	Yes	No
BA-585	100	Proposed Route	New Road, Primitive	PV	Other	BA-586	1.0	788.7	16	10	0.29	0.18	0.11	Yes	No	Yes	No	Yes	No
BA-586	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,610.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-587	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	324.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-588	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	357.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-589	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,076.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-590	100	Proposed Route	New Road, Primitive	PV	Other	BA-592	1.0	1,452.2	16	10	0.53	0.33	0.20	No	No	Yes	No	Yes	No
BA-591	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,887.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-592	100	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	662.6	35	14	0.53	0.21	0.32	No	No	Yes	No	Yes	No
BA-593	100	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	864.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
BA-594	100	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1,616.4	16	10	0.59	0.37	0.22	No	No	Yes	No	Yes	No
BA-595	100	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	3,340.6	35	14	2.68	1.07	1.61	No	No	Yes	No	Yes	No
BA-596	100	Proposed Route	New Road, Bladed	PV	Other	BA-595	1.0	177.5	35	14	0.14	0.06	0.09	Yes	No	Yes	No	Yes	No
BA-597	101	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	2,527.4	35	14	2.03	0.81	1.22	No	No	Yes	No	Yes	No
BA-598	101	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	817.4	35	14	0.66	0.26	0.39	Yes	No	Yes	No	Yes	No
MA-001	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,740.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-002	101	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	1,025.9	35	14	0.82	0.33	0.49	No	No	Yes	No	Yes	No
MA-002	101	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	3,607.7	35	14	2.90	1.16	1.74	No	No	Yes	No	Yes	No
MA-002	101	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2,116.2	35	14	1.70	0.68	1.02	No	No	Yes	No	Yes	No
MA-003	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	749.1	16	10	0.28	0.17	0.10	Yes	No	Yes	No	Yes	No
MA-004	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	283.5	16	10	0.10	0.07	0.04	Yes	No	Yes	No	Yes	No
MA-005	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	653.8	16	10	0.24	0.15	0.09	Yes	No	Yes	No	Yes	No
MA-006	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	336.2	16	10	0.12	0.08	0.05	Yes	No	Yes	No	Yes	No
MA-007	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	55.8	16	10	0.02	0.01	0.01	Yes	No	Yes	No	Yes	No
MA-008	101	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	375.5	35	14	0.30	0.12	0.18	No	No	Yes	No	Yes	No
MA-009	101	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	114.4	35	14	0.09	0.04	0.06	No	No	Yes	No	Yes	No
MA-010	101	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	MA-028	1.0	153.6	30	14	0.11	0.05	0.06	No	No	Yes	No	Yes	No
MA-011	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	133.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-012	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	157.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-013	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	91.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-014	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	638.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-015	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	1,007.4	16	10	0.37	0.23	0.14	No	No	Yes	No	Yes	No
MA-016	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	647.2	16	10	0.24	0.15	0.09	Yes	No	Yes	No	Yes	No
MA-017	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-028	0.7	1,951.7	16	14	0.50	0.44	0.06	No	No	Yes	No	Yes	No
MA-018	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	451.5	16	10	0.17	0.10	0.06	No	No	Yes	No	Yes	No
MA-019	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,852.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-020	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	152.8	16	10	0.06	0.04	0.02	Yes	No	Yes	No	Yes	No
MA-021	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	82.4	16	10	0.03	0.02	0.01	Yes	No	Yes	No	Yes	No
MA-022	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	654.7	16	10	0.24	0.15	0.09	No	No	Yes	No	Yes	No
MA-023	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	158.3	16	10	0.06	0.04	0.02	Yes	No	Yes	No	Yes	No
MA-024	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-028	0.7	617.7	16	14	0.16	0.14	0.02	No	No	Yes	No	Yes	No
MA-025	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	504.2	16	10	0.19	0.12	0.07	No	No	Yes	No	Yes	No
MA-026	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	44.9	16	10	0.02	0.01	0.01	Yes	No	Yes	No	Yes	No
MA-027	101	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	300.6	16	10	0.11	0.07	0.04	No	No	Yes	No	Yes	No
MA-028	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	874.8	16	14	0.22	0.20	0.03	No	No	Yes	No	Yes	No
MA-029	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	589.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-030	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1,315.5	16	14	0.34	0.30	0.04	No	No	Yes	No	Yes	No
MA-031	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	253.3	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
MA-032	101	Proposed Route	New Road, Primitive	PV	Other	MA-030	1.0	240.7	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
MA-033	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,930.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-034	101	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	420.1	16	10	0.15	0.10	0.06	NA	NA	No	No	No	No
MA-035	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-030	0.7	586.9	16	14	0.15	0.13	0.02	No	No	Yes	No	Yes	No
MA-036	101	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	263.0	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
MA-037	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	444.6	16	14	0.11	0.10	0.01	NA	NA	No	No	No	No
MA-038	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	568.2	16	14	0.15	0.13	0.02	NA	NA	No	No	No	No
MA-039	101	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	294.9	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MA-040	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	776.1	16	14	0.20	0.17	0.02	NA	NA	No	No	No	No
MA-041	101	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	51.0	16	10	0.02	0.01	0.01	NA	NA	No	No	No	No
MA-042	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	599.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-043	101	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	875.6	16	10	0.32	0.20	0.12	NA	NA	No	No	No	No
MA-044	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	187.8	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
MA-045	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	865.8	16	14	0.22	0.19	0.03	NA	NA	No	No	No	No
MA-046	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	500.4	16	14	0.13	0.11	0.02	NA	NA	No	No	No	No
MA-047	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,133.0	16	14	0.55	0.48	0.07	NA	NA	No	No	No	No
MA-048	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,656.4	16	10	0.61	0.38	0.23	NA	NA	No	No	No	No
MA-049	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,615.8	16	14	0.42	0.36	0.05	NA	NA	No	No	No	No
MA-050	102	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,003.8	35	14	0.81	0.32	0.48	NA	NA	No	No	No	No
MA-051	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	913.4	16	10	0.34	0.21	0.13	NA	NA	No	No	No	No
MA-052	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	271.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-053	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	741.6	16	14	0.19	0.17	0.02	NA	NA	No	No	No	No
MA-054	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,338.2	16	10	0.49	0.31	0.18	NA	NA	No	No	No	No
MA-055	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	167.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-056	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	553.5	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
