# CORONADO NATIONAL FOREST

# SANTA RITA MOUNTAINS ECOSYSTEM MANAGEMENT AREA
## Transportation Analysis Plan

**October 2006**
**Revised September 2009**

**Edited By**

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**Approved By**

/s/ Kent Ellett September 21, 2009

**Kent C. Ellett, Nogales District Ranger Date**

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## References


- Coronado National Forest, Forest Level Roads Analysis Report, January 13, 2003. Prepared by Melissa D. Shafiqullah, P.E.
- Watershed Level Roads Analysis Plan for Pantano & Cienega Creek 5th Code Watersheds; May 24, 2005

# Introduction

Travel planning in the Forest Service was traditionally split between the engineering program for road management and the recreation program for trails management. A recently revised federal regulation now combines the analysis of the motorized use of trails and roads under the travel analysis process. This process is intended to identify opportunities for the Coronado National Forest transportation system to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions. This report is tailored to local situations and site conditions as identified by forest staffs and collaborated with public input. The outcome of this analysis is a set of recommendations for the forest transportation system. A thorough Travel Analysis supports subsequent National Environmental Policy Act (NEPA) process, allowing individual projects to be more site-specific and focused, while still addressing cumulative impacts.

On January 12, 2001, the Forest Service issued the final National Forest System Road Management Rule. This rule revised regulations concerning the management, use, and maintenance of the National Forest Transportation System. The final rule is intended to help ensure that additions to the National Forest System road network are essential for resource management and use; that construction, reconstruction, and maintenance of roads minimize adverse environmental impacts; that unneeded roads are decommissioned; and that restoration of ecological processes is initiated.

This Ecosystem Management Area level Transportation Analysis Plan (TAP) addresses existing open National Forest System Roads (NFSR) as well as non-system roads located in the **Santa Rita Ecosystem Management Area** (EMA). This Transportation Analysis is not a NEPA document but supports NEPA Planning. It is an integrated ecological, social, and economic approach to transportation planning, addressing both existing and future roads. 36 CFR 212.5 requires that the forest identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands.

The Transportation Analysis process is described in Report FS-643, Roads Analysis: *Informing Decisions About Managing the National Forest Transportation System*. The Transportation Analysis requirements for Forest, Area, Watershed and Project Scale are described in *FSM 7700 - Transportation System: Chapter 7710 - Transportation Atlas, Records, and Analysis;* also see Interim Directives that may be policy at the time of the report. Below is the link to the complete FSM 7700 - Transportation System.
http://fsweb.wo.fs.fed.us/directives/fsm/7700/7710.rtf

**Objectives**
The objective of this analysis is to provide the Forest Service Line Officer with critical information to ensure that existing and future road systems are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal negative ecological effects on the land, are in balance with available funding for needed management actions, and

are consistent with road management objectives FSM 7712.5. This analysis will not change or modify any existing NEPA decisions, but information generated by this analysis might cause the line officer to reconsider, and perhaps at some future date revise previous NEPA decisions.

**Transportation Analysis Overview**
This analysis is intended to identify changes to the national forest transportation system that may be needed to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions about areas. The process is intended to complement, rather than replace or preempt, other planning and decision processes.

**Six Step Process**
The analysis process is a six-step progression, regardless of scale, customized to local situations; landscape and site conditions coupled with public issues, forest plan land allocations, and management constraints. The process provides a set of possible road-related issues and analysis questions. Only those relevant questions and any additional suggestions on information needs and research findings that might apply to the project need to be addressed. The six steps are:

Step 1. Setting up the Analysis
Step 2. Describing the Situation
Step 3. Identifying Issues
Step 4. Assessing Benefits, Problems and Risks
Step 5. Describing Opportunities and Setting Priorities
Step 6. Reporting

The amount of time and effort spent on each step differs by the complexity of the issues, specific situations and available information particular to the project. Details about these steps can be found in FS-643 titled *Roads Analysis: Informing Decisions about Managing the National Forest Transportation Syste*m.

**Transportation Analysis Products**
This report is a product of the analysis process and documents the information and analyses used to identify opportunities and priorities for future national forest road and motorized trail systems (where applicable). Included in this report is a transportation map displaying the existing/recommended road system and where applicable the existing/recommended motorized trail system and the needs and/or recommendations for each. This report will:

- Identify needed and unneeded roads;
- Identify road related social, environmental and public safety risks;
- Identify site-specific priorities and opportunities for road improvements and decommissioning;
- Identify areas of special sensitivity or any unique resource values.

This report will help managers address questions on road access related to ecosystem health and sustainability, commodity extraction, recreation, social and cultural values, and administrative uses.

This report may help to inform future management decisions on the merits and risks of building new roads; relocating, upgrading, or decommissioning existing roads; managing traffic; and enhancing, reducing, or discontinuing road maintenance. This analysis is based upon:

- Use of the best available scientific information;
- Economics;
- Social and economic costs and benefits of roads; and
- Contribution of existing and proposed roads to management objectives.
- Input from resource specialists

## Step 1 – Setting Up the Analysis

**Purpose, Scope and Objectives:**
The purpose of the project is to identify the minimum road system needed to administer and utilize National Forest System (NFS) resources within budget constraints. This TAP will support the Forest Plan.

The scope of this analysis includes the area bounded by the Santa Rita Ecosystem Management Area on the Nogales Ranger District. This is an Ecosystem Management Area level TAP with boundaries indicated on the map in Appendix F. A complete inventory of user-created routes is not required in order to complete a TAP. However, new routes are continually being created during the inventory process and therefore this report will only reflect user-created routes as of the date of this report. Some user-created routes are well located, provide excellent opportunities for outdoor recreation by motorized and non-motorized users alike, and would enhance the system of designated routes and areas. Other user-created routes are poorly located and cause unacceptable environmental impacts. The Coronado National Forest is committed to working with user groups and others to identify such routes and consider them on a site-specific basis. (36 CFR 212.2) This analysis will include recommendations where appropriate to add user-created routes to the forest transportation system or recommend prohibition or restriction of motor vehicle use on identified system roads.

The objective of this Transportation Analysis is to provide critical information for a minimum road system that is safe and responsive to public needs and desires, is affordable, conforms to the Coronado National Forest Plan, is efficiently managed, has minimal negative ecological effects on the land, and is sustainable with available funding for needed management actions. All existing system roads, additional motorized travel routes and proposed roads within the project area, as well as access roads to the Forest Boundary are included in this Transportation Analysis Plan. This analysis provides a comprehensive look at the network of NFS roads and motorized NFS trails as well as all other user-created roads located in the EMA and will be used during the NEPA process. The TAP is intended to be a

broad scale comprehensive look at the transportation network. The main objectives of the TAP are:

- Balance the need for access while minimizing risks by examining important ecological, social, and economic issues related to roads and trails;
- Furnish maps, tables, and narratives that display transportation management opportunities and strategies that address future access needs, and environmental concerns;
- Identify the need for changes by comparing the current road and motorized trail system and areas to the desired condition;
- Make recommendations to inform travel management decisions in subsequent NEPA documents.

This document provides information for the Forest Plan Revision and the Travel Management Rule as it relates to the Coronado National Forest. This analysis will look at the options concerning access issues and needs, proliferation of non-system roads, un-needed roads, user-created routes, mixed use, and OHV use where applicable.

**Analysis Plan**

The following items were specifically investigated in this analysis:

- Verify current road conditions and drivability.
- Verify accuracy of road locations on maps.
- ID Team and Line Officer identify preliminary access and resource issues, concerns and opportunities.
- Identify additional issues, concerns and opportunities through internal resource staffs.
- Recommend changes to the existing road system based on the findings of this roads analysis.

**Information Needs**

Information needs were identified and the IDT worked to gather as much information as available about the following items:

- Accurate location and condition of all system roads and motorized trails within the project area. A complete inventory of all unauthorized (user-created) routes is not required but the IDT felt it provided valuable information about what the public and other agencies were doing on the forest.
- Assessment of opportunities, problems and risks for all roads and motorized trails in the project area.
- Public access and recreational needs and desires in the area including access to private landowners.
- Areas of special sensitivity, resource values, or both.
- Best management practices for the area.
- Current forest plan and management direction for the area.
- Agency objectives and priorities.
- Interrelationship with other governmental jurisdictions for roads and motorized trails.
- Public and user group values and concerns.

**Potential Key Issues, Concerns, and Opportunities**
The following items were considered in this analysis:

- Mineral access
- Access to grazing allotments and improvements
- Special Uses
- OHV Recreation Use
- Cultural resources and Archaeological sites within the study area
- Motorized Trail and Vehicles route sharing
- Private property blocking federal land access
- Excessive roads in the study area
- Melendrez Pass Access

## Step 2- Describing the Situation

**Regional Setting**
The Santa Rita Mountains Ecosystem Management Area (EMA) is located within the Basin and Range physiographic province (Fenneman 1931) in southwestern Arizona which is characterized by an east-west alignment of generally parallel mountain ranges with broad valleys in between. The Santa Rita Ecosystem Management Area is comprised of 148,421 acres, of that are 11,442 acres of scattered private inholdings within the National Forest boundary. This is the second largest recreation EMA on the Forest. The rich variety and incredible diversity of vegetation, climatic, wildlife, and scenic values offer great opportunities for recreation use. Elevation ranges from 3,200 feet to 9,200 feet. Twenty percent of this EMA has less than 15% slope, and seventy one percent is less than 40% slope, and these gentler slopes lead to high recreational use. Madera Canyon offers developed recreation use, while the eastside of the district is heavily used by Off Highway Vehicle (OHV) use and offers dispersed recreation use. In spring, birdwatchers flock to Madera Canyon from around the world. Cross-country motorized travel is currently not permitted on the Coronado National Forest except for the retrieval of game. The 25,260 acre Mt. Wrightson Wilderness covers the top of the Santa Rita Mountains, and trails into the area are popular. The Arizona Trail runs North-South through the EMA. Highways 82 and 83 were designated "Patagonia-Sonoita Scenic Road" by Arizona Department of Transportation in 1985.
[Reference: Fenneman, N. M., 1931 & 1938, Physiography of Western United States & Physiography of Eastern United States: New York, McGraw-Hill]

The following communities are located in proximity:

- Green Valley
- Sahuarita
- Tubac
- Tucson
- Sonoita

Patagonia
The Interdisciplinary Team (Appendix C) convened and examined the existing transportation system in relation to current forest plan direction. This required a description of the road system; its location, ownership, condition, and current forest plan direction. A description of the physical, biological, social, cultural, economic and political aspects of the analysis area was discussed and generated by the team.

A map of the area's transportation system was developed to facilitate this description. (See Appendix F).

The products of this step are:

- A map or other descriptions of the existing road system defined by the current forest plan, and
- Basic data needed to address transportation analysis issues and concerns.

The following table provides existing data such as length of road within the Forest Boundary, current maintenance level and route status as listed in the INFRA database. The table also provides data on user-created routes that were GPS'd using a Trimble GeoXT handheld unit. The table provides data above and beyond what is required by a TAP. The information provided in the table was also used to generate existing densities for the EMA.

<u>Existing Direction for Roads and Motorized Trails</u>
Travel analysis is focused on identifying needed changes to the forest transportation system; identifying the existing direction is an important first step. In general terms, the existing direction includes the National Forest System roads, trails and areas currently managed for motor vehicle use. Restrictions, prohibitions, and closures on motor vehicle use are also part of the existing direction on the forest.

Existing direction from laws and regulations, official directives, forest plans, forest orders, and forest wide or project specific roads decisions, determine the motorized routes and areas open to public motorized travel. This information about a unit's managed system is often documented in road and motorized trail management objectives, maps, Recreation Opportunity Guides, tabular databases, and other sources.

*Open Authorized Road*
Existing roads open to the public for motorized use are forest system roads, which are currently in the Forest's INFRA database with attributes reflecting an existing, National Forest System Road under the jurisdiction of the Forest Service with an operational maintenance level between 2 and 5.

*Closed Authorized Road*
Closed roads have been closed to vehicle traffic for at least a year but are necessary for future activities. If there is a future need for the road but no immediate need, then it is placed in the system as a closed (ML1) road. They appear in the INFRA database with an operational

maintenance level of 1. If there is no compelling administrative or public need for the road in the long-term, then it should be decommissioned.

*Open Unauthorized Road*
An unauthorized road is not included in a forest transportation atlas or database. These roads are usually established by various users over time. They were not planned, designed, or constructed by the Forest Service.

*Decommissioned Road*
Decommissioned roads have some type of physical closure at their entrance or may be completely obliterated. They appear in the INFRA database with a route status of decommissioned. In order to return a decommissioned road to service as a system road, the NEPA process must be followed even when no physical work is required to allow motorized traffic back on the road.

# Table 2.1 – Existing Transportation System

Note: Road numbers in brackets were previous report numbers. Revision September 2009

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 62 | 5.73 | | | | | | 3 | **Box Canyon -** FS Jurisdiction on 5.73 mi only (21.17 mi total) |
| 62-1.37R-1 | | | 2.20 | | | | | Non system road - goes up Trail Canyon |
| 62-1.37R-2 | | | 0.99 | | | | | Non system road - access to tank for range permittee |
| 62-3.35L-1 | | | 0.58 | | | | | Physically Closed; Double lock with TEP |
| 62-3.42R-1 | | | 0.58 | | | | | Non system road - leads to tank |
| 62-3.42R-2 | | | 1.00 | | | | | Non system road - leads to tank |
| 62 A | 1.41 | | | | | | 3 | **Santa Rita Range -** 3.04 miles total road length |
| 70 | 3.71 | | | | | | 4 | **Madera Canyon -** 6.20 miles total road length |
| 70- Old Missile Site Rd | 0.25 | | | | | | | **Not entered in INFRA-** Road to former Titan Missile site; used by FS for many years |
| 70- Heli port Rd | 0.17 | | | | | | | **Not entered in INFRA**- Road to heli port; used by FS for many years |
| 70- Proctor Loop | 0.28 | | | | | | | **Not entered in INFRA-** paved parking lot |
| 70- White House CG | 0.12 | | | | | | | **Not entered in INFRA-** paved parking lot for campground |
| 70- Madera TH picnic prkng | 0.09 | | | | | | | **Not entered in INFRA-** Madera Trailhead picnic parking area |
| 70- Mt Wrightson PicArea 1 | 0.02 | | | | | | | **Not entered in INFRA-** Mt. Wrightson PicArea Parking |
| 70- Mt Wrightson PicArea 2 | 0.02 | | | | | | | **Not entered in INFRA-** Mt. Wrightson PicArea Parking |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| **Road Number** | **OA - Open Authorized (Miles) on Forest** | **CA - Closed Authorized (Miles) ML 1** | **OU - Open Unauthorized (Miles)** | **Route Status Decommissioned (Miles)** | **OHV Routes (Miles)** | **New Proposed Routes (Miles)** | **Operational Maintenance Level** | **Description** |
| 70- Mt Wrightson PicArea 3 | 0.01 | | | | | | | **Not entered in INFRA-** Mt. Wrightson PicArea Parking |
| 70- Mt Wrightson PicArea 4 | 0.03 | | | | | | | **Not entered in INFRA-** Mt. Wrightson PicArea Parking |
| 70- Santa Rita Lodge | 0.06 | | | | | | | **Not entered in INFRA-** Santa Rita Lodge Parking- |
| 70 A | 0.78 | | | | | | 3 | **Bog Springs Campground** |
| 72 | 9.83 | | | | | | 2 | **Temporal Canyon -** 12.88 miles total road length |
| 72- AZ trailhead parking | 0.08 | | | | | | | **Not entered in INFRA -** Arizona Trail trailhead parking |
| 72-2.04L-1 [4100-0.10L-1] | | | 0.00 | | | | | **Off forest - not analyzed** |
| 72-2.04L-1 [4100-0.10L-2] | | | 0.00 | | | | | **Off forest - not analyzed** |
| 72-2.04L-2 | | | 0.33 | | | | | Non system road - leads to private |
| 72-3.20L-1 | | | 0.65 | | | | | Non system road - |
| 72-3.20L-2 | | | 0.07 | | | | | Non system road - |
| 72-3.45R-1 | | | 3.46 | | | | | Non system road - leads to water tank |
| 72-3.45R-2 | | | 0.95 | | | | | Non system road - |
| 72-3.45R-3 | | | 0.70 | | | | | Non system road - |
| 72-4.51L-1 | | | 0.05 | | | | | Non system road - leads to tank by side of road |
| 72-5.42L-1 | | | 0.43 | | | | | Non system road - parallels 72 on ridgetop |
| 72-9.17L-1 | | | 0.45 | | | | | Non system road - leads to Philadelphia Mine and Little Joker Mine |
| 72-11.67L-1 | | | 0.43 | | | | | Non system road - |

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| 72-Disp/CG 1 | | | 0.02 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 2 | | | 0.02 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 3 | | | 0.11 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 4 | | | 0.02 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 5 | | | 0.04 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 6 | | | 0.08 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 7 | | | 0.02 | | | | | Non system road - dispersed camping area |
| 72-Disp/CG 8 | | | 0.04 | | | | | Non system road - dispersed camping area |
| 72 A | 6.80 | | | | | | 2 | **Mansfield** |
| 72 A-0.75L-1 | | | 0.10 | | | | | Non system road - 0.13 miles long; 0.03 miles on private; |
| 72 A-0.80L-1 | | | 0.74 | | | | | Non system Rd - Goes in and out of Private - 1.18 miles long w/ 0.44 mi on private; Most of the road in drainage bottom |
| 72 A-5.05L-1 | | | 0.04 | | | | | Non system road - leads to Juniper tank |
| 72 A-5.95L-1 | | | 0.16 | | | | | Non system road- Wilderness Encroachment 0.03 miles |
| 72 A-6.11R-1 | | | 1.46 | | | | | Non system road - used by campers and hunters |
| 82- Pvt Rd Smith Canyon | | | 0.62 | | | | | Non system road - |
| 83-0.84L-1 | | | 0.51 | | | | | Non system road |
| 92 | 9.00 | | | | | | 3 | **Gardner Canyon -** (Total length 10.20 miles; 9.0 miles on FS) |
| 92-4.56L-1 | | | 0.28 | | | | | Old alignment of 92 to apache springs Ranch; maintained by Santa Cruz County |

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| 92-7.69L-1 | | | 0.44 | | | | | Non system road - Access to small rock house |
| 143 | 9.06 | | | | | | 2 | **Alto Site -** 23.80 miles total road length |
| 143-4.41L-1 | | | 0.05 | | | | | Non system road - near Glove Mine |
| 143-4.44R-1 | | | 0.84 | | | | | Non system road - access thru BLM and private |
| 143-9.47L-1 | | | 0.22 | | | | | Non system road - leads to Josephine Canyon |
| 143-10.36L-1 | | | 0.27 | | | | | Non system road - access to mine site |
| 143-10.77L-1 | | | 0.13 | | | | | Non system road - access to private |
| 143-11.09R-1 | | | 0.08 | | | | | Non system road - access to private |
| 143-11.92L-1 | | | 0.47 | | | | | Non system road - access to private |
| 143-12.64L-1 | | | 0.10 | | | | | Non system road - |
| 143-12.64L-2 | | | 0.03 | | | | | Non system road - |
| 143-12.84L-1 | | | 1.71 | | | | | Non system road - 2.22 miles long with 1.71 miles on FS; leads to Alto Group Mine |
| 143- Alto Site | | | 0.08 | | | | | **Alto Site -** Not entered in INFRA; loop road |
| 144 | 2.84 | | | | | | 2 | **Squaw Gulch** |
| 152 | 1.32 | | | | | | 2 | **Casa Blanca Canyon** access- 3.30 miles mi long |
| 162 | 0.98 | | | | | | 2 | **Louisiana Gulch** - |
| 162-0.27R-1 | | | 0.11 | | | | | Non system road - |
| 162-0.60L-1 | | | 0.46 | | | | | Non system road - |
| 162-0.83R-1 | | | 1.44 | | | | | Non system road - |

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| 162-0.91R-1 | | | 0.84 | | | | | Non system road - road up Sucker Gulch |
| 162-0.91R-2 | | | 0.83 | | | | | Non system road - road up Louisiana Gulch |
| 162-0.91R-3 | | | 0.12 | | | | | Non system road - road up Louisiana Gulch |
| 163 | 5.45 | | | | | | 2 | **Kentucky Gulch -** 6.56 miles total road length |
| 163-1.70R-1 | | | 0.23 | | | | | Non system road - |
| 163-2.80R-1 | | | 0.29 | | | | | Non system road - |
| 163-2.80R-2 | | | 0.21 | | | | | Non system road - |
| 163-2.80R-3 | | | 0.08 | | | | | Non system road - |
| 163-4.10R-1 | | | 0.23 | | | | | Non system road - connects 162 and 163 |
| 163-4.16L-1 | | | 0.93 | | | | | Non system road - |
| 163-4.38L-1 | | | 1.08 | | | | | Non system road - near Kentucky Camp |
| 163-5.34L-1 | | | 0.57 | | | | | Non system road - |
| 165 | 4.52 | | | | | | 2 | **Melendrez Pass -** |
| 165 [Greaterville Reroute] | | | | | | | 2 | 0.65 miles of new road @ intersection of 229 and 4068; constructed in 2008 force account; NEPA completed; mileage included in row above |
| 165-0.03R-1 | | | 0.04 | | | | | Non system road - leads to private |
| 165-0.03R-2 | | | 0.14 | | | | 2 | Non system road - |
| 165-0.03R-3 | | | 0.17 | | | | | Non system road - leads to tank |
| 165-0.86R-1 | | | 0.06 | | | | | Non system road - |

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| 165-1.91R-1 | | | 0.20 | | | | | Non system road |
| 165-2.73L-1 | | | 1.36 | | | | | Non system road - |
| 165-2.73L-2 | | | 0.34 | | | | | Non system road - connects 165 and 4040 |
| [165-2.73L-3] 4040 A | 0.00 | | | | | | 2 | Previously incorrectly labeled as 165-2.73L-3; see 4040 A |
| 165-2.73L-4 | | | 0.42 | | | | | Non system road - |
| 170 | 4.58 | | | | | | 2 | **Helvetia -** Outside FB with right-of-way to FS |
| 183 | 4.96 | | | | | | 2 | **Agua Caliente -** 5.19 miles long; 0.23 miles on State Land |
| 183- Disp/CG | | | 0.05 | | | | | Non system road - 0.03 miles in IRA |
| 184 | 11.98 | | | | | | 3 | **Montosa Canyon -** 17.60 miles total road length; Leads to Mt. Hopkins Observatory |
| 184-6.69R-1 | | | 1.90 | | | | | Non system road - |
| 184-6.69R-2 | | | 0.26 | | | | | Non system road - leads to private claim; |
| 184- Smithsonian Access | | | 0.12 | | | | | **Smithsonian** - Not a system road or entered in INFRA - paved road to Smithsonian Institute |
| 229 | 1.15 | | | | | | 3 | **Greaterville -** Leads to Greaterville; 1.69 miles long with 0.54 mi on private |
| 229-1.00L-1 | | | 0.13 | | | | | Non system road - |
| 231 | 5.97 | | | | | | 2 | **Rosemont Cutoff -** partially located in riparian area; 6.45 miles long with 0.48 mi on private |
| 231-0.08R-1 | | | 0.07 | | | | | Non system road - |
| 231-0.17R-1 | | | 0.10 | | | | | Non system road - |

