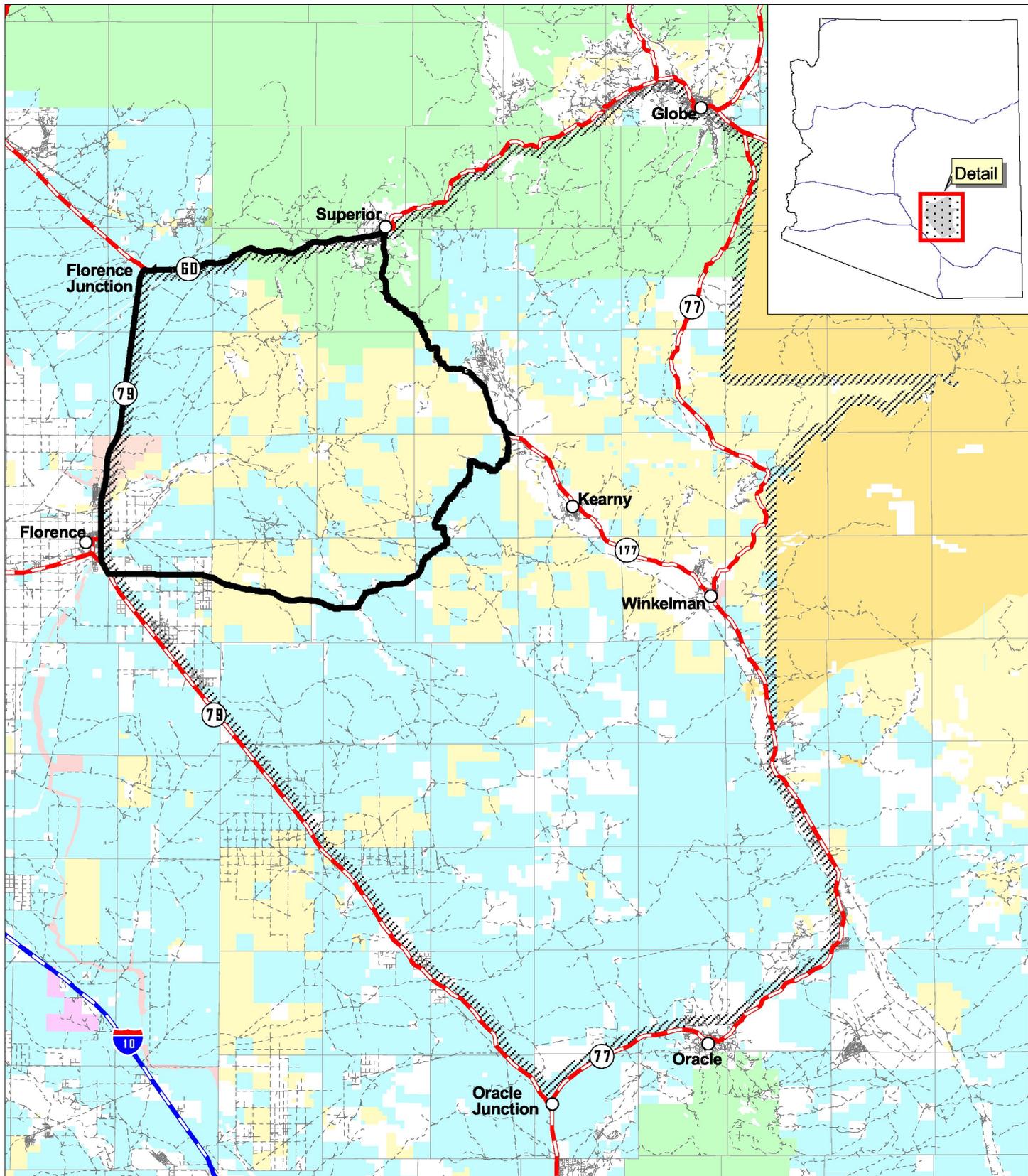


Middle Gila Conservation Partnership MOTORIZED ROUTE EVALUATION

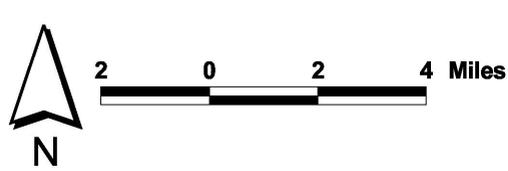
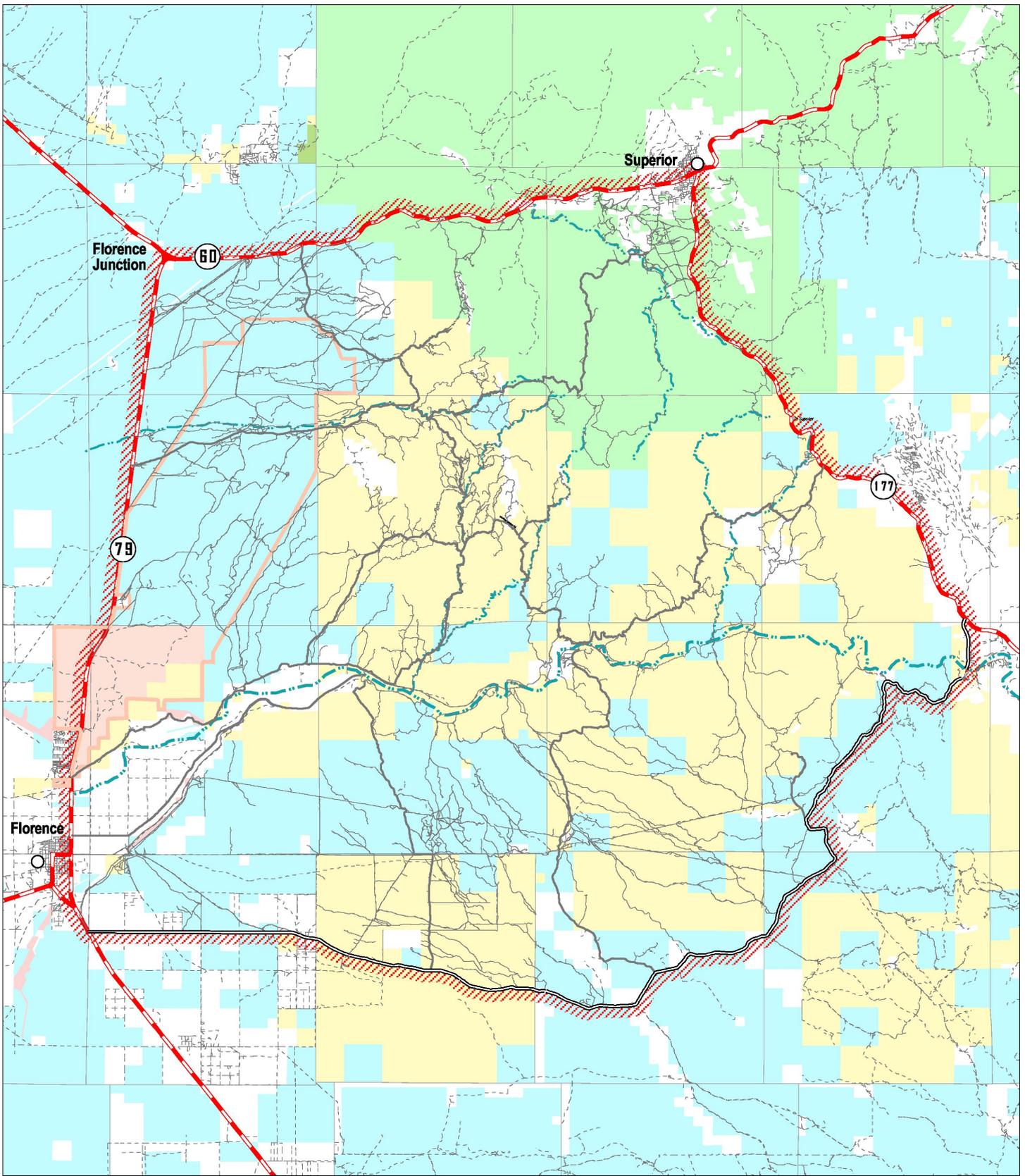


September 2005



- General Ownership**
- BLM
 - BOR
 - USFS
 - State
 - Indian Lands
 - Military
 - State & County Parks
 - Private

- Map 1.**
Middle Gila Conservation Partnership Area
- Partnership Area of Interest
 - Special Project Area



- General Ownership**
- BLM
 - BOR
 - USFS
 - State
 - Military
 - Military Training Area

Map 2.
Land Status of MGCP Special Project Area

- Special Project Area
- Motorized Route Inventory

Middle Gila Conservation Partnership
MOTORIZED ROUTE EVALUATION
September 2005

EXECUTIVE SUMMARY

The Middle Gila Conservation Partnership is an advocate for keeping a large block of Bureau of Land Management (BLM), Forest Service and State Trust Lands in Federal public and State Trust ownership for public recreation, military training, ranching, mining and conservation purposes. These lands, in the Florence/Kelvin/Superior area of eastern Pinal and southwestern Gila Counties, Arizona should not be transferred to private ownership for expansion of residential development into the area.

A coordinated system of roads and trails across the BLM, Forest Service and State Trust lands should be developed and authorized by the land managing agencies and county governments to provide for public access in ways that will continue the natural resource uses and military training activities on these lands, provide for a variety of public recreation uses, and protect the scenic, environmental and cultural values that the public wants to enjoy.

The MGCP is providing information, analyses and recommendations on motorized access routes to help the land managing agencies and the Counties develop a coordinated access route system for this area.

BACKGROUND OF THE MGCP

The Middle Gila Conservation Partnership (MGCP) is a group of people who have a common interest in the public use and conservation of a large block of federal and State Trust lands in eastern Pinal and southern Gila Counties, Arizona. The Partnership is loosely composed of representatives of federal and state agencies, recreation user groups, environmental organizations, and ranching and mining interests.

The partnership originated in September 2001, when a small group of people associated with the Bureau of Land Management's (BLM) Resource Advisory Council and representatives of the BLM, State Land Department and State Game and Fish Department met in Florence, Arizona to identify recreation issues and concerns for the greater Martinez Canyon area. This led to the formation of the Middle Gila Conservation Partnership which has been meeting almost monthly for four years.