MA-057	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	91.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-058	102	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	698.6	16	10	0.26	0.16	0.10	NA	NA	No	No	No	No
MA-059	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	227.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-060	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,746.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-061	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4,150.3	16	14	1.07	0.93	0.13	NA	NA	No	No	No	No
MA-062	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	445.8	16	14	0.11	0.10	0.01	NA	NA	No	No	No	No
MA-063	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,517.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-064	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5,773.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-065	102	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,247.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-066	102	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,401.2	35	14	3.54	1.41	2.12	NA	NA	No	No	No	No
MA-067	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4,084.2	16	14	1.05	0.92	0.13	NA	NA	No	No	No	No
MA-068	102	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,957.3	35	14	1.57	0.63	0.94	NA	NA	No	No	No	No
MA-069	102	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	212.1	35	14	0.17	0.07	0.10	NA	NA	No	No	No	No
MA-070	103	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11,847.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-071	103	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,081.4	35	14	3.28	1.31	1.97	NA	NA	No	No	No	No
MA-072	103	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	836.7	35	14	0.67	0.27	0.40	NA	NA	No	No	No	No
MA-073	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,495.5	16	14	0.38	0.34	0.05	NA	NA	No	No	No	No
MA-074	103	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	616.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-075	103	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	6,619.9	35	14	5.32	2.13	3.19	NA	NA	No	No	No	No
MA-076	103	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	200.2	35	14	0.16	0.06	0.10	NA	NA	No	No	No	No
MA-077	103	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	8,768.2	35	14	7.05	2.82	4.23	NA	NA	No	No	No	No
MA-078	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,773.7	16	14	0.46	0.40	0.06	NA	NA	No	No	No	No
MA-079	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6,815.0	16	14	1.75	1.53	0.22	NA	NA	No	No	No	No
MA-080	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,607.0	35	14	1.29	0.52	0.77	NA	NA	No	No	No	No
MA-081	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2,350.4	35	14	1.89	0.76	1.13	NA	NA	No	No	No	No
MA-082	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4,822.3	16	14	1.24	1.08	0.15	NA	NA	No	No	No	No
MA-083	104	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,152.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-084	104	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,979.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-085	104	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	544.9	16	10	0.20	0.13	0.08	NA	NA	No	No	No	No
MA-086	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6,660.2	35	14	5.35	2.14	3.21	NA	NA	No	No	No	No
MA-087	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	182.0	35	14	0.15	0.06	0.09	NA	NA	No	No	No	No

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							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-088	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	5,747.4	35	14	4.62	1.85	2.77	NA	NA	No	No	No	No
MA-089	104	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	120.5	35	14	0.10	0.04	0.06	NA	NA	No	No	No	No
MA-090	105	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	19,259.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-091	105	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	10,475.7	35	14	8.42	3.37	5.05	NA	NA	No	No	No	No
MA-092	105	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,593.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-093	105	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	477.7	35	14	0.38	0.15	0.23	NA	NA	No	No	No	No
MA-094	105	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,472.0	16	10	0.54	0.34	0.20	NA	NA	No	No	No	No
MA-095	105	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	9,345.2	35	14	7.51	3.00	4.51	NA	NA	No	No	No	No
MA-096	106	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,440.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-097	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	808.6	35	14	0.65	0.26	0.39	NA	NA	No	No	No	No
MA-098	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	9,365.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-099	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,236.8	35	14	3.40	1.36	2.04	NA	NA	No	No	No	No
MA-100	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	238.3	35	14	0.19	0.08	0.11	NA	NA	No	No	No	No
MA-101	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	382.6	35	14	0.31	0.12	0.18	NA	NA	No	No	No	No
MA-102	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	971.3	35	14	0.78	0.31	0.47	NA	NA	No	No	No	No
MA-103	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,331.9	35	14	1.07	0.43	0.64	NA	NA	No	No	No	No
MA-104	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	18,792.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-105	106	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	285.9	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MA-106	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	622.7	35	14	0.50	0.20	0.30	NA	NA	No	No	No	No
MA-107	106	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,854.6	16	10	0.68	0.43	0.26	NA	NA	No	No	No	No
MA-108	106	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	7,055.3	35	14	5.67	2.27	3.40	NA	NA	No	No	No	No
MA-109	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,113.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-110	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,114.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-111	107	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	9,888.4	35	14	7.95	3.18	4.77	NA	NA	No	No	No	No
MA-112	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,614.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-113	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	445.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-114	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-115	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	939.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-116	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,030.0	16	10	0.38	0.24	0.14	NA	NA	No	No	No	No
MA-117	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,465.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-118	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	106.6	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MA-119	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3,043.1	16	10	1.12	0.70	0.42	NA	NA	No	No	No	No
MA-120	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	284.7	16	10	0.10	0.07	0.04	NA	NA	No	No	No	No
MA-121	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,439.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-122	108	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,323.2	16	14	0.34	0.30	0.04	NA	NA	No	No	No	No
MA-123	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,411.1	16	10	0.52	0.32	0.19	NA	NA	No	No	No	No
MA-124	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	678.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-125	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,150.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-126	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,915.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-127	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,470.0	16	10	0.54	0.34	0.20	NA	NA	No	No	No	No