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| 231-0.41R-1 | | | 0.06 | | | | | OHV staging and parking area - |
| 231-5.72L-1 | | | 0.26 | | | | | Non system road - |
| 231 A | 0.18 | | | | | | 2 | **Un-Named** |
| 231 B | 0.14 | | | | | | 2 | **Un-Named** |
| 231 B-0.06L-1 | | | 0.06 | | | | | Non system road - leads to well |
| 234 | 3.94 | | | | | | 2 | **Adobe Canyon -** 4.47 miles total road length; 0.53 mi off forest |
| 481 | 0.60 | | | | | | 3 | **Desert Grassland -** 1.18 miles total road length; 0.58 mi off forest |
| 488 | 1.86 | | | | | | 3 | **Corral Road -** Outside FB with right-of-way to FS |
| 505 | 0.23 | | | | | | 2 | **Santa Rita Rd -** 20.90 miles total road length |
| 505- old | 0.86 | | | | | | 2 | Old 505 alignment to Harts Butte and Curtice Mine- 1.81 mi long w/ 0.86 mi on FS |
| 627 | 1.76 | | | | | | 2 | **Hog Canyon** |
| 762 | 0.24 | | | | | | 2 | **Temporal Canyon -** 1.14 miles long but only GPS'd 0.24 mi; remainder in the drainage or returned to native |
| 776 | 0.88 | | | | | | 2 | **Fire Break Road** |
| 781 | 1.30 | | | | | | 2 | **Proctor Road -** 11.90 miles total road length; private and State |
| 781- #1 | 0.03 | | | | | | | Proctor Dispersed CG - |
| 781- #2 | 0.04 | | | | | | | Proctor Dispersed CG - |
| 781- #3 | 0.09 | | | | | | | Proctor Dispersed CG - |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 781- #4 | 0.03 | | | | | | | Proctor Dispersed CG - |
| 781- #5 | 0.06 | | | | | | | Proctor Dispersed CG - |
| 781- #6 | 0.03 | | | | | | | Proctor Dispersed CG - |
| 781- #7 | 0.02 | | | | | | | Proctor Dispersed CG - |
| 781- #8 | 0.01 | | | | | | | Proctor Dispersed CG - |
| 781- #9 | 0.01 | | | | | | | Proctor Dispersed CG - |
| 781- #10 | 0.01 | | | | | | | Proctor Dispersed CG - |
| 781- #11 | 0.01 | | | | | | | Proctor Dispersed CG - |
| 785 | 4.50 | | | | | | 2 | **Upper Gardner Canyon -** |
| 786 | 0.32 | | | | | | 2 | **Mt. Fagan** - Portion on Private land; 0.32 miles on FS |
| 4027 | 0.00 | | | | | | 2 | **Benson Wells - Off forest - not analyzed; State Land Road** |
| 4027-0.32L-1 | | | 0.16 | | | | | Non system road - Leads to private; 0.24 mi long with 0.16 mi on Forest; |
| 4029 | 2.02 | | | | | | 2 | **Rita** - Outside FB with right-of-way to FS |
| 4032 | 0.80 | | | | | | 2 | **Un-Named -** redundant with 231 |
| 4035 | 1.03 | | | | | | 2 | **Faber Spring -** |
| 4036 | 0.15 | | | | | | 2 | **Un-Named -** 1.2 miles total length - 1.05 miles on private; authorized under FLPMA easement |
| 4037 | 2.74 | | | | | | 2 | **West Sawmill Canyon** |
| 4038 | | | | 1.76 | | | D | **Un-Named -** Road returned to native - south end closed - Private |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4039 | 2.05 | | | | | | 2 | **Homestead -** in riparian area |
| 4040 | 0.78 | | | | | | 2 | **Wood Sale** |
| 4040 A | 0.84 | | | | | | 2 | **Fish Canyon -** |
| 4041 | | 0.52 | | | | | 1 | **Melendrez Pass -** ML1 road |
| 4042 | 0.37 | | | | | | 2 | **Mountain King Mine -** Road leads to Mt. King mine site |
| 4043 | 3.53 | | | | | | 2 | **Enzenberg -** road is 3.73 mi long with 0.20 mi on private |
| 4043-0.48L-1 | | | 0.23 | | | | | Non system road - |
| 4043-2.34R-1 | | | 0.21 | | | | | Non system road - |
| [4043-3.00R-1] 4043 | | | | | | | | 4043-3.00R-1 is really part of 4043 and was named incorrectly in last report. [see 4043] |
| 4044 | 0.96 | | | | | | 2 | **Wisconsin -** |
| 4045 | 0.32 | | | | | | 2 | **Kentucky Camp -** Restricted Access road to Kentucky Camp |
| 4046 | 1.05 | | | | | | 2 | **Limestone Pit -** 3.21 miles total road length |
| 4046A | 0.06 | | | | | | 2 | **Un-Named** |
| 4046B | 0.06 | | | | | | 2 | **Un-Named** |
| 4048 | 1.20 | | | | | | 2 | **Homestake** |
| 4049 | 1.20 | | | | | | 2 | **Weigles Butte** |
| 4050 | 9.97 | | | | | | 2 | **Sycamore -** Inside riparian area |
| 4050-0.36R-1 | | | 0.60 | | | | | Non system road - |
| 4050-1.72R-1 | | | 0.32 | | | | | Non system road - |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4050-1.97R-1 | | | 0.51 | | | | | Non system road - |
| 4050-2.44L-1 | | | 1.94 | | | | | Non system road - connects 4050 with 505 |
| 4050-2.48L-1 | | | 0.02 | | | | | Non system road - |
| 4051 | 3.62 | | | | | | 2 | **Gunsight Pass -** Inside riparian area |
| 4051-0.09L-1 | | | 0.04 | | | | | Non system road - leads to Rosemont claims |
| 4051-1.92R-1 | | | 0.17 | | | | | Non system road - leads to Rosemont claims |
| 4051-1.96L-1 | | | 0.12 | | | | | Non system road - leads to Rosemont claims |
| 4051-2.75R-1 | | | 0.44 | | | | | Non system road - leads to Rosemont claims |
| 4051-2.87R-1 | | | 0.45 | | | | | Non system road - leads to Rosemont claims |
| 4051-2.87R-2 | | | 0.27 | | | | | Non system road - leads to Rosemont claims |
| 4051-2.87R-3 | | | 0.25 | | | | | Non system road - leads to Rosemont claims |
| 4051 A | 0.80 | | | | | | 2 | **McCleary Dam -** |
| 4052 | 0.23 | | | 1.28 | | | 2,D | **Mesa -** 1.51 Total road length - 1.28 miles has been decommissioned sometime in the past |
| 4052-1.28R-1 | | | 0.13 | | | | | Non system road - leads to private |
| 4053 | 1.92 | | | | | | 2 | **Patented** |
| 4053-0.75L-1 | | | 0.33 | | | | | Non system road - |
| 4053-0.90L-1 | | | 0.05 | | | | | Non system road - leads to mine on private parcel |
| 4053 A [4053-0.77R-1] | 0.29 | | | | | | 2 | Incorrectly labeled as 4053-0.77R-1 in previous report. |
| 4055 | 1.31 | | | | | | 2 | **Shaft** |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4055-0.63R-1 | | | 0.09 | | | | | Non system road - in and out of Rosemont claims |
| 4055-0.70R-1 | | | 0.10 | | | | | Non system road - in and out of Rosemont claims |
| 4055-0.74L-1 | | | 0.29 | | | | | Non system road - in and out of Rosemont claims |
| 4055-0.74L-2 | | | 0.33 | | | | | Non system road - in and out of Rosemont claims |
| 4055-0.74L-3 | | | 0.09 | | | | | Non system road - in and out of Rosemont claims |
| 4055-0.98R-1 | | | 0.07 | | | | | Non system road - |
| 4055-1.10R-1 | | | 0.34 | | | | | Non system road - |
| 4056 | 0.70 | | | | | | 2 | **Deering Springs** |
| 4057 | 0.57 | | | | | | 2 | **Pat** |
| 4057-0.23R-1 | | | 0.07 | | | | | Non system road - |
| 4058 | 2.37 | | | | | | 2 | **Williams -** Portion on private; in riparian; access thru private may change |
| 4058-0.38R-1 | | | 0.22 | | | | | Non system road - leads to North Basin Tank |
| 4058-0.98R-1 | | | 0.32 | | | | | Non system road - leads to Barrel Tank |
| 4058-1.10R-1 | | | 0.27 | | | | | Non system road - |
| 4059 | 0.75 | | | | | | 2 | **Un-Named** |
| 4059-0.16R-1 | | | 0.34 | | | | | Non system road - |
| 4059-0.41L-1 | | | 0.46 | | | | | Non system road - partially on Rosemont parcel |
| 4059-0.41L-2 | | | 0.64 | | | | | Non system road - |
| 4059-0.41L-3 | | | 0.09 | | | | | Non system road - |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4059-0.41L-4 | | | 0.14 | | | | | Non system road - |
| 4059-0.41L-5 | | | 0.27 | | | | | Non system road - |
| 4059-0.41L-6 | | | 0.79 | | | | | Non system road - |
| 4059-0.46L-1 | | | 0.00 | | | | | **Off Forest** - 0.61 mile long road entirely on Rosemont parcel |
| 4059-0.46L-1 Disp/CG | | | 0.05 | | | | | Non-system road - leads to Dispersed CG |
| 4059-0.46L-2 | | | 0.00 | | | | | **Off Forest** - 0.13 mile long road entirely on Rosemont parcel |
| 4059-0.50L-1 | | | 0.45 | | | | | Non system road - partially on Rosemont parcel |
| 4059-0.50L-2 | | | 0.00 | | | | | **Off Forest** - 0.08 mile long road entirely on Rosemont parcel |
| 4060 | 2.88 | | | | | | 2 | **Drill Site -** |
| 4060-0.81L-1 | | | 0.58 | | | | | Non system road - |
| 4060-1.01R-1 | | | 1.73 | | | | | Non system road - |
| 4060-1.01R-2 | | | 0.77 | | | | | Non system road - |
| 4060-1.01R-3 | | | 0.27 | | | | | Non system road - |
| 4061 | 0.56 | | | | | | 2 | **Davison -** 1.63 total miles of road.; 1.08 miles on State |
| 4062 | 4.11 | | | | | | 2 | **Hidden Valley** |
| 4062-0.87L-1 | | | 0.15 | | | | | Part of old 4062 alignment that leads to private land |
| 4063 | 0.80 | | | | | | 2 | **Rosemont Spring -** |
| 4063-0.80R-1 | | | 1.03 | | | | | Non system road - leads past East Dam |
| 4064 | 2.26 | | | | | | 2 | **Gaylor** |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4064-1.36L-1 | | | 0.51 | | | | | Non system road - |
| 4065 | 2.16 | | | | | | 2 | **Oak Tree Wash** |
| 4065-0.50L-1 | | | 0.64 | | | | | Non system road - |
| 4065-0.88R-1 | | | 0.62 | | | | | Non system road - leads past Adobe Tank |
| 4066 | 0.32 | | | | | | 2 | **Velsor -** Back side of road leads to private from 4072 |
| 4067 | 1.45 | | | | | | 2 | **High Haven Ranch-** leads to private gate off SH 83. FS lands on other side to FB. Road continues east in Oak Tree Canyon |
| 4067-0.13L-1 | | | 0.32 | | | | | Non system road - leads to private; |
| 4067-1.58L-1 | | | 0.67 | | | | | Non system road - |
| 4068 | 2.09 | | | | | | 2 | **Los Posos Gulch -** has been signed incorrectly as 4060 in past |
| 4068-0.17L-1 | | | 0.28 | | | | | Non system road - |
| 4068-0.34L-1 | | | 0.92 | | | | | Non system road - |
| 4068-0.34L-2 | | | 0.44 | | | | | Non system road - |
| 4068-0.97R-1 | | | 1.28 | | | | | Non system road - |
| 4068-0.97R-2 | | | 0.24 | | | | | Non system road - |
| 4068-0.98R-1 | | | 1.64 | | | | | Non system road - |
| 4068-0.98R-2 | | | 0.37 | | | | | Non system road - |
| 4069 | 0.00 | | | | | | 2 | **Off forest - not analyzed; part of land exchange** |
| 4070 | 1.83 | | | | | | 2 | **Un-named** |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4071 | 0.35 | | | | | | 2 | **Oakdale -** 1.54 mi long; Most of road on Private; 0.35 mi on FS |
| 4072 | | | | 5.44 | | | D | **Thurber -** Decommissioned road |
| 4072-0.48L-1 | | | 0.35 | | | | | Non system road - |
| 4072-1.45R-1 | | | 0.21 | | | | | Non system road - |
| 4072-2.34R-1 | | | 0.05 | | | | | Non system road - |
| 4072-4.90L-1 | | | 0.46 | | | | | Non system road - |
| 4072 A | | 0.35 | | | | | 2 | **Un-named** - Access to Private land; |
| 4073 | 3.04 | | | | | | 2 | **Chino Spring** |
| 4074 | 1.62 | | | | | | 2 | **Lemon Canyon -** leads to wilderness |
| 4074-0.10R-1 | | | 0.12 | | | | | Non system road - leads to private |
| 4074 - #12 | 0.03 | | | | | | | Proctor Dispersed CG - |
| 4075 | 1.71 | | | | | | 2 | **Kent Springs -** Access to Kent Springs - Admin only |
| 4076 | 0.88 | | | | | | 2 | **Rattlesnake -** Possible wilderness encroachment; map may be slightly off |
| 4077 | 2.03 | | | | | | 2 | **Devils Cash Box** |
| 4078 | 0.64 | | | | | | 2 | **Glove -** Has duplicate road in Sawmill Canyon |
| 4079 | 1.35 | | | | | | 2 | **Spring** |
| 4080 | | 0.90 | | | | | 1 | **Tia Juana -** ML1 road to mine claim |
| 4081 | 0.54 | | | | | | 3 | **Mount Hopkins Observatory** |
| 4082 | 2.65 | | | | | | 2 | **Josephine Canyon -** |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4082 [4363] | 0.00 | | | | | | 2 | **Josephine** - 0.62 miles previously labeled as 4363. This is a road in D1 - changed this segment to 4082 |
| 4084 | 3.46 | | | | | | 2 | **Aliso Spring -** Terminates at Aliso Springs |
| 4084-0.93R-1 | | | | 1.65 | | | | Non system road - Closed on June 2006 by Sky Island Alliance |
| 4084 A [4078 A] | 1.13 | | | | | | 2 | **Un-named** - Changed Rd # to 4084 A due to Duplication |
| 4085 | 5.73 | | | | | | 2 | **Fish Canyon** |
| 4085-0.48L-1 | | | 0.05 | | | | | Non system road - |
| 4085-1.95L-1 | | | 0.21 | | | | 2 | Non system road - Access to Rock House |
| 4086 | 0.32 | | | | | | 2 | **Cave of the Bells -** Access to Cave of the Bells |
| 4088 | 5.47 | | | | | | 2 | **Mesa Tank** |
| 4088-3.68L-1 | | | 0.86 | | | | | Non system road - wildcat reroute of 4859 |
| 4090 | 0.73 | | | | | | 2 | **Walker Canyon -** |
| 4090 A | 0.34 | | | | | | 2 | **Un-named -** |
| 4091 | 1.78 | | | | | | 2 | **Hosey Mine -** Goes to Hosey Mine claims |
| 4091-1.64R-1 | | | 0.08 | | | | | Non system road - in Mansfield Canyon |
| 4092 | 0.48 | | | | | | 2 | **Piper Gulch -** Starts on private off 72A ; 0.84 miles on private |
| 4092-0.31R-1 | | | 0.00 | | | | | **Off Forest** - Private road - potential land exchange; 0.14 miles; |
| 4092-0.78L-1 | | | 0.06 | | | | | Non system road - access to Private - potential land exchange; 0.32 miles; 0.06 mi on FS; |
| 4093 | 1.70 | | | | | | 2 | **Bergier** |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4094 | 1.53 | | | | | | 2 | **Dragon Z mine** |
| 4094-1.45R-1 | | | 0.14 | | | | | Non system road - partially on private parcel |
| 4096 | 0.52 | | | | | | 2 | **Stevens Canyon** - 0.52 miles on FS but not GPS'd South to FB**;** access issues |
| 4097 | 0.54 | | | | | | 2 | **Victor Mine -** Leads to Mining Claim; GPS only 0.16 mi; |
| 4098 | 0.88 | | | | | | 2 | **Mohawk mine -** Leads to Mining Claim |
| 4099 | 1.44 | | | | | | 2 | **Montosa Canyon** |
| 4099-0.38R-1 | | | 0.46 | | | | | Non system road - |
| 4099-0.79R-1 | | | 0.13 | | | | | Non system road - |
| 4100 | 4.81 | | | | | | 2 | **Johnson -** Goes thru Private land |
| [4100-0.10L-1]<br>72-2.04L-1 | | | 0.00 | | | | | **Off forest - not analyzed**; Non system road - incorrectly labeled in prior report as 4100-0.10L-1 |
| [4100-0.10L-2]<br>72-2.04L-1 | | | 0.00 | | | | | **Off forest - not analyzed;** Non system road - incorrectly labeled in prior report as 4100-0.10L-2 |
| 4100-0.24R-1 | | | 0.00 | | | | | **Off forest - not analyzed** |
| 4100-3.63L-1 | | | 0.94 | | | | | Non system road - leads past mine site and tank |
| 4100-Disp/CG | | | 0.06 | | | | | Non system road - road to dispersed campground |
| 4101 | 0.23 | | | | | | 2 | **Agua Caliente Springs -** Closed at Private |
| 4102 | 1.22 | | | | | | 2 | **Goat Canyon** |
| 4103 | 1.23 | | | | | | 2 | **Squaw Gulch -** 2.2 miles total road length - Blocked at Private |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4104 | 3.45 | | | | | | 2 | **Douglas Ranch -** 7.75 total road miles- 4.30 miles in Private/State |
| 4104-6.41L-1 | | | 0.69 | | | | | Non system road - Leads to back side of Private Land; |
| 4104 A | 0.00 | | | | | | | **Off forest - not analyzed; not in INFRA** |
| 4105 | 1.65 | | | | | | 2 | **Dry Canyon -** Rerouted by District |
| 4106 | 0.00 | | | | | | 2 | **Crown C Ranch- Off forest - not analyzed; Jurisdiction State and private** |
| 4107 | 3.22 | | | | | | 2 | **Wood Canyon -** Closed last 0.70 mile south to FB |
| 4107- old | 1.24 | | | | | | 2 | old 4107 alignment - leads past Wood Tank |
| 4109 | 0.14 | | | | | | 2 | **Derrick -** Access to Private; 2.91 miles long w/ 0.14 mi on FS |
| 4110 | 4.07 | | | | | | 2 | **Little Fish Canyon -** In Riparian Area |
| 4110-0.07R-1 | | | 1.08 | | | | | Non system road - |
| 4111 | 3.57 | | | | | | 2 | **Hog-Gardner** |
| 4113 | 1.53 | | | | | | 2 | **Un-Named** |
| 4834 | 1.16 | | | | | | 2 | **Lopez Pass** |
| 4834-0.86L-1 | | | 0.43 | | | | | Non system road - partially on Rosemont parcel |
| 4834-1.17L-1 | | | 0.00 | | | | | Non system road - entirely in Rosemont Parcel; 0.08 miles |
| 4834-1.17R-1 | | | 0.00 | | | | | Non system road - entirely in Rosemont Parcel; 0.14 miles |
| 4851 | 1.54 | | | | | | 2 | **Copper Cut -** Road leads to Private off FS; 3.36 miles south of Sahuarita Rd; 1.54 miles on FS |

| EXISTING SYSTEM | Road Classifications | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|
| Road Number | OA - Open Authorized (Miles) on Forest | CA - Closed Authorized (Miles) ML 1 | OU - Open Unauthorized (Miles) | Route Status Decommissioned (Miles) | OHV Routes (Miles) | New Proposed Routes (Miles) | Operational Maintenance Level | Description |
| 4851-3.14R-1 | | | 0.24 | | | | | Non system road - 0.55 mi long; 0.24 miles on Forest |
| 4859 | 0.79 | | | | | | 2 | **Un-Named -** |
| 4860 | 0.50 | | | | | | 2 | **Un-Named** |
| 4868 | | 1.50 | | | | | 1 | **Granite Mountain** |
| 4873 | 0.59 | | | | | | 2 | **Un-Named** |
| 4879 | 0.63 | | | | | | 2 | **Un-Named** |
| 4881 | | | | 0.41 | | | D | **Un-Named -** District fenced road off; SIA did rehab in 2006 |
| 8001 | 0.80 | | | | | | 2 | **Hidden Valley Ranch -** leads to private parcel; |
| 8001-0.17R-1 | | | 0.11 | | | | | Non system road - |
| 8002 [165-1.00L-1] | 0.57 | | | | | | 2 | **Un-named** - incorrectly labeled as 165-1.00L-1 in previous report |
| Link Trail | | | | | 0.43 | | | **Link Trail -** motorized trail connecting routes 92 and 785 |
| **TOTALS** | **242.33** | **3.27** | **65.56** | **10.54** | **0.43** | **0.00** | | |
| **EMA Area** (sq. mi.)**=** | **231.14** | | | EMA Total Rd miles = | | | | **311.59** |

Note: Road numbers in brackets were previous report numbers. Revision September 2009

## Table 2.1 Legend

Road Classifications:

OA = Open Authorized Road on the Forest Road System (NFSR)
OAR = Open Authorized and Restricted to Admin or Special Use Permit
CA = Closed Authorized Road on the Forest Road System (ML 1)
OU = Open Unauthorized Road, not on the Forest Road System (Unauthorized Road)
D = Identified for Decommissioning

Maintenance Level Descriptions:

1 = Basic custodial care (closed)
2 = High clearance vehicles
3 = Suitable for passenger cars
4 = Moderate degree of user comfort
5 = High degree of user comfort
C = Convert use
D = Decommission

*Maintenance levels shown on the table indicate roads currently in INFRA and under Forest Service jurisdiction. For unauthorized roads recommended to be added to the system, the maintenance levels are merely recommended levels.*

Maintenance levels define the level of service provided by, and maintenance required for, a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria.

Roads may be currently maintained at one level and planned to be maintained at a different level at some future date. The operational maintenance level is the maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns; in other words, it defines the level to which the road is currently being maintained. The objective maintenance level is the maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment.

Decommissioning Methods:

- Reestablish former drainage patterns, stabilize slopes, and restore vegetation.
- Block the entrance to a road, install water bars and/or outslope. Entrance treatment can include earthen barriers or hide with brush or woody debris.
- Remove culverts, reestablish drainage-ways, remove unstable fills, pull back road shoulders, and scatter slash on the roadbed.
- Completely eliminate the roadbed by restoring natural contours and slopes.
- Gate and closure order to eliminate all human uses.
- Abandon and monitor for motorized use.
- Other methods designed to meet the specific conditions associated with the unneeded roads.

## Table 2.2 - Existing Road Classifications

| Road Classification | Existing Miles of Road |
|---|---|
| **OA** = Open Authorized | 242.33 |
| **CA** = Closed Authorized (ML1) | 3.27 |
| **OU** = Open Unauthorized | 65.56 |
| **OHV** | 0.00 |
| **Total Miles, All Roads** | **311.59** |
| **Previously decommissioned roads not counted in total miles** | **10.54** |

# Step 3- Identifying Issues

The following issues are addressed in this analysis and described in more detail in Step 4:

- Mineral access
- Private land access
- Special Uses
- Range Management
- OHV Recreation Use
- Archaeological sites within the study area
- Trail and Vehicles route sharing
- Private property blocking federal land access
- Excessive roads in the study area
- Dispersed camping and user created routes
- Fire Protection and Safety

The purpose of this step is to:

- Describe resource concerns and issues
- Identify the key questions and issues affecting road-related management

The products of this step are:

- A summary of key road-related issues, including their origin and basis, and
- A description of the status of the current data

The interdisciplinary team met in December 2005 and identified preliminary issues. A review of the questions in FS-643 titled *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System* was also completed in order to identify any issues not previously made aware for this project.

Answers to the following questions helped the IDT to identify the most important road-related issues in the analysis area.

- What are the primary public issues and concerns related to roads and access?
- What are the primary management concerns (internal issues) related to roads and access?
- What are the primary legal constraints on roads and roads management?
- What additional information will be needed to better understand and define the key issues?
- What resources and skills are available to complete an effective analysis?

Road Maintenance Issues

The road system that reflects long-term funding expectations would be about 9% of the existing system. Maintaining a route system and balancing the needs between resource protection and public wishes is a challenging task. The travel analysis helps to fulfill two major requirements of 36 CFR 212, subparts A and B:

1) Identify the minimum road system
2) Identify and subsequently designate a system of roads, motorized trails, and areas for motor vehicle use.

Annual congressionally appropriated road maintenance funding is approximately 9 percent of what is needed to accomplish proper maintenance for the current authorized road system on the Coronado National Forest, including this EMA. Current allocated budgets are insufficient to manage and maintain the road system on the Coronado and this EMA. There is a need to get more financially in balance with road maintenance funding versus road maintenance needs. The forest's authorized road network will continue to degrade and have access impacts as well as environmental impacts. Decreasing Forest maintenance costs and increasing road maintenance funding should continue to be our goal. A strategy to reduce costs, balance resource needs and meet the access needs of the Coronado will have to be assessed and evaluated. Strategies that reduce the level of road maintenance costs include:

- Decrease road maintenance levels.
- Decrease mileage by closing or decommissioning authorized system roads (abandonment or obliteration)
- Transfer jurisdiction (ownership) or maintenance responsibilities to other maintenance entities (including private land owners and home owner associations)
- Convert open and/or closed roads to motorized trails for widths less than 50 inches recognizing this will increase trail maintenance costs (class 1, 2, or 3 which is basically a minimally maintained, natural surfaced trail)
- Combination of the above strategies

The Coronado National Forest Annual Maintenance Plan provides a list of roads that will receive maintenance during that fiscal year. Maintenance is prioritized and any known critical safety need receives the highest priority. The Coronado has conducted annual road condition surveys

since 1999 to determine the maintenance and associated funding needed to maintain roads to the required safety standards and assigned maintenance levels. The condition surveys describe the features of the road (e.g. surfacing material, ditches, culverts, signs, etc.). Deferred and annual maintenance costs for those roads are then calculated using a regional standard cost guide.

**Maintenance Level 2** roads are required to meet standards for route marker signing. The Highway Safety Act requires maintenance level 3-5 roads to meet the standards for directional, regulatory, and warning signs. There are areas on this EMA where the standards are not being met due to lack of funding. Clearing for sight distance and safety is not occurring as often as needed due to limited funding. Therefore with limited funding, the focus must be on high-priority roads which are identified in the Annual Maintenance Plan and approved by the line officer. High priority roads are often maintenance level 3-5 roads, which cost more per mile to maintain than maintenance level 2 roads. Each mile of maintenance level 3-5 road which receives maintenance deprives multiple miles of maintenance level 2 roads from receiving maintenance. Conversely, a reduction in the number of miles of maintenance level 2 roads receiving maintenance makes a disproportionately small improvement in the ability to maintain maintenance level 3-5 roads. Most high road density areas are attributable to maintenance level 2 roads. In most cases user created routes which are unauthorized roads are contributing to the road density in the EMA and may need to be decommissioned in order to reduce the density.

With insufficient funding for road maintenance, it is expected that maintenance level 3-5 roads on the Coronado will degrade into lower maintenance levels over time. Since the forest can properly maintain only approximately *9 percent of the current authorized road system, it should be expected and planned that total mileage of maintenance for level 3-5 roads will decrease due to degradation of these assets and inability to maintain them in as-is condition.
[* reference: **Identifying the Minimum Sustainable Road System, FY 2006 DATA - Road Miles, Budget, and Deferred Maintenance Needs**]

**Table 3.1 Annual Deferred Maintenance Costs**

| Operational Maintenance Level | Santa Rita EMA Existing Miles per INFRA | Regional Average Annual Unit Cost per Mile | Total Annual Cost |
|---|---|---|---|
| 5 | 0 | $8,349 | $0 |
| 4 | 3.71 | $7,856 | $29,067 |
| 3 | 27.32 | $5,069 | $138,485 |
| 2 | 208.03 | $3,817 | $793,936 |
| 1 | 3.27 | $127 | $415 |
| Totals | 242.33 | | **$961,903** |

Note: Annual Unit Cost per mile taken from R3 2006 averages; see reference above

This economic assessment is based on regional averages for deferred maintenance road data since Coronado National Forest data was not statistically valid for the last few years. In addition, the Coronado's road crew in the last few years has been involved in Border Patrol road work and

off forest road maintenance and therefore cost data over an extended period of time is not available.

Although the initial remedy may be to close and decommission roads to provide a sustainable system, the table does not address the expense of closing and decommissioning. These costs would need to include both the planning cost of conducting the appropriate environmental analysis as well as the physical implementation cost of achieving the desired objective.

Shared road maintenance is occurring primarily on maintenance level 3-5 roads, but could be improved on key access roads. Currently there are road maintenance agreements with Pinal, Cochise and Pima Counties. Many of the Forest Service maintenance agreements are out of date and should be revised. Agreements with other county governments and agencies need to be investigated in the future.

Legal access on or to authorized system roads is lacking in many locations. Resolving access problems often consumes funding otherwise used for road maintenance. Conversely, unequivocal lack of legal access with no viable solution is an opportunity to remove authorized road mileage from the Forest road system and thereby save maintenance funds for roads with legal access.

## Step 4- Assessing Benefits, Problems and Risks of the Existing Road System

The purpose of this step is to:

- Assess the benefits, problems and risks of the current road system and whether the objectives of the Forest Plan are being met

The products of this step are:

- A synthesis of the benefits, problems and risks of the current road system,
- An assessment of the ability of the road system to meet management objectives

Roads analysis is a science-based process and the interdisciplinary team (Appendix C) used and interpreted relevant scientific literature to identify issues which may cause potential impacts. Any assumptions made during the analysis, and limitations of the information on which the analysis is based will be described.

Specific questions were used to assess benefits, problems, and risks. Benefits are the potential uses and socioeconomic gains provided by roads and related access. Problems are conditions for certain environmental, social, and economic attributes that managers deem to be unacceptable. Risks are likely future losses in environmental, social, and economic attributes if the road system remains unchanged. The questions were used as a checklist to scan the range of possible benefits, problems, and risks and to screen them for those relevant to roads in the area under consideration.

The relevant questions were then used to guide more in-depth assessment and link to the science base for each of the identified benefits, problems, and risks. These questions were not intended

to be prescriptive, but were used to assist the interdisciplinary team in developing questions and approaches appropriate to each analysis area. Which questions are appropriate for a particular analysis area and which warrant deep or cursory treatment will depend on the particular area and the issues being addressed. Some question may need to be addressed at several scales. Addressing these and other road-related questions was done with maps, GIS, statistical summaries, or other information that contributed to understanding the benefits, needs, risks, and effects of the roads. These indicators did not answer questions directly but assisted in discerning and quantifying important interactions.

## Lands

Public access to and through areas of the Santa Rita Mountains EMA has become increasingly restricted over the last several decades as traditional routes [County and National Forest System (NFS) Roads] to and through private lands within and adjacent to the EMA are blocked, gated, and locked [where a legal right (written or unwritten title) of public access may or may not exist] from public use.

Although numerous forest roads to and through the EMA connect to either a county road or a State Highway and provide the physical access into an area, many of these roads do not have documented right-of-way (written title) through the non-federal (private and state trust) land. Therefore, because no legal right of public access may exist (written or unwritten title) for these roads; they may be closed or controlled by a private landowner without notice.

In addition, Arizona State Trust lands are not "public lands" as are BLM and NFS lands. State Trust lands are managed for the benefit of trust beneficiaries. Trust management responsibilities include requiring a permit, lease, or right-of-way and charging a fee for use of trust lands including public access to NFS and other public lands as well as State Trust lands. Exceptions to this requirement are licensed hunters and fishers, actively pursuing game or fish, in-season, and certain archaeological activities permitted by the Arizona State Museum.

The Coronado Land and Resource Management Plans (LRMP) provides direction to “ensure public access to various parts of the Forest on state, county, or permanent Forest Service roads” and “obtain necessary public access for all permanent roads and trails within the National Forest boundary”. However, landowners are very hesitant to grant right-of-way for perpetual public access across their private lands for a variety of reasons including impacts from off-highway vehicle use and undocumented aliens, litter and vandalism, privacy issues, perceived potential liability (Arizona Revised Statute 33-1551 limits a private landowner’s liability in regards to recreational and educational access), fair market value, and in many cases, a desire for exclusive use and control of the adjacent NFS lands.

The rapid growth of Pima and Santa Cruz County’s population has also lead to a much greater need for public access to the EMA as well as other public lands in the area. At the same time, the rapid growth leads to increased development of adjacent private lands surrounding the EMA, resulting in more restricted public access. Public access to and through federal land often become controversial particularly when dealing with differing opinions towards public access

and appropriate uses of NFS and other public lands and generates issues far more complex and controversial than in the past.

***How does the road system connect to public roads and provide primary access to communities?***

The Santa Rita Mountains EMA is bounded on the north by Interstate 10, the west by Interstate 19, the east by State Route 83 (Rural Major Collector), and the south by State Route 82 (Rural Major Collector). Approximately six miles of State Highway 83 traverses through the EMA on its northeastern side. Pima and Santa Cruz County roads (listed in the tables below and shown on the maps) along with the system of roads under Forest Service jurisdiction, provide the surrounding rural and larger nearby metropolitan communities and a variety of public land users and industries primary access to and through the EMA from the surrounding Interstates and State Highways.

These roads also provide the sole or primary access from the surrounding Interstates and State Highways to the numerous parcels of non-federal (private) land scattered within and adjoining the EMA. The EMA is important for recreation (very popular ATV riding and dispersed camping area), fuel wood gathering, ranching, mining, and many other forest uses. Many people in the surrounding communities also rely on access to the forest for their livelihood.

It is also important to understand, that in addition to the numerous forest roads without documented right-of-way (written title) where they cross private land, there are many county maintained roads essential to getting public land users from the surrounding Interstates and State Highways to the EMA and the forest's transportation system (roads and trails) where a legal right of public access may or may not exists either [no documented right-of-way (written title)].

State-wide, an increasing numbers of county-maintained roads (were written title may or may not exist) have either been blocked or have had private landowners threaten to block, gate and lock them. A single landowner, with a minimal amount of private land (5 acres or less), can challenge a road's ownership status, close the road to public use, and block or control access to thousands of acres of public (BLM and NFS) and State Trust lands. These roads were constructed by and/or maintained for decades by their respective counties at the public's expense and long considered public roads by the public. Many have provided public access through and to private, State Trust, and Federal (BLM and NFS) lands as far back as the late 1800s.

To further complicate the public access situation, it is also very difficult for public road agencies (local, county, and state) to assert prescriptive rights for a county-maintained road. Since territorial days, the Arizona Courts have consistently held that no public highway or road can be created by prescription and all public highways must be established in strict compliance with the provision of Arizona statute.

Because of limited budgets and staffing, Counties are becoming very reluctant to enter the legal arena to assert any ownership interest to closed roads or exercise their power of eminent domain to restore traditional access routes (even though they either constructed and/or maintained them for decades at the public expense). Especially if the public use is access to public lands and they

can divest themselves of maintenance responsibilities. Local politicians are also reluctant to engage public access issues because they perceive a majority of the public land users affected by blocked access are not their local constituents. Depending on the composition of a county's Board of Supervisors (BOS) and the constituents involved (on either side of the issue), a BOS may or may not be supportive in various locations throughout their county. This trend is expected to continue.

Recent trends indicate many more traditional access routes (both county and Forest Service) will be blocked, gated, and locked.

***How does the road system connect large blocks of land in other ownership to public roads (ad hoc communities, subdivisions, in-holdings and so on)?***

The Santa Rita Mountains EMA is located within the Nogales Ranger District, Coronado National Forest in both Pima and Santa Cruz Counties near the rapidly developing communities (incorporated and unincorporated) of Corona De Tucson, Green Valley, Nogales, Patagonia, Sahuarita, Sonoita, Vail, and Tucson, Arizona.

The ±53,159-acre Santa Rita Experimental Range (state land managed by the University of Arizona) adjoins the EMA on its west side and the ±96,000-acre Las Cienegas National Conservation Area (federal land managed by the Bureau of Land Management) and Sonoita Valley Planning Partnership (State Trust and private lands) adjoins the EMA on its eastern side. There are also large blocks of State Trust land adjacent to and surrounding the EMA. Access to these lands is generally by arterial and collector roads (state and county) from the Interstates and State Routes. However, some are accessed by roads under Forest Service jurisdiction.

In addition, as stated previously, there are numerous scattered parcels of private land of various shapes and sizes within and adjacent to the proclaimed boundaries of the Santa Rita Mountain EMA, resulting in a complex and intermingled landownership pattern. Depending on the location of the private land, either a National Forest System Road (NFSR) or a non-system road (county, state, or private under special-use authorization) may be used (or constructed) for access to the parcel. A NFSR is defined as a forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority (36 CFR 212.1).

Unless otherwise required by an order, the use of an existing NFSR does not require a special-use authorization; however, any such use is subject to compliance with all Federal and State laws governing the road used (36 CFR 251.50(d)). Where ingress and egress to private land is via an existing NFSR, which is open and available for general public use, the private landowner is permitted to use the road without a written authorization. The use of a NFSR for ingress and egress to private lands does not include the right to relocate, construct, reconstruct, or maintain the existing roadway, clear any vegetation, or perform any other ground disturbing activities.

In those cases where a landowner's ingress or egress to private land via NFSR requires surface disturbance or the use or construction of a road across NFS land not on the NFSR system or open to general public use, the landowner must apply for and receive a special-use or road-use

authorization documenting the occupancy and use authorized on NFS lands or facilities and identifying the landowner's rights, privileges, responsibilities, and obligations (36 CFR 251.110(d)).
When access is tributary to or dependent on a NFSR, and traffic over these roads arising from the use of landowner's lands exceeds their safe capacity or will cause damage to the roadway, the landowner(s) may be required to obtain a road-use permit and to perform such reconstruction as necessary to bring the road to a safe and adequate standard to accommodate such traffic in addition to the Government's traffic.

When a private parcel has been split or subdivided into several smaller parcels, it is Forest policy to require the landowners to create an association or some type of consolidated organization to represent all of the landowner interests. This eliminates the need for the Forest to enter into road use or special-use permits with each individual landowner or create multiple private access roads. Responsibilities for improvements and maintenance are determined through a commensurate share process between the parties.

When larger developments or subdivisions occur and inholding traffic is expected to exceed that generated by the users of the National Forest, agency policy is to pursue turning jurisdiction of the Forest road over to a public road authority such as the county or state. These roads would also be open and available to the traveling public on a regular and consistent basis.

It is Forest Service policy to provide access across NFS land to private land that is adequate to secure the owners thereof reasonable use and enjoyment of their land without unnecessarily reducing the management options of the Forest Service or damaging NFS lands or resources. Access needs to private inholdings are addressed on an individual basis as requests are received (application for special or road use authorization). The application is then analyzed through the NEPA process to determine possible environmental effects and the level of reasonable access required. If access is being provided by a public road agency such as the county or state, then the Forest Service is not obligated to provide any additional access over NFS lands.