Most of the MGCP meetings have been held Florence, with some in Phoenix and Tucson to reach different audiences. Open House meetings have been held in Apache Junction, Hayden and Oracle. All of the meetings have been open to anyone who has an interest in the area, and the MGCP maintains a mailing list of several hundred people in government agencies and public land user and interest groups who are notified of meeting dates and kept informed of the activities of the MGCP.

The MGCP's area of concern is the large, 1.2 million acre block of Federal, State and private lands that extends from Florence Junction and Superior southward to Oracle, and is bounded by US Highway 60 on the north, State Highway 79 on the west and State Highway 77 on the east and south, as shown on Map 1. The MGCP has prepared Vision and Mission Statements and Goals and Objectives which describe the Partnership's desired future conditions for the area and the collaborative planning activities the Partnership wants to participate in to help reach these conditions.

MGCP supports:

- mining, grazing and military uses on these lands,
- managing the heavy and increasing public recreation uses of these lands, and
- protecting the scenic, natural and cultural resources of the area which the public comes to enjoy.

MGCP's Vision Statement:

That the Middle Gila Conservation Area is conserved, managed and enjoyed with ensured access for multiple-use, while recognizing, respecting and sustaining all property rights.

The MGCP's Mission Statement and Goals and Objectives for accomplishing this Vision are included as Attachment 1.

Since motorized recreational activities are a major public use of this area, the MGCP has completed a motorized route evaluation study of the most heavily used lands, designated as the MGCP Special Project Area, which are located north of the Florence-Kelvin Road as shown on Map 1.

DESCRIPTION OF THE MGCP'S SPECIAL PROJECT AREA

This Special Project Area consists of 232,700 acres of mostly Federal and State lands with spectacular landscapes, important plant and animal communities, and a long history of public use.

The land ownership in the Special Project Area is about 53% Federal, 37% State and 10% private as shown below.

Federal - 123,820 acres administered by:

- BLM (including Bureau of Reclamation withdrawn lands) (97,170 acres)
- Forest Service (26,650 acres)

State - 87,400 acres administered by:

- State Land Department (83,540 acres)
- Arizona National Guard (3860 acres)

Private: - 21,480 acres

The Special Project Area contains three major land management 'jurisdictions' with differing land characteristics and management objectives.

The State Trust lands are located in the western and southern portions of the area. Most of the Trust lands are relatively flat Sonoran Desert terrain. The State Land Department has little or no on-the-ground management presence, and currently has no long term management plans other than to obtain income for the Trust beneficiaries from the lease or sale of these lands. The military use and much of the public recreation activity takes place on the State lands.

The BLM lands are located on the low mountains and deep canyons in the central portion of the area. There is high level of recreation use on the BLM lands, and BLM has a wide variety of management responsibilities ranging from a Wilderness Area to OHV recreation events. The BLM is currently updating their Resource Management Plans for the area. Land disposal by land exchange or public sale are an option for some of the BLM lands.

The National Forest lands are on the higher mountain ranges in the northeastern portion of the area. These lands have more dense vegetation. There is more on-the-ground management presence; and there is greater assurance that most of these lands will remain in long term federal ownership for public uses.

Together the three jurisdictions comprise an area of spectacular landscapes that make the area a recreation 'destination' for many people, a source of a variety of natural resource products, and a site for various public uses.

Notable geographic features include the Gila River, Martinez Canyon, Box Canyon, Cottonwood Wash, and the White Canyon Wilderness Area. Cultural features include pre-historic remnants, trails, old mine workings, mill facilities, homesteads, coke ovens, corrals, and windmills.

Most of the visitors to the area come for outdoor recreation purposes - hunting, camping, hiking, sightseeing, touring and off-highway-vehicle activities and events. Most of the lands are leased for livestock grazing, but are not heavily used by livestock. Mining activities include several active rock product operations and an underground copper mine near Superior. A large open pit copper mine is being planned on private land near Kelvin, and another major copper deposit has been discovered deep beneath National Forest lands southeast of Superior. The Arizona National Guard leases about 19,000 acres of State Trust lands in the northwestern portion of the area for the Florence Military Reservation, and uses the land for artillery and other military training purposes on many weekends during the year.

The area has a long history of human activities beginning with Native American occupation, early Spanish exploration and later anglo-european settlement. Many of the roads which are transportation corridors today began as foot trails. An influx of prospectors and miners in the late 1800s created an early road system, mined gold, silver and copper, and left behind prospect pits and old mine workings that are now cultural attractions. In the 1870s, Florence was one of the largest towns in Arizona. It was the trade center for the farm families who homesteaded and patented the agricultural lands along the Gila River, and the ranchers who developed waters and built the fences, corrals and roads for livestock grazing on the mountainous lands north and south of the Gila River.

Military presence in the area began in the 1870's with the establishment of various military posts like Camp Picket Post on Queen Creek at the north end of the area. Later, in 1912, President Taft signed Executive Order 1633 which reserved a block of Federal land north of Florence 'for military purposes for use of the National Guard of Arizona as a rifle range'. In the 1970's, the Arizona National Guard leased additional State lands north of the rifle range, and built roads, firing boxes, and impact areas to create the artillery training range that is now known as the Florence Military Reservation (FMR).

The recreation users started coming in the mid-1900's, beginning with the hunters and campers, and more recently the off-highway-vehicle users who now heavily use the area for recreational activities and events, and who have expanded the network of roads and trails in the area.

INVENTORY OF MOTORIZED ROUTES

An inventory of the existing motorized roads and trails within the Special Projects Area has been made by the Enterprise Team. The Enterprise Team is a group of people within the Forest Service who, since 1999, have been funded by the Forest Service, the State Land Department and the BLM to make inventories of roads and trails on State Trust and Federal public lands in various parts of the State. The Team uses an interagency approved protocol of data collection procedures. The uniform method of collecting data allows the agencies to manage the data using the same terminology and data management procedures.

In 2003, the Enterprise Team made an inventory of the existing motorized roads and trails within the Special Projects Area. They traveled all of the routes in the Special Project Area by jeep and motorcycle, mapping the routes and recording information about the routes and evidence of use. They recorded a total of 932 miles of existing roads and trails that are being used for motorized activities. The locations of these roads and trails are shown on attached Map 2.

The 932 miles of motorized roads and trails on the various land ownerships are:

- 395 miles (42%) on BLM administered lands
- 392 miles (42%) on State Trust lands (including the lands in the FMR)
- 75 miles (8%) on National Forest lands
- 67 miles (7%) on private lands
- 3 miles (1%) on Arizona National Guard lands

MGCP ROUTE EVALUATION WORKSHOPS

This MGCP route evaluation study has focused on these 932 miles of motorized road and trails. The existing network of roads and trails is evidence of where the land users want to go. The purpose of the study is to help the land managing agencies determine the appropriate routes and locations for motorized uses and resolve conflicts between competing uses.

A group of MGCP participants with varying backgrounds, expertise and interests participated in a series of 7 two and three day workshops to evaluate the routes that were identified by the Enterprise Team within the Special Project Area. The workshops were held in the Phoenix and Mesa areas during January, April, June, July, September, and December, 2004, and in March 2005. The workshops used the Route Evaluation Tree method of evaluating the routes which gives all 'viewpoints' the opportunity to have their input documented and considered. The workshops were open to anyone who wanted to participate, and invitations were sent to the several hundred people on the MGCP mailing list. Attachment 2 is a list of the 22 people who participated in all or most of the workshops.

The workshops were facilitated by Les Weeks of Advanced Resource Solutions. He was hired by BLM and the Forest Service (with some funding from the Arizona Game and Fish Department and the Rivers, Trails and Conservation Assistance Program of the National Park Service) to facilitate the MGCP's evaluation of the 932 miles of motorized routes identified by the Enterprise Team within the Special Project Area. The workshop participants used the Route Evaluation Tree Process which has been developed by Advanced Resource Solutions, and which Les Weeks is using to help several federal agencies with route planning on public lands.

The Route Evaluation Tree Process is a tool designed to help with the collection of sensitive resource and route use information, the analysis of this data, and the designation of routes. Each of the routes is numbered and is evaluated following a flow chart process that considers the existing uses, legal access issues, resource values and environmental concerns. The data and the recommendations are documented in a way that allows the public and the courts to review the rationale behind each of the recommendations.

A description of the Route Evaluation Tree Process (Attachment 3) and the Route Evaluation Tree flow chart (Attachment 4) are made a part of this report.

ROUTE EVALUATION TREE PROCESS

In the MGCP route evaluation workshops, the participants were divided into three Groups, and remained in the same Groups during the seven workshop sessions.

The Groups were instructed to evaluate the routes from different perspectives or viewpoints.

1. An Environmental Group focused on protecting the environment,
2. A ‘Tweener’ Group attempted to give equal weight to environmental protection and the need for public access, and
3. An Access Group focused on providing public access.

Before analyzing individual routes within a specific geographic area, each Group developed an access ‘game plan’ that would achieve the goals of their perspective. Then, after jointly reviewing information about the individual routes within the specific area, each Group would chose one of the following five options for a recommended route designation. Each Group would also specify any mitigating measures which the Group felt were needed to help implement their recommended route designation. In most situations, the short spur routes off a main route were assigned the same route designation as the main route.

The Route Evaluation Tree Process provides the following five options or choices for route designations:

Close: The route is recommended for permanent closure to all motorized uses. Physical closure may include restoring the route to the degree possible to blend with surrounding landscape, as well as installation of physical barriers and signing at the original point, if necessary.

Mitigate/Limit: The route is recommended for limited use by certain parties or entities with valid, vested, or implied rights of access, or to certain vehicle types, seasons of use, etc, following mitigation action(s) aimed at avoiding, minimizing or mitigating certain estimated impacts identified during the route evaluation process.

Limit: The route is recommended for limited use by certain parties or entities with valid, vested, or implied rights of access, or to certain vehicle types, seasons of use, etc.

Mitigate/Open: The route is recommended open for all uses, following mitigation action(s) aimed at avoiding, minimizing or mitigating certain estimated impacts identified during the route evaluation process.

Open: The route is recommended open for all uses.

Each of the three Groups prepared access recommendations for each of the routes using the five route designation options described above.