MA-128	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,058.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-129	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	448.1	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
MA-130	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,929.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-131	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	370.0	16	10	0.14	0.08	0.05	NA	NA	No	No	No	No
MA-132	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11,440.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-133	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,317.1	16	10	0.48	0.30	0.18	NA	NA	No	No	No	No
MA-134	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,468.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-135	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	592.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-136	108	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	101.0	35	14	0.08	0.03	0.05	NA	NA	No	No	No	No
MA-137	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	97.1	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MA-138	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	282.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-139	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,651.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-140	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,196.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-141	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	722.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-142	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	207.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-143	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	476.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-144	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,428.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-145	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	54.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-146	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	98.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-147	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	579.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-148	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,448.1	16	10	0.53	0.33	0.20	NA	NA	No	No	No	No
MA-149	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,431.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-150	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,782.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-151	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	968.5	16	10	0.36	0.22	0.13	NA	NA	No	No	No	No
MA-152	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	797.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-153	109	Proposed Route	New Road, Bladed	BLM	Other	MA-159	1.0	2,986.6	35	14	2.40	0.96	1.44	No	No	Yes	No	Yes	No
MA-154	109	Proposed Route	New Road, Primitive	BLM	Other	MA-159	1.0	142.3	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
MA-155	109	Proposed Route	New Road, Bladed	BLM	Other	MA-159	1.0	370.5	35	14	0.30	0.12	0.18	No	No	Yes	No	Yes	No
MA-156	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	946.7	16	14	0.24	0.21	0.03	No	Yes	Yes	Yes	Yes	No
MA-157	110	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	436.6	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
MA-158	109	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	2,945.6	16	10	1.08	0.68	0.41	No	No	Yes	No	Yes	No
MA-159	109	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1,715.7	16	10	0.63	0.39	0.24	No	No	Yes	No	Yes	No
MA-160	110	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	3,595.8	35	14	2.89	1.16	1.73	No	Yes	Yes	Yes	Yes	No
MA-161	109	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	527.0	16	14	0.14	0.12	0.02	No	Yes	Yes	Yes	Yes	No
MA-162	110	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	184.8	16	10	0.07	0.04	0.03	Yes	No	Yes	No	Yes	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-163	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	785.3	16	14	0.20	0.18	0.03	No	Yes	Yes	Yes	Yes	No
MA-164	110	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	208.8	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
MA-165	110	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	438.0	16	10	0.16	0.10	0.06	Yes	No	Yes	No	Yes	No
MA-166	110	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1,581.5	35	14	1.27	0.51	0.76	No	Yes	Yes	Yes	Yes	No
MA-167	110	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2,134.9	35	14	1.72	0.69	1.03	No	Yes	Yes	Yes	Yes	No
MA-168	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	888.9	16	14	0.23	0.20	0.03	No	Yes	Yes	Yes	Yes	No
MA-169	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,333.9	16	14	0.34	0.30	0.04	No	Yes	Yes	Yes	Yes	No
MA-170	110	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	487.8	35	14	0.39	0.16	0.24	NA	NA	No	No	No	No
MA-171	110	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	326.5	35	14	0.26	0.10	0.16	NA	NA	No	No	No	No
MA-172	110	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,930.0	35	14	1.55	0.62	0.93	No	No	Yes	No	Yes	No
MA-173	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,482.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-174	109	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	4,385.6	16	14	1.13	0.99	0.14	No	Yes	Yes	Yes	Yes	No
MA-175	110	Proposed Route	New Road, Bladed	BLM	Other	MA-172	1.0	1,759.1	35	14	1.41	0.57	0.85	No	No	Yes	No	Yes	No
MA-176	110	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	193.0	16	10	0.07	0.04	0.03	Yes	No	Yes	No	Yes	No
MA-177	110	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	3,857.0	35	14	3.10	1.24	1.86	No	No	Yes	No	Yes	No
MA-178	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,178.8	16	14	0.56	0.49	0.07	NA	NA	No	No	No	No
MA-179	110	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	382.0	16	10	0.14	0.09	0.05	No	No	Yes	No	Yes	No
MA-180	110	Proposed Route	New Road, Bladed	BLM	Other	MA-172	1.0	452.6	35	14	0.36	0.15	0.22	No	No	Yes	No	Yes	No
MA-181	110	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	349.5	16	10	0.13	0.08	0.05	Yes	No	Yes	No	Yes	No
MA-182	111	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5,581.0	16	14	1.43	1.26	0.18	No	Yes	Yes	Yes	Yes	No
MA-183	111	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,051.2	16	10	0.39	0.24	0.14	NA	NA	No	No	No	No
MA-184	111	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,023.7	35	14	0.82	0.33	0.49	NA	NA	No	No	No	No
MA-185	111	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3,861.1	35	14	3.10	1.24	1.86	NA	NA	No	No	No	No
MA-186	111	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	665.0	35	14	0.53	0.21	0.32	NA	NA	No	No	No	No
MA-187	111	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,616.7	16	14	0.42	0.36	0.05	No	Yes	Yes	Yes	Yes	No
MA-188	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	4,567.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-189	111	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,448.3	16	14	0.37	0.33	0.05	Yes	No	Yes	No	Yes	No
MA-190	111	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,038.9	16	14	0.27	0.23	0.03	Yes	No	Yes	No	Yes	No
MA-191	111	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	6,396.3	35	14	5.14	2.06	3.08	No	No	Yes	No	Yes	No
MA-192	112	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	359.8	30	14	0.25	0.12	0.13	No	Yes	Yes	Yes	Yes	No
MA-193	111	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,194.9	16	14	0.31	0.27	0.04	No	Yes	Yes	Yes	Yes	No
MA-194	111	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	886.8	35	14	0.71	0.29	0.43	Yes	No	Yes	No	Yes	No
MA-195	111	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	212.7	16	10	0.08	0.05	0.03	Yes	No	Yes	No	Yes	No
MA-196	112	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,437.9	35	14	1.16	0.46	0.69	Yes	No	Yes	No	Yes	No