***How does the road system affect managing roads with shared ownership or with limited jurisdiction? (RS 2477, cost-share, prescriptive rights, FLPMA easements, FRTA easements, DOT easements)***

The amount of private land within or bordering the EMA combined with the rapid population growth in Pima and Santa Cruz Counties and the resulting complex and intermingled landownership pattern indicate there is a need to increase road management cooperation and refine road jurisdictions and maintenance responsibilities. Many roads on the EMA call for a higher level of maintenance and construction for the private lands they access.

Use and management of the National Forest often requires only access by high clearance vehicles (Maintenance Level 2), while access to private lands may necessitate a need for passenger car access (Maintenance Level 3 or higher). As stated previously several roads traversing the EMA fall under the jurisdiction of State, County, or private individuals or organizations and are not NFSRs. When desirable, cooperative agreements should be established to share road improvement and maintenance responsibilities when all partners can benefit.

This analysis also recognizes that individuals or entities may have established valid outstanding rights (both known and unknown to the Forest Service at this time) to occupy and use National Forest lands and roads. These outstanding access rights were perfected on acquired land prior to Forest Service acquisition (a reservation in deeds, easements, or agreements made at the time of acquisition of the land) or granted by the United States prior to the establishment of the National Forest (RS 2477). The Forest works closely with the holder of these outstanding rights to preserve their access rights while protecting the natural resources and ensuring the underlying or/and adjoining NFS lands do not suffer unnecessary degradation as a result of any actions by the holder.

Although the holder may exercise those rights without obtaining a special use authorization, unless the document creating the rights provides for an additional authorization, such rights are limited to the rights existing at the time of acquisition, and the holder cannot enlarge or expand them without a special-use authorization. Valid outstanding rights are also subject to some federal regulation. Activities within a valid outstanding right-of-way, which may potentially affect the servient estate (NFS lands), are subject to the National Environmental Policy Act (Tenth Circuit Court of Appeals ruling in Sierra Club v. Hodel, 848 F.2d 1068).

***How does the road system affect managing special-use permit sites (concessionaires, communications sites, utility corridors, and so on)?***

Many of the roads in this analysis are also needed to access special-use authorizations permitting various types of activities within the EMA. In addition to the Smithsonian's Mt. Hopkins Astrophysical Observatory, KMSB TV towers, Melendez Pass Electronic Site, the Santa Rita Lodge, and the Florida Work Center, there are numerous commercial outfitters under permit who use the road system for various permitted activities and could be affected if and when roads are closed or decommissioned. Closure and decommissioning of any authorized and unauthorized roads will remain an important issue to special-use permit holders as well as private landowners and public land users.

In addition, as stated above, numerous county and forest roads to and through the EMA may not have documented right-of-way (written title) where they traverse private land and may be closed or controlled by a private landowner without notice affecting the permit holder's ability to access the permit site.

***What are people's perceived needs and values for access?***

Currently, there are many roads through private lands both within and adjoining the EMA that are currently open and relied on by the public where a legal right of public access (written or unwritten title) may or may not exist and may be closed at any time and without notice. Although it is a private landowner's right and prerogative to block and control access across their private land were no public right of access exists, the public believes the Forest Service as well as other agencies (County, State, and Federal) also has a responsibility to provide reasonable public access to NFS and other public lands to best serve the interests of <u>all</u> public land users, not just a privileged few.

Forest-wide, public land users have become extremely frustrated with government agencies (County, State, and Federal) failure to restore public access where traditional access points or routes to public (BLM and NFS) lands have been blocked, gated, and locked by a private landowner. Many public land user and landowner conflicts as well as creation of wildcat (user-created) roads are due to attempts by public land users to access NFS lands via private, state trust, and other public (NFS) lands after a traditional access route has been blocked from public use by adjoining or adjacent private landowners.

Public land users get frustrated with the inability to access NFS lands and other public (BLM) lands via a traditional access route that has been blocked by an adjoining landowner, especially where they perceive the landowner has a private exclusive use of the public land. This is particularly true when the blocked road had been maintained for decades and/or built by a county at the public's expense and they believe the landowner is benefiting economically by blocking and controlling access to NFS land.

As public land users multiply and squeeze through the remaining access points and routes, there is a "domino effect" of more locked gates and blocked access further restricting public access and limiting dispersed recreational opportunities. The public land essentially becomes National Forest "back yards" for the adjoining landowners and their guests, providing little benefit to the general public, while escalating the public's perception of private exclusive use of those lands.

This analysis is broken into the following three categories:

1. ***Existing Roads that provide access to special-use permit sites; connect blocks of non-federal land to public roads; have shared ownership or with limited Forest Service jurisdiction; or connect to public roads and provide primary access to communities and the public:***

| **Road Number** | **Description/ Comments** |
|---|---|
| Route 62<br>(Box Canyon, Greaterville, and Whitehouse Canyon Road): | Route 62 (entitled Box Canyon Road by the Forest Service) connects non-federal (private and state trust) lands to South Nogales Highway (near Interstate 10) to State Highway 83; the Forest Service shares ownership and maintenance with Pima County. Route 62 is a major arterial and primary access road to and through the EMA.<br><br>The portion of Route 62 from South Nogales Highway easterly to Route 70 (Madera Canyon Road) is a Pima County Road (paved) entitled Whitehouse Canyon Road. This portion of Route 62 is maintained by Pima County.<br><br>The portion of Route 62 easterly from Route 70 (Madera Canyon Road) to the proclaimed forest boundary is a Pima County Road (dirt). The dirt road is maintained by both Pima County and the Forest Service and is entitled the Box Canyon Road by both. |

| Road Number | Description/ Comments |
|---|---|
| | The portion of Route 62 easterly from the proclaimed forest boundary across NFS lands to Route 229 (Greaterville Road) is a National Forest System Road (NFSR) entitled the Box Canyon Road maintained by the Forest Service.<br><br>The portion of Route 62 easterly from Route 229 (Greaterville Road) across acquired NFS and private land to State Highway 83 is a Pima County Road entitled the county as the Greaterville Road.<br><br>**Recommendation: no change from open authorized.** |
| Route 62 A<br>(Santa Rita Range Road): | Route 62A (entitled Santa Rita Range Road by the Forest Service) connects non-federal (private and state) lands and the Florida Station (under special-use authorization to the University of Arizona) to Route 62 (Box Canyon Road), 481 (Desert Grassland Road), and 488 (Corral Road); the Forest Service shares ownership and maintenance with Pima County.<br><br>Route 62A from Route 62 (Box Canyon Road) through the Santa Rita Experimental Range (state land) to the proclaimed forest boundary is a Pima County Road maintained by both Pima County and the Forest Service.<br><br>Route 62A from the proclaimed forest boundary across NFS lands to Florida Station is a NFSR maintained by the Forest Service.<br><br>**Recommendation: no change from open authorized.** |
| Road 62-1.37R-1: | A portion of Road 62-1.37R-1 connects non-federal (private) land and a permitted stock tank to Route 62 (Greaterville/Box Canyon Road) and Road 62-1.37R-2.<br><br>**Recommendation: open authorized restricted use (OAR) for the portion of Road 62-1.37R-1 from NFSR 62 (Greaterville/Box Canyon Road) to Road 62-1.37R-2 is.**<br><br>**Recommendation: a special-use authorization for the portion of Road 62-1.37R-1 from NFSR 62 (Greaterville/Box Canyon Road) to Road 62-1.37R-2 be issued to a road maintenance association consisting of the private landowner and the livestock grazing permittee.**<br><br>**Recommendation: the portion of Road 62-1.37R-1 from Road 62-1.37R-2 north be decommissioned.** |

| Road Number | Description/ Comments |
|---|---|
| Road 62-1.37R-2: | Road 62-1.37R-2 connects non-federal (private) land and a permitted stock tank to Route 62 (Greaterville/Box Canyon Road) and Road 62-1.37R-1.<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: a special-use authorization for the portion of Road 62-1.37R-2 from Road 62-1.37R-1 to the non-federal (private) land be issued to a road maintenance association consisting of the private landowner and the livestock grazing permittee.**<br><br>**Recommendation: Road 62-1.37R-2 between the non-federal (private) land and the permitted stock tank be added to the livestock grazing permittee's permit.** |
| Route 70<br>(Madera Canyon Rd): | Route 70 (entitled Madera Canyon Road by the Forest Service, Pima, and Santa Cruz County) is a paved road that connects private land and the Madera Canyon Recreational Area to Route 62 (Whitehouse Canyon Road) and the Santa Rita Experimental Range (state land); shared ownership and maintenance with Pima and Santa Cruz County. Route 70 is a primary public access road into the EMA.<br><br>Route 70 (Madera Canyon Road) is a Pima County Road (paved) from Route 62 (Whitehouse Canyon Road) to the proclaimed forest boundary (±2.25 miles). Pima County maintains Route 70 from Route 62 (Whitehouse Canyon Road) across the Santa Rita Experimental Range (state land) and NFS lands to the Santa Cruz County line.<br><br>Santa Cruz County maintains Route 70 across NFS and private lands from the Pima County line (±1 mile) through the non-federal (private) land within Madera Canyon.<br><br>The Forest Service maintains Route 70 from the non-federal (private) land within Madera Canyon to the Mt. Wrightson Picnic Area.<br><br>Route 70 is a NFSR from the proclaimed forest boundary to the Mt. Wrightson Picnic Area<br><br>**Recommendation: no change from open authorized.** |

| Road Number | Description/ Comments |
|---|---|
| Route 72<br>(Temporal Canyon Rd): | Route 72 (entitled Temporal Canyon Road by the Forest Service and Santa Cruz County) is major collector (paved/dirt) and primary access road into the EMA connecting State Highway 82 to the Mt. Wrightson Wilderness Area and Forest Trail (FT) 137 (Arizona Trail) Trailhead in Walker Canyon, Routes 72A (Mansfield Canyon Road), and non-federal (private and state trust) land; shared ownership and maintenance with Santa Cruz County. Route 72 is a primary public access road into the EMA.<br><br>Route 72 is a Santa Cruz County road (paved/dirt) from Highway 82 to the proclaimed forest boundary. Santa Cruz County maintains Route 72 across non-federal (private and state trust) and federal (NFS) lands to Route 762 (a ranch headquarters under a term grazing permit).<br><br>The Forest Service maintains Route 72 from Route 762 to the Mt. Wrightson Wilderness Area and FT 137 (Arizona Trail) Trailhead.<br><br>Route 72 is a NFSR from the proclaimed forest boundary to the Mt. Wrightson Wilderness Area and Forest Trail (FT) 137 (Arizona Trail) Trailhead in Walker Canyon.<br><br>**Recommendation: no change from open authorized.** |
| Route 72A<br>(Mansfield Canyon Rd): | Route 72A (Mansfield Canyon Road) is a NFSR that connects the Juniper Cabin area, Mt. Wrightson Wilderness Area, unpatented and patented (private land) lode mining claims in Mansfield Canyon to Route 72 (Temporal Canyon Road).<br><br>**Recommendation: no change from open authorized.** |
| Road 72-2.04L-2 | Road 72-2.04L-2 connects non-federal (private) land to Route 72 (Temporal Canyon Road).<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: issuing a special-use authorization for the portion of Road 72-2.04L-2 from non-federal (private) land to the proclaimed forest boundary to the private landowner.** |
| Route 92<br>(Gardner Canyon Rd): | Route 92 (entitled Gardner Canyon Road by the Forest Service, Pima, and Santa Cruz Counties) connects Highway 83 to FT 149 Trailhead (Mt. Wrightson Wilderness Area) in Cave Creek and non-federal (private and state trust) land; shared ownership and |

| Road Number | Description/ Comments |
|---|---|
| | maintenance with Santa Cruz and Pima County. Route 92 is a primary public access road into the EMA.<br>Route 92 is a Pima/Santa Cruz County from Highway 83 to the proclaimed forest boundary. Santa Cruz County maintains Route 92 (including ± 1 mile within Pima County) from State Highway 83 across private, NFS, BLM and State Trust lands to the Apache Springs Ranch (private land) (approximately 4.5 miles).<br><br>Although maintained by Santa Cruz County from State Highway 83 to the Apache Springs Ranch, Route 92 is a NFSR from the proclaimed forest boundary to FT 149 Trailhead (Mt. Wrightson Wilderness Area) in Cave Creek.<br><br>Route 92 (Gardner Canyon Road) is maintained by the Forest Service west of the entrance to Apache Springs Ranch to its terminus in Cave Creek and the FT 149 Trailhead (Mt. Wrightson Wilderness Area).<br><br>**Recommendation: no change from open authorized.**<br><br>**Recommendation: issuing a special-use or road use authorization for the old alignment of Route 92** (92-4.56L-1) **at the entrance to the Apache Springs Ranch to the private landowner or Santa Cruz County.**<br><br>Note: The old alignment of Route 92 at the entrance to the Apache Springs Ranch is 92-4.56L-1 and is maintained by Santa Cruz County. |
| Route 143<br>(Josephine Canyon /Alto/Bull Springs Rd): | Route 143 (Josephine Canyon/Alto/Bull Springs Road) connects non-federal (private and state trust) land to State Highway 82 and Route 184 (Mt. Hopkins Road); shared ownership and maintenance with Santa Cruz County.<br><br>Although Route 143 is designated a NFSR from State Highway 82 to Route 184 (Mt. Hopkins Road), the route is a Santa Cruz County road outside the proclaimed forest boundaries to from State Highway 82 to the proclaimed forest boundaries at Alto. The portions of Route 143 across NFS land are still a NFSR. This portion of Route 143 is a primary public access road through the EMA.<br><br>Santa Cruz County maintains Route 143 [Josephine Canyon (Santa Cruz)/Alto Road (Forest Service)] from State Highway 82 to the proclaimed forest boundaries at Alto (± 10 miles). |

| Road Number | Description/ Comments |
|---|---|
| | The Josephine Canyon/Alto Road becomes the Bull Springs Road from the junction with Route 4082 (Josephine Canyon Road) to Route 184 (Mt. Hopkins Road)<br><br>Route 143 is a NFSR from the proclaimed forest boundary at Alto to Route 184 (Mt. Hopkins Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 144<br>(Squaw Gulch Rd) | Route 144 (Squaw Gulch Road) is a NFSR that connects Route 143 (Josephine Canyon/Alto/Bull Springs Road) to Route 4100 (Johnson Road) and non-federal (private) land.<br><br>**Recommendation: no change from open authorized.** |
| Route 152<br>(Big Casa Blanca Canyon Rd): | Route 152 (Big Casa Blanca Canyon Road) connects non-federal (private) land to Highway 82. Route 152 is a Santa Cruz County Road from Highway 82 to non-federal (private) land near its junction with Route 4105 (Dry Canyon Road) within the proclaimed forest boundary.<br><br>**Recommendation: no change from open authorized.** |
| Route 163<br>(Kentucky Gulch): | Route 163 (Kentucky Gulch) is a NFSR that connects non-federal (private and state trust) land and BLM lands to Route 92 (Gardner Canyon Road) and 165 (Melendez Pass Road). Route 163 also provides access to the Kentucky Camp Historic Site.<br><br>**Recommendation: no change from open authorized.** |
| Route 165<br>(Melendez Pass Rd):<br><br>Road 165-0.03R-1: | Route 165 (Melendez Pass Road) is a NFSR that connects non-federal land and the permitted Melendez Pass Electronic Site to Route 229 (Greaterville Road). Note: A portion of Route 165 (Melendez Pass Road) was relocated and constructed around the non-federal (private) land at Greaterville from the junction of Route 229 and 4068 to Route 165 in Ophir Gulch east of the non-federal (private) land to provide legal access to Melendez Pass Electronic Site.<br><br>**Recommendation: no change from open authorized.**<br><br>**Recommendation: the portion of the old alignment of Route 165 (Melendez Pass Road) from the new alignment Route 165 in Ophir Gulch east to the non-federal (private) land at** |

| Road Number | Description/ Comments |
|---|---|
| | **Greaterville be decommissioned.** |
| Route 170<br>(Helvetia Rd): | Route 170 (Helvetia Road) connects non-federal land to Route 505 (Santa Rita Road) and 4046 (Santa Rita Marble Quarry Road). Route 170 is entirely outside the proclaimed forest boundary and Forest Service jurisdiction.<br><br>**Recommendation: removing Route 170 from National Forest Road System.** |
| Route 183<br>(Agua Caliente Rd): | Route 183 (Agua Caliente Road) is a NFSR that connects the permitted KMSB TV towers to Route 184 (Mt. Hopkins/Montosa Canyon Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 184<br>(Mt. Hopkins/Montosa Canyon Rd): | Route 184 (Mt. Hopkins/Montosa Canyon Road) connects non-federal land and the Smithsonian Astrophysical Observatory on Mt. Hopkins to Elephant Head Road [just east of Interstate 19 (I-19)] Interstate 19 (I-19). Shared ownership and maintenance with Pima and Santa Cruz County and the Astrophysical Observatory. Route 184 is a primary public access road through the EMA.<br><br>Route 184 is a paved Pima County Road entitled Mt. Hopkins Road from Elephant Head Road (just east of I-19) to the Santa Cruz County line. Route 184 is a paved Santa Cruz County Road entitled Mt. Hopkins Road from the Santa Cruz County line to the proclaimed forest boundary.<br><br>Santa Cruz County and the Smithsonian maintain the paved road across NFS lands from the proclaimed forest boundary to the end of the pavement at the Astrophysical Observatory Base Camp and Visitor Center within the proclaimed forest boundary.<br><br>The Smithsonian Astrophysical Observatory and the Forest Service maintain Route 184 (Montosa Canyon Road) from the end of the pavement near the Base Camp and Visitor Center to the Astrophysical Observatory on Mt. Hopkins.<br><br>Route 184 (Mt. Hopkins/Montosa Canyon Road) is a NFSR from the proclaimed forest boundary to the Astrophysical Observatory on Mt. Hopkins.<br><br>**Recommendation: no change from open authorized.** |

| Road Number | Description/ Comments |
|---|---|
| Road 184-6.69R-1: | Road 184-6.69R-1 connects non-federal land and Road 184-6.69R-2 to Route 184 (Montosa Canyon Road).<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: issuing special-use authorization to road maintenance association (private landowners) from Route 184 to the 2 parcels of non-federal (private) land.**<br><br>**Recommendation: decommissioning road east of private land to Route 184 (Montosa Canyon Road).** |
| Road 184-6.69R-2: | Road 184-6.69R-2 connects non-federal land to Road 184-6.69R-1.<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: issuing special-use authorization to private landowner instead of decommissioning.** |
| Route 229 (Greaterville Rd): | Route 229 (Greaterville Rd) connects non-federal (private) land at Greaterville to Route 62 (Greaterville/Box Canyon Rd) and Route 165 (Melendez Pass Road). Route 229 is a Pima County Road from Route 62 (Greaterville/Box Canyon Rd) to the non-federal (private) land at Greaterville.<br><br>Route 229 (Greaterville Rd) is maintained by Pima County. Route 229 (Greaterville Rd) has been gated and locked at the non-federal (private) land at Greaterville.<br><br>**Recommendation: no change from open authorized.**<br><br>Note: A portion of Route 165 (Melendez Pass Road) was relocated and constructed around the non-federal (private) land at Greaterville from the junction of Route 229 and 4068 to Route 165 in Ophir Gulch east of the non-federal (private) land to provide permanent legal access to Melendez Pass Electronic Site. |
| Route 231 (Rosemont Cutoff Rd): | Route 231 (Rosemont Cutoff Road) is a NFSR that connects non-federal land to Highway 83 and Route 62. Augusta Recourses has FLPMA easement for Route 231 from Highway 83 to non-federal (private) land at Rosemont Junction and is responsible for the maintenance.<br><br>Route 231 is maintained by the Forest Service from the non- |

| Road Number | Description/ Comments |
|---|---|
| | federal (private) land at Rosemont Junction to Route 62 (Box Canyon Road).<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 231 may either be relocated or closed to public use. |
| Route 481<br>(Desert Grassland Rd): | Route 481 (Desert Grassland Rd) connects the Florida Work Center (under permit to the University of Arizona) to Route 62 and 62A.<br><br>Route 481 is a Pima County Road from Route 62 to the proclaimed forest boundary. Route 481 is a NFSR to Route 62A.<br><br>Route 481 is maintained by Pima County, the University of Arizona, and the Forest Service.<br><br>**Recommendation: no change from open authorized.** |
| Route 488<br>(Corral Rd): | Route 488 (Corral Rd) is a NFSR that connects non-federal land to Route 62A (Santa Rita Range Road), Route 70 (Madera Canyon Road), and Route 4035 (Faber Spring Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 505<br>(Santa Rita Rd): | Route 505 (Santa Rita Road) connects non-federal land to the Sahuarita Road (Pima County Road) and Route 231 (Rosemont Cutoff Rd).<br><br>Route 505 is a Pima County Road from the Sahuarita Road to Route 170 (Helvetia Rd).<br><br>Route 505 is a NFSR from Route 170 (Helvetia Rd) to Route 4059.<br><br>**Recommendation: no change from open authorized**. |
| Route 781<br>(Proctor Road): | Route 781 (Proctor Road) is a NFSR that connects non-federal land to Route 70 (Madera Canyon Road).<br><br>The portion of Route 781 from the intersection with Route 4074 to the proclaimed forest boundary is authorized under a FLPMA private road easement (Refer to recommendations in the |

| Road Number | Description/ Comments |
|---|---|
| | September 2008 Proctor Road Micro Tap).<br><br>**Recommendation: removing the portion of Route 781 that is blocked from public use outside the proclaimed forest boundary to Route 4073 (Chino Spring Rd) from the system.** |
| Route 4035<br>(Faber Spring Rd): | Route 4035 (Faber Spring Road) is a NFSR that connects non-federal land to Route 488 (Corral Rd).<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: issuing special-use authorization to private landowner instead of decommissioning.** |
| Route 4036<br>(Madera Vista Rd): | Route 4036 (Madera Vista Road) is a NFSR that connects non-federal land to Route 70 (Madera Canyon Road). Route 4036 from Route 70 to the proclaimed forest boundary is authorized under a FLPMA easement.<br><br>**Recommendation: open authorized restricted use (OAR).**<br><br>**Recommendation: removing the portion of Route 4036 outside the proclaimed forest boundary from the system.** |
| Route 4042<br>(Mountain King Mine Rd): | Route 4042 (Mountain King Mine Road) is a NFSR that connects non-federal land to Route 4043 (Enzenberg Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 4043<br>(Enzenberg Rd): | Route 4043 (Enzenberg Road) is a NFSR that connects non-federal land to Route 165 (Melendez Pass Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 4046<br>(Limestone Pit Rd): | Route 4046 (Limestone Pit Road) connects non-federal land to Route 170 (Helvetia Rd) and 4050 (Sycamore Road). Route 4046 is currently locked by the mining operation for safety issues.<br><br>**Recommendation: open authorized restricted use (OAR); authorizing the use of Route 4046 under the Santa Rita Marble Quarry Plan of Operation.**<br><br>**Recommendation: removing the portion of Route 4046 outside the proclaimed forest boundary from the NFRS.** |

| Road Number | Description/ Comments |
|---|---|
| Route 4050<br>(Sycamore Rd): | Route 4050 (Sycamore Rd) is a NFSR that connects non-federal (private) land to Route 4834 (Lopez Pass Road). Route 4050 is blocked at the proclaimed boundary of the National Forest boundary.<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4050 may either be relocated or closed to public use. |
| Route 4051<br>(Gunsight Pass): | Route 4051 (Gunsight Pass) is a NFSR that connects non-federal (private) land to Routes 231 and 4059.<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4051 may either be relocated or closed to public use. |
| Route 4052<br>(Mesa Road): | Route 4052 (Mesa Road) connects non-federal (private) land to Route 781 (Proctor Road) and Route 70 (Madera Canyon Road).<br><br>A FLPMA easement has been issue for the portion of Route 4052 from Route 781 (Proctor Road) to a non-system road that travels in a northwesterly direction from Route 4052 to the proclaimed forest boundary. The FLPMA easement also authorizes the use of the non-system road from Route 4052 to the proclaimed forest boundary.<br><br>The road east of this point to Route 70 (Madera Canyon Road) has been decommissioned.<br><br>**Recommendation: open authorized restricted use (OAR) for the portion of Route 4052 and the non-system road as well as the portion of non-system road from Route 4052 to the proclaimed forest boundary authorized under the FLPMA easement (Refer to recommendations in the September 2008 Proctor Road Micro Tap).** |
| Route 4053<br>(Patented Rd): | Route 4053 (Patented Road) is a NFSR that connects non-federal (private) land to Route 231(Rosemont Cutoff road).<br><br>**Recommendation: no change from open authorized.** |

| Road Number | Description/ Comments |
|---|---|
| | Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4053 may either be relocated or the road closed to public use. |
| Route 4055<br>(Shaft Rd): | Route 4055 (Shaft Road) is a NFSR that connects non-federal land to Route 4059.<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4055 may either be relocated or the road closed to public use. |
| Route 4058<br>(Williams Rd): | Route 4058 (Williams Road) is a NFSR that connects non-federal land to Route 231 and 4064 (south from Route 231 to the non-federal land and Route 4064).<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4058 may either be relocated or the road closed to public use. |
| Route 4059: | Route 4059 is a NFSR that connects non-federal land to Route 4051 (Gunsight Pass) and 4834 (Lopez Pass).<br><br>**Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4058 may either be relocated or the road closed to public use. |
| Route 4061<br>(Davison Rd)<br>(FLPMA easement): | Route 4061 (Davison Road) connects non-federal (private and State Trust) land outside the proclaimed forest boundary to State Highway 83. A FLPMA easement has been issued for the portion of Route 4061 from State Highway 83 to the proclaimed forest boundary.<br><br>**Recommendation: removing the portion of Route 4061 outside the proclaimed forest boundary from the NFSR.** |
| Route 4062<br>(Hidden Valley Rd): | Route 4062 (Hidden Valley Road) is a NFSR that connects non-federal (private) land to State Highway 83. Route 4062 was relocated around the non-federal (private) land. |

| Road Number | Description/ Comments |
|---|---|
| | **Recommendation: no change from open authorized.**<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4062 may either be relocated or the road closed to public use. |
| 4062-0.87L-1 | Recommend open authorized restricted use (OAR) and issuing a special-use authorization for this old alignment of Route 4062 from the new alignment entrance to the non-federal (private) land to the private landowner. |
| Route 4064<br>(Gaylor Rd)<br>(FLPMA easement): | Route 4064 (Gaylor Road) is a NFSR that connects non-federal (Private) land to State Highway 83 and Route 231 (Rosemont Cutoff Road).<br><br>**Recommendation: no change from open authorized.**<br><br>Note: Augusta Recourses has FLPMA easement for Route 4064 from Highway 83 to non-federal (private) land at Rosemont Junction and is responsible for the maintenance.<br><br>Note: If the Plan of Operations for the proposed Rosemont Mine is approved, segments of Route 4064 may either be relocated or the road closed to public use. |
| Route 4065<br>(Oak Tree Wash Rd): | Route 4065 (Oak Tree Wash Road) is a NFSR that connects non-federal (private) land to Highway 83.<br><br>**Recommendation: removing the portion of Route 4065 outside the proclaimed forest boundary from the Forest Service System entirely.**<br><br>Note: There is short segment of non-system road from Route 4065 to the non-federal (private) land not shown on the map.<br><br>**Recommendation: open authorized restricted use (OAR) and issuing a special-use authorization for the short segment of non-system road from Route 4065 to the non-federal (private) land to the private landowner.** |
| Route 4072 (Thurber Rd): | Route 4072 (Thurber Road) is a NFSR that connects non-federal (private) land to Route 62 (Box Canyon/Greaterville Rd) and Route 4072A and is currently closed to public use. |

| Road Number | Description/ Comments |
|---|---|
| | **Recommendation: change to open authorized restricted use (OAR) and issuing a special-use authorization to the private landowner for the short segment of Route 4072 from Route 62 to Route 4072A.**<br><br>**Recommendation: change to open authorized restricted use (OAR); ML 2 for Administrative Use Only for the portion of roadway north of Route 4072A.** |
| Route 4072A: | Route 4072A connects non-federal (private) land to Route 4072.<br><br>**Recommendation: open authorized restricted use (OAR) and issuing a special-use authorization for the short segment of non-system road from Route 4072A to the non-federal (private) land to the private landowner.** |
| Route 4073<br>(Chino Spring Rd): | Route 4073 (Chino Spring Road) is a NFSR that connects the Elephant Head Mountain Bike Trail (Trail 930) to Route 781 (Proctor Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 4074<br>(Lemon Canyon Rd): | Route 4074 (Lemon Canyon Road) is a NFSR that connects Route 4074-0.10R-1 and the Elephant Head Mountain Bike Trail (Trail 930) to Route 781 (Proctor Road.<br><br>**Recommendation: Route 4074 from the Elephant Head Mountain Bike Trail (Trail 930) to the Mt. Wrightson Wilderness Area should be converted to OHV trail.** |
| Route 4074-0.10R-1:<br>(FLPMA easement) | Route 4074-0.10R-1 connects non-federal (private) land to Route 4074 (Lemon Canyon Road). Route 4074-0.10R-1 from the intersection with Route 4074 to the proclaimed forest boundary is authorized under a FLPMA private road easement.<br><br>**Recommendation: open authorized restricted use (OAR) (Refer to recommendations in the September 2008 Proctor Road Micro Tap).** |
| Route 4075<br>(Kent Springs Road) | **No change from open authorized restricted use (OAR) administrative use only.**<br><br>Note: The house at Kent Springs is currently in the process of being placed in the cabin rental program. Access to the house via |

| Road Number | Description/ Comments |
|---|---|
| | Route 4075 will also be authorized under the cabin rental permit. |
| Route 4082<br>(Josephine Canyon Rd): | Route 4082 (Josephine Canyon Road) is a NFSR that connects non-federal (private) land, and the Mt. Wrightson Wilderness Area and FT 133 to Route 143 (Josephine Canyon/Alto/Bull Springs Rd).<br><br>**Recommendation: no change from open authorized.** |
| Route 4091<br>(Hosey Mine Rd): | Route 4091 (Hosey Mine Road) is a NFSR that connects non-federal (private) land to Route 72A.<br><br>**Recommendation: no change from open authorized.** |
| Road 4091-1.64R-1 | There is short segment of non-system road from Route 4091 (Hosey Mine Road) to the non-federal (private) land.<br><br>**Recommendation: open authorized restricted use (OAR) and issuing a special-use authorization for the short segment of non-system road from Route 4091 to the non-federal (private) land to the private landowner.**<br><br>**Recommendation: decommissioning past the non-federal (private) land.** |
| Route 4092<br>(Piper Gulch Rd): | Route 4092 (Piper Gulch Road) is a NFSR that connects non-federal (Private) land to Route 72A. A majority of this road is within private land offered in an active land exchange.<br><br>**Recommendation: decommissioning the portion of Route 4092 in stream bottom on NFS lands.** |
| Route 4100<br>(Johnson Rd): | Route 4100 (Johnson Road) is a NFSR that connects non-federal (private and State Trust) land to Route 72 (Temporal Canyon Road) and 144 (Squaw Gulch Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 4104<br>(Santa Rita / Douglas Ranch Rd): | Route 4104 (Santa Rita/Douglas Ranch Road) connects non-federal land to State Highway 83; shared ownership and maintenance with Santa Cruz County.<br><br>The road from State Highway 83 to non-federal (private) land in Section 8 (approximately 4.5 miles) is a Santa Cruz County Road. Route 4104 was relocated around the non-federal (private) land. |

| Road Number | Description/ Comments |
|---|---|
| | However, the remaining segment of old alignment from the new alignment to the non-federal (private) land is still a Santa Cruz County Road across acquired lands that should remain open (this portion of roadway is not shown on the map).<br><br>Route 4104 from the old alignment around the non-federal (private) land is a NFSR to its terminus Route 4111 (Hog-Gardner Road).<br><br>**Recommendation: no change from open authorized.** |
| Route 4109<br>(Derrick Rd) | Route 4109 (Derrick Road) is a NFSR that connects non-federal (private) land to Route 92 (Gardner Canyon Road) and Route 4104 (Santa Rita/Douglas Ranch Road). However, a majority of Route 4109 from Route 4104 is on non-federal (private) land.<br><br>**Recommendation: open authorized restricted use (OAR) and issuing a special-use authorization for the short segment of Route 4109 from Route 92 to the non-federal (private) land to the private landowner.**<br><br>**Recommendation: removing the portion of Route 4109 on non-federal (private) land from Route 4104 to NFS lands from the National Forest road system entirely.** |
| Route 4834<br>(Lopez Pass): | Connects non-federal land to Route 505 and 4051.<br><br>**Recommendation: no change from open authorized.** |