ROUTE EVALUATION WORKSHOP RESULTS

The route evaluation workshop results are illustrated on the three sets of maps which accompany this report. (Since Federal agencies customarily use 'A' Maps to illustrate the current situation or 'No Action Alternative', the MGCP used 'B', 'C' and 'D' labels on the maps showing recommendations of the three Groups.)

1. The B Maps illustrate the Environmental Group's recommendations
2. The C Maps illustrate the 'Tweener' Group's recommendations
3. The D Maps illustrate the Access Group's recommendations.

On all of the maps:

- Routes shown in 'green' would provide for various forms of motorized access
- Routes shown in 'orange' would place seasonal, administrative or other limits on motorized access
- Routes shown in 'pink' would preclude motorized access, but could be available for hiking, mountain bike, equestrian and other non-motorized uses.

The 'blue' crosshatching shown on many of the routes indicates that mitigation requirements are recommended, and these various mitigation requirements are spelled out in the worksheets that accompany Maps B, C and D.

As might be expected, there are more 'pink' routes on the 'B' Maps which show the Environmental Group's recommendations, and more 'green' routes on the 'D' Maps which show the Access Group's recommendations.

Of the 932 miles of motorized routes evaluated in the workshops:

- the Environmental Group recommended motorized closure of about 395 miles (42%), and limitations on about 405 miles (43%),
- the 'Tweener' Group recommended motorized closure of about 112 miles (12%), and limitations on about 613 miles (65%), and
- the Access Group recommended motorized closure of about 8 miles (1%) and limitations on about 476 miles (51%).

The Groups also included 'mitigation measures' with most of the recommended route designations. Standard mitigations include such actions as monitoring the uses to prevent resource damage or route proliferation, and closures during military training activities. Special mitigations include such requirements as seasonal closures, administrative use only, and installation of interpretative signage. Attachment 5 is a list of the 83 kinds of mitigations that are recommended. Attachment 6 is a list of the 1160 situations where these mitigations were recommended.

These recommendations apply only to motorized use on the 932 miles of routes inventoried by the Enterprise Team. The routes that are recommended for closure to motorized use may be available for non-motorized travel. New motorized routes in the Special Project Area may be designated at the discretion of the land managing agencies.

CONSIDERATIONS USED IN DEVELOPING ROUTE RECOMMENDATIONS

The following is a list of some of the wants, needs, concerns and other factors that were considered by the MGCP workshop participants in preparing these route recommendations and mitigating measures.

1. The recreation users want reasonable access to these lands
2. The ranchers want access to water developments, corrals, and fences
3. The miners want access for their exploration, development and mining operations
4. OHV users want staging areas to unload equipment, campsites for overnight use, loop routes for recreation travel, play areas, and rock crawling sites
5. The State Land Department needs to have income production from mineral and forage resources and recreation use of the Trust lands
6. There are opportunities on the State Trust lands for development of commercial OHV facilities, like campgrounds, staging areas, and play areas, to provide income for the State Trust
7. The National Guard needs to use the Florence Military Reservation for military training activities, and wants to be able to control other public uses of the Reservation during military training weekends
8. OHV users have already established camping, staging and play areas in various places on State and federal lands along Cottonwood Wash and Mineral Mountain Road, along the Gila River, and along the access roads that lead north from the Florence/Kelvin Road to the Gila River
9. There are opportunities for OHV uses of the artillery firing boxes on the Florence Military Reservation, during times of non-use by the National Guard, to help reduce OHV impacts on other areas
10. The main access routes into the area, like Cottonwood Wash Road and Mineral Mountain Road need to be authorized as public rights of way and maintained as public roads
11. The desert washes provide food, shade, and protection for many species of wildlife
12. Much of the area is habitat for threatened and endangered species like the cactus ferruginous pygmy owl and the desert tortoise
13. Desert bighorn sheep have been reintroduced into the area north of the Gila River
14. There are opportunities to eliminate redundant motorized access routes to reduce the impacts on wildlife
15. Riparian areas like Martinez Canyon provide opportunities for re-establishment of endangered fish species
16. Riparian areas can be damaged or destroyed by livestock grazing, OHV and mining activities
17. The White Canyon Wilderness Area needs to be protected from motorized vehicular use

18. There are opportunities to protect roadless areas north and west of the White Canyon Wilderness Area and in the mountainous terrain south of the Gila River
19. Some areas offer commercial touring opportunities
20. Cultural features like the Coke Ovens and the old mine and mill facilities in Martinez Canyon are public recreation attractions
21. Exploration activities have discovered large buried copper deposits in the Superior and Kelvin areas that will require extensive surface developments on private and federal lands
22. Rock materials are a valuable resource from several sites on BLM and State Trust lands
23. Segments of the multi-use Great Western Trail and the non-motorized Arizona Trail are planned through the area
24. Existing BLM and Forest Service land use designations provide that motorized travel in the area be confined to existing roads and trails.
25. Users of State Trust lands are required to have a lease or permit
26. There are few, if any, recorded easements for roads crossing the private lands within the area
27. There needs to be a coordinated access system across the BLM, Forest Service, State Trust and private lands within the area.

CONSIDERATIONS USED IN PREPARING MGCP RECOMMENDATIONS

The MGCP was formed to be an advocate for the protection of the landscapes in the Special Project Area and for the multiple use of these lands.

Strong public support has been expressed in the MGCP's regular and Open House meetings for keeping these lands in Federal and State ownership and for managing these lands for public uses and conservation of natural and environmental values. These lands are an outdoor recreation 'destination' for thousands of people from the metropolitan areas, and many more people who, although they may never 'use' the lands, highly value the knowledge that these natural landscapes are there for wildlife and for the future enjoyment of their children and grandchildren.

People will disagree on the type and extent of public recreation use in various areas, but the public is strongly opposed to the transfer of the Federal and State lands in this area to private ownership. The rights which mining companies have established on federal lands need to be recognized by mineral patents or land exchanges, but the MGCP believes that there is no need to dispose of federal or State Trust lands to bring residential development into the area.

The MGCP recognizes that the purpose of State Trust lands is to produce revenue for the Trust beneficiaries, and that some would contend that the lease or sale of the State Trust lands in the northwestern portion of this area for residential or commercial purposes is required. The current uses of military training, production of mineral materials, and ranching are producing income, and there are many opportunities for development of commercial facilities on the State Trust lands in this area to serve the recreating public and to issue recreation permits for the public who use the State Trust lands. Furthermore, the presence of the open space on these lands increases the value of the adjacent State Trust lands and private lands, and provides opportunities for mitigating the impacts which development of these adjacent lands may have on threatened and endangered species.

The MGCP recommendations focus on keeping the BLM, Forest Service and State Trust lands open for public use. The purpose of the MCGP workshops was to offer advice on how motorized access should be managed in the area and to facilitate the development of a coordinated public access plan.

The MGCP workshop participants looked at individual routes and groups of routes from three different perspectives. Information was collected and analyzed through an organized and structured process. The recommendations prepared by the Environmental, 'Tweeners' and Access Groups are not Alternative Plans for management of motorized access within the Special Project Area; they are three different views of how access on existing routes should be managed.

The MGCP is not recommending how individual access routes should be designated. These decisions need to be made by the land managing agencies following the procedures that are established by the laws and regulations that govern decision making by the BLM, the Forest Service and the State Land Department. The maps and data sheets that accompany this report are presented to help facilitate this process.

The recommendations, maps and data focus on the use of the 932 miles of motorized routes identified by the Enterprise Team. Routes that are recommended for closure to motorized use could be available for non-motorized travel. New routes may be established for motorized recreation or other uses as necessary at the discretion of the managing agencies.

MGCP CONCLUSIONS AND RECOMMENDATIONS

The MGCP believes that the desired future conditions for the Special Project Area are for the Federal and State lands to remain in Federal public and State Trust ownership for conservation and protection of the landscape and environmental resource values and management of public recreation and natural resource uses. The MGCP concludes that:

- the highest and best use of most of the BLM and National Forest lands are as a ‘natural resource use and enjoyment area’ for the public, and
- the highest and best use of most of the State Trust lands is for income production from military training, mineral production, ranching and recreational activities today, and as a ‘land bank’ for future generations of Trust beneficiaries.

The MGCP strongly recommends that:

1. This large block of BLM, Forest Service and State Trust lands should remain in public and Trust ownership and continue to be used for public recreation, military training, ranching, mining and conservation purposes
2. These Federal and State lands should not be transferred to private ownership for expansion of residential development into the area
3. A coordinated system of roads and trails across the BLM, Forest Service and State Trust lands should be authorized to provide for public access in ways that will continue the natural resource uses and military training activities on the lands, provide for a variety of public recreation uses, and protect the scenic, environmental and cultural values that the public wants to enjoy.

The accompanying maps and data sheets present a body of information, analysis and recommendations to assist the land managing agencies and Pinal and Gila Counties in developing this coordinated access route system.

ATTACHMENTS

Attachment 1 - MGCP Vision and Mission Statements and Goals and Objectives

Attachment 2 - List of Participants in the MGCP Route Evaluation Workshops

Attachment 3 - Route Evaluation Tree Process

Attachment 4 - Route Evaluation Tree Flow Chart (Route Evaluation Process© for travel management planning)

Attachment 5 - List of the Kinds of Mitigations Recommended

Attachment 6 - List of Situations Where Mitigations Are Recommended

Map 1 - Map of MGCP Area

Map 2 - Map Showing Motorized Roads and Trails in the Special Project Area

Map B - The Environmental Group Recommendations

Map C - The 'Tweener' Group Recommendations

Map D - The Access Group Recommendations

Attachment 1. Middle Gila Conservation Partnership vision statement and mission

VISION STATEMENT

The Middle Gila Conservation Area (MGCP) is conserved, managed and enjoyed with ensured access for multiple-use, while recognizing, respecting, and sustaining all property rights.

MISSION STATEMENT

The Middle Gila Conservation Partnership, through collaborative broad-based planning, provides guidelines and recommendations to promote:

1. Ecosystem integrity
2. Planned and eco-sensitive development
3. Collaborative management to address land and natural resource issues
4. Available and accessible recreational opportunities
5. Protection and preservation of historical, cultural, and sensitive resources
6. Opportunities to benefit local economies through developed resources, tourism, and recreation
7. Commitment to public education and stewardship
8. Protection of property rights.

Goal One

Protect, restore and maintain the ecological integrity of the MGCP area.