MA-197	112	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2,112.2	35	14	1.70	0.68	1.02	No	Yes	Yes	Yes	Yes	No
MA-198	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	534.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-199	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	803.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-200	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,359.7	16	14	0.35	0.31	0.04	No	Yes	Yes	Yes	Yes	No
MA-201	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	12,850.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-202	112	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,002.5	35	14	0.81	0.32	0.48	Yes	No	Yes	No	Yes	No
MA-203	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2,154.0	16	14	0.55	0.48	0.07	No	Yes	Yes	Yes	Yes	No
MA-204	112	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,960.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-205	112	Proposed Route	New Road, Bladed	PV	No	NA	1.0	265.0	35	14	0.21	0.09	0.13	Yes	No	Yes	No	Yes	No
MA-206	112	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	792.2	35	14	0.64	0.25	0.38	Yes	No	Yes	No	Yes	No
MA-207	112	Double Mountain Alternative	New Road, Bladed	PV	No	NA	1.0	235.7	35	14	0.19	0.08	0.11	Yes	No	Yes	No	Yes	No
MA-208	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,501.7	16	14	0.39	0.34	0.05	No	Yes	Yes	Yes	Yes	No
MA-209	112	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,755.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-210	112	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,147.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-211	112	Proposed Route	New Road, Bladed	PV	Other	MA-210	1.0	568.4	35	14	0.46	0.18	0.27	Yes	No	Yes	No	Yes	No
MA-212	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,134.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-213	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	2,640.9	16	14	0.68	0.59	0.08	No	No	Yes	No	Yes	No
MA-214	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	146.7	16	14	0.04	0.03	0.00	No	No	Yes	No	Yes	No
MA-215	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	337.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-216	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	741.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-217	112	Proposed Route	New Road, Primitive	PV	Other	MA-210	1.0	692.1	16	10	0.25	0.16	0.10	Yes	No	Yes	No	Yes	No
MA-218	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	1,447.6	16	14	0.37	0.33	0.05	No	No	Yes	No	Yes	No
MA-219	112	Proposed Route	New Road, Bladed	PV	Other	MA-210	1.0	3,875.9	35	14	3.11	1.25	1.87	No	No	Yes	No	Yes	No
MA-220	113	Proposed Route	New Road, Primitive	PV	No	NA	1.0	2,244.0	16	10	0.82	0.52	0.31	No	Yes	Yes	Yes	Yes	No
MA-221	114	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	25,928.8	30	14	17.86	8.33	9.52	No	Yes	Yes	Yes	Yes	No
MA-222	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3,879.3	35	14	3.12	1.25	1.87	NA	NA	No	No	No	No
MA-223	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,676.1	35	14	3.76	1.50	2.25	NA	NA	No	No	No	No
MA-224	113	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,816.5	16	14	0.98	0.86	0.12	NA	NA	No	No	No	No
MA-225	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	493.6	30	14	0.34	0.16	0.18	NA	NA	No	No	No	No
MA-226	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,908.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-227	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,354.2	35	14	1.09	0.44	0.65	NA	NA	No	No	No	No
MA-228	113	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	610.5	16	10	0.22	0.14	0.08	NA	NA	No	No	No	No
MA-229	113	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	807.9	16	10	0.30	0.19	0.11	NA	NA	No	No	No	No
MA-230	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	332.6	30	14	0.23	0.11	0.12	NA	NA	No	No	No	No
MA-231	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	596.9	35	14	0.48	0.19	0.29	NA	NA	No	No	No	No
MA-232	113	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	653.4	16	10	0.24	0.15	0.09	NA	NA	No	No	No	No
MA-233	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,170.4	35	14	0.94	0.38	0.56	NA	NA	No	No	No	No
MA-234	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2,340.4	35	14	1.88	0.75	1.13	NA	NA	No	No	No	No
MA-235	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	792.9	35	14	0.64	0.25	0.38	NA	NA	No	No	No	No
MA-236	113	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	975.0	35	14	0.78	0.31	0.47	NA	NA	No	No	No	No
MA-237	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9,383.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-238	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BOR	NA	NA	0.7	2,750.6	16	14	0.71	0.62	0.09	NA	NA	No	No	No	No
MA-239	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	131.5	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
MA-240	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	261.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-241	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	252.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-242	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6,086.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-243	115	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	4,260.7	35	14	3.42	1.37	2.05	No	No	Yes	No	Yes	No
MA-244	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4,123.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-245	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,221.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-246	115	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3,261.2	30	14	2.25	1.05	1.20	No	Yes	Yes	Yes	Yes	No
MA-247	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,398.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-248	115	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	2,226.7	30	14	1.53	0.72	0.82	No	Yes	Yes	Yes	Yes	No
MA-249	115	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	713.6	16	10	0.26	0.16	0.10	No	Yes	Yes	Yes	Yes	No
MA-250	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1,076.6	16	14	0.28	0.24	0.03	No	Yes	Yes	Yes	Yes	No
MA-251	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	729.6	16	14	0.19	0.16	0.02	No	Yes	Yes	Yes	Yes	No
MA-252	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,086.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-253	115	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1,291.6	16	10	0.47	0.30	0.18	No	No	Yes	No	Yes	No
MA-254	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	650.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-255	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,178.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-256	115	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	131.5	16	10	0.05	0.03	0.02	Yes	No	Yes	No	Yes	No
MA-257	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,128.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-258	115	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	186.2	35	14	0.15	0.06	0.09	Yes	No	Yes	No	Yes	No
MA-259	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,505.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-260	117	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	162.6	16	10	0.06	0.04	0.02	Yes	No	Yes	No	Yes	No
MA-261	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,305.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-262	117	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	240.9	16	10	0.09	0.06	0.03	Yes	No	Yes	No	Yes	No
MA-263	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,023.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-264	117	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	100.1	16	10	0.04	0.02	0.01	Yes	No	Yes	No	Yes	No
MA-265	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	930.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-266	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	876.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-267	117	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2,183.2	35	14	1.75	0.70	1.05	No	No	Yes	No	Yes	No