***2. Existing roads that provide private or exclusive access from non-federal lands to NFS lands that are <u>not needed</u> to provide the primary access to non-federal lands or interest:***

| Road Number | Description/ Comments |
|---|---|
| Road 62-1.37R-1: | Road 62-1.37R-1 from Road 62-1.37R-2 north is not needed for access to non-federal (private) land.<br><br>**Recommendation: the portion of Road 62-1.37R-1 from Road 62-1.37R-2 north be decommissioned**<br>**(Refer to Roads 62-1.37R-1 above).** |
| Route 234<br>(Adobe Canyon Rd) | Route 234 (Adobe Canyon Road) accesses NFS land from State Highway 82 through non-federal (private) land adjoining the National Forest. Route 234 has been locked by the private |

| Road Number | Description/ Comments |
|---|---|
| | landowners at the proclaimed forest boundary denying public land users access to NFS lands.<br><br>**Recommendation: removing the portion of Route 234 from State Highway 82 through the non-federal (private) land to the proclaimed forest boundary from National Forest Road System entirely.**<br><br>**Recommendation: converting the last 0.25 mile of Route 234 south to the proclaimed forest boundary to non-motorized trail access only.** |
| Route 627<br>(Hog Canyon Rd) | Route 627 (Hog Canyon Road) accesses NFS land from State Highway 82 through non-federal (private) land. Route 627 has been locked by the private landowners at the proclaimed forest boundary denying public access.<br><br>**Recommendation: removing the portion of Route 627 from State Highway 82 through the non-federal (private) land to the proclaimed forest boundary from National Forest Road System entirely.**<br><br>**Recommendation: converting the last 0.25 mile of Route 637 south to the proclaimed forest boundary to non-motorized trail access only.** |
| Route 786<br>(Mt. Fagan Rd): | Route 786 (Mt. Fagan Rd) connects non-federal (private) land located outside the proclaimed boundaries to NFS lands. Route 786 is blocked by non-federal landowners outside the proclaimed boundaries of the National Forest and only provides private access to NFS lands.<br><br>**Recommendation: the portion of Route 786 located within the proclaimed National Forest boundaries be decommissioned.** |
| Route 4066<br>(Velsor Rd): | A majority of Route 4066 (Velsor Road) from State Highway 83 traverses non-federal (private) land where there is no legal public access and the road is currently blocked. A short segment on NFS land connects to Route 4072 (Thurber Road) and is not needed for access to non-federal (private) land. Route 4072 from Route 62 (Box Canyon/Greaterville Road) is currently closed to administrative use only.<br><br>**Recommendation: removing the portion of Route 4066 from** |

| Road Number | Description/ Comments |
|---|---|
| | **State Highway 83 through the non-federal (private) land from National Forest Road System entirely.**<br><br>**Recommendation: decommissioning the portion of Route 4066 from non-federal (private) land to Route 4072 (Thurber Road).** |
| Route 4069<br>(Los Posos Tank Rd) | Route 4069 (Los Posos Tank Road) is entirely on non-federal (private) land.<br><br>**Recommendation: removing Route 4069 from the National Forest road system entirely.** |
| Route 4071<br>(Oakdale Rd) | A majority of Route 4071 (Oakdale Road) is on non-federal (private) land and connects to previously decommissioned Route 4038, recommended decommissioned Road 4060-0.81L-1 and Route 4060 on NFS lands. Route 4071 (Oakdale Road) is not needed for access to non-federal (private) land.<br><br>**Recommendation: removing the portion of Route 4071 on non-federal (private) land from the National Forest Road System entirely and decommissioning the portion on NFS lands.** |
| Route 4107<br>(Wood Canyon Rd) | Route 4107 (Wood Canyon Road) accesses NFS land from State Highway 82 through non-federal (private) land. Route 4107 has been locked by the private landowners at the proclaimed forest boundary denying public access.<br><br>**Recommendation: removing the portion of Route 4107 from State Highway 82 through the non-federal (private) land to the proclaimed forest boundary from National Forest Road System entirely.**<br>**Recommendation: converting the last 0.70 mile of Route 637 south to the proclaimed forest boundary to non-motorized trail access only.** |
| Road 8001<br>(Hidden Valley Ranch Rd): | Road 8001 (Hidden Valley Ranch Road) connects non-federal land to the non-federal (private) land. Because Route 4062 (Hidden Valley Road) connects non-federal (private) land to Highway 83.<br>**Recommendation: decommissioning Road 8001.** |

### *3. Future Considerations:*

The CNF's public access situation will continue to deteriorate, solutions will become quite expensive and complicated, while the use of NFS lands has increased. State and forest-wide, landowner will continue to challenge the ownership status of important roads long considered public roads (both forest and county), close them to public use, then block or control access to thousands of acres of public land, including roads into and through the Santa Rita EMA.

In addition, if the Plan of Operation for the proposed Rosemont Mine in the northern part of the Santa Rita EMA is approved, public access through the Rosemont Ranch area will decrease considerably or cease altogether as the Rosemont Mine and support facilities are developed. New road construction around the mine area may be necessary for continued public access to the surrounding area.

The continued loss of traditional forest access routes may require construction of new roads, relocation of portions of existing roads that have been blocked, or recommissioning of closed roads to meet both administrative and public access needs. New, relocated, and or reconstructed roads may also be needed for future activities not currently planned for. Therefore, access needs identified in the current or future Forest Land and Resource Management Plans (LMRP) or in this analysis may not be fully met by the existing forest and EMA transportation system.

## Soil, Water, Air, and Forestry

- *How and where does the road system modify the surface and subsurface hydrology of the area?*
- *How and where does the road system generate surface erosion?*
- *How and where do road-stream crossings influence local stream channels and water quality?*
- *How and where does the road system create potential for pollutants, such as chemical spills, oils, or herbicides to enter surface waters?*
- *How and where is the road system 'hydrologically connected' to the stream system?*
- *How do the connections affect water quality and quantity (such as delivery of sediments, elevated peak flows)?*
- *What downstream beneficial uses of water exist in the area?*
- *What changes in uses and demand are expected over time?*
- *How are they affected or put at risk by road-derived pollutants?*
- *How and where does the road system affect wetlands?*
- *How does the road system alter physical channel dynamics, including isolation of floodplains; constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?*
- *How does the road system affect riparian plant communities?*

Roads in the Santa Rita Ecosystem Management Area (EMA) occur in the following watersheds: Box Canyon Wash-Upper Santa Cruz River (Hydrologic Unit Code (HUC) 1505030107),

Cienega Creek ((HUC 1505030201), Sonoita Creek ((HUC 1505030102), Josephine Canyon-Upper Santa Cruz River (HUC 1505030105), and Demetrie Wash-Upper Santa Cruz River ((HUC 1505030106) watersheds. Figure 1 shows the general location of these watersheds.

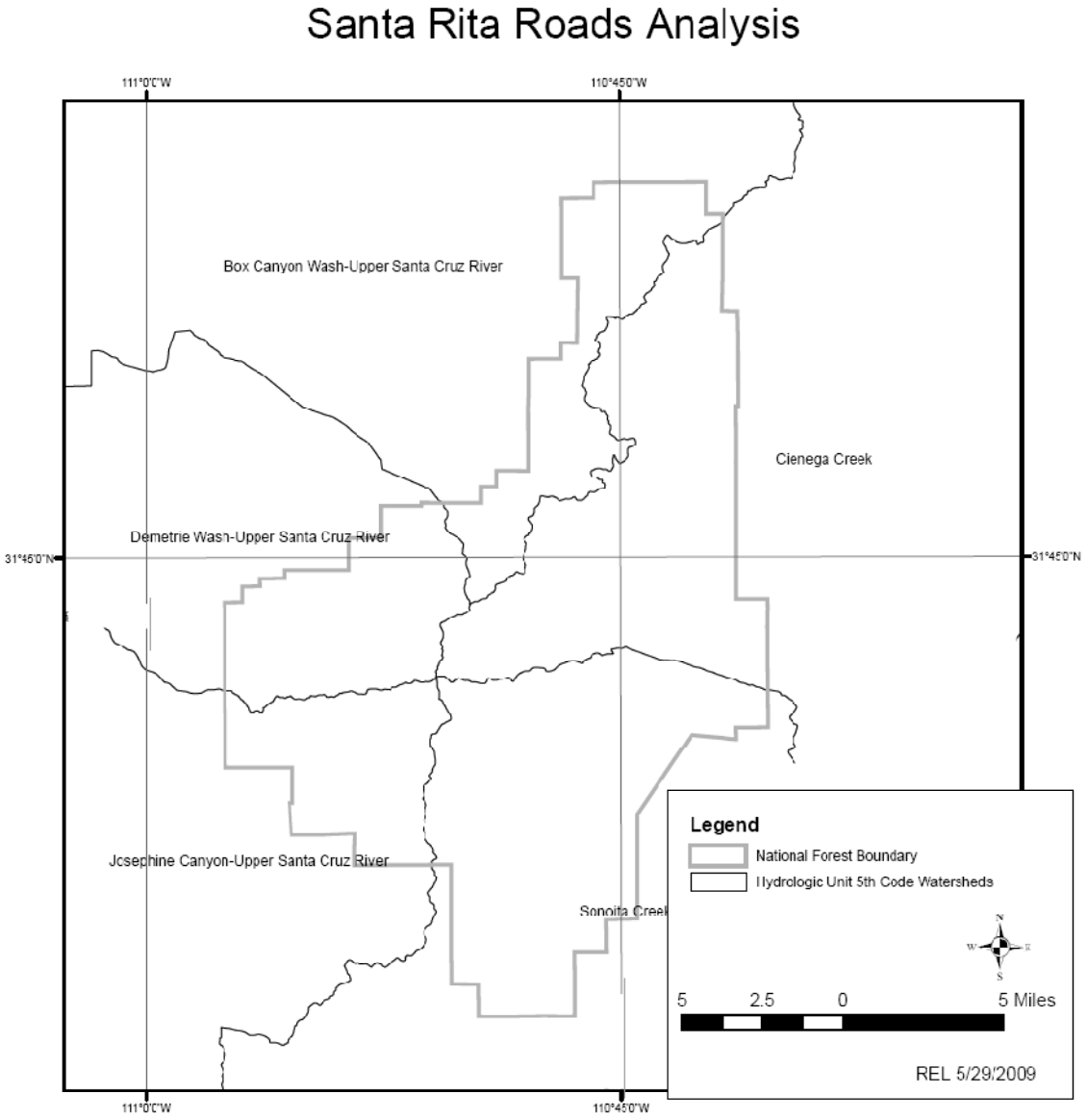


Figure 4.1. Watersheds of the Santa Rita Ecosystem Management Area

**General**
Roads affect soil, water, and air by accelerating erosion, diverting water, providing access for various polluting agents, and creating dust. The roads in these watersheds are having these affects, but have not been identified as causing significant negative effects on water quality at the sample points, or air quality at any monitoring location. However, local effects on soil, water (including riparian areas), and air may be important. Roads affect forestry resources by providing access for management of fuels and forest products. Following is the background information about the area.

Large areas of this EMA are not roaded or are accessible only by the poorest of roads. This is due in large part to the steep nature of the central portion of the EMA. The only route that traverses the range from east to west is the Box Canyon Road (Route 62). No routes traverse the range from north to south.

**Soil**
Table 1 displays the General Ecosystem Survey (GES) units found in each watershed as described below. Table 2 summarizes information about each GES unit. Figure 2 displays the general location of the GES units within the Santa Rita EMA.

Box Canyon Watershed is identified to contain General Ecosystem Survey (GES) Units 101, 475, 476, and 490. Unit 101 is characterized as a deep, very gravelly soil formed on alluvium. It is generally gentle sloping (4% to 15%). In spite of its gentle slope, unit 101 is a poor location for roads because of the tendency for swelling and shrinkage.

Unit 475 is characterized as a shallow, very cobbly soil formed on granite. It is generally steep (greater than 60%) and consequently a poor location for roads.

Unit 476 is characterized as a shallow, extremely cobbly sandy loam formed on granite. Similar to Unit 475, it is generally steep (greater than 60%) and consequently a poor location for roads.

Unit 490 is characterized as deep, very gravelly, and formed on conglomerate. Slopes are moderate (4% to 25%). In spite of its varied gentle to moderate slope, Unit 490 makes a poor location for roads because the soil erodes readily.

Cienega Creek Watershed is identified to contain GES Units 370, 475, 476, and 490. Unit 370 is characterized as generally deep, gravelly soil formed on alluvium associated with large channels or valleys. The slopes are very gentle, less than 5%. Only a small portion of the watershed has this soil type, located in Gardner Canyon. Units 475, 476, and 490 are described above.

Sonoita Creek is identified to contain GES Units 475, 476, and 490. These units are described above.

Josephine Canyon-Upper Santa Cruz is identified to contain GES Units 475, and 476. These units are described above.

Demetrie Wash-Upper Santa Cruz River is identified to contain GES Units 101, 475, and 476. These units are described above.

Table 4.1. General Ecosystem Survey Units Found in Each Watershed

| **Fifth Code Watershed** | **GES Units** |
|---|---|
| Cienega Creek | 370, 475, 476, 490 |
| Josephine Canyon-Upper Santa Cruz River | 475, 476 |
| Sonoita Creek | 475, 476, 490 |
| Demetrie Wash-Upper Santa Cruz River | 101, 475, 476 |
| Box Canyon-Upper Santa Cruz River | 101, 475, 476, 490 |

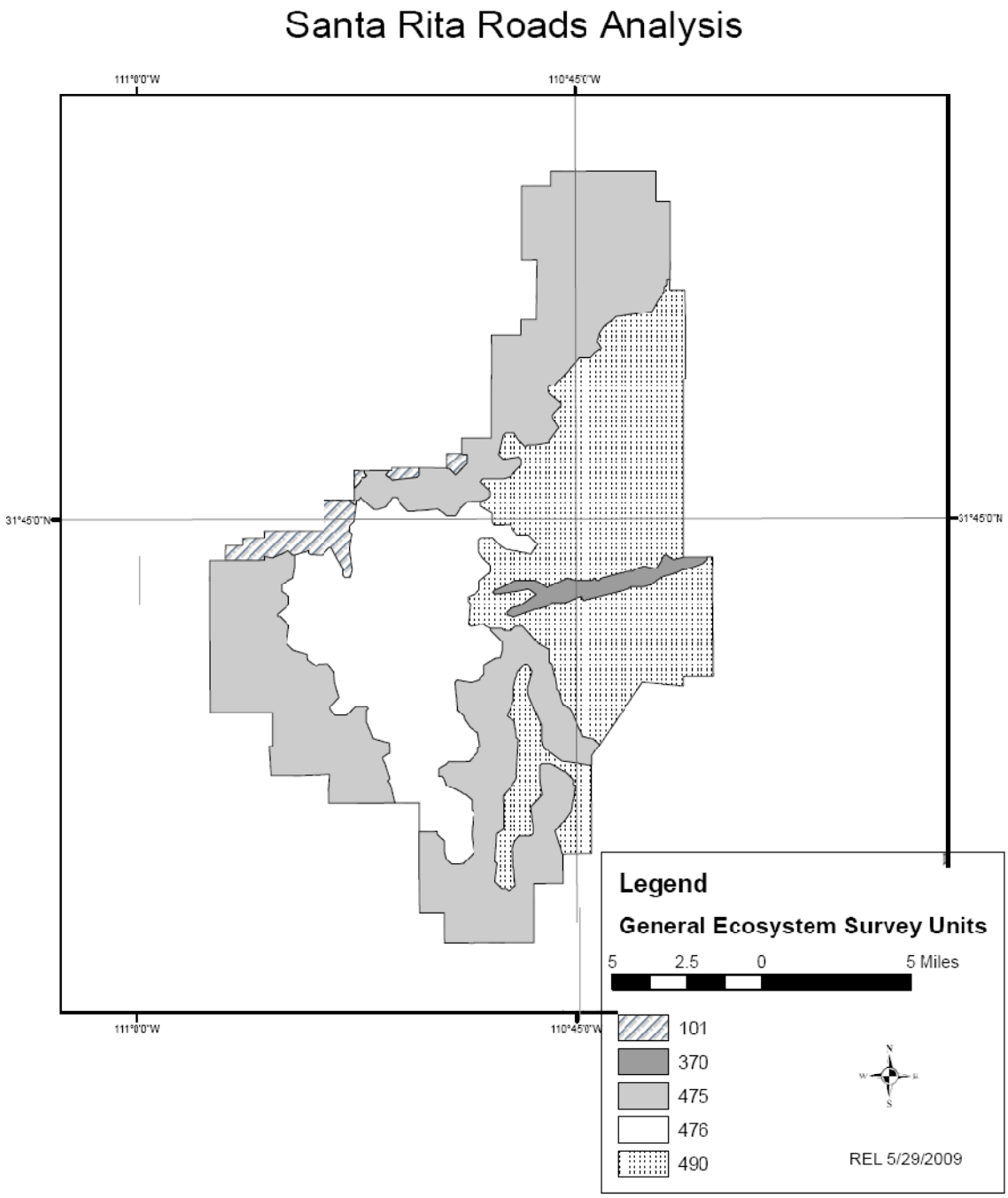


Figure 4.2. General Ecosystem Units of the Santa Rita Ecosystem Management Area

- *How and where does the road system generate surface erosion?*

The IDT recommends that the unauthorized roads listed in Table 2 which are in locations that are generally very steep and/or highly erodable and are not needed be decommissioned.

Table 4.2. Unauthorized Roads Located on Soils that are Generally Steep or Highly Erodable recommended to be decommissioned

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 143-12.64L-1 | "475 - Generally Steep" |
| 143-12.64L-2 | "475 - Generally Steep" |
| 143-12.84L-1 | "475 - Generally Steep" |
| 162-0.27R-1 | "490 - High Erosion Hazard" |
| 162-0.60L-1 | "490 - High Erosion Hazard" |
| 162-0.83R-1 | "490 - High Erosion Hazard" |
| 162-0.91R-1 | "490 - High Erosion Hazard" |
| 162-0.91R-2 | "490 - High Erosion Hazard" |
| 162-0.91R-3 | "490 - High Erosion Hazard" |
| 163-1.70R-1 | "490 - High Erosion Hazard" |
| 163-2.80R-1 | "490 - High Erosion Hazard" |
| 163-2.80R-2 | "490 - High Erosion Hazard" |
| 163-2.80R-3 | "490 - High Erosion Hazard" |
| 163-4.10R-1 | "490 - High Erosion Hazard" |
| 163-4.16L-1 | "490 - High Erosion Hazard" |
| 163-4.38L-1 | "490 - High Erosion Hazard" |
| 165-0.03R-1 | "490 - High Erosion Hazard" |
| 165-0.03R-2 | "490 - High Erosion Hazard" |
| 165-0.03R-3 | "490 - High Erosion Hazard" |
| 165-0.86R-1 | "490 - High Erosion Hazard" |
| 165-1.91R-1 | "490 - High Erosion Hazard" |

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 165-2.73L-2 | "490 - High Erosion Hazard" |
| 165-2.73L-4 | "490 - High Erosion Hazard" |
| 183- Disp/CG | "475 - Generally Steep" |
| 184-6.69R-1 * | "475 - Generally Steep" |
| 184-6.69R-2 * | "475 - Generally Steep" |
| 229-1.00L-1 | "490 - High Erosion Hazard" |
| 231 B-0.06L-1 | "490 - High Erosion Hazard" |
| 231-0.08R-1 | "490 - High Erosion Hazard" |
| 231-0.17R-1 | "490 - High Erosion Hazard" |
| 231-5.72L-1 | "490 - High Erosion Hazard" |
| 4027-0.32L-1 | "101 - High Clay, Shrinking and Swelling" |
| 4043-0.48L-1 | "490 - High Erosion Hazard" |
| 4043-2.34R-1 | "490 - High Erosion Hazard" |
| 4050-0.36R-1 | "475 - Generally Steep" |
| 4050-1.72R-1 | "475 - Generally Steep" |
| 4050-1.97R-1 | "475 - Generally Steep" |
| 4050-2.48L-1 | "475 - Generally Steep" |
| 4051-0.09L-1 | "475 - Generally Steep" |
| 4051-1.92R-1 | "475 - Generally Steep" |
| 4051-1.96L-1 | "475 - Generally Steep" |
| 4051-2.75R-1 | "475 - Generally Steep" |
| 4051-2.87R-1 | "475 - Generally Steep" |

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 4051-2.87R-2 | "475 - Generally Steep" |
| 4051-2.87R-3 | "475 - Generally Steep" |
| 4053-0.75L-1 | "475 - Generally Steep" |
| 4053-0.90L-1 | "475 - Generally Steep" |
| 4055-0.63R-1 | "475 - Generally Steep" |
| 4055-0.70R-1 | "475 - Generally Steep" |
| 4055-0.74L-1 | "475 - Generally Steep" |
| 4055-0.74L-2 | "475 - Generally Steep" |
| 4055-0.74L-3 | "475 - Generally Steep" |
| 4055-0.98R-1 | "475 - Generally Steep" |
| 4055-1.10R-1 | "475 - Generally Steep" |
| 4057-0.23R-1 | "475 - Generally Steep" |
| 4058-0.38R-1 | "490 - High Erosion Hazard" |
| 4058-0.98R-1 | "490 - High Erosion Hazard" |
| 4058-1.10R-1 | "490 - High Erosion Hazard" |
| 4059-0.16R-1 | "475 - Generally Steep" |
| 4059-0.50L-1 | "475 - Generally Steep" |
| 4059-0.50L-2 | "475 - Generally Steep" |
| 4060-0.81L-1 | "490 - High Erosion Hazard" |
| 4060-1.01R-3 | "490 - High Erosion Hazard" |
| 4063-0.80R-1 | "490 - High Erosion Hazard" |
| 4064-1.36L-1 | "490 - High Erosion Hazard" |

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 4065-0.50L-1 | "490 - High Erosion Hazard" |
| 4065-0.88R-1 | "490 - High Erosion Hazard" |
| 4067-0.13L-1 | "490 - High Erosion Hazard" |
| 4067-1.58L-1 | "490 - High Erosion Hazard" |
| 4068-0.17L-1 | "490 - High Erosion Hazard" |
| 4068-0.34L-1 | "490 - High Erosion Hazard" |
| 4068-0.34L-2 | "490 - High Erosion Hazard" |
| 4068-0.97R-2 | "490 - High Erosion Hazard" |
| 4068-0.98R-2 | "490 - High Erosion Hazard" |
| 4068-2.4R-2 | "490 - High Erosion Hazard" |
| 4072-1.45R-1 | "490 - High Erosion Hazard" |
| 4072-2.34R-1 | "490 - High Erosion Hazard" |
| 4072-4.90L-1 | "490 - High Erosion Hazard" |
| 4074-0.10R-1 | "101 - High Clay, Shrinking and Swelling" |
| 4085-0.48L-1 | "490 - High Erosion Hazard" |
| 4091-1.64R-1 | "476 - Generally Steep" |
| 4092-0.31R-1 | "475 - Generally Steep" |
| 4092-0.78L-1 | "476 - Generally Steep" |
| 4094-1.45R-1 | "475 - Generally Steep" |
| 4099-0.38R-1 | "475 - Generally Steep" |
| 4099-0.79R-1 | "475 - Generally Steep" |
| 4100-3.63L-1 | "475 - Generally Steep" |

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 4104-6.41L-1 | "490 - High Erosion Hazard" |
| 4110-0.07R-1 | "490 - High Erosion Hazard" |
| 4834-0.86L-1 | "475 - Generally Steep" |
| 4834-1.17L-1 | "475 - Generally Steep" |
| 4834-1.17R-1 | "475 - Generally Steep" |
| 4851-3.14R-1 | "475 - Generally Steep" |
| 4059-0.41L-1 | "490 - High Erosion Hazard" |
| 4059-0.41L-3 | "490 - High Erosion Hazard" |
| 4059-0.41L-4 | "490 - High Erosion Hazard" |
| 4059-0.41L-5 | "490 - High Erosion Hazard" |
| 4059-0.41L-6 | "475 - Generally Steep" |
| 4059-0.46L-1 Disp/CG | "490 - High Erosion Hazard" |
| 62-1.37R-1 | "490 - High Erosion Hazard" |
| 62-1.37R-2 | "490 - High Erosion Hazard" |
| 72-11.67L-1 | "490 - High Erosion Hazard" |
| 72-3.20L-1 | "475 - Generally Steep" |
| 72-3.20L-2 | "475 - Generally Steep" |
| 72-4.51L-1 | "475 - Generally Steep" |
| 72-5.42L-1 | "475 - Generally Steep" |
| 72-9.17L-1 | "475 - Generally Steep" |
| 72A-5.05L-1 | "476 - Generally Steep" |
| 72A-5.95L-1 | "476 - Generally Steep" |
| 72A-6.11R-1 | "476 - Generally Steep" |

The IDT also recommends that the National Forest System Roads listed in table 4.3 be decommissioned. These roads are in locations that are generally steep or highly erodable and are not needed.

Table 4.3. National Forest System Roads Located on Soils that are Generally Steep or Highly Erodable recommended to be Decommissioned

| Road recommended to be Decommissioned | Soil Situation |
|---|---|
| 4032 | "475 - Generally Steep" |
| 4043 | "490 - High Erosion Hazard" |
| 4044 | "490 - High Erosion Hazard" |
| 4060 | "490 - High Erosion Hazard" |
| 4066 | "490 - High Erosion Hazard" |
| 4070 | "490 - High Erosion Hazard" |
| 4090 | "475 - Generally Steep" |
| 4092 | "476 - Generally Steep" |
| 4097 | "475 - Generally Steep" |
| 4859 | "490 - High Erosion Hazard" |
| 8001 | "475 - Generally Steep" |
| 4040 A [165-2.73L-3] | "490 - High Erosion Hazard" |
| 4043 [4043-3.00R-1] | "490 - High Erosion Hazard" |
| 4090 A | "475 - Generally Steep" |
| 4107- old | "475 - Generally Steep" |
| 505- old | 475 not on Forest |
| 8002 [165-1.00L-1] | "490 - High Erosion Hazard" |

The IDT also recommended that the unauthorized roads listed in table 4.4 in locations that are generally very steep and/or highly erodable should be designated Maintenance Level 1 and closed for at least one year because of potential resource damage.

Table 4.4. Roads Located on Soils that are Generally Steep or Highly Erodable to be Classified Maintenance Level 1

| Road recommended to be added as Maintenance Level 1 | Soil |
|---|---|
| 143-10.36L-1 | "475 - Generally Steep" |
| 143-4.44R-1 | "475 - Generally Steep" |
| 143-9.47L-1 | "475 - Generally Steep" |
| 163-5.34L-1 | "490 - High Erosion Hazard" |
| 165-2.73l-1 | "490 - High Erosion Hazard" |
| 4072-0.48L-1 | "490 - High Erosion Hazard" |
| 62-3.42R-1 | "490 - High Erosion Hazard" |
| 62-3.42R-2 | "490 - High Erosion Hazard" |

| Road recommended to be added as Maintenance Level 1 | Soil |
|---|---|
| 72-3.45R-1 | "475 - Generally Steep" |
| 72-3.45R-2 | "490 - High Erosion Hazard" |
| 72-3.45R-3 | "490 - High Erosion Hazard" |
| 83-0.84L-1 | "490 - High Erosion Hazard" |

The IDT also recommends that the unauthorized roads listed in table 4.5 in locations that are highly erodable be classified and added to the system but restricted to permittees, Forest Service, or Border Patrol because it is needed for access to the EMA and the soil issues can be mitigated.

Table 4.5. Roads Recommended to be Added to the System, but with Restricted Access

| Roads Currently Unauthorized Recommended to be Open Authorized, but with Restricted Access (OAR) | Soil Situation |
|---|---|
| 143-10.77L-1 | "475 - Generally Steep" |
| 143-11.09R-1 | "475 - Generally Steep" |
| 143-11.92L-1 | "475 - Generally Steep" |
| 165-2.73L-1 | "490 - High Erosion Hazard" |
| 184-6.69R-1 | "475 - Generally Steep" |
| 4068-0.97R-1 | "490 - High Erosion Hazard" |
| 4068-0.98R-1 | "490 - High Erosion Hazard" |
| 4059-0.46L-1 | "475 - Generally Steep" |
| 62-1.37R-1 | "490 - High Erosion Hazard" |
| 62-1.37R-2 | "490 - High Erosion Hazard" |
| 62-3.35L-1 | "490 - High Erosion Hazard" |
| 72-2.04L-2 | 475 off Forest |
| 72A-0.75L-1 | "475 - Generally Steep" |
| 72A-0.80L-1 | "475 - Generally Steep" |

The IDT also recommends that unauthorized roads listed in table 4.6 in locations that are highly erodable be classified and left open because they are needed for access to the EMA and the erosion issues can be mitigated.

Table 4.6. Roads Recommended to be Added to the System

| Unauthorized Roads Recommended to be Open Authorized | Soil Situation |
|---|---|
| 4050-2.44L-1 | "475 - Generally Steep" |
| 4060-1.01R-1 | "490 - High Erosion Hazard" |
| 4060-1.01R-2 | "490 - High Erosion Hazard" |
| 4085-1.95L-1 | "490 - High Erosion Hazard" |
| 4088-3.68L-1 | "490 - High Erosion Hazard" |
| 4100- Disp/CG | "475 - Generally Steep" |

- *What downstream beneficial uses of water exist in the area?*
- *What changes in uses and demand are expected over time?*
- *How are they affected or put at risk by road-derived pollutants?*

**Water**

Arizona Department of Environmental Quality (ADEQ) assesses water quality for streams and natural channels throughout the State. Downstream water uses for all the watersheds listed above are include aquatic and wildlife warm water community species habitat, full body contact, fish consumption, and livestock watering. In addition, the Sonoita Creek and Josephine Canyon-Upper Santa Cruz watersheds have irrigation listed as a use. Cienega Creek is a designated Outstanding Arizona Water. The 2008 report Arizona Department of Environmental Quality report (2006-2008 Status of Ambient Surface Water Quality in Arizona) indicates the Cienega Creek is listed attaining all uses. The same report indicates Sonoita Creek is listed as impaired due to exceedances for zinc and low dissolved oxygen. Big Casa Blanca Creek within the Sonoita Creek watershed has had samples analyzed with no exceedances found; however, there is not enough data to make an assessment. The Santa Cruz River in the Josephine Canyon-Upper Santa Cruz watershed has exceedances recorded for e. coli, dissolved oxygen, and residual Chlorine, but insufficient samples have been collected and the assessment is inconclusive for most designated uses. Box Canyon and Demetrie Wash-Upper Santa Cruz are not assessed. Madera Canyon within Demetrie Wash-Upper Santa Cruz has had samples analyzed with no exceedances found; however, there is not enough data to make an assessment. Patagonia Lake is documented to be missing core parameters and therefore inconclusive.