Objectives:

- 1.1 Protect Sonoran Desert upland habitat
- 1.2 Identify ecologically sensitive areas
- 1.3 Protect riparian systems
- 1.4 Maintain viable populations of native species
- 1.5 Restore extirpated species
- 1.6 Eliminate or reduce non-native species

Goal Two

Support planned and eco-sensitive development.

Goal Three

Increase collaboration among government agencies and the general public in the planning, implementation, monitoring and management of the area.

Objectives:

- 3.1 Ensure that interested parties are involved in the planning implementation, monitoring, and adaptive management process
- 3.2 Ensure consistent and seamless management

Goal Four

Ensure a variety of outdoor motorized and non-motorized recreational opportunities and settings that are compatible with other authorized uses and the health of the land.

Objectives:

- 4.1 Develop a motorized and non-motorized recreation plan to:
 - 4.11 Identify, preserve and develop motorized and non-motorized recreational areas
 - 4.12 Provide OHV recreation sites where concentrated activity is appropriate and can be sustained
 - 4.13 Identify motorized and non-motorized recreational sites
 - 4.14 Provide recreation opportunities in a variety of settings for the wide range of user types and skill levels including OHV, horse riding, rock climbing, etc.

4.2 Develop a motorized and non-motorized trail system/transportation plan

4.21 Link existing parks and motorized and non-motorized trails

4.22 Improve legal access to recreation opportunities where necessary

4.23 Provide recreation opportunities in a variety of settings for the wide range of user types and skill levels, including OHV, horse riding, rock climbing, etc.

4.3 Develop a list of future recreation needs and wants

4.4 Develop a recreation monitoring program

Goal Five

Protect and preserve historical, cultural and sensitive resources.

Objectives:

5.1 Identify sites and areas with historical, cultural, and sensitive resources

5.2 Document protection needs of these special resources

5.3 Plan protection of these special areas into the planning and development of the area

5.4 Implement the plans

5.5 Enforcement of protection and preservation

Goal Six

Support opportunities to benefit local economies through developed resources, tourism, and motorized and non-motorized recreation.

Goal Seven

Develop a stewardship through education.

Objectives:

7.1 Increase understanding about recreational opportunities, rules and regulations

7.2 Increase education about land access

7.3 Develop a recreational map of the area

7.4 Develop cultural/visitors centers

7.5 Increase conservation education

Goal Eight

Recognize, respect and sustain all property rights

Objectives:

8.1 Encourage private property owners to participate in the planning process

8.2 Increase understanding of what property rights are and use limitations.

Attachment 2. List of Participants in the MGCP Route Evaluation Workshops

<i>Participants</i>	<i>Affiliation</i>
Becky Antle	Tucson Rough Riders
Jane Childress	BLM Tucson Field Office Archeologist
Glen Collins	BLM Resource Advisory Council
Bill Gibson	BLM Arizona State Office OHV Program Leader
Larry Gumbiner	Mesa 4-Wheelers
Jeff Gursh	Arizona Trail Riders
Jeff Keefner	Arizona National Guard
Gary Keller	Great Western Trail
Sandee McCullen	BLM Resource Advisory Council
Doug Larsen	Arizona National Guard
Bill Mihailov	Mesa 4-Wheelers
Linda Marianito	BLM Tucson Field Office Planning/Enviro Coordinator
Francisco Mendoza	BLM Tucson Field Office Recreation Planner
Daniel Moore	BLM Tucson Field Office Hydrologist
Krishna Parameswaran	ASARCO
Tammy Pike	FS Tonto National Forest OHV Program Leader
Joan Scott	Arizona Game and Fish Department
Tom Taylor	Private Citizen with interest in riparian/enviro issues
Darrell Tersey	BLM Tucson Field Office Range Conservationist
Dale Volz	Sierra Club
Matt Walton	Arizona Game and Fish Department
John Windes	Arizona Game and Fish Department
Les Weeks	Advanced Resource Solutions (Facilitator)
Ren Scammon	Advanced Resource Solutions (Recorder)
Vicky Miles	Advanced Resource Solutions (Recorder)
Nate Holland	Advanced Resource Solutions (Recorder)

Attachment 3. Description of the Route Evaluation Tree Process[©]

The Route Evaluation Tree Process[©] (Advanced Resource Solutions, Inc.) and its associated software/database is a tool designed to assist land management agency planners and resource specialists with the systematic neutral collection and compilation of data necessary for the thorough evaluation, analysis and/or designation of both motorized and non-motorized routes. It builds upon the history of past efforts of route designation, assists with addressing various issues and concerns raised by both private and public entities (e.g. planning policy, sensitive resource protection, commercial access needs, recreational access preferences) and helps to assess compliance with numerous state and federal statutory requirements (e.g. NEPA, ESA, NHPA, Presidential Executive Orders & Proclamations, Agency Organic Acts, Mining and Grazing Acts) that need to be considered in this type of planning. Additionally, the Route Evaluation Tree Process[©] helps to build into the land use planning process a means by which to achieve desired outcomes that are specifically tailored to the needs and issues unique to a planning area. The Route Tree Evaluation Process[©] is not a replacement for NEPA process, documents, or analysis, but rather is a tool designed to assist with the systematic collection of sensitive resource and route-use information that can then be subsequently used to evaluate and designate routes in a NEPA-compliant manner.

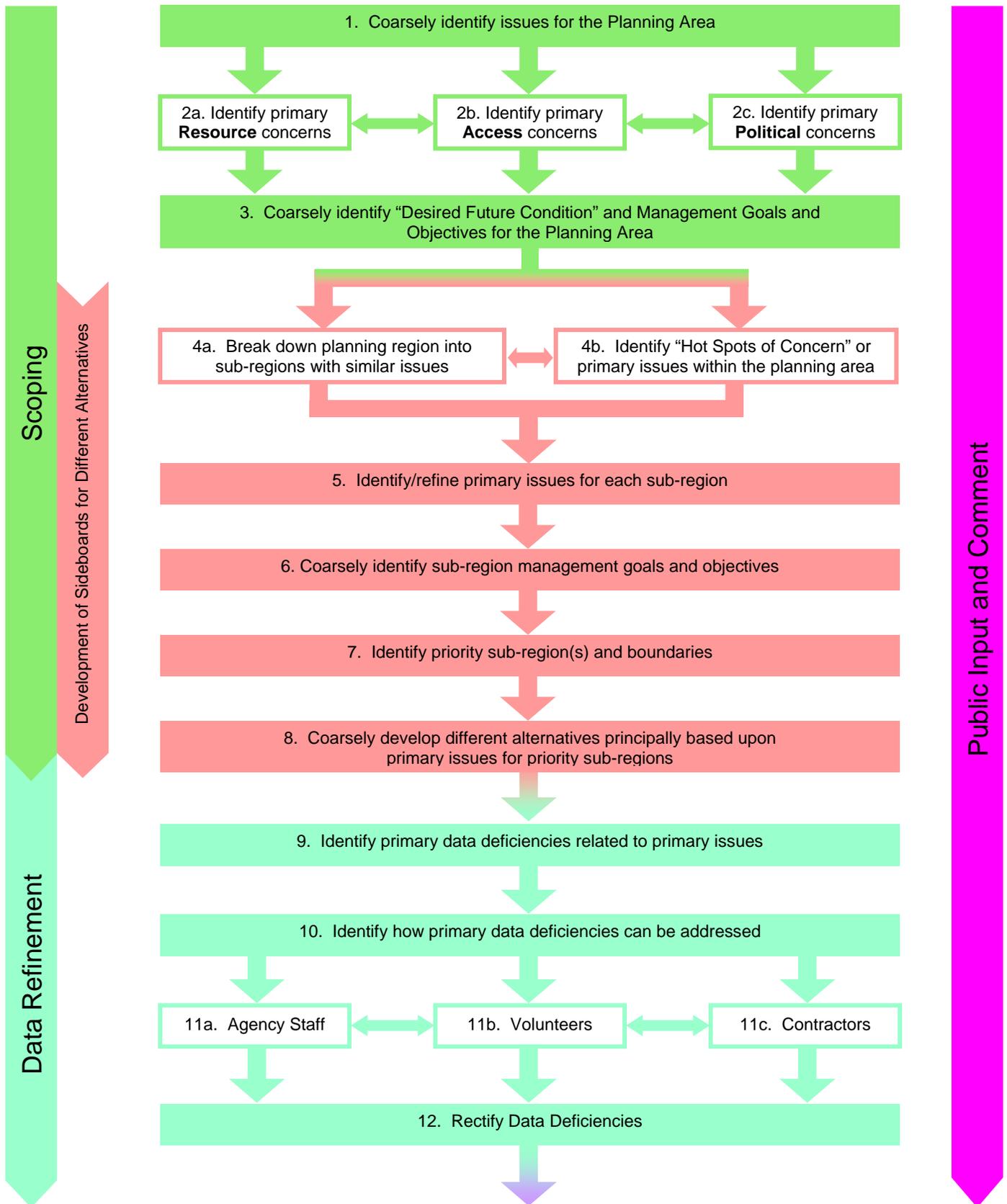
In order to address the many facets of route evaluation and transportation planning the Route Evaluation Tree Process[©] is divided into a number of smaller finite tasks or steps, which allows for the fine-tuning of the collection information needed to successfully evaluate and designate routes. The process is illustrated on the attached Route Evaluation Tree Process[©] for Travel Management Planning (Attachment 4).