MA-268	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	959.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-269	117	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	427.8	35	14	0.34	0.14	0.21	Yes	No	Yes	No	Yes	No
MA-270	117	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	760.6	30	14	0.52	0.24	0.28	No	Yes	Yes	Yes	Yes	No
MA-271	117	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	499.5	35	14	0.40	0.16	0.24	Yes	No	Yes	No	Yes	No
MA-272	117	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	842.5	30	14	0.58	0.27	0.31	No	Yes	Yes	Yes	Yes	No
MA-273	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	9,254.5	16	14	2.38	2.08	0.30	No	Yes	Yes	Yes	Yes	No
MA-274	117	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,268.1	35	14	1.02	0.41	0.61	Yes	No	Yes	No	Yes	No
MA-275	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	8,216.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-276	117	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	2,913.7	30	14	2.01	0.94	1.07	No	Yes	Yes	Yes	Yes	No
MA-277	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,289.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-278	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	60.6	16	14	0.02	0.01	0.00	No	Yes	Yes	Yes	Yes	No
MA-279	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	21,447.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-280	117	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1,897.2	35	14	1.52	0.61	0.91	No	Yes	Yes	Yes	Yes	No
MA-281	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,174.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-282	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	489.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-283	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2,828.2	16	14	0.73	0.64	0.09	No	Yes	Yes	Yes	Yes	No
MA-284	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,638.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-285	118	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,750.5	35	14	3.82	1.53	2.29	NA	NA	No	No	No	No
MA-286	118	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	965.1	35	14	0.78	0.31	0.47	NA	NA	No	No	No	No
MA-287	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	9,482.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-288	118	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	571.6	35	14	0.46	0.18	0.28	NA	NA	No	No	No	No
MA-289	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	22,709.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-289	NA	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	23,249.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-290	118	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4,468.5	35	14	3.59	1.44	2.15	NA	NA	No	No	No	No
MA-292	118	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6,357.6	35	14	5.11	2.04	3.06	NA	NA	No	No	No	No
MA-293	118	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	6,466.4	35	14	5.20	2.08	3.12	NA	NA	No	No	No	No
MA-294	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	9,615.0	35	14	7.73	3.09	4.64	NA	NA	No	No	No	No
MA-295	118	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	8,609.7	35	14	6.92	2.77	4.15	NA	NA	No	No	No	No
MA-296	118	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	418.8	35	14	0.34	0.13	0.20	NA	NA	No	No	No	No
MA-297	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	205.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-298	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	202.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-299	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	199.4	35	14	0.16	0.06	0.10	NA	NA	No	No	No	No
MA-300	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,202.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-301	118	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	8,100.8	35	14	6.51	2.60	3.91	NA	NA	No	No	No	No
MA-302	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	939.7	35	14	0.76	0.30	0.45	NA	NA	No	No	No	No
MA-303	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,480.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-304	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	4,337.0	35	14	3.48	1.39	2.09	NA	NA	No	No	No	No
MA-305	118	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4,629.2	30	14	3.19	1.49	1.70	NA	NA	No	No	No	No
MA-306	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	3,055.7	35	14	2.46	0.98	1.47	NA	NA	No	No	No	No
MA-307	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,279.5	35	14	1.03	0.41	0.62	NA	NA	No	No	No	No
MA-308	120	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	754.0	16	14	0.19	0.17	0.02	NA	NA	No	No	No	No
MA-309	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	528.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-310	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	524.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-311	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	83.2	35	14	0.07	0.03	0.04	NA	NA	No	No	No	No
MA-312	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	167.2	35	14	0.13	0.05	0.08	NA	NA	No	No	No	No

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							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-313	120	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	201.1	35	14	0.16	0.06	0.10	NA	NA	No	No	No	No
MA-314	119	Double Mountain Alternative	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6,212.4	16	14	1.60	1.40	0.20	NA	NA	No	No	No	No
MA-315	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,256.8	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-316	119	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	829.4	30	14	0.57	0.27	0.30	NA	NA	No	No	No	No
MA-317	122	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	222.9	35	14	0.18	0.07	0.11	NA	NA	No	No	No	No
MA-318	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1,086.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-319	119	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	631.4	16	10	0.23	0.14	0.09	NA	NA	No	No	No	No
MA-320	122	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,973.5	16	10	0.72	0.45	0.27	NA	NA	No	No	No	No
MA-321	119	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	3,843.7	16	10	1.41	0.88	0.53	NA	NA	No	No	No	No
MA-322	122	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	3,218.8	35	14	2.59	1.03	1.55	NA	NA	No	No	No	No
MA-323	119	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	207.8	16	10	0.08	0.05	0.03	NA	NA	No	No	No	No
MA-324	121	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	3,244.1	16	10	1.19	0.74	0.45	NA	NA	No	No	No	No
MA-325	121	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1,425.7	30	14	0.98	0.46	0.52	NA	NA	No	No	No	No
MA-326	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3,620.3	35	14	2.91	1.16	1.75	NA	NA	No	No	No	No
MA-327	122	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	4,001.1	35	14	3.21	1.29	1.93	NA	NA	No	No	No	No
MA-328	121	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	2,272.1	16	10	0.83	0.52	0.31	NA	NA	No	No	No	No
MA-329	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	539.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-330	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,481.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-330	122	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,481.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-332	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3,344.4	35	14	2.69	1.07	1.61	NA	NA	No	No	No	No
MA-333	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	357.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-333	122	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	357.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-334	121	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	4,456.6	16	10	1.64	1.02	0.61	NA	NA	No	No	No	No