- *How do the connections affect water quality and quantity (such as delivery of sediments, elevated peak flows)?*

Roads could be associated with elevated bacteria if the source of bacteria can be traced to dispersed recreation. The source of zinc pollution in Sonoita Creek has not been documented. The source of residual chlorine in the Santa Cruz River has been determined to be the Nogales

Wastewater Treatment Plant site. Roads are considered a cause for low dissolved oxygen levels in these watersheds. No roads are proposed for closure for water quality purposes at this time.

- *How and where does the road system modify the surface and subsurface hydrology of the area?*
- *How and where do road-stream crossings influence local stream channels and water quality?*
- *How and where does the road system create potential for pollutants, such as chemical spills, oils, or herbicides to enter surface waters?*
- *How and where is the road system 'hydrologically connected' to the stream system?*
- *How and where does the road system affect wetlands?*
- *How does the road system alter physical channel dynamics, including isolation of floodplains; constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?*
- *How does the road system affect riparian plant communities?*

Riparian areas are extremely important everywhere on the Coronado National Forest, and they occupy less than 2% of the watersheds in the Santa Rita EMA. Roads can alter riparian areas by physically occupying the area, diverting water, providing access to people and vehicles that in turn destroy riparian vegetation, and by generating erosion that degrades the site.

The IDT recommendation is that the unauthorized and system roads listed in table 4.7 located in or near riparian areas or perennial watercourses should be decommissioned.

Table 4.7. Roads Located in Riparian Areas to be Decommissioned

| **Roads recommended to be Decommissioned** | **Riparian Area** |
|---|---|
| 4092 | Mansfield |
| 4092-0.78L-1 | Mansfield |

The IDT also recommended that the system roads listed in table 4.8 located in or near riparian areas or perennial watercourses should be designated Maintenance Level 1 and closed for at least one year because of potential resource damage.

Table 4.8. Roads Located in Riparian Areas to be Classified Maintenance Level 1

| **Roads recommended to be added as Maintenance Level 1** | **Riparian** |
|---|---|
| 92 west of Section 10 T. 20 S., R. 15 E. | Gardner, Cave |
| 785 | Gardner |

The IDT also recommends that unauthorized roads listed in table 4.9 located in or near the riparian areas of Fish Canyon and Madera Canyon be classified and remain open because it the only routes that accesses some mining claims and dispersed recreation campsites. When the opportunities present themselves, the Forest Service should consider relocating roads out of riparian areas.

Table 4.9. Roads recommended as Open Authorized

| **Unauthorized Roads Recommended as Open Authorized (OA)** | **Riparian Area** |
|---|---|
| 4085-1.95L-1 | Fish |
| 781-#4 | Madera |
| 781-#5 | Madera |
| 781-#7 | Madera |
| 781-#8 | Madera |
| 781-#9 | Madera |
| 781-#10 | Madera |
| 781-#11 | Madera |

**Air**

None of the Santa Rita EMA watersheds are located in a Class I air quality area. None of the Santa Rita EMA is located in a non-attainment area for air quality. In general, dust from roads is an air pollutant and should be minimized where possible. No roads are proposed for closure for air quality purposes at this time.

**Forestry**

The Santa Rita EMA watersheds have provided limited firewood-gathering opportunities for personal use fuel wood permit holders. Even though no other forest products are readily available in this EMA, fuels management and other forest management activities use access by roads. No new roads are proposed, and no roads are proposed for closure for forest management purposes at this time.

## Other

A new proposed road connecting Roads 229 and 165 in Sections 19 (T. 19 S., R. 16 E.) and 24 (T. 19 S., R. 15 E.) is recommended to provide needed access for range management, recreation, and general administration around private land. No soil, water, air, or forestry issues are cited.

Authorized Roads 92 and 785 will be closed and converted to foot trails from points in the vicinity of the "Link Trail" west to the Wilderness Boundary. The "Link Trail" will be commissioned and made part of the system. No soil, water, air, or forestry issues are cited.

Authorized Roads 4046, 4046A, and 4046B, which are not accessible by the general public due to locked gates, are recommended to be retained on the system and open because they are the access for a mine with active operations. No soil, water, air, or forestry issues are cited.

In addition, Unauthorized Roads 184-6.69R-1 and 184-6.69R-2 are recommended for conversion to system trails. No soil, water, air, or forestry issues are cited.

All other Authorized Roads are recommended for continued use and maintenance.

## Reference

2008. 2006-2008 Status of Ambient Surface Water Quality in Arizona. http://www.azdeq.gov/environ/water/assessment/assess.html

# Recreation

### Recreation Uses and Opportunities

Most of the Santa Rita Mountains receive relatively high recreation use. Developed recreation facilities are found only in the west part of the Santa Rita Mountains and consist of several campgrounds and trailheads in Madera Canyon (Route 70) and one developed picnic area on Montosa Canyon Road (Route 184). These are accessed by paved roads. Dispersed recreation activities include, camping (tent and RV), horseback riding, hiking, wildlife watching, hunting, mountain biking, off-highway vehicle (OHV) use, sight-seeing, recreational prospecting and placer mining, and permitted events such as muzzleloader competitions and mountain bike races. Road access is required to reach the areas of the forest where non-motorized activities take place, including the many trails leading into the Mt. Wrightson Wilderness.

Due to its proximity to Tucson, and with the populations of the City of Tucson, Pima County, Santa Cruz County and Nogales continuing to grow, it is expected demands for all types of outdoor recreation in this EMA will continue to increase. The population of Tucson and surrounding Pima County is estimated at over 1 million people and is projected to be 2 million by the year 2055 (Pima Association of Governments). The increasing popularity of OHVs and particularly all terrain vehicles (ATVs), means places to ride and drive are more and more in demand. The east side of the Santa Rita EMA is only 45 minutes from Tucson

and receives high OHV use. Equestrian use is another activity that occurs frequently here and has similar needs for access and sites for parking and unloading trailers.

The 2007 National Visitor Use Monitoring survey for the Coronado National Forest does not represent specific areas of the forest as the results are combined from survey points throughout the forest. It does, however give a general idea of the recreation interests of forest visitors as a whole. The following are percentages of survey respondents who reported participating in particular recreation activities: Complete survey results are available on-line at *http://www.fs.fed.us/recreation/programs/nvum* (National Visitor Use Monitoring Program).

Table 4.10 Activity participation on the Coronado National Forest (National Visitor Use Monitoring FY2007 data).

| Activity | % of visitors who participated in this activity[a] | % who said it was their primary activity[b] | Average hours spent in primary activity[c] |
|---|---|---|---|
| Camping in developed sites | 6.4 | 3.5 | 29.9 |
| Primitive camping | 3.1 | 0.7 | 22.7 |
| Backpacking | 0.9 | 0.1 | 73.9 |
| Resort Use | 0.5 | 0.0 | 30.0 |
| Picnicking | 12.8 | 3.3 | 3.4 |
| Viewing wildlife, birds, fish, etc | 65.9 | 4.5 | 2.8 |
| Viewing natural features (scenery) | 68.2 | 11.2 | 2.5 |
| Visiting historic/prehistoric sites | 8.5 | 0.6 | 2.4 |
| Visiting a nature center | 17.2 | 0.8 | 1.7 |
| Nature Study | 15.7 | 0.0 | |
| Relaxing | 45.9 | 5.3 | 7.7 |
| Fishing | 3.8 | 2.5 | 6.6 |
| Hunting | 3.2 | 3.1 | 12.4 |
| OHV use | 4.5 | 1.1 | 3.7 |
| Driving for pleasure | 23.7 | 5.9 | 2.8 |
| Snowmobile travel | 0.0 | 0.0 | |
| Motorized water travel | 0.0 | 0.0 | |
| Other motorized activities | 0.5 | 0.3 | 1.1 |
| Hiking or walking | 75.6 | 52.2 | 2.7 |
| Horseback riding | 0.1 | 0.0 | 2.5 |
| Bicycling | 1.9 | 1.1 | 4.6 |
| Non-motorized water travel | 0.5 | 0.0 | |
| Downhill skiing or snowboarding | 0.0 | 0.0 | |
| X-C skiing, snow shoeing | 0.0 | 0.0 | |
| Other non-motor activity (swim, etc.) | 0.7 | 0.1 | 8.3 |
| Gathering forest products mushrooms, berries, firewood | 2.7 | 0.2 | 3.0 |
| Motorized trail Activity | 3.2 | 1.3 | 2.1 |
| No Activity Reported | 5.1 | 5.0 | |

Alternate locations exist for outdoor recreation activities mainly on state land and federal land managed by the Bureau of Land Management (BLM). The BLM's Las Cienegas National Conservation Area lies just to the east of the Santa Rita EMA and receives many of the same recreation uses. The higher elevation and wooded and rugged landscape of the Coronado National Forest makes it attractive to city dwellers escaping the heat of Tucson. The temperate climate allows year-round recreation use. The only forest land closer to Tucson is the Santa Catalina EMA. There are many people for whom this is their favorite place to ride horses, ride or drive OHVs, do recreational prospecting, hunt, hike and enjoy other outdoor activities.

Those who visit this area for the purpose of motorized recreation particularly enjoy the opportunities available for driving loop routes, or entering the forest at one access point and exiting at another. The primitive nature of most roads in the EMA make them attractive for OHV use. Pima Motorsports Park, near Tucson, provides a more developed ATV or dirt bike riding experience and has tracks with varying levels of challenge. This is a more controlled and safe environment for beginners and young people. This facility charges a daily fee and is the only alternative in the area for OHV use besides public land.

The Arizona Trail passes through the east side of the EMA and crosses several roads. The trail actually follows some roads. The long-term goal for the Arizona Trail is to have the sections currently on roads re-routed to get them off roads. This will reduce conflicts between OHV use and non-motorized use. The Arizona Trail is a non-motorized trail where it does not follow roads. Some access points that lack sufficient physical barriers to vehicles have been used for illegal motorized access to the trail. Any future road or motorized trail development should be planned so as not to jeopardize the non-motorized integrity of the Arizona Trail or create additional noise disturbance for trail users. Other trails originate at the ends of several roads and go into the Mount Wrightson Wilderness area. It is important to the public visiting the wilderness that motorized access be maintained to trailheads.

This EMA receives a high level of hunting use and lies completely within Game Management Unit 34B. (2009-10 Arizona Hunting and Trapping Regulations). The prime whitetail deer habitat in this unit lies in the Santa Rita EMA. For the 2009-2010 hunting season, the Arizona Game and Fish Department (AGFD) has made available 1,890 antlered whitetail deer permits between October 23 and December 31, with most falling in the six week period between October 23 through December 3. There are many other hunts including muzzleloader and archery deer, javelina, quail, dove and juniors' only hunts. The tremendous influx of hunters in the fall creates a sudden increase in demand for motorized access to remote areas, and for dispersed camping locations that are accessed by NFS roads. If areas accessible by roads were fewer and hunters did not have the ability to adequately disperse, hunting pressure would be disproportionately distributed through the EMA. There are some unauthorized roads that have been submitted by the AGFD as important for hunting and dispersed camping access and they support the retention of most existing forest system roads.

**Off Highway Vehicle Management**

***The word "area", as used in this report, refers to the vicinity and is not used in the context of an "area", as defined by the Travel Management Rule, where off-road driving is permitted. The Forest contains no areas where cross country motorized travel is allowed. The forest plan prohibits driving off established roads except for the purpose of parking and camping.*** The east side of the Santa Rita EMA, particularly from Gardner Canyon Road (NFSR 92) north, has been referred to as the Santa Rita Backcountry Touring Area. OHV opportunity development here has been supported in the past by grants issued by the State of Arizona. This funding was used to enhance OHV experiences and included installation of cattle guards, information boards, off-loading ramps, road improvements and publication of an OHV route brochure. With the expenditure of these funds the forest committed to continuing to provide quality OHV opportunities here. These opportunities can be enhanced by the preservation or development of roads that provide loop driving opportunities and by limiting the decommissioning of existing Forest System roads.

OHV users tend to fall into a few different categories. There are those whose primary focus is to ride or drive their ATV, dirt bike or 4 X 4 and whose primary interest is speed or challenge. There are others who like to follow interesting jeep trails through remote areas for various purposes which include visiting old mines and historic sites, sightseeing, wildlife viewing and accessing non-motorized trails. With a growing percentage of our population aging, many people with limited mobility have turned to OHVs as their primary means of accessing and enjoying the forest because they can no longer walk and hike as well as when they were younger. The number of people who own OHVs has grown dramatically in recent years with the commercialization of OHV use through the development of machines with expanded capabilities, particularly ATVs, and subsequent aggressive advertising campaigns. The Forest Service faces a dilemma in providing the types of access people desire while ensuring that regulations are followed, resources and wildlife are protected, and user conflicts are minimized. Restricting where people can ride or drive is one way to respond to reckless OHV use that causes resource damage and endangers and disturbs other visitors. Such restrictions may be effective but also restrict where responsible, respectful visitors can travel, including those who are seeking non-motorized opportunities. Reducing the number of routes available to the public concentrates uses and impacts and exacerbates user conflicts. Increasing the number of routes can spread impacts into previously undisturbed areas, disturb wildlife, create conflicts with non-motorized uses, and makes enforcement more challenging as law enforcement officers and forest protection officers have more routes to cover.

The noise and dust from OHVs and other vehicles can disturb other visitors such as hikers, hunters, bird watchers and campers. Currently, most noise impacts are related to the high-speed use of ATVs and motorcycles which detract from the experiences of people who seek quiet places to enjoy nature and escape the noise and bustle of the city. These noise impacts are most prevalent in association with roads between NFSR 92 and the junction of FR 231 and State Highway 83 and occur mainly on weekends and holidays. The easily accessible roads in this area give people a place to ride and drive that is scenic and close to Tucson. These routes have been managed and improved for OHV use. Other areas with lesser road

densities are being identified through the forest planning process as more suitable for an emphasis on quieter recreation activities such as hiking, camping and wildlife watching.

There have been many unauthorized roads developed through illegal use. The forest has taken aggressive action to enforce regulations and block illegal roads in the Santa Rita EMA but many still exist. Non-system roads that are classified as "unauthorized" in the transportation analysis may also have been formed through legal, permitted uses, such as range improvement projects or fuel wood cutting, and in some cases the roads then became useful roads for forest access. Some "unauthorized" roads are historic roads that were never added to the road system. These non-system roads have been used as though they were part of the road system, some for many years. Some non-system roads in this EMA have been identified as highly desirable for continued recreation and hunter access.

In addition to physically blocking unauthorized roads and issuing citations, Forest Service personnel contact forest visitors and provide information and educational material about appropriate OHV use and Forest Service rules and regulations, as well as the Coronado National Forest policy that prohibits diving cross-country. This has been effective in the Santa Rita EMA but more resources need to be directed toward education and enforcement.

**Dispersed Motorized Camping**

The Forest Land and Resource Management Plan (pp. 27, 28) provides for motorized dispersed camping as follows: "Vehicles may pull off roads or trails up to 300 feet for parking or camping." Along many roads, parking and camping spots are limited by terrain, vegetation and rockiness. Frequently used motorized dispersed campsites, where evidence of camping such as fire rings can be seen, are usually readily identifiable. Some dispersed campsites are occupied only during hunting season and may not be obvious at other times of the year. The demand for opportunities for motorized dispersed camping continues to grow. The forest road system is used to access these dispersed campsites. If the 300 foot dispersed camping corridor were to be eliminated on some roads the only way access with vehicles could be allowed to campsites is by the designation of spur roads. Non-motorized access for dispersed camping would not be affected.

**Recreation Recommendations**

While not officially Forest System roads, some non-system roads classified as unauthorized are currently being used by both the Forest Service, for administrative purposes, by other agencies, and by the public. Some of these are recommended to be evaluated for addition to the forest road system based on their value for purposes such as hunter access, hiking and camping access, fire management access, etc., contingent upon appropriate environmental and social analysis.

All unauthorized roads not identified in this report for designation as NFS roads are recommended to be off-limits to the public and should be blocked and rehabilitated unless they are identified elsewhere in the TAP as necessary for administrative or permitted use. New unauthorized roads should be obliterated as soon as possible after they are discovered.

Most unauthorized roads are within the portion of the east side of the EMA referenced above that has been managed for motorized use opportunities.

Loop backcountry touring opportunities should be preserved through the preservation of legal access points and development of connecting roads where appropriate, such as the recently completed Greaterville bypass which reconnected NFSR 165 with NFSR 229. It is recommended that an OHV trail be developed to connect the roads north of NFSR 62, Box Canyon Road, with those south of 62 so non street-legal vehicles can make that connection without driving on a Maintenance Level 3 road.

Barriers should be in place to prevent motorized travel on non-motorized trails. There is one motorized trail, the 0.43 mile Link Trail, which connects NFS Roads 92, Cave Canyon Road, and 785, Gardner Canyon Road. The recommendation is to retain this trail as a motorized trail. The forest plan should be amended to prohibit motorized travel on all trails unless they are designated motorized.

After the Florida Fire, 1.30 miles of NFSR 92 was severely damaged by flooding. Since that time that portion has been closed to motorized use with the exception of the first 0.15 miles where vehicles less than 50 inches are allowed to drive in a short distance for dispersed camping access. The wilderness trailhead at the end of 92 is now accessible only by non-motorized means due to the deteriorated condition of the road which would make restoration and maintenance difficult and costly. It is recommended that this motorized closure of route 92 remain in place and that the beginning of trail 149 be moved to the point where the road is physically closed, approximately 1.45 miles east of the wilderness boundary. The first 0.15 miles after the closure should be classified as a motorized trail to accommodate OHVs less than 50 inches in width. This will then provide access to the Link Trail, a motorized trail that connects NFSRs 92 and 785. It is recommended that 1.30 miles of route 92 should be classified as ML1. Likewise, 1.42 miles of the west end of NFSR 785 was closed after the Florida Fire due to flood damage. For the same reason as stated above, it is recommended this closure remain in place and NFS Trail 136 be extended to the closure, 1.42 miles east of the wilderness boundary. This section of 785 should also be classified as a ML1 road and non-motorized trail. The trail extensions should be maintained to Level 3 trail maintenance standards and rehabilitation actions taken, as necessary, to prevent their deterioration.

NFSR 781, Proctor Road, (off NFSR 70, Madera Canyon) has been identified as a road where the 300 foot dispersed camping corridor should be eliminated to control resource damage. The existing dispersed campsites there have already been numbered and it is recommended that spur roads be designated to provide motorized access to the campsites. Proctor Road is the subject of a TAP completed September 2008. It also recommends the removal of NFS Roads leading from Proctor Road to private land from public use. On NFSR 92, Gardner Canyon Road, the recommendation is to eliminate the dispersed camping corridor between the east end of the road and the Apache Springs private land in section 6, and designate spur roads to the five campsites that have been fenced to prevent the spread of resource damage.

Table 4.11 Motorized transportation system recommendations - recreation, Santa Rita EMA.

| Road Number | Recommended Classification Miles | | | | | Comments |
|---|---|---|---|---|---|---|
| | *OA | OAR | ML1 | D | OHV trail | |
| 70- Old Missile Site Rd | | 0.25 | | | | Administrative use. Not needed for recreation. |
| 70- Heliport Rd | | 0.17 | | | | Administrative use. Not needed for recreation. |
| 72- AZ Tr. TH | 0.08 | | | | | Arizona Trail trailhead parking |
| 72A-6.11R-1 | 1.03 | | | 0.43 | | High value for hunter access; dispersed camping. Keep only to end of ridge. Recommend decomm of last 0.43 miles. |
| 82- Pvt Rd Smith Canyon | | | | 0.62 | | Recommend decommission part on FS land |
| 231-0.41R-1 | 0.06 | | | | | OHV staging and parking area |
| 92 | | | 1.30 | | 0.15 | Recommend change last 1.30 miles 0f 92 to ML 1. Extend Trail 149 1.30 miles with the first 0.15 miles as motorized OHV trail. |
| 92-#1 | | | | | | Gardner Canyon road motorized dispersed camping access spur |
| 92-#2 | | | | | | Gardner Canyon road motorized dispersed camping access spur |
| 92-#3 | | | | | | Gardner Canyon road motorized dispersed camping access spur |
| 92-#4 | | | | | | Gardner Canyon road motorized dispersed camping access spur |
| 92-#5 | | | | | | Gardner Canyon road motorized dispersed camping access spur |
| 505- old | | | | 0.86 | | No longer needed for recreation access. |
| 781-#1 | 0.03 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#2 | 0.04 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#3 | 0.09 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#4 | 0.03 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#5 | 0.06 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#6 | 0.03 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#7 | 0.02 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#8 | 0.02 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#9 | 0.01 | | | | | Proctor Road motorized dispersed camping access spur |

| Road Number | Recommended Classification Miles | | | | | Comments |
|---|---|---|---|---|---|---|
| | *OA | OAR | ML1 | D | OHV trail | |
| 781-#10 | 0.01 | | | | | Proctor Road motorized dispersed camping access spur |
| 781-#11 | 0.01 | | | | | Proctor Road motorized dispersed camping access spur |
| 785 | | | 1.42 | | | Recommend change the last 1.42 miles to ML1. Extend Trail 143 1.42 miles. |
| 4039 | | | | | 2.05 | Recommend convert to OHV trail |
| 4032 | | | | 0.80 | | Redundant, parallels 231 |
| 4040 A | | | | 0.84 | | Resource, soils issues are more significant than recreation value. |
| 4050-2.44L-1 | 1.94 | | | | | Recommend as OA; ML2 for hunting and recreation |
| 4060-1.01R-1 | 1.73 | | | | | Recommend keep for backcountry access loop. |
| 4060-1.01R-2 | 0.77 | | | | | Recommend keep for backcountry access loop. |
| 4066 | | | | 0.32 | | Mostly private. Exclusive access. |
| 4063 | | 0.80 | | | | Erosion issues and need to protect cultural resources are more significant than recreation value. |
| 4070 | | 0.60 | | 1.23 | | Recommend change 0.60 mi to OAR; ML2; decommission 1.23 miles from route 62 west to intersection w/ 62-3.35L-1. Powerline access. Not needed for general access. |
| 4074 | | | | 1.20 | | Recommend convert 1.20 miles to non-motorized trail; leads to wilderness**.** |
| 4074 - #12 | 0.03 | | | | | Proctor Road dispersed camping access spur |
| 4085-1.95L-1 | 0.21 | | | | | Rock House. Retain. Historic site destination. |
| 4088-3.68L-1 | 0.86 | | | | | Recommend as OA; ML2; to replace North/South section of 4859. Adobe Canyon access. |
| 4090 | | | | 0.73 | | Recommend to decommission. Old salt road no longer needed by permittee. Low value for recreation. |
| 4090 A | | | | 0.34 | | System Road - Recommend to decommission |
| 4092 | | | | 0.48 | | Resource protection issues more significant than recreation value. Road in stream channel. |

| Road Number | Recommended Classification Miles | | | | | Comments |
|---|---|---|---|---|---|---|
| | *OA | OAR | ML1 | D | OHV trail | |
| 4097 | | | | 0.54 | | Leads to Mining Claim; Only .16 mi passable. Recommend to decommission entire road |
| 4100-Disp/CG | 0.06 | | | | | Dispersed camping access spur |
| 4107- old | | | | 1.24 | | Was the old 4107 alignment. Not needed for recreation. |
| 4859 | | | | 0.52 | | Adobe Canyon access. Realign using .52 mile section using 4088-3.68L-1, which is better road. |
| 8001 | | | | 0.80 | | Leads to private parcel; Not needed for recreation access. |
| 8002 (165-1.00L-1) | | | | 0.57 | | Very difficult road only accessed by unauthorized road. |
| Link Trail | | | | | 0.43 | Existing motorized OHV trail. Add to trail system. Connects NFSRs 92 and 785. |

*OA - Open Authorized, open to the public.
OAR - Open-Authorized with restrictions – administrative and/or permittee use only.
ML1 – Maintenance Level 1, Closed
D – Decommission/Remove from system
OHV Trail - Motorized trail open to vehicles 50 inches or less in width.

## Range Management

- *How does the road system affect access to range allotments?*

There are currently eighteen grazing allotments within the Santa Rita Ecosystem Management Area (EMA). All eighteen are currently active. The Santa Rita EMA contains approximately 147,871 acres, of which approximately 98,268 acres are considered capable of supporting livestock grazing. This encompasses about 66% of the Santa Rita EMA.

The Santa Rita EMA supports a total of 29,447 AUM's. The economic value of grazing activities on the Santa Rita EMA is estimated to be approximately $303,304. It is estimated that grazing activities on the Santa Rita EMA supports approximately 35 jobs indirectly in addition to the jobs directly related to ranching.

There are approximately 242 water systems which consist of pipelines, storage tanks, dirt tanks, cement dams, windmills and solar pumps within the Santa Rita EMA. There are a total of 362 miles of fence line and 26 corrals within the Santa Rita EMA. All of these structural range

improvements require routine maintenance and sometimes reconstruction. So access to these structural range improvements is an issue.

The following were identified as Range Management issues:

a. **Maintain Access for Range & Wildlife Management:** The primary need is for access to existing and planned range improvements for the purpose of construction and maintenance and for managing livestock distribution. In general the road network within the EMA is adequate for the purposes of range and wildlife management. Some of the roads need to be better maintained to administer livestock grazing activities and so structural range improvements can be maintained without incurring damage to vehicles or risking life and property.

**b. Watershed Condition:** Most of the roads in the EMA are Maintenance Level 1 & 2 roads. At times it is necessary to maintain or improve roads outside of the normal road maintenance schedule that access structural range improvement. Many of the roads in this EMA receive limited maintenance and contribute to soil loss. There are a number of roads that follow drainage bottoms for part if not most of their length (i.e. Gardner and Temporal). In these cases the drivability of the road can be affected by rain events. The presence of roads in these situations prevents the development and maintenance of riparian vegetation and results in higher sediments loads downstream.

A number of roads which are important for range administration and management are proposed to be removed from the travel management system and travel management maps. If the following roads are removed from the travel management system then it is proposed to permit the use of these roads for access to range improvements by making them a part of the Term Grazing Permit for the individual allotments.

The following list specifies which system roads are necessary for allotment management activities:

| | |
|---|---|
| 72 | Connects system road 72 to Range Improvements. |
| 4037 | Connects system road 4037 to Range Improvements. |
| 4051A | Connects system road 4051 to Range Improvements. |
| 4072 | Connects system road 4072 to Range Improvements |
| 4084A | Connects system road 4084 to Range Improvements. |
| 4100 | Connects system road 4100 to Range Improvements. |

The following list specifies which non-system roads are necessary for allotment management activities:

| | |
|---|---|
| 62-1.37R-2 | Connects system road 62 to Range Improvements. |
| 62-3.35L-1 | Connects system road 62 to Range Improvements. |
| 62-3.42R-1 | Connects system road 62 to Range Improvements. |
| 62-3.42R-2 | Connects system road 62 to Range Improvements. |
| 72-3.45R-1 | Connects system road 72 to Range Improvements. |
| 83-0.84L-1 | Connects system road 83 to Range Improvements. |
| 4068-0.97R-1 | Connects system road 4068 to Range Improvements. |
| 4072-0.48L-1 | Authorize under Grazing Permit. |

The following list specifies which non-system roads are not necessary for allotment management activities:

| | |
|---|---|
| 165-0.03R-2 | Decommission does not go to any Range Improvements. |

## Biology

- *To what degree do the presence, type, and location of roads increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites?*

Noxious weeds are not currently a major problem in the Santa Rita EMA but the presence of roads increases the risk of spread of existing and new noxious weeds. The higher the assigned maintenance level and subsequent frequency of road maintenance the greater the chance for spread of many exotic plants into new areas. Noxious weeds will often displace the habitat of existing native species. The end result is an ecosystem function that can be dramatically altered by the introduction and spread of noxious weeds. The Forest Service road system provides a major opportunity for introduction of new species from other areas. On the other hand, the presence of roads allows access to the Forest for control of non-native species by mechanical, chemical and burning methods and for monitoring Forest health.

- *What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?*
- *How and where does the road system facilitate the introduction of non-native aquatic species?*

The road system may also facilitate the deliberate introduction of non-native species, particularly in aquatic systems. Bait buckets may be emptied into lakes, ponds and other riparian habitats and unwanted pets such as non-native goldfish and turtles may be released into aquatic systems. Non-native game fish may also be illegally stocked in aquatic habitats. The more aggressive non-native aquatic species feed on the natives and out-compete them for food and habitat.

- *How does the road system affect ecological disturbance regimes in the area?*

Effects to the ecological disturbance regimes may have occurred during the construction of the road system. Current effects to these regimes may occur due to the presence, use and/or maintenance of existing roads. The most common disturbance regimes on the Coronado National Forest are fire and drought. These regimes are interrelated since drought often leads to increased incidences of fire. Although road access provides risk for human-caused fires on the Forest it also allows for rapid response opportunity for fire suppression activities. Even though it is acknowledged that road access in the Forest increases risk for human caused fire, this risk can be minimized through administrative means such as smoking and campfire restrictions and complete closures during high and extreme fire danger periods.

- *What are the traditional uses of animal and plant species within the area of analysis?*
- *Do areas planned for road entry, closure, or decommissioning have unique physical or biological characteristics, such as unique natural features and threatened or endangered species?*

There are 14 Mexican spotted owl (MSO) Protected Activity Centers (PACs) in the analysis area and much of the EMA is within the designated MSO Critical Habitat boundary. Most of the acreage contained in the PACs is within the boundaries of the Mt. Wrightson Wilderness and is therefore protected from affects caused by roads. Many roads, particularly on the east side of the EMA, pass through MSO Critical Habitat. The analysis area is a very popular off-road vehicle area. It is realistic to expect that the Mexican spotted owl would react to the adverse effects of recreational motorcycle noise in a manner similar to the northern spotted owl documented in a 2001 study on the Mendocino National Forest by Delaney and Grubb.

In that case the researchers did not locate spotted owls during the course of the study, and therefore could not provide definitive recommendations for mitigating the effects of noise. However, they did provide preliminary findings and areas that needed further study. The preliminary findings include; 1) Northern spotted owls are not likely to flush in response to motorcycle activity > 180 meters from an owl location based on prior noise research conducted on Mexican spotted owls and chainsaws, 2) Motorcycles passing on steep slope trails (> 16%) may elicit greatest behavioral response by spotted owls, followed by horizontal slope (0%) and moderately slope trails (9-16%). In addition, motorcycle traffic on straight trails may elicit greater response behavior than curved trails, 3) Nest types also differ on the degree of noise effects. Cavity nests may receive higher noise levels than other external structure nest types due to a resonating effect within the nest cavity itself, 4) Motorcycle type and driver aggressiveness also result in different noise effects. Higher frequency motorcycles (200 cc motorcycles) are

potentially more disturbing to spotted owls than lower frequency motorcycles (400 cc motorcycles). In addition, the more aggressive the driver, the more substantial the effect on noise levels and noise energy distribution, and 5) Enduro check points and fuel stops should not be located near owl locations because of the potential increases in noise levels and duration of noise levels. In addition to affects from road noise, MSO are subject to the affects discussed in the following paragraph.