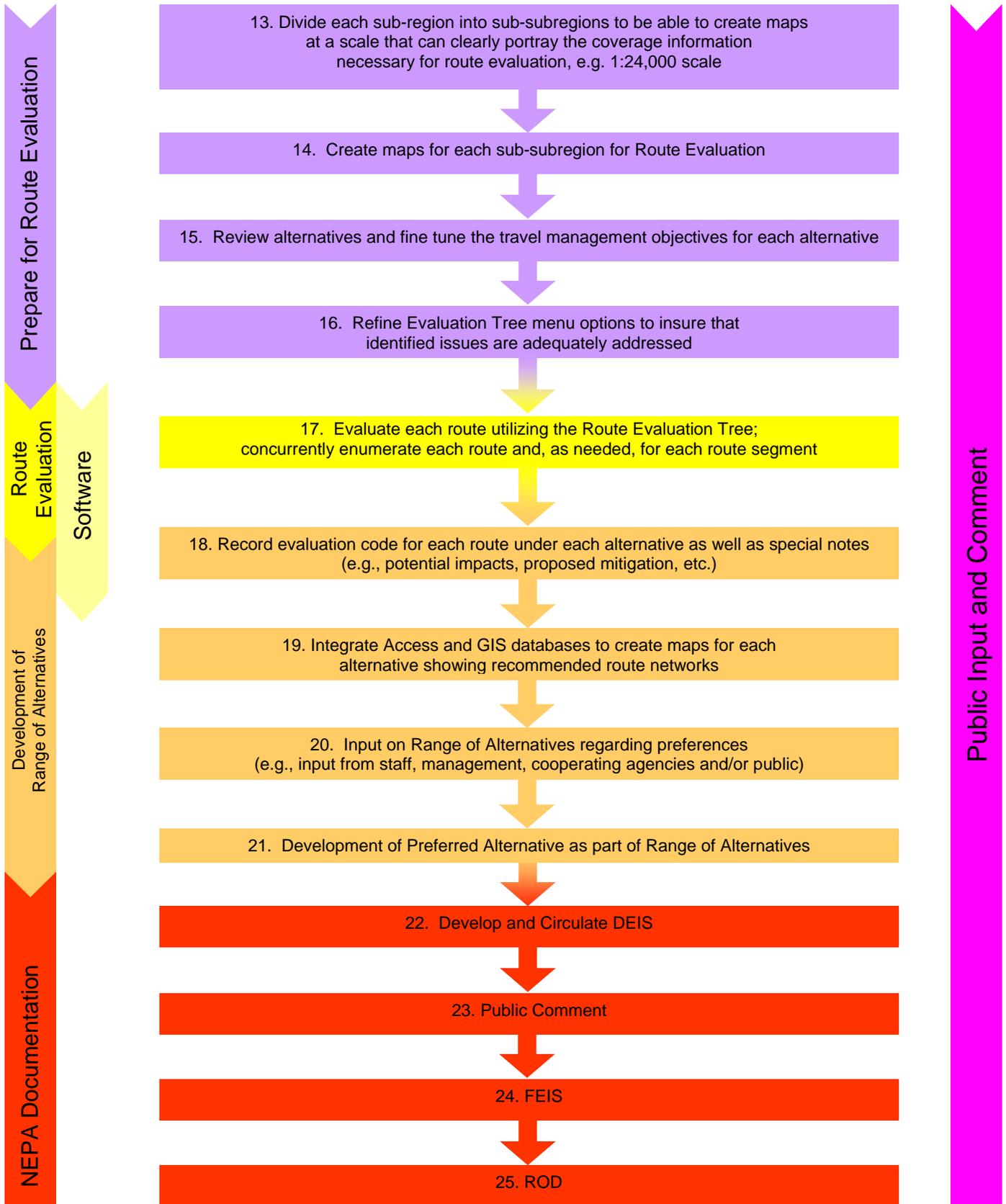
The actual use of the Route Evaluation Tree^{©1} (Evaluation Tree[©]) (Attachment 4), is only one sub-step (#17) among the 25 identified in the Route Evaluation Process[©]. Specifically, the Route Evaluation Tree software systematically guides the “evaluator” through a series of questions and associated project-specific drop-down menus that assist with addressing compliance with a variety of pertinent statutory requirements that principally address the need to protect identified sensitive resources, as well as commercial/administrative access needs and public recreational access issues. The questions and menus allow both for narrowly focused route-by-route, as well as landscape scale assessment (the latter of which allows for better consideration of broader network, collective and/or cumulative effects). Specific steps in the process also allow for the identification and/or delineation of planning areas/units at a number of geographic scales (e.g. Travel Management Areas, sub-regions, watersheds, etc.) thereby allowing the fine tuning of management guidelines and goals at various geographic scales tailored to specific project needs or issues. Additionally, the process provides for the development of project- specific menu choices that allow for the systematic consideration and selection of measures designed to eliminate, minimize or mitigate resource impacts. The result of this process is the creation of different route network options or alternatives that utilize different thresholds of acceptable impact to address the various identified issues. Lastly, the Route Evaluation Tree software compiles all the data collected during the evaluation into a database that can be queried and if desired, integrated with other Access databases (e.g. GIS). Whether used as a stand alone database or integrated with other databases, this information can be utilized to assist in making decisions within the environmental impact analysis process required by the National Environmental Policy Act (NEPA) and/or can be utilized to assist with other planning activities.

¹ The process has previously been referred to as the “Route Evaluation/Designation Decision Tree Process” or “Decision Tree”. A “decision tree” is a technique or tool for assisting in the decision making process by leading one through a series of yes/no questions based upon input received (flowchart). A “decision” in the context of NEPA has a more legalistic meaning specifically relating to the NEPA process. The name “Decision Tree” was used to indicate it was created in a style, however to avoid the potential for misunderstanding of the meaning of the word “decision”, it has been removed from the title of the process.

The Route Evaluation Tree Process © has been or is being successfully used by a number of BLM Field Offices and USDA National Forests in the states of Arizona, California, Colorado and Utah. Specifically, it is or has been utilized in eight EIS- level documents, seven RMPs and four EA- level documents. Five of these planning efforts include National Monuments. The process has been carefully honed through this experience to meet or exceed the needs of the BLM Planning Handbook and the new USFS rule concerning OHVs and travel management and is continually being refined in response to feedback from both the public and agency staff. The process is not confined exclusively to motorized planning and has been and is being used to evaluate non-motorized access needs as well on a number of projects.

In summary, the Route Evaluation Tree Process is appreciated by agency planners, NEPA specialists, resource specialists and managers as a tool that is primarily helpful for its ability to prompt staff in the systematic collection of a variety of sensitive resource, recreational and commercial data that is necessary both for statutory compliance and to meet concerns raised by the public. It does this in a manner that stores the data in a standardized and neutral manner that is easily retrievable, presentable to the public in a number of easily understood formats, and readily linked to GIS, ACCESS and EXCEL databases. When the process is carried out properly, the database that is created not only consists of that information which is necessary for the proper evaluation and designation of routes, but when linked with GIS databases will assist agency staff both in the creation of a range of alternatives, and in the analysis of specific environmental impacts and cumulative effects as part of their NEPA documentation.





Attachment 5. List of the kinds of mitigations.

Ref #	Category	Mitigation
1	Area Designation	Consider route within an SRMA / special recreation zone
2	Area Designation	Designate as open area / play area
3	Area Designation	Establish fee demo area
4	Area Designation	Manage as multiple use area
5	Commercial Uses	Retire mineral material lease
6	Conflict Management	Joint recreation and military use
7	Conflict Management	Mitigate conflicts with AZ Trail
8	Conflict Management	Mitigate use conflicts (e.g. commercial vs. recreational, types of recreational, tribal)
9	Conflict Management	Vandalism concerns
10	Enforcement	Increase law enforcement
11	Engineering	Harden / stabilize road surface / wash crossing / river crossing
12	Engineering	Improve road / Improve road to county standard / Maintain to allow passage by standard passenger vehicles
13	Engineering	Maintain for specific use level (e.g., 4WD, ATV)
14	Engineering	Maintain to reduce braiding
15	Engineering	Realign route (to avoid sensitive resources, private property, etc.)
16	Environmental/Resource Impacts	Address dust issues (monitor, manage, etc.)
17	Environmental/Resource Impacts	Concern for wilderness incursion
18	Environmental/Resource Impacts	Maintain primitive nature
19	Environmental/Resource Impacts	Minimize habitat fragmentation
20	Environmental/Resource Impacts	Monitor for / minimize route proliferation (including into washes) and/or cross-country travel
21	Environmental/Resource Impacts	Monitor impacts to wildlife/sensitive habitat or survey for wildlife (bighorn sheep, desert tortoise, CFPO, bats, etc.)
22	Environmental/Resource Impacts	Monitor integrity of cultural resources / survey cultural / restore historical site
23	Environmental/Resource Impacts	Monitor river crossing
24	Environmental/Resource Impacts	Monitor/maintain riparian / minimize impacts to riparian
25	Environmental/Resource Impacts	Monitor/mitigate for erosion / Implement erosion control / Repair erosion "hot spots"
26	Environmental/Resource Impacts	No motorized in river bottom / no river bed travel
27	Environmental/Resource Impacts	Reclaim area to natural habitat
28	Environmental/Resource Impacts	Speed limits
29	Environmental/Resource Impacts	Xeroriparian area monitoring and/or mitigation
30	Facilities	Close campgrounds (for protection of sensitive resources)
31	Facilities	Consider establishing staging area / move existing staging area
32	Facilities	Develop facilities / recreational use site (e.g. trailhead, camping area, family, tot-lot, commercial, 4WD)
33	Facilities	Establish winch points
34	Facilities	Install barriers or filtering device (to protect resources, at wash, "rookie" barriers, single track, etc.)
35	Facilities	Install fencing
36	Facilities	Install or close gate (e.g. gate at mine, install gate to prevent unauthorized motorized use into wilderness, or need gate through fence)
37	Facilities	Investigate commercial lease opportunities
38	Facilities	Keep open for camping / small camps
39	Facilities	Monitor springs
40	Facilities	Protect water facilities
41	General	Base mitigation on control methods to be determined later