MA-335	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	359.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-335	122	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	359.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-337	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2,017.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-338	122	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-338	122	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-339	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1,915.8	35	14	1.54	0.62	0.92	NA	NA	No	No	No	No
MA-340	122	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1,715.6	35	14	1.38	0.55	0.83	NA	NA	No	No	No	No
MA-341	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	2,265.9	35	14	1.82	0.73	1.09	NA	NA	No	No	No	No
MA-342	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	978.8	35	14	0.79	0.31	0.47	NA	NA	No	No	No	No
MA-343	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	190.5	35	14	0.15	0.06	0.09	NA	NA	No	No	No	No
MA-344	121	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	1,801.2	16	10	0.66	0.41	0.25	NA	NA	No	No	No	No
MA-345	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3,517.1	35	14	2.83	1.13	1.70	NA	NA	No	No	No	No
MA-346	121	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	868.6	30	14	0.60	0.28	0.32	NA	NA	No	No	No	No
MA-347	122	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,544.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-348	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1,416.1	35	14	1.14	0.46	0.68	NA	NA	No	No	No	No
MA-349	123	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	4,616.7	35	14	3.71	1.48	2.23	NA	NA	No	No	No	No
MA-350	121	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1,554.1	35	14	1.25	0.50	0.75	NA	NA	No	No	No	No
MA-351	122	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1,571.9	35	14	1.26	0.51	0.76	NA	NA	No	No	No	No
MA-352	122	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	182.0	35	14	0.15	0.06	0.09	NA	NA	No	No	No	No
MA-353	122	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	938.9	16	10	0.34	0.22	0.13	NA	NA	No	No	No	No
MA-354	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	7,775.0	16	14	2.00	1.75	0.25	NA	NA	No	No	No	No
MA-355	123	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	2,299.9	16	10	0.84	0.53	0.32	NA	NA	No	No	No	No
MA-356	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,353.0	16	14	0.35	0.30	0.04	No	Yes	Yes	Yes	Yes	No
MA-357	122	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2,004.2	30	14	1.38	0.64	0.74	NA	NA	No	No	No	No
MA-358	124	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	155.1	35	14	0.12	0.05	0.07	Yes	No	Yes	No	Yes	No
MA-359	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,319.6	16	14	0.34	0.30	0.04	No	Yes	Yes	Yes	Yes	No
MA-360	123	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	10,246.8	30	14	7.06	3.29	3.76	NA	NA	No	No	No	No
MA-361	124	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2,711.2	35	14	2.18	0.87	1.31	No	Yes	Yes	Yes	Yes	No
MA-362	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,286.2	16	14	0.59	0.51	0.07	NA	NA	No	No	No	No
MA-363	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	85.3	16	14	0.02	0.02	0.00	NA	NA	No	No	No	No
MA-364	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	939.5	35	14	0.75	0.30	0.45	NA	NA	No	No	No	No
MA-365	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,170.6	35	14	0.94	0.38	0.56	NA	NA	No	No	No	No
MA-366	124	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3,133.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-367	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,711.7	35	14	1.38	0.55	0.83	NA	NA	No	No	No	No
MA-368	124	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,528.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-369	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	194.7	35	14	0.16	0.06	0.09	NA	NA	No	No	No	No
MA-370	124	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,040.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-371	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	134.8	35	14	0.11	0.04	0.06	NA	NA	No	No	No	No
MA-372	124	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,061.0	16	14	0.27	0.24	0.03	NA	NA	No	No	No	No
MA-373	124	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	228.1	35	14	0.18	0.07	0.11	NA	NA	No	No	No	No
MA-374	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,054.4	16	14	0.27	0.24	0.03	NA	NA	No	No	No	No
MA-375	125	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	355.4	35	14	0.29	0.11	0.17	NA	NA	No	No	No	No
MA-376	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,252.9	16	14	0.32	0.28	0.04	NA	NA	No	No	No	No
MA-377	125	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	571.1	35	14	0.46	0.18	0.28	NA	NA	No	No	No	No
MA-378	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	270.1	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
MA-379	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,158.3	16	14	0.30	0.26	0.04	NA	NA	No	No	No	No
MA-380	125	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	576.9	35	14	0.46	0.19	0.28	NA	NA	No	No	No	No
MA-381	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	674.7	16	14	0.17	0.15	0.02	NA	NA	No	No	No	No
MA-382	125	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	242.2	35	14	0.19	0.08	0.12	NA	NA	No	No	No	No
MA-383	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,806.9	16	14	0.98	0.86	0.12	NA	NA	No	No	No	No
MA-384	125	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,998.5	16	10	0.73	0.46	0.28	NA	NA	No	No	No	No
MA-385	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	749.6	16	14	0.19	0.17	0.02	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-386	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,256.7	16	14	0.58	0.51	0.07	NA	NA	No	No	No	No
MA-387	125	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2,506.4	16	10	0.92	0.58	0.35	NA	NA	No	No	No	No
MA-388	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,676.7	16	14	0.69	0.60	0.09	NA	NA	No	No	No	No
MA-389	125	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2,135.4	30	14	1.47	0.69	0.78	NA	NA	No	No	No	No
MA-390	126	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,111.3	16	10	0.41	0.26	0.15	NA	NA	No	No	No	No
MA-391	126	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	11,622.1	16	14	2.99	2.61	0.37	No	Yes	Yes	Yes	Yes	No
MA-392	126	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,543.1	16	14	0.65	0.57	0.08	NA	NA	No	No	No	No
MA-393	126	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3,414.0	35	14	2.74	1.10	1.65	NA	NA	No	No	No	No
MA-394	127	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	6,994.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-395	126	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3,521.3	30	14	2.43	1.13	1.29	No	Yes	Yes	Yes	Yes	No
MA-396	127	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	3,562.6	35	14	2.86	1.15	1.72	No	No	Yes	No	Yes	No
MA-397	126	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	281.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-398	127	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	7,755.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-399	127	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	541.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-400	127	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	447.2	35	14	0.36	0.14	0.22	Yes	No	Yes	No	Yes	No
MA-401	127	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,141.3	16	14	0.29	0.26	0.04	No	Yes	Yes	Yes	Yes	No
MA-402	127	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	379.0	35	14	0.30	0.12	0.18	Yes	No	Yes	No	Yes	No
MA-403	127	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1,247.7	16	14	0.32	0.28	0.04	No	Yes	Yes	Yes	Yes	No
MA-404	127	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2,050.5	35	14	1.65	0.66	0.99	No	No	Yes	No	Yes	No
MA-405	127	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	426.5	16	14	0.11	0.10	0.01	No	Yes	Yes	Yes	Yes	No
MA-406	127	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	148.0	35	14	0.12	0.05	0.07	Yes	No	Yes	No	Yes	No
MA-407	127	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1,760.8	35	14	1.41	0.57	0.85	No	No	Yes	No	Yes	No