Onyx Cave, Cave of the Bells and other caves in and near the analysis area provide roosting and nesting sites for bats, including the federal endangered lesser long-nosed bat, and birds, including swallows, swifts, wrens and the federal threatened Mexican spotted owl. Easy access to caves by roads such as FR 92 and 4086, resulting in intentional or unintentional harassment of their inhabitants, may cause these animals to abandon them.

- *What are the direct effects of the road system on terrestrial species habitat?*

Direct affects to terrestrial species and their habitats from the Coronado National Forest road system include: 1) loss of habitat due to conversion of native vegetation to a particular road surface (paved, gravel, dirt), 2) fragmentation of habitats due to road system development, 3) interruption in migratory patterns of wildlife to reach breeding habitat or winter range habitat, 4) lack of habitat use by wildlife due to disturbance caused by use of the road system, and 5) injury or deaths to individual animals from direct hits by vehicles (e.g., white-tailed & mule deer, snakes, and migratory birds).

- *What ecological attributes, particularly those unique to the region, would be affected by "roading" of currently "unroaded" areas?*
- *How does the road system facilitate human activities that affect habitat?*

Off-road vehicle travel on undesignated routes (i.e. cross country) is facilitated by existing roads. Off-road vehicle travel affects habitat through crushing and loss of vegetation as well as compaction and loss of soil and contribution of sediment to stream waters. Impacts to habitat can either be short term or long term. A short-term impact may occur, for example, when an off-road vehicle makes one pass across a stream. The resulting disturbance of the stream sediment will settle in a few minutes. Long-term impacts, on the other hand, may occur when off-road vehicles make multiple passes across the stream over an extended period of time. This repeated activity may result in bank erosion and loss of vegetation and soils creating cumulative impacts that last for years.

Recreational uses such as dispersed shooting areas, camping or large group events in the analysis area also impact wildlife habitat to varying degrees. For example, large group events occur periodically and over a short period of time. Most often, they occur over a weekend and result in trampling of vegetation. The effects of such an activity are likely to last only a short period of time, a few days or a week. In contrast, dispersed shooting areas receive continued use that occurs over a long period of time. Affects to wildlife habitat are seen in loss of vegetation and soil from target shooting. Areas void of vegetation are evident where target practice has

occurred over an extended period of time. Loss of soil may also be evident from off-road activities associated with target shooting (i.e. placement of targets, separation from other shooters, etc.). Other affects include displacement of wildlife due to noise associated with the discharge of firearms.

Past Forest Service commodity production has resulted in large part to the existing road system and network present today. Wildlife forage, nesting, and thermal cover habitat are affected by fuel-wood cutting and grazing activities to varying degrees, depending on the degree of wood and forage extraction that occurs.

- *How does the road system affect legal and illegal human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)? What are the effects on wildlife species?*

The existing road system being analyzed influences both legal and illegal human activities. Legal activities such as hunting and trapping are facilitated by the existing road system. In addition, maintenance level 2 roads and above also facilitate access for sportsmen with disabilities. In contrast, the same benefits of roads for legal activities such as hunting and trapping also help facilitate some illegal activities such as poaching and hunting from vehicles. Poachers benefit and find it easier to take wildlife in areas with a well-established road system. Illegal motorized vehicle use off road has become a major problem that is possibly linked to road systems. New roads/trails are constantly being created on the Forest by illegal use of off-road vehicles.

- *To what extent does the road system overlap with areas of exceptionally high aquatic diversity or productivity, or areas containing rare or unique aquatic species or species of interest?*
- *How and where does the road system restrict the migration and movement of aquatic organisms?*
- *What aquatic species are affected and to what extent?*

Riparian areas located along FSR 4110, 4084-.93R1, 4039, 92, and 4058 often support high species diversity including unique, rare and threatened and endangered plants and animals such as the Chiricahua and Lowland Leopard Frogs, Gila Chub, and the common Black Hawk. Roads may affect these species and their habitat in several ways. Riparian areas with roads intersecting them may experience increased turbidity and sedimentation from vehicle driving through stream crossings. Riparian areas with roads along the edges may show increased erosion from crumbling banks or sedimentation from runoff. Road crossings may also restrict the movement of aquatic species by altering flow or creating barriers. Human access to riparian areas is facilitated by roads and may result in an increase in trash, food wastes and toxic materials entering the water.

## Minerals

- *How does the road system affect access to locatable, leasable, and salable minerals?*

The objective of the Minerals Program is to provide adequate access for commercial mineral exploration and mining and incidental placer gold prospecting and mining, while minimizing damage to natural resources in the areas with these activities.

Recommendations

165-0.03R-1, 165-0.03R-2 & 165-0.03R-3 are proposed routes to provide Forest access, replacing an access route passing through private land which has been closed off, allowing public access to a large area of Forest land on which numerous small scale placer gold mining operations are situated. This reroute is recommended for incorporation into the Coronado road system.

143-10.36L-1 Non-System road that provides access to the upper reaches of a significant hill. It appears to pass by one or more minor prospects; however there are no minerals related reasons to retain the road for that purpose. Therefore Minerals recommendation is to close and abandon the route.

FR 231 provides general access into the Rosemont Ranch area and allows access for continued exploration and monitoring in the area of the Augusta Resource proposed Rosemont Mine. This road should be retained in its current status.

FR 505-old provides access to the upper reaches of the Santa Rita Mountains in the vicinity of the Rosemont project and is used by the associated Rosemont Ranch cattle company for livestock management. It also is the connection for FR 4048 and FR 4049 which access a large block of otherwise inaccessible Forest lands. This road should be retained as open and available.

FR 4042 is mostly on private land and enters the active Imerys Santa Rita Marble Quarry where the North Pit is on Forest land. The route extends beyond the Imerys quarry through a locked gate but is accessible from the north. This road should be retained in its current status.

FR 4046, 4046A and 4046B provide access into the Blue Jay Mine area which has been under intermittent but continuing mining activity since the 1880's. It has been covered by various approved plans of operation since the 1980's. These roads should be left open and continued in their current status. These routes may have been incorporated into FR 4042, but also may provide access to the Blue Jay mine without passing through the operating Imerys Marble Quarry and a locked gate.

FR 4080 provided access to the Tia Juana patented mining claims which have been reacquired by the Forest Service and withdrawn from mineral entry. There is no need for the road and it is recommended that the road be closed and abandoned.

FR 4091 dead-ends in the upper reaches of Mansfield Canyon providing the only access to blocks of private land and several mine workings, including the Hosey mine and others which are targets for remedial actions to mitigate hazards and pollution potential. This road should remain in its current status.

FR 4094 provides access into Canyon. Although there may be some old mine workings in the canyon, they are not significant and there is no need to keep the road open to service that area for that reason. If there are no other needs for this road, I recommend that it be either abandoned or reclassified as level 1.

FR 4097 is a spur off of FR 144 providing access up a canyon for one half mile. This road may provide access for other purposes but there is no need to hold the road open for mining purposes. Although there may be some old diggings and a current claim in the area, there is no ongoing mineral activity. The incidental mineral activity has ready access by foot and any more extensive work would require a Plan of Operations which could include opening up the road. Level 1 classification or closure is recommended.

FR 4098 is a spur road providing access to the Mohawk mine but extends beyond the mine providing access into an otherwise inaccessible area and should be retained in its present status.

FR 4110 provides secondary access to areas along the county line which are accessible by other parallel roads. This road could be either abandoned or reclassified as Level 1.

Adequate access will also continue also hobbyist placer activity, though some access for the latter activity will involve walking a short distance (less than a mile).

## Cultural Resource

Guidelines for conducting a Travel Analysis are given in the Forest Service publication *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System* (Misc. Rep. FS-643, 1999). That report suggests three questions pertinent to cultural uses and heritage resources:

- *How does the road system affect access to paleontological, archaeological, and historical sites?*
- *How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?*
- *How are roads that are historic sites affected by road management?*

The Roads Analysis (p.25) guidelines note that these are examples of questions that can be asked, and that "These questions and associated information are not intended to be prescriptive, but they are here to assist interdisciplinary teams in developing questions and approaches appropriate to each analysis area." Given this direction, a fourth question is added to help evaluate the effects of the roads on cultural-resource sites:

- *How does the road system affect the physical condition and of cultural resource sites located in or adjacent to roads?*

Each of these questions will be addressed in turn.

- *How does the road system affect access to paleontological, archaeological, and historical sites?*

At a general level, the road system provides access to all of the sites in the area. Access provided by the road system in the area can affect paleontological, archaeological and historical sites both positively and negatively. The primary positive affect of road system is the access provided for authorized visitation and site maintenance of a small number of sites. Without road access, many sites would be rarely visited by either the public or Forest Service personnel. It would be much more difficult to monitor sites and ascertain whether any damage is occurring. On the other hand, road access exposes sites to damage by unauthorized artifact collectors and vandalism.

Within the Santa Rita EMA, at least two paleontological sites (or clusters of sites) rely on Forest roads for access. The group of paleontological sites is in Adobe Canyon where access is provided by route 234, which will remain open. A smaller paleontological site located just outside the Forest near Rosemont Junction is reached by an unauthorized road (83-0.84L-1) that is proposed for closure as a ML1 road. Given that the paleontological site has been excavated and collected, it is unlikely that the road is still needed for access.

Two existing roads are required for access to historic properties. These are route 4045 which provides the vehicular access to Kentucky Camp and non-system road 4085-1.95L-1 which leads to the Fish Canyon Rock House.

- *How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?*

As with heritage-resource sites, in a general sense, the road system provides to all areas of traditional and cultural use. No traditional-use areas have been specifically identified in the Santa Rita EMA. In recent years, O'odham basketmakers, particularly from the Ak-Chin Indian Community, have collected plants for making baskets in the vicinity of Kentucky Camp and Empire Gulch. Existing system roads (routes 62, 163, 4045) provide access to these collecting areas. None of the Native American tribes with traditional ties to the Santa Rita Mountains has any treaty rights pertaining to Forest-administered lands.

- *How are roads that are historic sites affected by road management?*

Non-system road 72A-0.80L-1, 4092-0.78L-1, and 4092 make up part of an abandoned roadbed in Mansfield Canyon which has been recorded as a cultural resource site. The portion between roads 4092 and 4091 is currently not drivable since it is located in the channel bottom. Restricted access of the non-system 72A-0.80L-1 and decommission of 4092 and 4092-0.78L-1

would help to protect the properties of the road that make it an historic site. Any modifications of the road would diminish its historic qualities. Other roads in the EMA are eligible for recognition as historic sites but have not been recorded and evaluated as sites. These include the Box Canyon Road (route 62) built by the Civilian Conservation Corps in the 1930s and still retaining many original features, and Forest Road 4100 across the southern end of the EMA, little modified from the early 20th century. Routine maintenance and current use do not affect the historic properties of the Box Canyon road. Forest Road 4100 has not been maintained for many years; current use is limited and is in keeping with its historic characteristics.

- *How does the road system affect the physical condition and of cultural resource sites located in or adjacent to roads?*

It is important to consider the impacts the road system has had, continues to have, and could have in the future on heritage resource sites in the area. In general road systems affect paleontological, archaeological and historical sites both positively and negatively. The primary positive affect of road is the access provided for authorized visitation and site maintenance of a small number of sites. On the other hand a large number of archaeological sites have been adversely affected through physical damage to sites and the greater access by unauthorized artifact collectors.

A review of Coronado National Forest records shows that several hundred archaeological and historical sites have been recorded on Forest lands in the Santa Rita EMA. Archaeological sites range chronologically from Archaic-period artifact scatters to 20th century mining, ranching, and Forest Service administrative sites. Prehistoric sites include habitations, artifact scatters, and rock art sites. The great majority of prehistoric sites are in the vicinity of Rosemont in the northeast portion of the Santa Rita EMA. The large number of sites known in this area is a reflection of a large-scale archaeological survey and data recovery program conducted in the 1970s and 1980s for a land exchange proposed (but not completed) for the ANAMAX Mining Company. There are two National Register of Historic Places districts within the present in the Santa Rita EMA – the 21 Native American sites comprising the Upper Davidson Canyon Archaeological District and the 15 mining-related sites and structures in the Kentucky Camp Historic District.

It is clear that past road construction has to some extent damaged or disturbed a number of archaeological sites. A review of recorded sites in the EMA indicates that approximately 45 archaeological sites are crossed by roads. Impacts of roads on sites are variable, depending on the extent of disturbance from road construction and the nature and depth of the archaeological deposits. In the majority of cases, damage to archaeological sites occurred in decades before the National Historic Preservation Act mandated cultural resource surveys to identify archaeological sites subject to damage by undertakings on Federal lands. In most cases, the damage was largely limited to the time of construction many years ago and is no longer an ongoing concern. This is typically the case with more major roads where the road bed has been built up and surfaced either with gravel or pavement. There are, however, a number of cases on smaller roads where cultural materials are evident in the road bed and adjacent ditches and are subject to on-going disturbance. This is particularly the case with small user-created roads where road construction

activities were minimal or nonexistent and ground disturbance is limited to the surface and near-surface deposits.

Within the Rosemont area of the Santa Rita EMA, a number of unauthorized or non-system roads cross and have impacted archaeological sites. Closing these roads would have a beneficial impact on the sites. On the other hand, a road closure can have negative effects if ground-disturbing methods (earthen berms, movement of large rocks) are utilized. It is strongly recommended that closures effecting minimal ground disturbance (signs, wire fence) are used to close unauthorized roads where cultural resource sites could be affected.

To date, nine archaeological sites have been noted to be crossed by eight unauthorized roads that are tentatively proposed for decommissioning, ML1 or Open Authorized Restricted access. These include the following roads as shown in the TAP map:

Recommended for decommissioning:

- Road 4068-0.34L-1 in Los Posos Wash (2 archaeological sites)
- Road 4084-0.93L-1 in Sawmill Canyon (East) (1 archaeological site) previously closed by Sky Island Alliance in June 2006
- Road 231-0.08R-1 near Rosemont Junction (1 archaeological site)
- Road 162-0.27R-1 near Louisiana Gulch (1 archaeological site)
- Road 165-0.86R-1 in upper Ophir Gulch (1 archaeological site)
- Road 165-1.91R-1 near Melendrez Pass (1 archaeological site)

Recommended as ML1

- Road 83-0.84L-1 near Rosemont Junction (1 archaeological site)

Recommended as OAR; ML2

- Road 62-3.35L-1 (restricted access road) in Empire Gulch (1 archaeological site)

In each case, closure of the road (or in one case, restricted access) would reduce impacts to cultural resource sites. In about half of these cases, archaeological sites are located at or near where a closure would be placed. Accordingly, consultation with a Coronado NF archaeologist is strongly recommended to endure that damage to cultural resources is minimized.

## Fire Protection & Safety

The goal from the Fire Protection and Safety standpoint is to retain those roads necessary to meet the multiple use management objectives of the EMA. One of these objectives on route 62 is to maintain all weather passage in order to retain ingress and egress to and from private property. Another objective is that roads provide access to desirable recreational areas in this EMA. Roads and trails that are within the Santa Rita OHV System, for the most part, are recommended to be kept in operation, and in some instances extended into loops to enhance the system. Roads that access Wilderness Trailheads, OHV Trailheads, and the Arizona Trail are highly recommended to stay open.

There are legitimate reasons behind recommendations to close roads in the Rosemont Area, these would include, but are not be limited to the following reasons: an excessive number of roads have emerged and must be reduced to meet Road Management Objectives; there are more roads than funding is available to manage them; some roads are creating soil and water issues due to severe erosion problems; multiple roads with the same destination are not needed; unnecessary dead end spur roads are recommended to be targeted for closure and obliteration. Private landowner personal access roads also fall into this category. Crossover or shortcut roads are also recommended to be eliminated. Wildcat roads, or roads created by unauthorized off road activity are considered resource damage, and are evaluated for removal. In some instances there are roads with archeological concerns, and these will also be evaluated for closure to protect these sites.

**Rosemont Area**
Forest Road 231 is recommended to be retained and downgraded from Maintenance Level 3 to Maintenance Level 2. Spur roads and parallel roads are recommended to be decommissioned. Single access roads to private property are recommended to be retained. Routes 4058 and 4051A are recommended to be classified as OHV roads. Route 4063 is recommended to be decommissioned, as a large segment follows a wash and poses a threat to a pond, and raises wildlife, and biological concerns.

**Oak Tree Area**
Only those roads necessary for the special-use permittee to administer his allotment are recommended for retention, the other roads are recommended to be decommissioned. The Permittee roads are recommended to continue to be gated and locked and used for administrative purposes only. The area bounded by State Highway 83 on the East, road 62 (Box Canyon) on the South, road 4058 on the West, and fences on the North are recommended to remain closed to all motor vehicles, and open to pedestrian, equestrian, and mountain bike use, which includes the Arizona Trail.

**Fish Canyon-Melendrez Pass**
All dead end spurs and parallel roads are recommended to be decommissioned. Roads leading to private property fronted by route 62 are also recommended to be decommissioned. Rerouting the Arizona Trail off existing roads as much as possible is a desired goal. Forest Road 4039 is recommended to be designated as an Off Highway Vehicle (OHV) trail

**Gardner Canyon**
As much as possible, retain maintenance level 2 roads as part of the Santa Rita OHV system. Routes 92, 785, and 4084 provide access to Wilderness trailheads and the Arizona Trail and are recommended to remain and be maintained. FR 4086 (Cave of the Bells) and FR 4085 (Stone House) in Fish Canyon are access roads that are recommended to be kept. FR 4881 has been permanently closed by the private landowner. Rerouting the Arizona Trail off existing roads as much as possible is a desired goal.

In general, it is recommended that the FS retain as many as possible, existing forest system and non-system access roads along the West, North, and East boundaries north of Rosemont Canyon, and aggressively pursue negotiations for public access easements into the north end of the EMA. This includes, but is not limited to, the following: Forest Roads- 4050, 4046, 4049, 4048, 4051 and unauthorized roads 4050-1.97R-1 and 4050-2.44L-1.

**Recommendations from Fire Protection and Safety**
Unauthorized Roads recommended to be obliterated:

| | |
|---|---|
| 143-12.64L-1 | |
| 162-0.27R-1 | 4058-0.98R-1 |
| 162-0.60L-1 | 4058-1.10R-1 |
| 162-0.83R-1 | 4059-0.50L-2 |
| 162-0.91R-2 | 4060-0.81L-1 |
| 162-0.91R-3 | 4064-1.36L-1 |
| 163-1.70R-1 | 4065-0.50L-1 |
| 163-2.80R-1 | 4068-0.34L-1 |
| 163-4.16L-1 | 4068-0.34L-2 |
| 163-4.38L-1 | 4068-0.97R-2 |
| 165-0.86R-1 | 4072-0.48L-1 |
| 165-1.91R-1 | 4072-1.45R-1 |
| 165-2.73L-2 | 4072-4.90L-1 |
| 165-2.73L-4 | 4084-0.93R-1 |
| 184-6.69R-1 (portion) | 4091-1.64R-1 |
| | 4092-0.31R-1 |
| 229-1.00L-1 | 4092-0.78L-1 |
| 231-0.08R-1 | 4094-1.45R-1 |
| 231-0.17R-1 | 4099-0.79R-1 |
| | 4099-0.38R-1 |
| | 4101-6.41L-1 |
| 4043-0.48L-1 | |
| 4043-2.34R-1 | 72-11.67L-1 |
| 4051-0.09L-1 | 72-3.20L-1 |
| 4051-2.75R-1 | 72-3.20L-2 |
| 4051-2.87R-1 | 72-3.45R-1 |
| 4051-2.87R-2 | 72-9.17L-1 |
| 4051-2.87R-3 | 72A-5.05L-1 |

| | |
|---|---|
| 4055-0.63R-1 | 72A-5.95L-1 |
| 4055-0.74L-2 | |
| 4055-0.74L-3 | 8001-0.17R-1 |
| 4058-0.38R-1 | |

Recommended as **Open Authorized Restricted** (OAR):
Fire Protection and Safety recommends Forest Road 4072, in Oak Tree Canyon, as Open Authorized Administrative (OAR) use only. In addition it is recommended to develop a parking area and trailhead with a pedestrian/equestrian/bicycle gate at FR 4072 and State Highway 83 and relocate the Powder River gate for administrative vehicle access. Forest Road 4066 in Oak Tree Canyon should be locked at the private property boundary.

Non-system Roads 165-2.73L-1, 4068-0.98R-1, and 4068-0.97R-1 are recommended to be added as Open Authorized Administrative (OAR) use only.
Part of 62-1.37R-1 and 62-1.37R-2; all of 62-3.35L-1 are also recommended to be added as Open Authorized Administrative (OAR).
Non-system Roads 72A-0.80L-1, 72A- 0.75L-1, 184-6.69R-2 are recommend to be added as OAR ML2.

Recommended as **Open Authorized** (OA):
Recommend Non-system Roads 72A-6.11R-1 to be added as OA

Recommended as **Maintenance Level 1** (ML1):
Non-system Roads 62-3.42R-1, 62-3.42R-2, 163-5.34L-1, 72-3.45R-1, 72-3.45R-2, and 72-3.45R-3 are recommended to be added as ML1 roads.

## Fire Suppression

The roads recommended as Open Authorized and Open Authorized Restricted in this EMA are sufficient for fire suppression needs on the Nogales Ranger District. From a prescribed fire and fuels perspective, future fuels projects will utilize the proposed system roads.

In the Santa Rita EMA the user created roads, two track roads to stock tanks, and other unauthorized roads that are proposed for decommissioning will not have any significant effects on the fire or fuels program on this District.

Although Madera Canyon is a concern with respect to potential wildfire, the proposed conversion to trail of road 4074 would have little effect to our management of fire in this area.

Decommissioning roads in the Gardner Canyon area may help a wildfire spread more quickly there would be fewer roads to hold it up. Although the FS would still be able to adequately manage fires in that area it would limit our access and reduce the flexibility we might have. Cumulatively, this may result in larger wildfires/more acreage.

## Step 5- Describing Opportunities and Setting Priorities

The purpose of this step is to:

- Describe the minimum road system
- Describe modifications to the existing road system that would achieve desirable or acceptable conditions

The Products of this step are:

- A map of the current and proposed road system

The Minimum Road System

36 CFR 2.2.5 (b) a portion of the Travel Management Rule states:

> "…b) Road system—(1) Identification of road system. For each national forest, national grassland, experimental forest, and any other units of the National Forest System (Sec. 212.1), the responsible Official must identify the minimum road system (MRS) needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. In determining the minimum road system, the responsible Official must incorporate a science-based travel analysis at the appropriate scale and, to the degree practicable, involve a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance."

This step compares the current condition to a desired future condition to help identify the opportunities and need for change. This step provides the information to develop the Forest's strategic intent for road management; that is, to balance the need for decommissioning or retaining unauthorized and authorized roads with the need to minimize risk to public safety and damage to natural resources. Before implementing any proposed actions the Forest will complete the NEPA process. During the NEPA process, however, roads may be added or deleted from the recommended system.

Another consideration in developing the minimum road system is maintenance. Based on funding levels over the previous five years the Coronado National Forest can only afford to maintain about 9 percent of the existing system. Creating a road system to match the available funds by simply closing roads will not result in a road system that meets the access needs for public or for administrative purposes.

The IDT analyzed the extent and current condition of roads on national forest system lands within the project area. The IDT recommended the minimum road system for this EMA using the direction in 36 CFR 212.5 (b). The recommendations and issues associated with the identified roads and motorized trails on this EMA are described in the table below.

# Table 5.1 - Recommended Minimum Transportation System

Note: Road numbers in brackets were previous report numbers. Revision September 2009