42	General	Mitigation will be achieved by employing adaptive management monitoring of the status and/or integrity of the potentially impacted sensitive resources or resource issues identified above as they relate to various factors (e.g. climatic cycles, exotic species introduction, visitor use levels [type, intensity, season of use]).
43	General	Public relations improvement
44	General	Public uses are subordinate to power line facilities
45	Informational	Do not show route on maps
46	Informational	Education
47	Informational	Install signage/kiosks (regarding a variety of topics such as: equipment safety, trail information, trail marking, riding ethics, wilderness boundary/incursion, river crossing safety, no river bed travel, road end, sensitive resources, historic resources, route difficulty, outdoor ethics, vehicle type requirements, ranching facilities)
48	Lands Access	Acquire adjoining lands (for resource protection, recreational opportunities, etc.)
49	Lands Access	Commercial use rights
50	Lands Access	Create connection to other route / expanded access / establish new routes
51	Lands Access	Improve / identify access points
52	Lands Access	Military considerations
53	Lands Access	Minimize private property trespass
54	Lands Access	Negotiate easement / legal access / RR crossing
55	Lands Access	Provide one access route to Gila River
56	Lands Access	Recognize difficulty of checker board ownership
57	Lands Access	Route kept open in recognition of increasing demand for recreational opportunity
58	Lands Access	Verify legality of commercial permit (for gating, crossing forest, etc.)
59	Lands Access	Work with local authorities/RR (for management plan, access, etc.)
60	Limits / Closures	Allow non-street licensed vehicles on route
61	Limits / Closures	Assess braided sections of route and mitigate by closing redundancy or maintain to reduce wallows to reduce route braiding
62	Limits / Closures	Close all or portion of route / Close access routes
63	Limits / Closures	Close all or some stemming from route
64	Limits / Closures	Consider non-motorized route
65	Limits / Closures	Evaluate whether motorized access is necessary
66	Limits / Closures	Limit access to all or portion of route (through user, transportation type, season, special permits)
67	Limits / Closures	Manage as trails only area
68	Limits / Closures	Use / motorized travel limited to existing routes
69	Maintenance	Clean up dumpsites / trash cleanup / control dumping
70	Route density	Maintain current number of routes.
71	Route density	Reduce route density / eliminate duplicate routes
72	Route network	Accommodate Great Western Trail / examine as alternative route for GWT
73	Route network	Create looping opportunity / Route provides looping opportunity
74	Route network	Identify principle routes of travel
75	Route network	Keep waterfall passable
76	Route network	Leave upland route open
77	Route network	Provide access along power lines
78	Route network	Pursue river crossing
79	Safety	Address safety concerns (regarding a variety of topics such as: mine shafts, equipment safety, highways, river crossing)
80	Safety	Investigate federal funding for safety in abandoned mines.
81	Safety	Route serves as a means to separate OHV traffic from truck traffic
82	Washes	Close route going into wash
83	Washes	Mitigation for routes in washes

Attachment 6. Situations where mitigations are proposed.

Count of Designation Mitigation	Designation		
	ML	MO	Grand Total
Access to the northern portion of the route will be limited. The southern portion of the route will be closed and allowed to reclaim naturally.	1		1
Accommodate Great Western Trail; increase route maintenance in order to reduce route braiding	1		1
Add connector to allow military to access observation point.	2		2
add trail making signs.		1	1
address dust concerns		1	1
Address dust issues.		3	3
Address dust issues. Make into an official staging area, improve to county standard. Close the route going into the wash.		3	3
Address ongoing recreational conflicts with local native American reservation		2	2
Address public safety issues related to mine shaft.		2	2
Address public safety issues related to mine shaft. Mitigate for safety with the mine shaft and Reymert Mine. Mitigate for bats (survey needed).		1	1
Address safety hazards of mine shafts. Signage/fencing.		1	1
Administrative and permitted use only (ranching and mining).	1		1
Administrative and permitted use only for stock tank.	1		1
Administrative and permitted use only. Barriers and interpretative panels for cultural site.	1		1
Agencies need to recognize rights of the mining operation to address safety and vandalism via route closures.		1	1
Allow use of existing road until realignment. Until then, put up signs: respect private property. Work with home owners to improve public relations.		1	1
Allow vehicles on the north west portion of the trail to the scenic overlook. Install trail head with interpretive signs.		1	1
Analysis of the mine shafts for bats and safety. Appropriate action, as needed.		1	1
Assess braided sections of route and mitigate by closing redundancy. Route kept open in recognition of increasing demand for recreational opportunity and as a means to minimize proliferation and cross country OHV use.		1	1
At the end of the road: Establish developed primitive campground with restrooms, trash cans, and enforcement. Pursue river crossing and access across railroad right of way. Establish interpretive panels discussing cultural resources (Coke Ovens and his		1	1
At the end of the trail, at the river, monitor route proliferation and implement erosion control measures and emphasize trash clean up.		1	1
Base mitigation on control methods to be determined later.	1		1
Between NW2002C and NW2002C1, close one (onsite inspection needed). Inspect for mine shafts. Mitigate hazards. Check inventory for bats and mitigate accordingly.		2	2
Block the ends to SE4205D.	1		1
Bypass to avoid more culturally sensitive area.		1	1
clean up the trash and abandoned equipment.	2		2
Clean-up trash dump. Install an interpretative describing historical event Apache Kid.		1	1
close braided sections of route that allow trespass access to private Tea Cup Ranch (south east end of route). Route kept open in recognition of increasing demand for recreational opportunity and as a means to minimize proliferation and cross country OHV		1	1
Close braiding segments of routes in washes	1		1
Close east-west connectors in Sections 3 and 4 and 4 and 5.		1	1
BLM to evaluate dead-end roads along SW3202 and SW3200 for appropriate camp site spurs to leave open.			
Close the portion of the route north of NW2020 to better protect the Big Horn Sheep habitat.		1	1
Close the portion of the trail in the wash to the north west of the intersection with NW2239A.		1	1
Close the road along the river from SW3230 to east along the river and all extensions coming from that route, including the route that goes south to SW3204.		1	1
Closures to reduce impact to Bighorn Sheep movement corridor. Maintain connection from SW3204 to			
Close the route after the triangle: i.e. close the spurs beyond the loop.		1	1
Close the route north of the corral.	1		1
Close the routes south of the Donnelly ranch. Open Mitigate north of the ranch. Call special attention to Xeroriparian area of the wash, attempt to mitigate road damage to this area. There is also damage to the xeroriparian area from cattle.		1	1
Close the single track at the north side of the trail. pursue stabilized water crossing. Install signage regarding river crossing safety, no river bed travel, and sensitive resources (tortoise).		2	2
Close two spurs off main route. Install interpretive center to educate public on need to protect sensitive wildlife and historic resources.		1	1

Compare to the route to the East (SW3104) to determine which is best based on impacts and recreational uses.		1	1
Concern about dust. Road goes beyond gate for private commercial use - the legality of commercial gating needs to be investigated. May not be a commercial permit to go across forest - need to check.		1	1
Concerns regarding sensitive habitat e.g. desert tortoise; maintain route to reduce braiding;	1		1
Connect route via new construction (SW4021) to make a looping opportunity to SW3230 (box-o-wash).		1	1
Manage as a trails only area with connectors accessing area to the south (clump10).			
Connect the northern and the central routes.		4	4
Connect the western end to NW2020A and look at the possibility of connecting the eastern end to NW2020B to avoid having to cross private property.		2	2
connect to NW2001B		1	1
Connect to NW2201A.		1	1
Connect to NW2201A. Dust control.		1	1
Connect to NW2201B, dust concerns		1	1
Connect to SE4213 to create looping opportunity.		1	1
connect with SE4213B		1	1
Consider developing camp site.		1	1
Consider development of area as a family staging and riding area.		1	1
Consider during road realignment: impacts to wilderness and riparian area, investigate possibility of keeping current alignment, through purchase of right of way through private property, in order to minimize habitat impacts. Fence wilderness boundary to		1	1
Continue to allow non-street licensed vehicles to use this route.		1	1
Controlled use only via method to be determined.	1		1
Controlled use only, for example, the use of permits that may control the type of vehicle, seasonal uses, intensity of use, etc.	1		1
Create potential looping opportunity with route NW2092.		1	1
Create potential looping opportunity with route NW2093.		1	1
Desert Tortoise: surveys and monitoring. Pygmy Owls: surveys and monitoring. Monitor and manage Dust. Signs on routes to mark trails. Post safety signs at two open gates to warn OHVs to stay off the highway. Monitor route proliferation. Routes NW22		12	12
Desert Tortoise: surveys and monitoring. Pygmy Owls: surveys and monitoring. Monitor and manage Dust. Signs on routes to mark trails. Close gate at NW2216. Post safety signs at two open gates to warn OHVs to stay off the highway. Monitor route prol		12	12
designate as a special recreation site that will not be placed on BLM route maps as a route. Establish kiosks with information regarding equipment requirements and use restrictions. Establish rookie barriers to restrict vehicle type. Establish winch poin	2		2
Develop into a family recreation area, continue some routes to create looping opportunities, create tot-lots.		1	1
Dust and tortoise concerns		2	2
dust and tortoise concerns. Use limited to existing routes; sign trails.		1	1
Dust control if needed.		2	2
Educate public through the use of interpretive panels emphasizing the need to protect sensitive resources and responsible use; emphasize to State Lands the need to enhance commercial recreational opportunities		2	2
Emphasize mitigation measures that protect the status of the Bighorn Sheep. Acquire easement across private property.	1		1
Emphasize public education utilizing interpretive panels, signage, pamphlets that emphasize sensitivity to natural resource protection (e.g. noise, stay on routes, stay out of river) and natural history education.		1	1
Entertain developing over night facili			
Emphasize public education utilizing interpretive panels, signage, pamphlets that emphasize sensitivity to natural resource protection (e.g. stay on routes, stay out of river) and natural history education.		1	1
Entertain developing day use v. over night fa			
Encourage BLM or other entity to acquire private property around Coke Ovens to allow for public enjoyment and preservation of this historical site.		1	1
Encourage BLM or other entity to initiate restoration of historic Coke Ovens.			
Emphasize public educat			
Encourage joint recreation and military use within the firing box areas. Manage area to minimize route	1		1