MA-408	127	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	5,577.0	35	14	4.48	1.79	2.69	No	No	Yes	No	Yes	No
MA-409	127	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	505.2	35	14	0.41	0.16	0.24	Yes	No	Yes	No	Yes	No
MA-410	127	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	3,504.1	35	14	2.82	1.13	1.69	No	No	Yes	No	Yes	No
MA-411	128	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1,173.5	16	10	0.43	0.27	0.16	No	No	Yes	No	Yes	No
MA-411	128	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	249.7	16	10	0.09	0.06	0.03	No	Yes	Yes	Yes	Yes	No
MA-412	128	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	239.6	16	10	0.09	0.06	0.03	No	Yes	Yes	Yes	Yes	No
MA-413	128	Proposed Route	New Road, Primitive	PV	Other	MA-420	1.0	1,351.2	16	10	0.50	0.31	0.19	No	No	Yes	No	Yes	No
MA-414	128	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	460.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-415	128	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	488.9	16	10	0.18	0.11	0.07	Yes	No	Yes	No	Yes	No
MA-416	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	526.1	16	14	0.14	0.12	0.02	No	Yes	Yes	Yes	Yes	No
MA-417	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	849.1	16	14	0.22	0.19	0.03	NA	NA	No	No	No	No
MA-418	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	57.0	16	14	0.01	0.01	0.00	NA	NA	No	No	No	No
MA-419	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1,310.3	16	14	0.34	0.29	0.04	NA	NA	No	No	No	No
MA-420	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2,608.9	16	14	0.67	0.59	0.08	No	No	Yes	No	Yes	No
MA-421	128	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,003.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-422	129	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	290.6	16	10	0.11	0.07	0.04	NA	NA	No	No	No	No
MA-423	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	4,129.6	16	14	1.06	0.93	0.13	NA	NA	No	No	No	No
MA-424	129	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	142.3	35	14	0.11	0.05	0.07	NA	NA	No	No	No	No
MA-425	129	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,824.1	30	14	1.26	0.59	0.67	NA	NA	No	No	No	No
MA-426	129	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	937.0	16	10	0.34	0.22	0.13	NA	NA	No	No	No	No
MA-427	129	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,683.1	30	14	1.16	0.54	0.62	NA	NA	No	No	No	No
MA-428	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	8,949.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-429	129	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	90.2	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MA-430	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	623.6	16	14	0.16	0.14	0.02	NA	NA	No	No	No	No
MA-431	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,195.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-432	129	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	95.1	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MA-433	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	439.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-434	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,441.1	16	14	0.88	0.77	0.11	NA	NA	No	No	No	No
MA-435	129	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	398.1	16	10	0.15	0.09	0.05	NA	NA	No	No	No	No
MA-436	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	466.1	16	14	0.12	0.10	0.01	NA	NA	No	No	No	No
MA-437	129	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	267.3	16	10	0.10	0.06	0.04	NA	NA	No	No	No	No
MA-438	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	941.8	16	14	0.24	0.21	0.03	NA	NA	No	No	No	No
MA-439	129	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	173.9	16	10	0.06	0.04	0.02	NA	NA	No	No	No	No
MA-440	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	466.3	16	14	0.12	0.10	0.01	NA	NA	No	No	No	No
MA-441	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	11,871.3	16	14	3.05	2.67	0.38	NA	NA	No	No	No	No
MA-442	129	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2,583.8	16	10	0.95	0.59	0.36	NA	NA	No	No	No	No
MA-443	131	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,656.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-444	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2,267.0	16	10	0.83	0.52	0.31	NA	NA	No	No	No	No
MA-445	130	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	257.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-446	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,247.3	16	14	0.58	0.51	0.07	NA	NA	No	No	No	No
MA-447	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	447.5	16	10	0.16	0.10	0.06	NA	NA	No	No	No	No
MA-448	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	4,142.3	30	14	2.85	1.33	1.52	NA	NA	No	No	No	No
MA-449	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,017.0	16	10	0.37	0.23	0.14	NA	NA	No	No	No	No
MA-450	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,450.7	16	14	0.89	0.78	0.11	NA	NA	No	No	No	No
MA-451	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	325.2	16	10	0.12	0.07	0.04	NA	NA	No	No	No	No
MA-452	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,670.2	16	14	0.94	0.83	0.12	NA	NA	No	No	No	No
MA-453	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	106.8	16	10	0.04	0.02	0.01	NA	NA	No	No	No	No
MA-454	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,370.1	16	14	0.35	0.31	0.04	NA	NA	No	No	No	No
MA-455	131	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	820.5	16	10	0.30	0.19	0.11	NA	NA	No	No	No	No
MA-456	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1,272.5	30	14	0.88	0.41	0.47	NA	NA	No	No	No	No
MA-457	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,113.9	35	14	0.90	0.36	0.54	NA	NA	No	No	No	No
MA-458	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2,202.0	30	14	1.52	0.71	0.81	NA	NA	No	No	No	No
MA-459	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,633.8	35	14	1.31	0.53	0.79	NA	NA	No	No	No	No

Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Direct Impacts Calculation							Indirect Impact Consideration				Sage-grouse	Elk
							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-460	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,577.0	35	14	1.27	0.51	0.76	NA	NA	No	No	No	No
MA-461	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	564.7	35	14	0.45	0.18	0.27	NA	NA	No	No	No	No
MA-462	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1,481.7	30	14	1.02	0.48	0.54	NA	NA	No	No	No	No
MA-463	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,426.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-464	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2,557.4	35	14	2.05	0.82	1.23	NA	NA	No	No	No	No
MA-465	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	5,579.9	30	14	3.84	1.79	2.05	NA	NA	No	No	No	No
MA-466	132	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	335.2	35	14	0.27	0.11	0.16	NA	NA	No	No	No	No
MA-467	133	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	920.9	35	14	0.74	0.30	0.44	NA	NA	No	No	No	No
MA-468	133	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2,549.9	30	14	1.76	0.82	0.94	NA	NA	No	No	No	No
MA-469	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,349.1	16	14	0.60	0.53	0.08	NA	NA	No	No	No	No
MA-470	133	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	861.5	35	14	0.69	0.28	0.42	NA	NA	No	No	No	No
MA-471	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3,841.4	16	14	0.99	0.86	0.12	NA	NA	No	No	No	No
MA-472	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	220.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-473	133	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6,756.9	35	14	5.43	2.17	3.26	NA	NA	No	No	No	No
MA-474	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	10,784.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-475	133	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2,594.1	35	14	2.08	0.83	1.25	NA	NA	No	No	No	No
MA-476	133	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,065.6	16	10	0.39	0.24	0.15	NA	NA	No	No	No	No
MA-477	133	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	334.1	16	10	0.12	0.08	0.05	NA	NA	No	No	No	No