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 62 | X | | | | | | | | | | **Box Canyon -** |
| 62-1.37R-1 | | | 0.22 | | 1.98 | | | | | | Non system road - Recommend as OAR; ML2 to easement; decommission remainder |
| 62-1.37R-2 | | | 0.31 | | 0.68 | | | | | | Recommend 0.31 miles as OAR; ML2 for access to tank for range permittee. Decommission 0.68 miles |
| 62-3.35L-1 | | | 0.58 | | | | | | | | Recommend to add as OAR for range permittee, powerline access; ML2; rename as 4070 |
| 62-3.42R-1 | | | 0.20 | | 0.38 | | | | | | Non system road - Recommend add 0.20 mi as OAR; decommission 0.38 mi |
| 62-3.42R-2 | | | 0.29 | | 0.71 | | | | | | Non system road - Recommend add 0.29 mi as OAR; decommission 0.71 mi |
| 62 A | X | | | | | | | | | | **Santa Rita Range -** |
| 70 | X | | | | | | | | | | **Madera Canyon -** |
| 70- Old Missile Site Rd | | | 0.25 | | | | | | | | **Not entered in INFRA-** recommend add as OAR; ML2 |
| 70- Heli port Rd | | | 0.17 | | | | | | | | **Not entered in INFRA-** recommend add as OAR; ML2 |
| 70- Proctor Loop | | 0.28 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 70- White House CG | | 0.12 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Madera TH picnic prkng | | 0.09 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Mt Wrightson PicArea 1 | | 0.02 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Mt Wrightson PicArea 2 | | 0.02 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Mt Wrightson PicArea 3 | | 0.01 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Mt Wrightson PicArea 4 | | 0.03 | | | | | | | | | **Not entered in INFRA-** recommend add as OA; ML4 |
| 70- Santa Rita Lodge | | 0.06 | | | | | | | | | **Santa Rita Lodge -** recommend add as OA; ML4 |
| 70 A | X | | | | | | | | | | **Bog Springs Campground** |
| 72 | X | | | | | | | | | | **Temporal Canyon -** |
| 72- AZ trailhead parking | | 0.08 | | | | | | | | | **Arizona Trail trailhead parking -** recommend add as OA |
| 72-2.04L-1 [4100-0.10L-1] | | | | | | | | | | | **Off forest - not analyzed** |
| 72-2.04L-1 [4100-0.10L-2] | | | | | | | | | | | **Off forest - not analyzed** |
| 72-2.04L-2 | | | 0.33 | | | | | | | | Recommend to add as OAR; ML2 |
| 72-3.20L-1 | | | | | 0.65 | | | | | | Non system road - recommend to decommission |
| 72-3.20L-2 | | | | | 0.07 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 72-3.45R-1 | | | 3.46 | | | | | | | | Non system road - Recommend to add as OAR |
| 72-3.45R-2 | | | | 0.95 | | | | | | | Non system road - Recommend to add as ML1 |
| 72-3.45R-3 | | | | 0.70 | | | | | | | Non system road - Recommend to add as ML1 |
| 72-4.51L-1 | | | | | 0.05 | | | | | | Non system road - recommend to decommission |
| 72-5.42L-1 | | | | | 0.43 | | | | | | Non system road - recommend to decommission |
| 72-9.17L-1 | | | | | 0.45 | | | | | | Non system road - recommend to decommission |
| 72-11.67L-1 | | 0.03 | | | 0.40 | | | | | | Non system road - recommend to decommission |
| 72-Disp/CG 1 | | 0.02 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 2 | | 0.02 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 3 | | 0.11 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 4 | | 0.02 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 5 | | 0.04 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 6 | | 0.08 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 7 | | 0.02 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72-Disp/CG 8 | | 0.04 | | | | | | | | | Non system road - 300 ft. rule applies |
| 72 A | X | | | | | | | | | | **Mansfield** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 72A-0.75L-1 | | | 0.10 | | | | | | | | Recommend to add as OAR; ML2 |
| 72A-0.80L-1 | | | 0.74 | | | | | | | | Recommend to add as OAR; ML2 |
| 72A-5.05L-1 | | | | | 0.04 | | | | | | Non system road to Juniper tank- recommend to decommission |
| 72A-5.95L-1 | | | | | 0.16 | | | | | | Non system road- recommend to decommission; Wilderness Encroachment |
| 72A-6.11R-1 | | 1.03 | | | 0.43 | | | | | | Non system road - recommend to decommission 0.43 mi and add as 1.03 mi as OA for hunter dispersed camping; ML2 |
| 82- Pvt Rd Smith Canyon | | | | | 0.62 | | | | | | Recommend decommission part on FS land |
| 83-0.84L-1 | | | | 0.51 | | | | | | | Non system road - Recommend as to add as ML1 |
| 92 | | | | 1.30 | | | | | | | **Gardner Canyon-** Recommend last 1.30 miles as ML1 |
| 92-4.56L-1 | | | 0.28 | | | | | | | | Recommend as OAR - Issue special use or road use permit |
| 92-7.69L-1 | | | | | 0.44 | | | | | | Non system road - recommend to decommission |
| 143 | X | | | | | | | | | | **Alto Site -** 23.798 miles total road length |
| 143-4.41L-1 | | | | | 0.05 | | | | | | Non system road - recommend to decommission |
| 143-4.44R-1 | | | | 0.84 | | | | | | | Non system road - Recommend as to add as ML1 |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 143-9.47L-1 | | | | 0.22 | | | | | | | Non system road - Recommend as to add as ML1 |
| 143-10.36L-1 | | | | 0.27 | | | | | | | Non system road - Recommend as to add as ML1 |
| 143-10.77L-1 | | | 0.13 | | | | | | | | Recommend to add as OAR; ML2 |
| 143-11.09R-1 | | | 0.08 | | | | | | | | Recommend to add as OAR; ML2 |
| 143-11.92L-1 | | | 0.47 | | | | | | | | Recommend to add as OAR; ML2 |
| 143-12.64L-1 | | | | | 0.10 | | | | | | Non system road - recommend to decommission |
| 143-12.64L-2 | | | | | 0.03 | | | | | | Non system road - recommend to decommission |
| 143-12.84L-1 | | | | | 1.71 | | | | | | Non system road - recommend to decommission |
| 143- Alto Site | | 0.08 | | | | | | | | | **Alto Site -** Recommend add as OA; ML2 |
| 144 | X | | | | | | | | | | **Squaw Gulch** |
| 152 | X | | | | | | | | | | Casa Blanca Canyon access- 3.34 miles mi long |
| 162 | | | 0.40 | | | | | | | | **Louisiana Gulch** - Recommend 0.40 mi as OAR; ML2 restricted access |
| 162-0.27R-1 | | | | | 0.11 | | | | | | Non system road - recommend to decommission |
| 162-0.60L-1 | | | | | 0.46 | | | | | | Non system road - recommend to decommission |
| 162-0.83R-1 | | | | | 1.44 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 162-0.91R-1 | | | | | 0.84 | | | | | | Non system road - recommend to decommission |
| 162-0.91R-2 | | | | | 0.83 | | | | | | Non system road - recommend to decommission |
| 162-0.91R-3 | | | | | 0.12 | | | | | | Non system road - recommend to decommission |
| 163 | X | | | | | | | | | | **Kentucky Gulch -** 6.56 miles total road length |
| 163-1.70R-1 | | | | | 0.23 | | | | | | Non system road - recommend to decommission |
| 163-2.80R-1 | | | | | 0.29 | | | | | | Non system road - recommend to decommission |
| 163-2.80R-2 | | | | | 0.21 | | | | | | Non system road - recommend to decommission |
| 163-2.80R-3 | | | | | 0.08 | | | | | | Non system road - recommend to decommission |
| 163-4.10R-1 | | | | | 0.23 | | | | | | Non system road - recommend to decommission |
| 163-4.16L-1 | | | | | 0.93 | | | | | | Non system road - recommend to decommission |
| 163-4.38L-1 | | | | | 1.08 | | | | | | Non system road - recommend to decommission |
| 163-5.34L-1 | | | | 0.26 | 0.31 | | | | | | Non system road - Recommend to add as ML1 |
| 165 | X | | | | | | | | | | **Melendrez Pass -** 0.40 miles on Private |
| 165 [Greaterville Reroute] | | | | | | | | | | | 0.65 miles of new road @ intersection of 229 and 4068; constructed in 2008 force account |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 165-0.03R-1 | | | | | 0.04 | | | | | | Non system road - recommend to decommission |
| 165-0.03R-2 | | | | | 0.14 | | | | | | Non system road - recommend to decommission |
| 165-0.03R-3 | | 0.09 | | | 0.08 | | | | | | Non system road - recommend to decommission past tank and add as OA, ML2 road to tank |
| 165-0.86R-1 | | | | | 0.06 | | | | | | Non system road - recommend to decommission |
| 165-1.91R-1 | | | | | 0.20 | | | | | | Non system road - recommend to decommission |
| 165-2.73L-1 | | | 1.36 | | | | | | | | Non system road - recommend as OAR; ML2 for access to forest products by permit only |
| 165-2.73L-2 | | | | | 0.34 | | | | | | Non system road - recommend to decommission |
| [165-2.73L-3] 4040 A | | | | | 0.00 | | | | | | System Rd. - recommend to decommission; see 4040 A |
| 165-2.73L-4 | | | | | 0.42 | | | | | | Non system road - recommend to decommission |
| 170 | X | | | | | | | | | | **Helvetia** - Outside FB with right-of-way to FS |
| 183 | X | | | | | | | | | | **Agua Caliente -** 0.20 miles on State |
| 183- Disp/CG | | 0.02 | | | 0.03 | | | | | | Non system road - 300 ft. rule applies; recommend decommission 0.03 miles in IRA |
| 184 | X | | | | | | | | | | **Montosa Canyon -** 17.60 miles total road length; Leads to Mt. Hopkins Observatory |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 184-6.69R-1 | | | 1.42 | | 0.48 | | | | | | Non system road - grant easement to private for 1.42 mi; recommend to decommission 0.48 miles to east |
| 184-6.69R-2 | | | 0.26 | | | | | | | | Non system road - recommend change to OAR; ML2 |
| 184- Smithsonian Access | | 0.12 | | | | | | | | | **Smithsonian** - recommend add as OA; ML2 |
| 229 | X | | | | | | | | | | **Greaterville -** Leads to Greaterville |
| 229-1.00L-1 | | | | | 0.13 | | | | | | Non system road - recommend to decommission |
| 231 | X | | | | | | | | | | **Rosemont Cutoff -** |
| 231-0.08R-1 | | | | | 0.07 | | | | | | Non system road - recommend to decommission |
| 231-0.17R-1 | | | | | 0.10 | | | | | | Non system road - recommend to decommission |
| 231-0.41R-1 | | 0.06 | | | | | | | | | OHV staging and parking area - recommend to add as OA; ML2 |
| 231-5.72L-1 | | | | | 0.26 | | | | | | Non system road - recommend to decommission |
| 231 A | X | | | | | | | | | | **Un-Named** |
| 231 B | X | | | | | | | | | | **Un-Named** |
| 231 B-0.06L-1 | | | | | 0.06 | | | | | | Non system road - recommend to decommission |
| 234 | | | | | | | | | 0.25 | | **Adobe Canyon -** 4.47 miles Total road length |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 481 | X | | | | | | | | | | **Desert Grassland -** 1.149 miles Total road length |
| 488 | X | | | | | | | | | | **Corral Road -** Outside FB with right-of-way to FS |
| 505 | X | | | | | | | | | | **Santa Rita Rd -** 20.90 miles Total road length |
| 505- old | | | | | 0.86 | | | | | | Recommend to decommission |
| 627 | | | | | | | | | 0.25 | | **Hog Canyon -** recommend converting last 0.25 miles to trail access |
| 762 | X | | | | | | | | | | **Temporal Canyon -** |
| 776 | X | | | | | | | | | | **Fire Break Road** |
| 781 | X | | | | | | | | | | **Proctor Road -** 11.9 miles total road length; private and State |
| 781- #1 | | 0.03 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #2 | | 0.04 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #3 | | 0.09 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #4 | | 0.03 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #5 | | 0.06 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #6 | | 0.03 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 781- #7 | | 0.02 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #8 | | 0.01 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #9 | | 0.01 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #10 | | 0.01 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 781- #11 | | 0.01 | | | | | | | | | Proctor Dispersed CG - to be designated in the MVUM |
| 785 | | | | 1.42 | | | | | | | **Upper Gardner Canyon -** Recommend change 1.42 miles to ML1 |
| 786 | | | | | 0.32 | | | | | | **Mt. Fagan** - recommend decommission 0.32 miles on FS |
| 4027 | | 0.00 | | | | | | | | | **Off forest - not analyzed** |
| 4027-0.32L-1 | | | | | 0.16 | | | | | | Non system road - recommend to decommission portion on FS |
| 4029 | X | | | | | | | | | | **Rita** - Outside FB with right-of-way to FS |
| 4032 | | | | | 0.80 | | | | | | **Un-Named -** recommend to decommission (redundant with 231) |
| 4035 | | | 1.03 | | | | | | | | **Faber Spring - recommend as OAR and issue special use authorization to private landowner** |
| 4036 | | | 0.15 | | | | | | | | **Un-Named - recommend as OAR; ML2** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4037 | X | | | | | | | | | | **West Sawmill Canyon** |
| 4038 | X | | | | | | | | | | **Un-Named -** previously decommissioned road - south end closed - Private |
| 4039 | | | | | | | | | 2.05 | | **Homestead -** Recommended for OHV travel; in riparian area |
| 4040 | X | | | | | | | | | | **Wood Sale** |
| 4040 A [165-2.73L-3] | | | | | 0.84 | | | | | | **Fish Canyon -** Recommend to decommission |
| 4041 | X | | | | | | | | | | **Melendrez Pass -** retain as ML1; no change |
| 4042 | X | | | | | | | | | | **Mountain King Mine -** Road leads to Mt. King mine site |
| 4043 | | | 1.90 | | 0.51 | | | | | | **Enzenberg -** Recommend to decommission 4043 from junction w/ 4070 southeast to 229; Recommend change to OAR/ML2 from just east of 4042 at well to intersection with 4070 |
| 4043-0.48L-1 | | | | | 0.23 | | | | | | Non system road - recommend to decommission |
| 4043-2.34R-1 | | | | | 0.21 | | | | | | Non system road - recommend to decommission |
| [4043-3.00R-1] 4043 | | | | | 0.00 | | | | | | 4043-3.00R-1was road that lead to private but is really part of 4043 and was an error in last report. See 4043 |
| 4044 | | | | | 0.96 | | | | | | **Wisconsin -** recommend decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4045 | X | | | | | | | | | | **Kentucky Camp -** Restricted Access road to Kentucky Camp |
| 4046 | | | 1.05 | | | | | | | | **Limestone Pit** - recommend as OAR under the Santa Rita Marble Quarry Plan of Operation |
| 4046 A | X | | | | | | | | | | **Un-Named** |
| 4046 B | X | | | | | | | | | | **Un-Named** |
| 4048 | X | | | | | | | | | | **Homestake** |
| 4049 | X | | | | | | | | | | **Weigles Butte** |
| 4050 | X | | | | | | | | | | **Sycamore -** Inside riparian area; light to medium potential for impacts |
| 4050-0.36R-1 | | | | | 0.60 | | | | | | Non system road - recommend to decommission |
| 4050-1.72R-1 | | | | | 0.32 | | | | | | Non system road - recommend to decommission |
| 4050-1.97R-1 | | | | | 0.51 | | | | | | Non system road - recommend to decommission |
| 4050-2.44L-1 | | 1.94 | | | | | | | | | Non system road - recommend as OA; ML2 for hunting and recreation |
| 4050-2.48L-1 | | | | | 0.02 | | | | | | Non system road - recommend to decommission |
| 4051 | X | | | | | | | | | | **Gunsight Pass -** Inside riparian area |
| 4051-0.09L-1 | | | | | 0.04 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4051-1.92R-1 | | | | | 0.17 | | | | | | Non system road - recommend to decommission |
| 4051-1.96L-1 | | | | | 0.12 | | | | | | Non system road - recommend to decommission |
| 4051-2.75R-1 | | | | | 0.44 | | | | | | Non system road - recommend to decommission |
| 4051-2.87R-1 | | | | | 0.45 | | | | | | Non system road - recommend to decommission |
| 4051-2.87R-2 | | | | | 0.27 | | | | | | Non system road - recommend to decommission |
| 4051-2.87R-3 | | | | | 0.25 | | | | | | Non system road - recommend to decommission |
| 4051 A | | | 0.80 | | | | | | | | **McCleary Dam -** recommend change to OAR; ML2 |
| 4052 | | | 0.23 | | | | | | | | **Mesa - recommend as OAR** |
| 4052-1.28R-1 | | | 0.13 | | | | | | | | Non system road - recommend as OAR under the FLPMA easement |
| 4053 | X | | | | | | | | | | **Patented** |
| 4053-0.75L-1 | | | | | 0.33 | | | | | | Non system road - recommend to decommission |
| 4053-0.90L-1 | | | | | 0.05 | | | | | | Non system road - recommend to decommission |
| 4053 A [4053-0.77R-1] | X | | | | | | | | | | Incorrectly labeled as 4053-0.77R-1 in previous report. |
| 4055 | X | | | | | | | | | | **Shaft** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4055-0.63R-1 | | | | | 0.09 | | | | | | Non system road - recommend to decommission |
| 4055-0.70R-1 | | | | | 0.10 | | | | | | Non system road - recommend to decommission |
| 4055-0.74L-1 | | | | | 0.29 | | | | | | Non system road - recommend to decommission |
| 4055-0.74L-2 | | | | | 0.33 | | | | | | Non system road - recommend to decommission |
| 4055-0.74L-3 | | | | | 0.09 | | | | | | Non system road - recommend to decommission |
| 4055-0.98R-1 | | | | | 0.07 | | | | | | Non system road - recommend to decommission |
| 4055-1.10R-1 | | | | | 0.34 | | | | | | Non system road - recommend to decommission |
| 4056 | X | | | | | | | | | | **Deering Springs** |
| 4057 | X | | | | | | | | | | **Pat** |
| 4057-0.23R-1 | | | | | 0.07 | | | | | | Non system road - recommend to decommission |
| 4058 | X | | | | | | | | | | **Williams -** Portion on private; in riparian; access thru private may change |
| 4058-0.38R-1 | | | | | 0.22 | | | | | | Non system road - recommend to decommission |
| 4058-0.98R-1 | | | | | 0.32 | | | | | | Non system road - recommend to decommission |
| 4058-1.10R-1 | | | | | 0.27 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4059 | X | | | | | | | | | | **Un-Named** |
| 4059-0.16R-1 | | | | | 0.34 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-1 | | | | | 0.46 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-2 | | | | | 0.64 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-3 | | | | | 0.09 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-4 | | | | | 0.14 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-5 | | | | | 0.27 | | | | | | Non system road - recommend to decommission |
| 4059-0.41L-6 | | | | | 0.79 | | | | | | Non system road - recommend to decommission |
| 4059-0.46L-1 | | | | | | | | | | | **Off forest - not analyzed** |
| 4059-0.46L-1 Disp/CG | | | | | 0.05 | | | | | | Non system road - recommend to decommission |
| 4059-0.46L-2 | | | | | | | | | | | **Off forest - not analyzed** |
| 4059-0.50L-1 | | | | | 0.45 | | | | | | Non system road - recommend to decommission |
| 4059-0.50L-2 | | | | | 0.00 | | | | | | **Off Forest**; Non system road |
| 4060 | | | | | 0.72 | | | | | | **Drill Site -** Recommend decommission 0.72 mi from intersection 4068 north to 62 |
| 4060-0.81L-1 | | | | | 0.58 | | | | | | Non system road - recommend to |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| | | | | | | | | | | | decommission |
| 4060-1.01R-1 | | 1.73 | | | | | | | | | Non system road - recommend as OA; ML2 |
| 4060-1.01R-2 | | 0.77 | | | | | | | | | Non system road - recommend as OA; ML2 |
| 4060-1.01R-3 | | | | | 0.27 | | | | | | Non system road - recommend to decommission |
| 4061 | | | | | | | | | | | **Davison - recommend removing portion of road east of proclaimed FB from NFSR** |
| 4062 | X | | | | | | | | | | **Hidden Valley** |
| 4062-0.87L-1 | | | 0.15 | | | | | | | | **Recommend as OAR - Issue special use or road use permit for part on FS** |
| 4063 | | | 0.80 | | | | | | | | **Rosemont Spring -** recommend as OAR; ML2 - erosion and cultural resource protection |
| 4063-0.80R-1 | | | | | 1.03 | | | | | | Non system road - recommend to decommission |
| 4064 | X | | | | | | | | | | **Gaylor** |
| 4064-1.36L-1 | | | | | 0.51 | | | | | | Non system road - recommend to decommission |
| 4065 | X | | | | | | | | | | **Oak Tree Wash** |
| 4065-0.50L-1 | | | | | 0.64 | | | | | | Non system road - recommend to decommission |
| 4065-0.88R-1 | | | | | 0.62 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4066 | | | | | 0.32 | | | | | | **Velsor -** recommend to decommission portion of FS and removing the remainder from the system. |
| 4067 | | | 1.45 | | | | | | | | **High Haven -** recommend change to OAR; ML2 |
| 4067-0.13L-1 | | | | | 0.32 | | | | | | Non system road - leads to private; decommission |
| 4067-1.58L-1 | | | | | 0.67 | | | | | | Non system road - recommend to decommission |
| 4068 | X | | | | | | | | | | **Los Posos Gulch -** Recommend change name to 4060 road. |
| 4068-0.17L-1 | | | | | 0.28 | | | | | | Non system road - recommend to decommission |
| 4068-0.34L-1 | | | | | 0.92 | | | | | | Non system road - recommend to decommission |
| 4068-0.34L-2 | | | | | 0.44 | | | | | | Non system road - recommend to decommission |
| 4068-0.97R-1 | | | 1.28 | | | | | | | | Recommend for OAR; ML2 for range SUP |
| 4068-0.97R-2 | | | | | 0.24 | | | | | | Non system road - recommend to decommission |
| 4068-0.98R-1 | | | 1.64 | | | | | | | | Non system road - Recommend OAR for permittee access; ML2 |
| 4068-0.98R-2 | | | | | 0.37 | | | | | | Non system road - recommend to decommission |
| 4069 | | | | | | | | | | | **Off forest - not analyzed** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4070 | | | 0.60 | | 1.23 | | | | | | Recommend change 0.60 mi to OAR; ML2; decommission1.23 miles from route 62 west to intersection w/ 62-3.35L-1 |
| 4071 | | | | | 0.35 | | | | | | **Oakdale -** recommend decommission portion on FS and removing the remainder in private off the system |
| 4072 | | | 5.44 | | | | | | | | **Thurber -** recommend change to OAR; ML 2 for Admin Use Only |
| 4072-0.48L-1 | | | 0.35 | | | | | | | | Non system road - Recommend to add as OAR under grazing permit |
| 4072-1.45R-1 | | | | | 0.21 | | | | | | Non system road - recommend to decommission |
| 4072-2.34R-1 | | | | | 0.05 | | | | | | Non system road - recommend to decommission |
| 4072-4.90L-1 | | | | | 0.46 | | | | | | Non system road - recommend to decommission |
| 4072 A | | | 0.35 | | | | | | | | Access to Private land; recommend as OAR; ML2 - grant a FLPMA private road easement to landowner |
| 4073 | X | | | | | | | | | | **Chino Spring** |
| 4074 | | | | | | | | | | 1.20 | **Lemon Canyon -** Recommend convert 1.20 miles to non-motorized trail; leads to wilderness |
| 4074-0.10R-1 | | | 0.12 | | | | | | | | Non system road - recommend change to OAR; ML2 |
| 4074 - #12 | | 0.03 | | | | | Y | | | | Proctor Dispersed CG - to be designated in |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
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| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| | | | | | | | | | | | the MVUM |
| 4075 | X | | | | | | | | | | **Kent Springs -** Access to Kent Springs - Admin only |
| 4076 | X | | | | | | | | | | **Rattlesnake -** Possible wilderness encroachment; map may be slightly off |
| 4077 | X | | | | | | | | | | **Devils Cash Box** |
| 4078 | X | | | | | | | | | | **Glove -** Has duplicate road no. in Sawmill Canyon |
| 4079 | X | | | | | | | | | | **Spring** |
| 4080 | X | | | | | | | | | | **Tia Juana -** No change recommended |
| 4081 | X | | | | | | | | | | **Mount Hopkins Observatory** |
| 4082 | X | | | | | | | | | | **Josephine Canyon** |
| 4082 [4363] | | 0.00 | | | | | | | | | 0.62 miles previously labeled as 4363. Changed this segment to 4082 |
| 4084 | X | | | | | | | | | | **Aliso Spring -** Terminates at Aliso Springs |
| 4084-0.93R-1 | | | | | 0.00 | | | | | | Closed on June 2006 by Sky Island Alliance |
| 4084 A [4078 A] | X | | | | | | | | | | Previously labeled as 4078 A. Changed Rd # due to duplication |
| 4085 | X | | | | | | | | | | **Fish Canyon** |
| 4085-0.48L-1 | | | | | 0.05 | | | | | | Non system road - decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4085-1.95L-1 | | 0.21 | | | | | | | | | Non system road - recommend as OA; ML2 |
| 4086 | X | | | | | | | | | | **Cave of the Bells -** Access to Cave of the Bells |
| 4088 | X | | | | | | | | | | **Mesa Tank** |
| 4088-3.68L-1 | | 0.86 | | | | | | | | | Non system road - Recommend as OA; ML2; to replace North/South section of 4859. |
| 4090 | | | | | 0.73 | | | | | | **Walker Canyon -** Recommend to decommission |
| 4090 A | | | | | 0.34 | | | | | | System Road - Recommend to decommission |
| 4091 | X | | | | | | | | | | **Hosey Mine -** Goes to Hosey Mine claims |
| 4091-1.64R-1 | | | 0.06 | | 0.02 | | | | | | Non system road - recommend decommission 0.02 miles north of private and change 0.06 miles to OAR;MI2 on the east side of private |
| 4092 | | | | | 0.48 | | | | | | **Piper Gulch -** recommend to decommission part on Forest; road in stream bottom |
| 4092-0.31R-1 | | | | | 0.00 | | | | | | Private road - potential land exchange; 0.14 miles; if acquired recommend to decommission |
| 4092-0.78L-1 | | | | | 0.06 | | | | | | Private road - potential land exchange; if acquired recommend to decommission |
| 4093 | X | | | | | | | | | | **Bergier** |
| 4094 | X | | | | | | | | | | **Dragon Z mine** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4094-1.45R-1 | | | | | 0.14 | | | | | | Non system road - recommend to decommission |
| 4096 | | | | 0.52 | | | | | | | **Stevens Canyon** - Recommend change portion on Forest to ML1 - needs GPS South to FB |
| 4097 | | | | | 0.54 | | | | | | **Victor Mine -** Leads to Mining Claim; GPS'd only 0.16 mi; Recommend to decommission entire road |
| 4098 | X | | | | | | | | | | **Mohawk mine -** Leads to Mining Claim |
| 4099 | X | | | | | | | | | | **Montosa Canyon** |
| 4099-0.38R-1 | | | | | 0.46 | | | | | | Non system road - recommend to decommission |
| 4099-0.79R-1 | | | | | 0.13 | | | | | | Non system road - recommend to decommission |
| 4100 | X | | | | | | | | | | **Johnson -** Goes thru Private land |
| [4100-0.10L-1] 72-2.04L-1 | | | | | 0.00 | | | | | | **Off forest - not analyzed** |
| [4100-0.10L-2] 72-2.04L-1 | | | | | 0.00 | | | | | | **Off forest - not analyzed** |
| 4100-0.24R-1 | | | | | 0.00 | | | | | | **Off forest - not analyzed** |
| 4100-3.63L-1 | | | | | 0.94 | | | | | | Non system road - recommend to decommission |
| 4100-Disp/CG | | 0.06 | | | | | | | | | Non system road - 300 ft. rule applies |
| 4101 | X | | | | | | | | | | **Agua Caliente Springs -** Closed at Private |
| 4102 | X | | | | | | | | | | **Goat Canyon** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4103 | X | | | | | | | | | | **Squaw Gulch -** no change |
| 4104 | X | | | | | | | | | | **Douglas Ranch -** 7.75 total road miles- 4.30 miles in Private/State |
| 4104-6.41L-1 | | | | | 0.69 | | | | | | Non system road - recommend to decommission |
| 4104 A | | | | | | | | | | | **Off forest - not analyzed** |
| 4105 | X | | | | | | | | | | **Dry Canyon -** Rerouted by District |
| 4106 | | | | | | | | | | | **Crown C Ranch Off forest - not analyzed** |
| 4107 | | | | | | | | | 0.70 | | **Wood Canyon -** Closed last 0.70 mile south to FB; recommend changing this to OHV access only. |
| 4107- old | | | | | 1.24 | | | | | | Recommend to decommission - was the old 4107 alignment |
| 4109 | | | 0.14 | | | | | | | | **Derrick** - recommend as OAR; ML2 for access to private |
| 4110 | X | | | | | | | | | | **Little Fish Canyon -** In Riparian Area |
| 4110-0.07R-1 | | | | | 1.08 | | | | | | Non system road - recommend to decommission |
| 4111 | X | | | | | | | | | | **Hog-Gardner** |
| 4113 | X | | | | | | | | | | **Un-Named** |
| 4834 | X | | | | | | | | | | **Lopez Pass** |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 4834-0.86L-1 | | | | | 0.43 | | | | | | Non system road - recommend to decommission |
| 4834-1.17L-1 | | | | | 0.00 | | | | | | Non system road - on Rosemont |
| 4834-1.17R-1 | | | | | 0.00 | | | | | | Non system road - on Rosemont |
| 4851 | X | | | | | | | | | | **Copper Cut -** Road ends at Private; 3.14 miles from Sahuarita Rd south |
| 4851-3.14R-1 | | | | | 0.24 | | | | | | 0.55 mi long but encroaches Forest Boundary; recommend to decommission part on FS |
| 4859 | | | | | 0.52 | | | | | | **Un-Named -** recommend to decommission 0.52 miles (north/south section); see 4088-3.68L-1 |
| 4860 | X | | | | | | | | | | **Un-Named** |
| 4868 | X | | | | | | | | | | **Granite Mountain -** retain as ML1; no change |
| 4873 | X | | | | | | | | | | **Un-Named** |
| 4879 | X | | | | | | | | | | **Un-Named** |
| 4881 | X | | | | | | | | | | **Un-Named -** District fenced road off; SIA did rehab in 2006 |
| 8001 | | | | | 0.80 | | | | | | **Hidden Valley Ranch -** leads to private parcel; recommend to decommission |
| 8001-0.17R-1 | | | | | 0.11 | | | | | | Non system road - recommend to decommission |

| | | PROPOSED RECOMMENDATIONS | | | | | | | | | Santa Rita EMA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Number** | **No Change** | **OA - Open Authorized (Miles)** | **OAR- Restricted Use (Miles)** | **Maintenance Level 1 (Miles)** | **Decommission (Miles)** | **Proposed New Construction** | **Is located Within 100 Ft of road** | **Existing OHV Trail** | **Convert to OHV Trail** | **Convert to Non Motorized Trail** | **DESCRIPTION** |
| 8002 [165-1.00L-1] | | | | | 0.57 | | | | | | **Un-named** - recommend to decommission |
| Link Trail | | | | | | | | | 0.43 | | **Link Trail -** motorized trail connecting routes 92 and 785; needs to be added to trail system |
| **TOTALS** | | 8.43 | 28.72 | 6.99 | 52.63 | 0.00 | | 0.00 | 3.68 | 1.20 | |

Note: Road numbers in brackets were previous report numbers. Revision September 2009

## Step 6- Reporting

The Purpose of this step is to report the key findings of the analysis.

The products of this step are:

- A written report for this EMA and a Transportation Atlas showing existing routes and recommendations for the minimum road system.

**Report**
This report is available to the public, if requested and will become part of the EMA file. A map depicting all recommendations is in Appendix F.

**Key Findings and Recommendations**
The key findings and recommendations of this analysis which are based on Interdisciplinary Team (IDT) discussion, specialist expertise, and public input, include:

The following roads are recommended to be added to the system as Open Authorized **(OA)** roads. It is recommended to add 8.43 miles of roads to the system. Approximately 75% of these recommendations are roads that currently lead to existing developed or dispersed campgrounds, Special Use Permittee facilities, or trail head parking areas and have been omitted from the INFRA database for various reasons. The remaining roads are user-created routes that are recommended for various reasons such as support for hunting and other recreational uses suggested by Arizona Game and Fish.

| Road Number | OA - Open Authorized (Miles) |
|---|---|
| 70- Proctor Loop | 0.28 |
| 70- White House CG | 0.12 |
| 70- Madera TH picnic prkng | 0.09 |
| 70- Mt Wrightson PicArea 1 | 0.02 |
| 70- Mt Wrightson PicArea 2 | 0.02 |
| 70- Mt Wrightson PicArea 3 | 0.01 |
| 70- Mt Wrightson PicArea 4 | 0.03 |
| 70- Santa Rita Lodge | 0.06 |
| 72- AZ trailhead parking | 0.08 |
| 72-11.67L-1 | 0.03 |
| 72-Disp/CG 1 | 0.02 |
| 72-Disp/CG 2 | 0.02 |

| Road Number | OA - Open Authorized (Miles) |
|---|---|
| 72-Disp/CG 3 | 0.11 |
| 72-Disp/CG 4 | 0.02 |
| 72-Disp/CG 5 | 0.04 |
| 72-Disp/CG 6 | 0.08 |
| 72-Disp/CG 7 | 0.02 |
| 72-Disp/CG 8 | 0.04 |
| 72A-6.11R-1 | 1.03 |
| 143- Alto Site | 0.08 |
| 165-0.03R-3 | 0.09 |
| 183- Disp/CG | 0.02 |
| 184- Smithsonian Access | 0.12 |
| 231-0.41R-1 | 0.06 |

| Road Number | OA - Open Authorized (Miles) |
|---|---|
| 781- #1 | 0.03 |
| 781- #2 | 0.04 |
| 781- #3 | 0.09 |
| 781- #4 | 0.03 |
| 781- #5 | 0.06 |
| 781- #6 | 0.03 |
| 781- #7 | 0.02 |
| 781- #8 | 0.01 |
| 781- #9 | 0.01 |
| 781- #10 | 0.01 |

| Road Number | OA - Open Authorized (Miles) |
|---|---|
| 781- #11 | 0.01 |
| 4050-2.44L-1 | 1.94 |
| 4060-1.01R-1 | 1.73 |
| 4060-1.01R-2 | 0.77 |
| 4074 - #12 | 0.03 |
| 4085-1.95L-1 | 0.21 |
| 4088-3.68L-1 | 0.86 |
| 4100-Disp/CG | 0.06 |
| | |
| **TOTALS** | 8.43 |

The following roads are recommended to be added to the system as Open Authorized and Restricted **(OAR)** roads. It is recommended to add 23.25 miles of roads to the system most of which have been in use for many years and have not been added to the INFRA database for various reasons. The roads shall be restricted to the public and only government officials or Special Use Permittees will be allowed use.

| Road Number | OAR- Restricted Use (Miles) |
|---|---|
| 62-1.37R-1 | 0.22 |
| 62-1.37R-2 | 0.31 |
| 62-3.35L-1 | 0.58 |
| 62-3.42R-1 | 0.20 |
| 62-3.42R-2 | 0.29 |
| 70- Old Missile Site Rd | 0.25 |
| 70- Heli port Rd | 0.17 |
| 72-2.04L-2 | 0.33 |
| 72-3.45R-1 | 3.46 |
| 72A-0.75L-1 | 0.10 |

| Road Number | OAR- Restricted Use (Miles) |
|---|---|
| 72A-0.80L-1 | 0.74 |
| 92-4.56L-1 | 0.28 |
| 143-10.77L-1 | 0.13 |
| 143-11.09R-1 | 0.08 |
| 143-11.92L-1 | 0.47 |
| 162 | 0.40 |
| 165-2.73L-1 | 1.36 |
| 184-6.69R-1 | 1.42 |
| 184-6.69R-2 | 0.26 |
| 4035 | 1.03 |

| Road Number | OAR- Restricted Use (Miles) |
|---|---|
| 4036 | 0.15 |
| 4043 | 1.90 |
| 4046 | 1.05 |
| 4051 A | 0.80 |
| 4052 | 0.23 |
| 4052-1.28R-1 | 0.13 |
| 4062-0.87L-1 | 0.15 |
| 4063 | 0.80 |
| 4067 | 1.45 |
| 4068-0.97R-1 | 1.28 |

| Road Number | OAR- Restricted Use (Miles) |
|---|---|
| 4068-0.98R-1 | 1.64 |
| 4070 | 0.60 |
| 4072 | 5.44 |
| 4072-0.48L-1 | 0.35 |
| 4072 A | 0.35 |
| 4074-0.10R-1 | 0.12 |
| 4091-1.64R-1 | 0.06 |
| 4109 | 0.14 |
| | |
| **TOTALS** | 28.72 |

The following roads are recommended to be added to the system as Maintenance Level 1 roads. These roads have future use but currently are not being used. No public funding will be expended for maintenance on these roads.

| Road Number | Maintenance Level 1 (Miles) |
|---|---|
| 72-3.45R-2 | 0.95 |
| 72-3.45R-3 | 0.70 |
| 83-0.84L-1 | 0.51 |
| 92 | 1.30 |
| 143-4.44R-1 | 0.84 |
| 143-9.47L-1 | 0.22 |
| 143-10.36L-1 | 0.27 |
| 163-5.34L-1 | 0.26 |
| 785 | 1.42 |
| 4096 | 0.52 |
| | |
| **TOTALS** | **6.99** |