proliferation particularly from the firing boxes.			
Establish a cattleguard or gate at fence line in order to connect with continuation to the east with SW3229.		1	1
Establish connector to SE4110. Establish river and RR crossing.		1	1
Establish connector with SE4213B to the west.		1	1
Establish connector with SE4220A to the east.		2	2
Establish interpretive site emphasizing need to protect sensitive wildlife and cultural resources.		1	1
Establish large interpretive site illuminating sensitive resources including wildlife and historical sites.		1	1
Establish trail head for nonmotorized activities and future right of way to the mine.		1	1
Explore nonmotorized trail establishments on old roads/trails alignments.			
Evaluate whether motorized vehicle access is needed to the trailhead.		1	1
Explore commercial campsite possibilities for the State trust.		1	1
Explore development of staging area, toilet facilities, development of looping trails and camping opportunities for commercial facilities for state trust.		1	1
Explore expanding nonmotorized trail network on old road/trail alignments.	1		1
explore for opportunities for a right a way across private land for public access.		1	1
explore possibilities of right a way across public land for public access.		1	1
explore possibility of developing a connector for this route north to route SE4202D.		1	1
Need to work out agreement to cross fence line.			
Explore possibility of expanding access into adjoining BLM section and managing as a special motorized recreation area.		1	1
Explore reestablishing nonmotorized routes on existing trails/road grades.	1		1
Extend route eastward to connect to SW3111.	2		2
Extend route to make connection.	1		1
Extend this route to the south to create looping opportunity with route SE4205A.		1	1
Fence, stock tank to prevent unnecessary public access.		2	2
Gate at mine - private property and safety issues needs to be resolved.		1	1
Harden road and impose speed limits to minimize PM-10. Maintain road to allow passenger vehicle access.		2	2
Harden road surface. Limit speed.		2	2
Harden surface, not paved.	1		1
Harden wash crossing	1		1
High Clearance Vehicle		2	2
High clearance vehicle.	1	3	4
Identify main route to reduce braiding; limit to high clearance vehicles and keep waterfall passable.		1	1
Identify this as a technical 4WD recreational site if BLM determines that such use is appropriate for this area. Limit uses to what BLM determines to be acceptable for this area.	2		2
Limit to permitted special event use only (SRP).			
If a route to the west can be established to the north, then this route should be closed except for the private property access.	1		1
If a route to the west can be established to the north, then this route should be closed except for the private property access. Route should be hardened where necessary to avoid potholing and route braiding.	1		1
If private property is developed prevent route proliferation from private property onto adjacent public land.		1	1
If private property is developed prevent route proliferation from private property onto adjacent public land. Pursue an easement across private property to maintain public access to public lands.		1	1
Improve road.		2	2
In order to minimize route density close the two southern most east-west routes that lead into the military firing range. Keep open the northern most of the three east-west routes and maintain a looping opportunity by making sure the military fence line		1	1
Include signage for interpretation and safety on both ends of route segment.	1		1
Include with designation management protocols, public education and signage.	1		1
Increase signage and law enforcement to prevent motorized wilderness incursion. Install gate to prevent unauthorized motorized use into wilderness.		4	4
Increase signage and law enforcement to prevent motorized wilderness incursion. Install gate to prevent unauthorized motorized use into wilderness. Install signs about Big Horn Sheep. Install trail markers/ sign about dead-end trail. Install interpret		1	1
Inquire as to future looping possibilities.		1	1
Inquire into making this a staging area, including signage, kiosks, etc.		1	1
Inquire into possibility of creating looping opportunity by connecting to other route SW3008B to the north for family recreational use.		1	1
Inquire into possibility of creating looping opportunity by connecting to other route SW3008C to the south for family recreational use.		1	1

Install interpretive signs and kiosks. Designate as open area, but monitor and manage to minimize route proliferation. Be sure to keep NW2222 and NW2222A open. Consolidate access to Cottonwood Canyon road, close the other access roads from the Highway		12	12
Install interpretive signs and kiosks. Designate as open area, but monitor and manage to minimize route proliferation. Pursue highway safety improvements for access to area on NW2001 (Mineral Mountain Road).		12	12
install courtesy signs on Donnelly Ranch and Rock Tank. Work with ranch owner to mitigate user conflicts. Install kiosks at the river regarding staying out of the river bottom and respect sensitive areas and species.		2	2
Install courtesy signs on Donnelly Ranch and Rock Tank. Work with ranch owner to mitigate user conflicts. Install kiosks at the river regarding staying out of the river bottom and respect sensitive areas and species. Pursue commercial recreational faci		2	2
Install cultural interpretive signs; install signage regarding recommended to modified 4WD only (e.g.. Like signage at Secret Pass; lockers, limited slip).	1		1
Install educational signage regarding equipment safety, trail information, etc.		1	1
install educational signs and kiosks promoting responsible riding. Consider area as SRMA, but maintain and contain current number of routes, preventing route proliferation.		1	1
Install exclosure fence around tank to prevent unnecessary public use. Install interpretative signs educating public to respect private ranch facilities and to establish staging areas off/away from tank to minimize damage.		9	9
Install exclosure fence around tank to prevent unnecessary public use. Install interpretative signs educating public to respect private ranch facilities and to establish staging areas off/away from tank to minimize damage.		2	2
Cleanup dumpsite.			
Explore dev			
Install filtering device to limit use to single track and motorcycle. Maintain as a non-ATV non-4WD single track route only.	1		1
install informational kiosks. Establish a formal OHV recreation play area. Control dumping and other illegal activity.		1	1
Install informational signs		1	1
Install interpretive panel discussing need for appropriate uses in areas of sensitive resources (wildlife and cultural). Explore completing connection of this route to the south as well as reestablishing connector off of eastern end south along wash.		1	1
Install interpretive signage regarding need to protect sensitive wildlife and historic resources.		1	1
Install interpretive signing along the river regarding sensitive resource protection.		2	2
Install interpretive signing along the river regarding sensitive resource protection. Explore the possibility of creating river crossing to access routes and area south of the river.		1	1
Install interpretive signing along the river regarding sensitive resource protection. Investigate possibility of reconnecting this route with SE4115.		1	1
Install interpretive signs delineating route system in that area as a way to minimize route proliferation near the private lands.		1	1
Install interpretive/informational signs asking the public to respect, and possibly avoid, cultural resources and to remain on the routes, etc.		1	1
Install kiosk for outdoor ethics education; connect to route 2019.		1	1
Install kiosk for outdoor ethics education; designate as SRMA; investigate commercial lease opportunities; open with facility improvements.		1	1
Install kiosk for outdoor ethics education; identify area as a family ATV site.		1	1
Install kiosks for outdoor education; designate as SRMA; open with facility improvements.		1	1
Install OHV riding ethics signage	1		1
Install sign at beginning of route and dead end no river access.		2	2
install signage educating public to sensitivity of historical objects; designate route or system of routes around private property; explore public access opportunities to historical sites with private property owner for interpretive purposes.		1	1
install signage educating public to sensitivity of historical objects; designate route or system of routes around private property; explore public access opportunities to historical sites with private property owner for interpretive purposes. Assess route		1	1
Install signage indicating no through access due to private property.		1	1
Install signage indicating to public the road dead ends in private property.		1	1
Install signage limiting motorized access to technical 4WD vehicles	1		1
Install signage regarding river crossing safety and no river bed travel.		4	4
Install signage regarding route difficulty and to limit usage to vehicles capable of such difficulty for public safety.		1	1
Install signage regarding vehicle type requirements.	1		1
Install signage regarding vehicle type requirements. May place limits on the number of vehicles based on water availability for wildlife.	1		1
Install signs about Big Horn Sheep and dead-end trail.	1		1
Install trail head at the southern end of the route for non-motorized use. Clearly block the motorized access to the route.	1		1
Interpretative kiosks for cultural sight and increased law enforcement.		1	1
Interpretative panels discussing sensitive cultural areas and greater law enforcement presence.		1	1

Interpretative panels regarding the culturally sensitive areas and concerns regarding driving in a wash.		1	1
Interpretative panels.		1	1
Interpretative signage and increased law enforcement.		1	1
Interpretative signage.		1	1
Interpretative signing.		1	1
Inventory mine shafts for bats and safety. Check for erosion.		1	1
Investigate possibility of creating looping opportunity with SE4219A.		1	1
Investigate possibility of creating looping opportunity with SE4219B.		1	1
Kiosk for outdoor ethics education.		2	2
Leave open, as is, until the northern portion becomes private. If the northern portion is closed investigate connecting the trail, at the southern boundary of the private property, to route SE4114 to the west, forming a loop.		3	3
Leave upland roads open. Manage area to prevent route proliferation.		1	1
Establish river and rail road crossing from the south and improve access from the south to the Coke Ovens.			
Encourage BLM or other entity to acquire private property around Coke			
Leave upland roads open. Manage area to prevent route proliferation. Determine future uses of those routes as it relates to the development of the special recreation area.		1	1
Leave upland roads open. Manage area to prevent route proliferation. Determine future uses of those routes as it relates to the development of the special recreation area.		1	1
Leave river road south of river open but no driving in the river bed. BLM sho			
Leave upland roads open. Manage to eliminate route proliferation.		1	1
Leave river road south of river open. BLM manages the area south of the river and it is suggested that it be managed as a multiple use area that respects the quiet riparian environment			
Leave upland roads open. Manage to prevent route proliferation.		1	1
Leave river road south of river open but no driving in the river bed. BLM should manage the area south of the river as a multiple use area that respects the quiet riparian environment an			
Leaving this route open may minimize route proliferation.		1	1
Limit or control the type, intensity, and season of use in an effort to manage the impacts. Agency to decide.		1	1
Limit public access to periods of no Military activity.		1	1
Limit speed. Harden surface, not paved.		1	1
limit to admin. only until public access is secured across private to the nearest public road. If private property is developed prevent route proliferation from private property onto adjacent public land.		1	1
Limit to administrative use only unless/until the city, county or other public or private entity (concessionaire) is willing to take over management. All roads leading to landfill (except the one legal access to landfill) to be closed. The roads south o		2	2
Limit to commercial access only for the power line with the stipulation that is can be opened if the City of Superior is willing to enter into an access road maintenance agreement.		1	1
Limit to military, administrative and ranching use only.		1	1
Limit to ranching and administrative access only. (same conditions as NE1003a)		1	1
Limited to administrative use only.		3	3
Maintain riparian zone in properly functioning condition. Install rookie barriers (limiting terminal obstacles).		1	1
Maintain road to allow passage by standard passenger vehicles.		1	1
Maintain road to prevent road widening proliferation.		1	1
Maintain road to allow passage by high clearance vehicles only.			
Maintain route to minimize wallows in order to reduce route braiding		2	2
Maintain route to reduce wallows in order to reduce route braiding.		1	1
Maintain to reduce wallows to reduce route braiding		1	1
Maintain to reduce wallows to reduce route braiding; maintain for 4WD		1	1
Maintain to reduce wallows to reduce route braiding; maintain for 4WD use.		1	1
Make sure erosion is not affecting Arnett Creek and if so, correction needs to be made.		1	1
Make sure there are not riparian impacts.		1	1