MA-478	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	410.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-479	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,130.8	16	14	0.29	0.25	0.04	NA	NA	No	No	No	No
MA-480	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,636.7	16	14	0.42	0.37	0.05	NA	NA	No	No	No	No
MA-481	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	758.0	16	14	0.19	0.17	0.02	NA	NA	No	No	No	No
MA-482	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	826.2	16	14	0.21	0.19	0.03	NA	NA	No	No	No	No
MA-483	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	339.1	16	14	0.09	0.08	0.01	NA	NA	No	No	No	No
MA-484	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	305.7	16	14	0.08	0.07	0.01	NA	NA	No	No	No	No
MA-485	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	132.2	16	14	0.03	0.03	0.00	NA	NA	No	No	No	No
MA-486	133	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,416.5	16	10	0.52	0.33	0.20	NA	NA	No	No	No	No
MA-487	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	183.3	16	14	0.05	0.04	0.01	NA	NA	No	No	No	No
MA-488	133	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,818.6	16	10	0.67	0.42	0.25	NA	NA	No	No	No	No
MA-489	133	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	945.1	35	14	0.76	0.30	0.46	NA	NA	No	No	No	No
MA-490	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	4,123.7	16	10	1.51	0.95	0.57	NA	NA	No	No	No	No
MA-491	133	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	919.6	16	10	0.34	0.21	0.13	NA	NA	No	No	No	No
MA-492	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	948.5	16	10	0.35	0.22	0.13	NA	NA	No	No	No	No
MA-493	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	756.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-494	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	770.1	16	10	0.28	0.18	0.11	NA	NA	No	No	No	No
MA-495	NA	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,048.1	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-496	134	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2,289.7	16	14	0.59	0.52	0.07	NA	NA	No	No	No	No
MA-497	134	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,096.8	35	14	0.88	0.35	0.53	NA	NA	No	No	No	No
MA-498	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1,210.6	16	10	0.44	0.28	0.17	NA	NA	No	No	No	No
MA-499	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,577.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-500	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2,449.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-501	134	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,280.8	35	14	1.03	0.41	0.62	NA	NA	No	No	No	No
MA-502	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	406.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-503	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,648.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-504	134	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	830.8	35	14	0.67	0.27	0.40	NA	NA	No	No	No	No
MA-505	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,723.2	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-506	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	5,073.3	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-507	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	82.8	16	10	0.03	0.02	0.01	NA	NA	No	No	No	No
MA-508	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,040.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-509	134	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	491.2	35	14	0.39	0.16	0.24	NA	NA	No	No	No	No
MA-510	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	737.0	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-511	134	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	837.4	35	14	0.67	0.27	0.40	NA	NA	No	No	No	No
MA-512	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	536.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-513	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1,102.7	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-514	134	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	380.8	16	10	0.14	0.09	0.05	NA	NA	No	No	No	No
MA-515	135	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	189.3	16	10	0.07	0.04	0.03	NA	NA	No	No	No	No
MA-516	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8,650.5	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-517	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	686.6	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-518	135	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	461.5	16	10	0.17	0.11	0.06	NA	NA	No	No	No	No
MA-519	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	591.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-520	135	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	66.4	16	10	0.02	0.02	0.01	NA	NA	No	No	No	No
MA-521	135	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	9,551.3	16	14	2.46	2.15	0.31	NA	NA	No	No	No	No
MA-522	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3,746.9	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-523	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	5,379.4	0	0	0.00	0.00	0.00	NA	NA	No	No	No	No
MA-524	135	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	139.8	16	10	0.05	0.03	0.02	NA	NA	No	No	No	No
MA-525	135	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	4,049.6	16	14	1.04	0.91	0.13	NA	NA	No	No	No	No
MA-526	135	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2,602.2	35	14	2.09	0.84	1.25	NA	NA	No	No	No	No
MA-527	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	347.0	16	14	0.09	0.08	0.01	NA	NA	No	No	No	No
MA-528	135	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1,561.7	16	10	0.57	0.36	0.22	NA	NA	No	No	No	No
MA-529	135	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	458.0	16	10	0.17	0.11	0.06	NA	NA	No	No	No	No
MA-530	136	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	588.2	16	10	0.22	0.14	0.08	NA	NA	No	No	No	No
MA-531	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2,016.5	16	14	0.52	0.45	0.06	NA	NA	No	No	No	No
MA-532	136	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,785.9	16	10	1.02	0.64	0.38	NA	NA	No	No	No	No
MA-533	136	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2,813.9	16	10	1.03	0.65	0.39	NA	NA	No	No	No	No
MA-534	136	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	398.3	16	10	0.15	0.09	0.05	NA	NA	No	No	No	No

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							Percent Modification	Road Length (feet)	Constr. Width (feet)	Operation Width (feet)	Constr. Disturbance (acres)	Operation Disturbance (acres)	Temporary Disturbance (acres)	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect		
MA-535	136	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1,126.4	30	14	0.78	0.36	0.41	NA	NA	No	No	No	No
MA-536	136	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	442.2	35	14	0.36	0.14	0.21	NA	NA	No	No	No	No
MA-538	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	8,180.9	16	14	2.10	1.84	0.26	NA	NA	No	No	No	No
MA-539	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1,249.8	16	14	0.32	0.28	0.04	NA	NA	No	No	No	No
MA-540	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	150.8	16	14	0.04	0.03	0.00	NA	NA	No	No	No	No
MA-541	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	591.4	16	14	0.15	0.13	0.02	NA	NA	No	No	No	No
MA-542	136	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1,784.0	35	14	1.43	0.57	0.86	NA	NA	No	No	No	No
MA-544	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6,125.4	16	14	1.57	1.38	0.20	NA	NA	No	No	No	No
MA-544	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	266.1	16	14	0.07	0.06	0.01	NA	NA	No	No	No	No
OW-001	136	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	4,593.3	30	14	3.16	1.48	1.69	No	Yes	Yes	Yes	Yes	No
OW-001	136	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2,786.5	30	14	1.92	0.90	1.02	NA	NA	No	No	No	No
OW-007	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	613.9	16	14	0.16	0.14	0.02	NA	NA	No	No	No	No
OW-007	136	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	646.9	16	14	0.17	0.15	0.02	NA	NA	No	No	No	No