The following roads are recommended to be decommissioned.
Note: Road numbers in brackets were previous report numbers. Revision September 2009

| Road Number | Decommission (Miles) |
|---|---|
| 62-1.37R-1 | 1.98 |
| 62-1.37R-2 | 0.68 |
| 62-3.42R-1 | 0.38 |
| 62-3.42R-2 | 0.71 |
| 72-3.20L-1 | 0.65 |
| 72-3.20L-2 | 0.07 |
| 72-4.51L-1 | 0.05 |
| 72-5.42L-1 | 0.43 |
| 72-9.17L-1 | 0.45 |
| 72-11.67L-1 | 0.40 |
| 72A-5.05L-1 | 0.04 |
| 72A-5.95L-1 | 0.16 |
| 72A-6.11R-1 | 0.43 |
| 82- Pvt Rd Smith Canyon | 0.62 |
| 92-7.69L-1 | 0.44 |
| 143-4.41L-1 | 0.05 |
| 143-12.64L-1 | 0.10 |
| 143-12.64L-2 | 0.03 |
| 143-12.84L-1 | 1.71 |
| 162-0.27R-1 | 0.11 |
| 162-0.60L-1 | 0.46 |
| 162-0.83R-1 | 1.44 |
| 162-0.91R-1 | 0.84 |
| 162-0.91R-2 | 0.83 |
| 162-0.91R-3 | 0.12 |
| 163-1.70R-1 | 0.23 |

| Road Number | Decommission (Miles) |
|---|---|
| 163-2.80R-1 | 0.29 |
| 163-2.80R-2 | 0.21 |
| 163-2.80R-3 | 0.08 |
| 163-4.10R-1 | 0.23 |
| 163-4.16L-1 | 0.93 |
| 163-4.38L-1 | 1.08 |
| 163-5.34L-1 | 0.31 |
| 165-0.03R-1 | 0.04 |
| 165-0.03R-2 | 0.14 |
| 165-0.03R-3 | 0.08 |
| 165-0.86R-1 | 0.06 |
| 165-1.91R-1 | 0.20 |
| 165-2.73L-2 | 0.34 |
| 165-2.73L-4 | 0.42 |
| 183- Disp/CG | 0.03 |
| 184-6.69R-1 | 0.48 |
| 229-1.00L-1 | 0.13 |
| 231-0.08R-1 | 0.07 |
| 231-0.17R-1 | 0.10 |
| 231-5.72L-1 | 0.26 |
| 231 B-0.06L-1 | 0.06 |
| 505- old | 0.86 |
| 786 | 0.32 |
| 4027-0.32L-1 | 0.16 |
| 4032 | 0.80 |
| 4040 A [165-2.73L-3] | 0.84 |

| Road Number | Decommission (Miles) |
|---|---|
| 4043 | 0.51 |
| 4043-0.48L-1 | 0.23 |
| 4043-2.34R-1 | 0.21 |
| 4044 | 0.96 |
| 4050-0.36R-1 | 0.60 |
| 4050-1.72R-1 | 0.32 |
| 4050-1.97R-1 | 0.51 |
| 4050-2.48L-1 | 0.02 |
| 4051-0.09L-1 | 0.04 |
| 4051-1.92R-1 | 0.17 |
| 4051-1.96L-1 | 0.12 |
| 4051-2.75R-1 | 0.44 |
| 4051-2.87R-1 | 0.45 |
| 4051-2.87R-2 | 0.27 |
| 4051-2.87R-3 | 0.25 |
| 4053-0.75L-1 | 0.33 |
| 4053-0.90L-1 | 0.05 |
| 4055-0.63R-1 | 0.09 |
| 4055-0.70R-1 | 0.10 |
| 4055-0.74L-1 | 0.29 |
| 4055-0.74L-2 | 0.33 |
| 4055-0.74L-3 | 0.09 |
| 4055-0.98R-1 | 0.07 |
| 4055-1.10R-1 | 0.34 |
| 4057-0.23R-1 | 0.07 |
| 4058-0.38R-1 | 0.22 |
| 4058-0.98R-1 | 0.32 |
| 4058-1.10R-1 | 0.27 |
| 4059-0.16R-1 | 0.34 |
| 4059-0.41L-1 | 0.46 |

| Road Number | Decommission (Miles) |
|---|---|
| 4059-0.41L-2 | 0.64 |
| 4059-0.41L-3 | 0.09 |
| 4059-0.41L-4 | 0.14 |
| 4059-0.41L-5 | 0.27 |
| 4059-0.41L-6 | 0.79 |
| 4059-0.46L-1 Disp/CG | 0.05 |
| 4059-0.50L-1 | 0.45 |
| 4060 | 0.72 |
| 4060-0.81L-1 | 0.58 |
| 4060-1.01R-3 | 0.27 |
| 4063-0.80R-1 | 1.03 |
| 4064-1.36L-1 | 0.51 |
| 4065-0.50L-1 | 0.64 |
| 4065-0.88R-1 | 0.62 |
| 4066 | 0.32 |
| 4067-0.13L-1 | 0.32 |
| 4067-1.58L-1 | 0.67 |
| 4068-0.17L-1 | 0.28 |
| 4068-0.34L-1 | 0.92 |
| 4068-0.34L-2 | 0.44 |
| 4068-0.97R-2 | 0.24 |
| 4068-0.98R-2 | 0.37 |
| 4070 | 1.23 |
| 4071 | 0.35 |
| 4072-1.45R-1 | 0.21 |
| 4072-2.34R-1 | 0.05 |
| 4072-4.90L-1 | 0.46 |
| 4085-0.48L-1 | 0.05 |
| 4090 | 0.73 |
| 4090 A | 0.34 |

| Road Number | Decommission (Miles) |
|---|---|
| 4091-1.64R-1 | 0.02 |
| 4092 | 0.48 |
| 4092-0.78L-1 | 0.06 |
| 4094-1.45R-1 | 0.14 |
| 4097 | 0.54 |
| 4099-0.38R-1 | 0.46 |
| 4099-0.79R-1 | 0.13 |
| 4100-3.63L-1 | 0.94 |
| 4104-6.41L-1 | 0.69 |

| Road Number | Decommission (Miles) |
|---|---|
| 4107- old | 1.24 |
| 4110-0.07R-1 | 1.08 |
| 4834-0.86L-1 | 0.43 |
| 4851-3.14R-1 | 0.24 |
| 4859 | 0.52 |
| 8001 | 0.80 |
| 8001-0.17R-1 | 0.11 |
| 8002 [165-1.00L-1] | 0.57 |
| **TOTALS** | **52.63** |

Note: Road numbers in brackets were previous report numbers. Revision September 2009

The following system roads were recommended to be converted to OHV/ATV motorized trails: Link Trail and 4039.

Approximately 1.20 miles of system road 4074 is recommended to be converted to a non-motorized trail of 50 inches or less. Portions of 627, 234 and 4107 are recommended as non-motorized trails.

# Appendix A: Definitions

Road Definitions (36 CFR 212.1)

Authorized Road - Roads wholly or partially within or adjacent to National Forest system lands that are determined to be needed for long-term motor vehicle access, including state roads, county roads, privately owned roads, national forest system roads and other roads authorized by the Forest Service.

Unauthorized Road - Road on national forest system lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways and off-road vehicle tracks that have not been designated and managed as a trail and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization.

Temporary Roads - Roads authorized by contract, permit, lease, other written authorization or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management.

Road Decommissioning - Activities that result in the stabilization and restoration of unneeded roads to a more natural state or conversion to other non-road uses.

Road Reconstruction- Activities that result in improvement or realignment of an existing authorized road as defined below:

**Road Improvement** - Activity that results in an increase of an existing road's traffic service level, expansion of its capacity or a change in its original design function.

**Road Realignment** - Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway.

**Access Rights:** A privilege or right of a person or entity to pass over or use another person's or entity's travel way. (36 CFR 212.1, FSM 5460.5 - Rights of Way Acquisition)

**Arterial Road**: An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways (7705 – DEFINITIONS).

**Collector Road**: An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities (FSM 7705 – DEFINITIONS).

**Forest Road or Trail:** A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and

utilization of the NFS and the use and development of its resources (36 CFR 212.1 – FSM 7705 – DEFINITIONS).

**Local Road**: An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and that usually serves a single purpose involving intermittent use (FSM 7705 – DEFINITIONS).

**National Forest System Road**: A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (FSM 7705 – DEFINITIONS – 36 CFR 212.1).

**Public Road:** A road under the jurisdiction of and maintained by a public road authority and open to public travel (23 U.S.C. 101(a) – (FSM 7705 – DEFINITIONS)).

**Private Road:** A road under private ownership authorized by an easement granted to a private party or a road that provides access pursuant to a reserved or outstanding right (FSM 7705 – DEFINITIONS).

**Route:** A road or trail (FSM 7705 – DEFINITIONS).

# Appendix B: Best Management Practices

Federal agency compliance with pollution control is addressed through section 313 of the Clean Water Act, Executive Order 12580 (January 23, 1987), National Non-point Source Policy (December 12, 1984), USDA Non-point Source Water Quality Policy (December 5, 1986) and the Environmental Protection Agency (EPA) in their guidance "Non-point Source Controls and Water Quality Standards" (August 19, 1987). In order to comply with State and local non-point pollution controls the Forest Service will apply Best Management Practices (BMPs) to all possible non-point sources which may result from management activities proposed in any future decision document. These BMPs are described in the Region 3 Soil and Water Conservation Handbook 2509.22.

Best Management Practices are the primary mechanism for achievement of water quality standards (EPA 1987). This appendix describes the Forest Service BMP process in detail and lists the key Soil and Water Conservation Practices that may be employed when in the implementation of a selected action is determined in a Record of Decision.

Best Management Practices include but are not limited to structural and non-structural controls, operations, and maintenance procedures. BMPs can be applied before, during, or after pollution producing activities to reduce or eliminate the introduction of pollutants into receiving waters (40 CFR 130.2, EPA Water Quality Regulation). Usually, BMPs are applied as a system of practices rather than a single practice. BMPs are selected on the basis of site-specific conditions that reflect natural background conditions and political, economic, and technical feasibility.

BMP IMPLEMENTATION PROCESS

In cooperation with the State, the Forest Service's primary strategy for the control of non-point source pollution is based on the implementation of preventative practices (i.e., BMPs). The BMPs for this project have been designed and selected to protect the identified beneficial uses of the watershed.

The Forest Service non-point source management system consists of the following steps:

1. BMP SELECTION AND DESIGN - Water quality goals are identified in the Forest Plan. These goals meet or exceed applicable legal requirements including State water quality regulations, the Clean Water Act, and the National Forest Management Act. Environmental assessments for projects are tiered to Forest Plans using the National Environmental Policy Act (NEPA) process. The appropriate BMPs are selected for each project by an interdisciplinary team. In each new location, there is flexibility to design different BMPs depending on local conditions and values and downstream beneficial uses of water. The BMP selection and design are dictated by the proposed action, water quality objectives, soils, topography, geology, vegetation, and climate. Environmental impacts and water quality protection options are evaluated, and alternative mixes of practices considered. Final collections of practices are selected that not only protect water

quality but meet other resource needs. The final sets of selected practices constitute the BMPs for the project.

2. BMP APPLICATION - The BMPs are translated into contract provisions, special use permit requirements, project plan specifications, and so forth. This ensures that the operator or person responsible for applying the BMP actually is required to do so. Site-specific BMP prescriptions are taken from plan-to-ground by a combination of project layout and resource specialists (e.g., hydrology, soils, etc.). This is when final adjustments to fit BMP prescriptions to the site are made.
3. BMP MONITORING - When an activity begins (e.g., road building, mining, timber harvesting, etc.), engineering representatives, resource specialists, and others ensure that BMPs are implemented according to plan. BMP implementation monitoring is done before, during, and after resource activity implementation. This monitoring answers the question: "Did we do what we said we would do?" Once BMPs have been implemented, further monitoring is done to evaluate if the BMPs are effective in meeting management objectives and protecting beneficial uses. If monitoring indicates that water quality standards are not being met or that beneficial uses are not being protected, corrective action will consider the following:
    - Is the BMP technically sound? Is it really best or is there a better practice which is technically sound and feasible to implement?
    - Was the BMP applied entirely as designed? Was it only partially implemented? Were personnel, equipment, funds, or training lacking which resulted in inadequate or incomplete implementation?
    - Do the parameters and criteria that constitute water quality standards adequately reflect human induced changes to water quality and beneficial uses?

4. FEEDBACK - Feedback on the results of BMP evaluation is both short- and long-term in nature. Where corrective action is needed, immediate response will be undertaken. This action may include modification of the BMP, modification of the activity, ceasing the activity, or possibly modification of the State water quality standard. Cumulative effects over the long-term may also lead to the need for possible corrective actions.

All roads will be maintained using Best Management Practices to reduce watershed impacts.

1. Use Best Management Practices with specific practices identified and implemented for specific sites.
2. Control sediment, particularly resulting from soil movement caused by roads.

Under both Alternative B and C, improved road miles through reconstruction and maintenance would be accomplished utilizing Best Management Practices to bring these miles to minimum Forest standards. Best management practices are a practice or a combination of practices that is determined by a State (or designated area-wide planning agency) after problem assessment, examination of alternative practices and appropriate public participation to be the most effective, practicable (including technological, economic, and institutional considerations) means of preventing or reducing the amount of pollution generated by non-point sources to a level

compatible with Federal and State water quality goals and standards. Non-point source pollutants are generally carried over, or through, the soil and ground cover via stream flow processes.

Soil and Water Conservation Practices in the form of Best Management Practices (BMPs) will be implemented and monitored as directed in the Forest Plan. Through the use of BMPs the adverse effect of planned activities will be mitigated.

The following BMPs are applicable to all action alternatives:

Erosion Control Plan. Minimize erosion and sedimentation through effective planning prior to initiation of construction activities and through effective contract administration during construction.

Timing of Construction Activities. Schedule operations during periods when the probabilities for rain and runoff are low. Equipment shall not be operated when ground conditions are such that unacceptable soil compaction or displacement results. Erosion control work must be kept current when construction occurs outside of the normal operating season.

Road Slope Stabilization. Prevent on-site soil loss from exposed cut slopes, fill slopes, and spoil disposal areas. The level of stabilization effort needed must be determined on a case-by-case basis. Surface stabilization measures shall be periodically inspected, as necessary, to determine effectiveness. In some cases, additional work may be needed to ensure that the vegetative and/or mechanical surface stabilization measures continue to function as intended.

Dispersion of Subsurface Drainage from Cut and Fill Slopes. Minimize the possibilities of cut or fill slope failure and the subsequent production of sediment. Dispersal of collected water should be accomplished in an area capable of withstanding increased flows.

Control of Road Drainage. Minimize the erosive effects of concentrated water flows caused by road drainage features.

Timely Erosion Control Measures on Incomplete Roads and Stream Crossing Projects. Minimize erosion and sedimentation from road construction sites where final drainage structures have not been completed. Apply protective measures to all areas of disturbed, erosion-prone, unprotected ground that is not to be further disturbed in the present year. When conditions permit operations outside of the Normal Operating Season, erosion control measures must be kept current with ground disturbance to the extent that the affected area can be rapidly "closed" if weather conditions deteriorate. Do not abandon areas for the winter with remedial measures incomplete.

Construction of Stable Embankments (Fills). Construct embankments with materials and methods which minimize the possibility of failure and subsequent water quality degradation.

Control of Side Cast Material. Minimize sediment production from side cast material during road construction, reconstruction, or maintenance. Side casting is not an acceptable construction alternative in areas where it will adversely affect water quality. Prior to commencing

construction or maintenance activities, waste areas should be located where excess material can be deposited and stabilized.

Servicing and Refueling of Equipment. Prevent pollutants such as fuels, lubricants, bitumens, raw sewage, wash water, and other harmful materials from being discharged into or near rivers, streams, and impoundments, or into natural or man-made channels leading thereto. Selecting service and refueling areas well away from wet areas and surface water, and by using berms around such sites to contain spills. Spill prevention, containment, and countermeasures (SPCC) plans are required if the volume of fuel exceeds 660 gallons in a single container or if total storage at a site exceeds 1320 gallons. Any SPCC needs to be reviewed and certified by a registered professional engineer.

Controlling In-Channel Excavation. Minimize sedimentation and turbidity resulting from excavation for in-channel structures, so as to comply with state and Federal water quality standards.

Disposal of Right-of-Way and Roadside Debris. Construction debris and other newly generated roadside slash developed along roads near streams shall not be deposited in stream channels (including ephemeral and intermittent).

Maintenance of Roads. Maintain roads in a manner that provides for water quality protection by minimizing rutting, failures, side casting, and blockage of drainage facilities (all of which can cause sedimentation and erosion).

Road Surface Treatment to Prevent Loss of Materials. Minimize sediment production and erosion from road surface materials to comply with state and Federal water quality standards. Road surface treatments are prescribed based on traffic levels, road design standards, soils, and geology.

Decommissioning of Roads. Reduce sediment generated from unneeded roads, roads that run in streambeds and roads that are located in streamside zones by closing them to vehicle use and restoring them to productivity.

# APPENDIX C – INTERDISCIPLINARY TEAM

**Supervisor's Office**

| | | |
|---|---|---|
| Curiel, | Eli | Engineering,<br>Editor & ID Core Team Leader |
| Everson, | Beverly | Minerals & Geology |
| Ahern, | Richard | Minerals Program Manager |
| Gillespie, | William | Cultural Resources |
| Gordon | Celeste | Zone Recreation |
| Lefevre, | Bob | Soils, Water, Air & Forestry |
| McKay, | George | Lands Officer |
| White | Laura | Zone Recreation |
| Merritt, | Mark | Engineering (GPS/ArcGIS) |

**District Office**

**D2 – Nogales**

| | | |
|---|---|---|
| Sebesta, | Deborah | Wildlife Biology |
| Elek, | Art | Fire Prevention Officer |
| Brown, | Kendall | Range Management |
| Lockwood, | Sean | Range Management |
| Lyman, | Shane | Fire Management Officer |

# APPENDIX D – Interdisciplinary Team Discussion Notes

The notes in this section are included in an effort to provide a brief summary of why the TAP recommendations for changes to the road system were made. They do not replace the discussion in under Step 4 of the TAP document. While discussing the recommendations, the Interdisciplinary Team (IDT) reviewed comments that were collected during public meetings and from letters and e-mails submitted by many interest groups, individuals and other agencies. These comments were used to identify issues that needed to be weighed, along with many other factors, in the formation of the recommendations.

The TAP is a living document and therefore will be updated regularly. Line officers and IDTs will continue to consult the TAP as they are planning future projects. Since the TAP contains only recommendations, future projects will continue to receive public input that pertains to the Forest transportation system and may recommend decisions which are not consistent with the initial recommendations of the TAP. Modifications to the TAP's recommendations as a result of final decisions will be incorporated, after the appropriate NEPA procedures have been completed.

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| 62-1.37R-1 | Y | Y | N | L | M | L | M-H | L | L | L | L | L | OAR/D | TAP - retain. Behind locked gate. Keep the part that gives access to private land. (1/4 mi). Put under easement. Close the rest. (IDT) 8/15/08 ADD/OAR. ACCESS TO PVT (0.21 MILE) |
| 62-1.37R-2 | Y | Y | N | L | M | L | M-H | L | L | L | L | L | OAR/D | Keep 0.3 miles permittee access. OAR |
| 62-3.35L-1 | Y | Y | N | L | L | M | H | L | M-H | L | L | H | OAR | Need for range, permittee, powerline access. Discourage public use. RENAME 4043. OA/R |
| 62-3.42R-1 | Y | Y | N | L | L | M | H | L | L | L | L | H | ML1 | 11/1308 OAR/D KEEP PORTION FOR PERMITTEE ACCESS TO WINDMILL |
| 62-3.42R-2 | Y | Y | N | L | L | M | H | L | L | L | L | H | ML1 | 11/1308 OAR/D KEEP PORTION FOR PERMITTEE ACCESS TO WINDMILL |
| 72 | Y | N | N | M | M | M-H | L | M-H | L | M | H | M-H | OA | Access for permittees, administration, cultural resource monitoring. Trailhead, private land. Mining. Accept potential impacts due to high values for the above. |

## SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS

| ROAD IDENTIFICATION | Does ROS allow MV use? | Route all on forest? | In roadless area? | Potential for use conflicts? | Potential for soil/ watershed impacts? | Potential for wildlife impacts? | Potential for vegetation impacts? | Potential for riparian impacts? | Potential for cultural resources impacts? | Known safety issues? | Recreation value? | Administrative value? | IDT Recommendation | INTERDISCIPINARY TEAM DICSUSSION NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72-3.45R-1 | Y | Y | N | | | | | | | | | | ML1 | AGFD High priority for hunting, recreation, dept. administrative use. Permittee access. 11/13/08 ADD OAR FOR REASONS ABOVE. |
| 72A | Y | Y | N | M | M | M-H | L | L | L | M | H | M-H | OA | Needed for private land access. Lots rec use. Circla cleanup. OA |
| 72A-6.11R-1 | ? | Y | N | L | L | M | M | L | L | L | H | H | OA/D | High value for hunters, hunter camps. TAP says close but IDT recommends keep open to where it drops off ridge, about 0.43 mile. OA/D |
| 83-0.84L-1 | Y | Y | N | L | M | L | M | L | M | L | L | M | ML1 | 8/15/08 DISTRICT MTG - ML1. |
| 92 | | | | | | | | | | | | | OA/ML1 | RECOMMEND LAST 1.42 MILES ML1 DUE TO CONDITION AFTER FAGAN FIRE. |
| 92-7.69L-1 | Y | Y | N | L | L | L | L | L | H | M | L | | D | 8/15/09 - DISTRICT SAID DECOMMISSION. |
| 144 | Y | Y | N | L | M | L-M | L | M | L | M | M-H | H | N/C | High recreation use, hunters, rock hounds, permittee |

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| 162 | Y | Y | N | L | H | | H | M | L | L | H | M | OAR | Provides access to unauthorized routes and for ground disturbing activities. Close road at gate east of the corral to prevent resource damage. Minerals - no forseeable impact on currently authorized mineral interests. OAR LAST 0.4 MILES. |
| 163-5.34L-1 | | | | | | | | | | | | | ML1 | 8/15/08 DISTRICT SAID ML1. 0.26 mi. 11/13/08 DECOMMISSION REMAINDER. |
| 165-0.03R-1 (165) | | | | | L | | | L | | | | | D | Reroute of Greaterville road. NEPA done. Add to system. 165. |
| 165-0.03R-2 | | | | | L | | | L | | | | | D | Original recommendation might have been connected to reroute but it was not used so IDT recommends closed. 10/2/08 DECOMMISSION. |
| 165-2.73L-1 | | | | | L | | | L | | | | | OAR | Recommend keeping for access to forest products. Permit only. Don't add to system. OAR |

## SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS

| ROAD IDENTIFICATION | Does ROS allow MV use? | Route all on forest? | In roadless area? | Potential for use conflicts? | Potential for soil/ watershed impacts? | Potential for wildlife impacts? | Potential for vegetation impacts? | Potential for riparian impacts? | Potential for cultural resources impacts? | Known safety issues? | Recreation value? | Administrative value? | IDT Recommendation | INTERDISCIPINARY TEAM DICSUSSION NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 184-6.69R-1 | | | | | M | | | L | | | | | OAR/D | Access to private land. Powerline in road. Put under easement. OA/R 8/15/8 - GOES TO PVT. DECOMMISSION AFTER PRIVATE LAND. |
| 184-6.69R-2 | | | | | M | | | L | | | | | OAR | Access to private land. Powerline in road. Put under easement. |
| 231 | Y | Y | N | H | M | M | M | M | L | M-H | H | H | N/C | Important access for private land, recreation, admin. May need to be relocated if mine is approved. |
| 231-0.41R1 | | | | | | | | | | | | | OA | OHV OFF-LOADING AREA. |
| 781 spurs | | | | | | | | | | | | | OA | DESIGNATED DISPERSED CAMPING: SITES 1-11. GIVE ROAD NUMBER TO ALL THAT DO NOT QUALIFY AS PULLOUTS. |
| 785 | | | | | | | | | | | | | OA/ML1 | ML1 LAST 0.92 MILE DUE TO ROAD MAINT ISSUES AFTER FAGAN FIRE. DON'T NEED ADMIN ACCESS? |
| 4032 | Y | Y | N | L | M | | L | L | M | L | M | L | D | Redundant. Parallels 231. |
| 4037 | Y | N | N | L | M | M | M | L-M | L | M | M-H | M | N/C | Hunters, range improvements, permittee use. |

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| 4040A | | | | | | | | | | | | | D | 8/15/08 RECOMMEND DECOMMISSION TO REDUCE ROAD DENSITY. |
| 4043 | | | | | M | | | M | | | | | OAR/D | DECOM 0.3 mi. EAST END - ADD 62-3.35L-1 AND RENAME 4043. OAR. PERMITTEE USE. |
| 4044 | Y | Y | N | N | H | L | L | M | M | L | L | L | D | Road closed. Correct in INFRA. Can't get to it. DECOMMISSION. |
| 4045 | | | | | | | | | | | | | OAR | Admin only. OAR. |
| 4046 | | Y | N | L | M | L | L | Y | M | M | L | L | OAR | Dead end. Inactive mine. Infra say's private. (NOT ALL PVT). |
| 4048 | Y | Y | N | L | L | L | L | L | L | L | L | L | OA | Need to keep because we may need it for access if Rosemont is developed. Have to go through private land to get to it so it is of low value now. Leave it the way it is. |
| 4050 | | | | | L-M | | | L-M | | | | | OA | DR says this should stay open although road is closed on north end (private land). Don't want to prevent access to area |

## SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS

| ROAD IDENTIFICATION | Does ROS allow MV use? | Route all on forest? | In roadless area? | Potential for use conflicts? | Potential for soil/ watershed impacts? | Potential for wildlife impacts? | Potential for vegetation impacts? | Potential for riparian impacts? | Potential for cultural resources impacts? | Known safety issues? | Recreation value? | Administrative value? | IDT Recommendation | INTERDISCIPINARY TEAM DICSUSSION NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4050-2.44L-1 | Y | N | N | L | M-H | L | L | L | L | M | M-H | M-H | OA | Well used route. High value for hunting and recreation. IDT recommends adding to system. OA. |
| 4051A | Y | Y | N | L | L | L | L | M | L | M | M | M | OAR | Currently open on ground. Administravite/permitee use only. Don't make public. Not in INFRA. ADD OA/R. |
| 4053 | Y | Y | N | L | M-H | L | L | L | L | M | M-H | M-H | OA | Crosses private land. |
| 4060 | | | | | | | | | | | | | OA/D | Recommend closing north part that goes through private. Locked gate. |
| 4060-1.01R-1 | | | | | | | | | | | | | OA | 8/15/09 CHANGED NUMBER OA |
| 4060-1.01R-2 | | | | | | | | | | | | | OA | 8/15/08 CHANGED NUMBER OA |
| 4060-1.01R-3 | | | | | | | | | | | | | D | TAP - OHV trail. IDT says loops available without these roads. (DR - agree) 8/15/08 CHANGED NUMBER DECOM |
| 4063 | Y | Y | N | N | M | L | L | L | H | L | L | L | OAR | PIPELINE IN ROAD IS CAUSING EROSION IN CULTURAL SITE. DISCOURAGE USE. OA/R |

## SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS

| ROAD IDENTIFICATION | Does ROS allow MV use? | Route all on forest? | In roadless area? | Potential for use conflicts? | Potential for soil/ watershed impacts? | Potential for wildlife impacts? | Potential for vegetation impacts? | Potential for riparian impacts? | Potential for cultural resources impacts? | Known safety issues? | Recreation value? | Administrative value? | IDT Recommendation | INTERDISCIPINARY TEAM DICSUSSION NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4065-0.50L-1 | | | | | M | | | L | | | | | D | Dead end on east side of Hwy 83. Likely site for arch site. IDT recommends close. |
| 4066 | | | | | | | | | | | | | D | Mostly on private. Exclusive access. DECOMMISSION. |
| 4068-.97R-1 | | | | | | | | | | | | | OAR | IDT recommends closing. Don't need for OHV loop. Loop can be made on authorized roads. Arch sites in area. Dispersed campsites in bottom. OA/R PERMMITTEE. |
| 4068-.97R-2 | | | | | | | | | | | | | D | DECOMMISSION |
| 4068-.98R-1 | | | | | | | | | | | | | OAR | Keep for permittee access to range improvements. Put in permit. Comes off 162 road. OA/R. |
| 4068-0.98R-2 | | | | | | | | | | | | | D | TAP - OHV trail. ID Team says loops available without these roads. (DR - agree) DECOMMISSION |
| 4070 | | | | | | | | | | | | | OAR/D | DECOM - USE 62-3.42R-2 (RENAME 4043) |
| 4072 | Y | Y | N | Y | H | M | H | M | L | L | H | M-H | OAR | Need for permittee and administrative access. Recommend leaving this closed to public but open for permittee and admin. |

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| | | | | | | | | | | | | | | **OAR** |
| 4072-O.48L-1 | | | | | | | | | | | | | ML1 | 11/13/08 OAR FOR PERMITTEE ACCESS TO WINDMILL |
| 4072A | | | | | | | | | | | | | OAR | Access to private land. Give easement if landowner ever needs it. Nobody using it now. ALL ON PRIVATE, RECOMMEND EASEMENT. |
| 4074 | | | | | | | | | | | | | TRAIL | Already closed at beginning of bike trail. Goes to wilderness. Recommend convert to trail. 1.2 mi. |
| 4074-#12 | | | | | | | | | | | | | OA | Dispersed site access. Add OA |
| 4082 | Y | Y | N | L | M | | L | M-H | L | M | M-H | M-H | N/C | Rec, hunting, fire |
| 4084 A | Y | Y | N | L | L | L | L | L | M | L | M | M | N/C | GOES TO DIRT TANK. Need for access for tank cleaning. Risks of keeping low. Recommend OA - open. |
| 4085-1.95L-1 | Y | Y | N | L | L | L | M | M | H | L | M | L | OA | Rock House. Mine claim. OA |

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| 4088 | Y | Y | N | L | M | L | M | L | L | L | H | H | N/C | Accept potential impacts because high value for recreation, administrative access. Public access off Hwy 82 is limited. |
| 4088-3.68L-1 | Y | Y | N | L | M | M | M | L | L | L | M | M | OA | Also known as 4859. This road is better than 4859. On OHV map. IDT recommends keeping this instead of 4859. |
| 4090 | | y | N | L | M | H | L | L | L | L | L | L | OA | Recommend closing. Old salt road. Permittee does not use. DECOMMISSION |
| 4092 | | | | | | | | | | | | | D | Starts and ends on private land. DECOMMISSION FOREST PART. |
| 4097 | | Y | N | L | L | L | L | L | L | M | L | L | D | Recommended open in TAP but this group recommends closed. Most of road impassible now. DECOMMISSION |
| 4100 | Y | N | N | L | M | M | L | M | L | H | M | M-H | N/C | Value for range to access planned improvements. Recreation, scenic value. Hunter access. Goes to private land. Rich riparian area. Lots of ATV use. Recommend keeping it open. |

| SANTA RITA EMA TRAVEL MANAGEMENT ID TEAM DISCUSSION, RECOMMENDATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROAD IDENTIFICATION** | **Does ROS allow MV use?** | **Route all on forest?** | **In roadless area?** | **Potential for use conflicts?** | **Potential for soil/ watershed impacts?** | **Potential for wildlife impacts?** | **Potential for vegetation impacts?** | **Potential for riparian impacts?** | **Potential for cultural resources impacts?** | **Known safety issues?** | **Recreation value?** | **Administrative value?** | **IDT Recommendation** | **INTERDISCIPINARY TEAM DICSUSSION NOTES** |
| 4107 | | | | | | | | | | | | | D/NM TRAIL | DECOMMISSION LAST 0.7 MILE TO FOREST BOUNDARY. TAKE PRIVATE PART OFF SYSTEM. CONVERT TO NON-MOTORIZED TRAIL |
| 4859 | | | | | | | | | | | | | D | Recommend use 4088-3.68L-1 instead. Better road. |
| 4860 | Y | Y | N | N | M | | L | L | L | L | L | L | N/C | Recreation, hunter access. |
| 4881 | | | | | | | | | | | | | N/C | INFRA - D. Not in use. Not needed. |
| 8001 | | | | | | | | | | | | | D | Goes through private. No need for it. Not used. DECOMMISSION. |
| 8002 | Y | Y | N | L | M-H | L | | L | L | M | L | L | D | ML2 IN INFRA. IDT recommends close. Rough, very difficult road. ONLY ACCESSED BY 165-1.0L1. DECOMMISSION |
| Link Trail | | | | | | | | | | | | | OHV Trail | Need to have this in Infra as a motorized trail. Currently exists and is valuable link between 92 and 785. |

# APPENDIX E – FSM 7700

# APPENDIX F – FOREST TRANSPORTATION ATLAS