manage area as a technical recreation management zone limited to technical vehicles (e.g. modified 4WD, trials bikes, mountain bikes). Consider adding area/routes to proposed Great Western Trail Corridor.	1		1
manage for route proliferation, route provides looping opportunity.		1	1
Manage motorized use in the area to eliminate route proliferation. Identify certain routes in area to minimize route density as it relates to sensitive resources and educate public to sensitive resource protection as appropriate.		1	1
Leave open the east-w			
Manage route network to reduce likelihood of route proliferation. Work with local housing developments/developers to identify appropriate access and control route proliferation.		3	3
Management to minimize route proliferation.		1	1
Minimize habitat fragmentation.	1		1
minimize route proliferation by making sure that those routes that are adjacent to National Guard Military Firing Range fence line are on the east side of the fence line such that the routes are not dead-ends but instead offer looping recreational opportu		1	1
Minimize trespass onto private lands in Section 12 via appropriate management prescriptions.		1	1
Mitigate conflicts of AZ Trail.		1	1
Mitigate for mine shaft. Signage/fencing.		1	1
Mitigate the mine shaft for safety. Survey for bats.		1	1
Mitigate the mine shaft, add safety measures. Bat survey.		1	1
Mitigate the mine shaft; address safety issue by signing and fencing. Investigate the availability of funding from federal sources for safety in abandoned mines.		1	1
Mitigation to be determined based upon the controls implemented.	1		1
Mitigation will be achieved by employing adaptive management monitoring of the status and/or integrity of the potentially impacted sensitive resources or resource issues identified above as they relate to various factors (e.g. climatic cycles, exotic spec	154	566	720
Monitor condition of sensitive riparian area.		1	1
Monitor construction on new connection to Route NW2050.		1	1
Monitor dust and implement dust abatement		1	1
monitor for impacts to big horn sheep and pygmy owl. If private property is developed control route proliferation from that property onto public lands.		1	1
Monitor for impacts to big horn sheep. monitor for erosion. Install signage regarding river crossing safety and no river bed travel.		1	1
Monitor for Pygmy Owl Habitat. Possible seasonal closure during Pygmy Owl nesting season.		2	2
Monitor for route braiding; maintain route to reduce wallows to reduce braiding; maintain for 4WD; install signs regarding courtesy zones and speed limits.		1	1
Monitor for route proliferation and illegal dumping and keep open for camping.		1	1
Install signing regarding proper camping and recreational etiquette.			
Monitor for route proliferation, illegal dumping, and extension of route down wash.		1	1
Monitor for route proliferation.		3	3
Monitor for route proliferation. Examine as alternative route for Great Western Trail.		2	2
Monitor for route proliferation. Explore extending route to connect SW3212A.		2	2
Monitor for route proliferation. Monitor for erosion. Monitor status of bighorn sheep relative to use levels.		2	2
Monitor impacts to Big Horn Sheep and Pygmy Owl. Close all campgrounds on this route for Big Horn Sheep habitat protection.		1	1
Monitor integrity of cultural resources.		1	1
Monitor integrity of cultural resources. Permit conditions may also indicate other specific mitigation.	1		1
monitor route proliferation.		1	1
Monitor status of the bighorn sheep relative to the use level.		2	2
Monitor stream crossing. Monitor status of Bighorn Sheep.		1	1
Monitor the impacts of the vehicles on the sensitive species, especially CFPO and bighorn sheep. Bighorn sheep go up to Dromedary Peak, the area represents a movement corridor especially if the development comes through. Monitor the levels of traffic an		1	1
Monitor to ensure no motorized use of wash to create looping opportunity.		1	1
Monitor to prevent route proliferation.		1	1
Monitor/mitigate for erosion. explore legal access across the river.		1	1
Monitor/mitigate for erosion. explore legal access across the river. Monitor for cultural and riparian.		1	1
Monitor/mitigate for erosion. explore physical/legal access across the river. Monitor for cultural and riparian.		1	1
Motor home Access (maintain 1 time a year).		1	1
Motorized travel limited to existing routes. Coordinate the management of clump01 with the facilities proposed for development to the east.		12	12
Motorized travel limited to existing routes. Coordinate the management of clump02 with clump01 and the facilities proposed for development to the east. Make open, fenced, play areas away from water tanks and		12	12

within the creosote flats. keep routes NW			
Motorized use to maintain primitive nature. Technical 4WD experience to be maintained.		1	1
Negotiate easement across private property.		1	1
negotiate for easements with ASARCO.		2	2
North-east side of the clump close the road past the intersection with the two tails that go to the south in order to minimize route density.		1	1
Close the route in the clump that parallels route SE4202.			
The routes that are on the private property BLM s			
Open route that goes from SW4011 paralleling south side of river to SW3200. Additionally allow spurs that go to river from that route to remain open. Other routes should be closed to reduce route density. Utilize public education (signage, kiosks) to		1	1
Open route to the campsite on NW2001F and to the second campsite on NW2221A; close the rest of the routes.		4	4
Open route to the gate on the west end, allowing use of the campground, corral and stock tank. Close the rest of the route to the east.		1	1
open the eastern loop and spur to campsite. Close the rest of the route to the west.		2	2
Open through the private land to the short spur into BLM land on the eastern side of the private property and develop spur onto BLM land as a trail head.		3	3
If route on private land is closed develop connection to NW2246. If private property is developed c			
Part of a special recreation zone and have management protocols that fit that area with regard to how routes are maintained, where they can access, and the types of vehicles that can be used. Limitations to modified vehicles such that vehicles that are n	2		2
Particular attention to springs. Route is open in anticipation of providing a non-technical SUV connection (on State lands) to another route that would allow a looping opportunity.		1	1
Pave and PM 10		1	1
Post signs to educate public about need to not to travel north of the road into wilderness area. Pursue right of way through private property or a new route around private property.		1	1
Promote recreational use and development of this area of State Trust lands in a way that will not adversely affect sheep migration. Well-placed, well-planned, large campsites, seasonal if needed.		2	2
Protect sensitive cultural resources through re-routing and public education as appropriate. Manage to eliminate route proliferation. Consider making area a family riding area, including staging area taking into consideration the proximity of these faci		1	1
Protect water tank to decrease environmental impacts; move staging area to reduce conflicts with rancher.	1		1
Provide access to BLM land. Mitigate and direct traffic along route. Close parallel redundant routes, establish play area if habitat concerns can be mitigated. Establish trail head on BLM land for foot trail to connect public lands.		1	1
public restricted to existing routes only.		1	1
Public uses are subordinate to power line facilities.		2	2
Pursue access around mine. Improve river crossing--under appropriate conditions to allow connectivity to areas, and routes, south of the river. Pursue access across railroad. Install signage regarding river crossing safety and no river bed travel.		1	1
Pursue access around/through ASARCO. Provide access along power lines.		2	2
Pursue collaborative partnership with RR, Florence and Pinal county to allow public access and to develop a scenic historic recreational trail.		2	2
Provide educational information to the public (signage, flyers) regarding sensitive resources, stay on trail			
Pursue river access with railroad (need gate through fence) and pursue river crossing (with environmentally sensitive ford). Install interpretive panels at Kelvin Rd. regarding sensitive wildlife, esp. tortoise.		1	1
Pursue river access with railroad (need gate through fence) and pursue river crossing.		1	1
pursue stabilized water crossing. Install signage regarding river crossing safety, no river bed travel, and sensitive resources (tortoise).		2	2
pursue stabilized water crossing. Install signage regarding river crossing safety and no river bed travel.		1	1
recognize difficulty of checker board ownership identify principal routes of travel and close those which are redundant and close unnecessary spurs.		1	1
Record Cultural.		1	1
Repair erosion "hot spots"		1	1
retire mineral material lease when possible after the mineral operation is closed reclaim the area to natural habitat and additional ensure that one access route is provided north south to provide connection to the Gila River.		1	1

Route accesses relatively remote area that may be susceptible to overuse/route proliferation (needs to be monitored). Area accessed by route is proximate to wilderness.		1	1
Route serves as a means by which to separate OHV traffic from truck traffic on Whitlow Ranch Road SW3200.		1	1
Routes located outside military firing boxes not specifically designated would be closed. Routes within military firing boxes would be managed for joint use by the public for recreational purposes and the military for their use. Military firing boxes sh	1		1
Should also be mitigated for cultural resources. Analysis relating to gate at mine. Need for public easement. Address conflicts with mining.		1	1
Sign along the Wilderness boundary.	3		3
Sign river bottom no motorized in river bottom. Explore increase enforcement to decrease litter etc.		3	3
Install educational signage regarding the need to protect sensitive natural resources.			
Sign the mine shaft.		1	1
Signage at entrance to wash off of Mineral Mountain Road forewarning of the seasonal closure of the upper portion of the route (NW2084A).		1	1
Signage re: riding ethics.		2	2
Signage with regards to ranching facilities minimizing vandalism.	1		1
Signing and/or re-routing for safety concerns.		1	1
Stock high clearance.		1	1
survey for tortoise.		1	1
take measures to ensure that reclaiming route to the south is not used by motorized traffic.		1	1
Talk to the city, county, local community and Globe Ranger District to work out a management plan.		1	1
Talk to the city, county, local community and Globe Ranger District to work out a management plan. Also, want roads open under some type of management of those roads.		1	1
The primary concern is the sensitivity of the wash environment as it relates to visitor use levels.		1	1
This route crosses BLM land whereas adjoining routes cross State lands.		1	1
tortoise and dust are concerns		1	1
Treat as an eastern extension of Clump01 and manage accordingly. Consider linking northern and central routes.		4	4
Uncommon challenge hill climb route.		1	1
Voluntary closure signs with interpretative signs asking the public to try to observe the Native American religious concerns (NEPA) surrounding the around. The agency will work with the mining permitted to minimize or avoid impacts to the cultural resour		1	1
Watch for route proliferation, establish barriers at wash.		1	1
Watch for route proliferation.		1	1
Watch for route proliferation.	2		2
Consider as part of SRMA.			
Will be developed as a recreational site; official rock crawling site; motorcross, at, install interpretive panels emphasizing responsible use, campsites; pursue purchase of adjoining private lands		2	2
Work with the mining company for access to the area. Look into improving river crossing, minimizing impact to riparian area. Install interpretive signing. Route provides the only access to the area south of the river/only river crossing. Negotiate acc		1	1
Work with utility company to improve route to stock 4x4 standards.		1	1
Grand Total	233	927	1160