ATTACHMENT B-5
ROAD CLASSIFICATION GUIDE AND ACCESS CONTROL PLAN

Boardman to Hemingway Transmission Line Project

Road Classification Guide and Access Control Plan

Prepared By

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June 2017

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ACRONYMS AND ABBREVIATIONS

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

1.0 INTRODUCTION

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

1.1 Plan Purpose

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

1.2 Regulatory Framework

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

- *Physical Improvements* – IPC's construction contractor will need to improve some local roads to accommodate oversize truck deliveries. This work will involve improvements to road segments, intersections, and bridges, as needed. Any responsibility for IPC or IPC's construction contractors to rehabilitate or reconstruct roadways and structures during and after use will be stipulated in road-use permits or similar documents;

- *Construction Permits and Property Agreements* – The construction contractor will obtain encroachment permits or similar legal agreements from the public agencies responsible for affected roadways and other applicable rights-of-way. IPC will require its construction contractor(s) to ensure that all suppliers of Project equipment and materials obtain applicable oversize and overweight permits and comply with all permit requirements. Timber harvest during right-of-way (ROW) clearing in forested areas will comply with all Oregon Department of Forestry or USFS standards and policies; and

- *Road Standards and Maintenance* – For new access roads, the design of higher-standard roads will conform to the most current edition of the American Association of State Highway and Transportation Officials' Guidelines for Geometric Design of Very Low-Volume Local Roads, for Access Roads with an Anticipated Average Daily Traffic of Less than 400 Vehicles. Roads will meet USFS and BLM standards for roads that will be added to federal jurisdiction. Existing USFS and BLM roads that cannot be used in their

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

1.2.1 Federal

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

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

1.2.2 State

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

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

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

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

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

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

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

- *OAR 345-021-0010(1)(b)(B)* – provides that Exhibit B to an ASC must include a "description of major components, structures, and systems of each related or supporting facility". This Plan describes each road segment (supporting facility) within the Site Boundary in terms of the road classifications defined in Section 2.

- *OAR 345-021-0010(1)(c)(B)* – provides that Exhibit C must include a "description of the location of the…proposed site of each related or supporting facility and areas of temporary disturbance, including the total land area (in acres) within the proposed site boundary, the total area of permanent disturbance, and the total area of temporary disturbance." This Plan includes: a description of the methods applied to determine if a road segment is included in the site boundary; a detailed set of maps showing the location of each road segment; and a description of each road segment in terms of width, length, and total area within temporary and permanent disturbances.

- *OAR 345-021-0010(1)(p)(F)* – provides that Exhibit P must include a "description of the nature, extent, and duration of potential adverse impacts on the habit…" and (G) a "description of any measures proposed by the application to avoid, reduce or mitigate the potential adverse impacts described in (F) in accordance with the ODFW mitigation goals described in OAR 635-415-0025." Application of the methods in this Plan creates a road disturbance dataset that provides information regarding the nature, extent, and duration of road impacts as well as identifies which roads are included in indirect impact calculations. In addition, the Plan includes proposed locations of access control structures. The Plan defines each road segments' disturbance acreages that inform the impact analysis in multiple exhibits and ultimately are used in development of mitigation. This Plan, along with information provided in Exhibits P1, P2, P3, and Q, provides the Council with adequate information to determine that the Project meets the Fish and Wildlife Habitat Standard (OAR 345-022-0060). The standard requires the Project be consistent with ODFW's fish and wildlife habitat mitigation goals and standards (OAR 635-415-0025).

- *OAR 635-140-0025* – Mitigation Hierarchy of Impacts in Sage-grouse Core, Low Density, and General Habitats. This rule reads "Adverse impacts in sage-grouse core, low density, and general habitat from development actions must be mitigated by the developer for both direct and indirect adverse impacts to sage-grouse and their habitats. When ascertaining direct and indirect adverse impacts from development actions, the Department will use the most current and best available science related to sage-grouse biology and habitat conservation, including the March 20, 2012 *Mitigation Framework for Sage-Grouse Habitats*. Mitigation is comprised, in hierarchal order, of avoidance, minimization, and compensatory mitigation." This Plan defines the amount of direct impacts associated with the Project's road segments and identifies which road segments will be included in the indirect impact analysis in sage-grouse habitat per ODFW guidance.

1.2.3 County and Other Agencies

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

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

2.0 ACCESS ROAD CLASSIFICATION

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

2.1 Definitions

The following definitions and figures are provided for clarification:

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

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

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

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

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

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

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

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

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

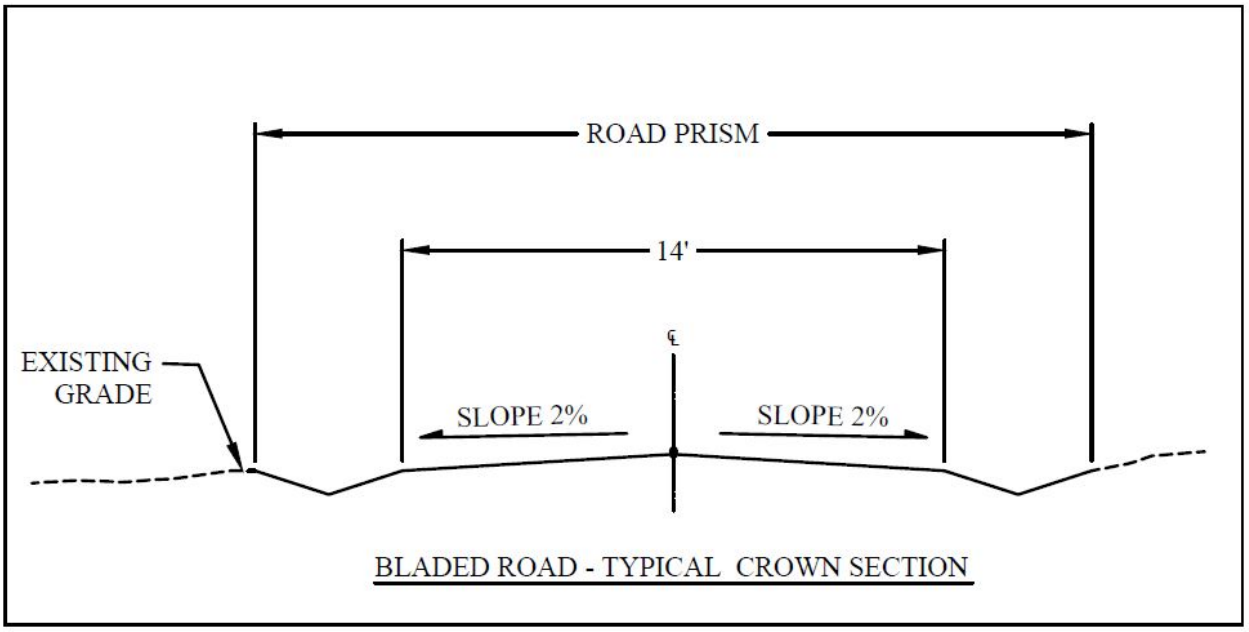

Figure 1. Road Prism Typical Crown Section

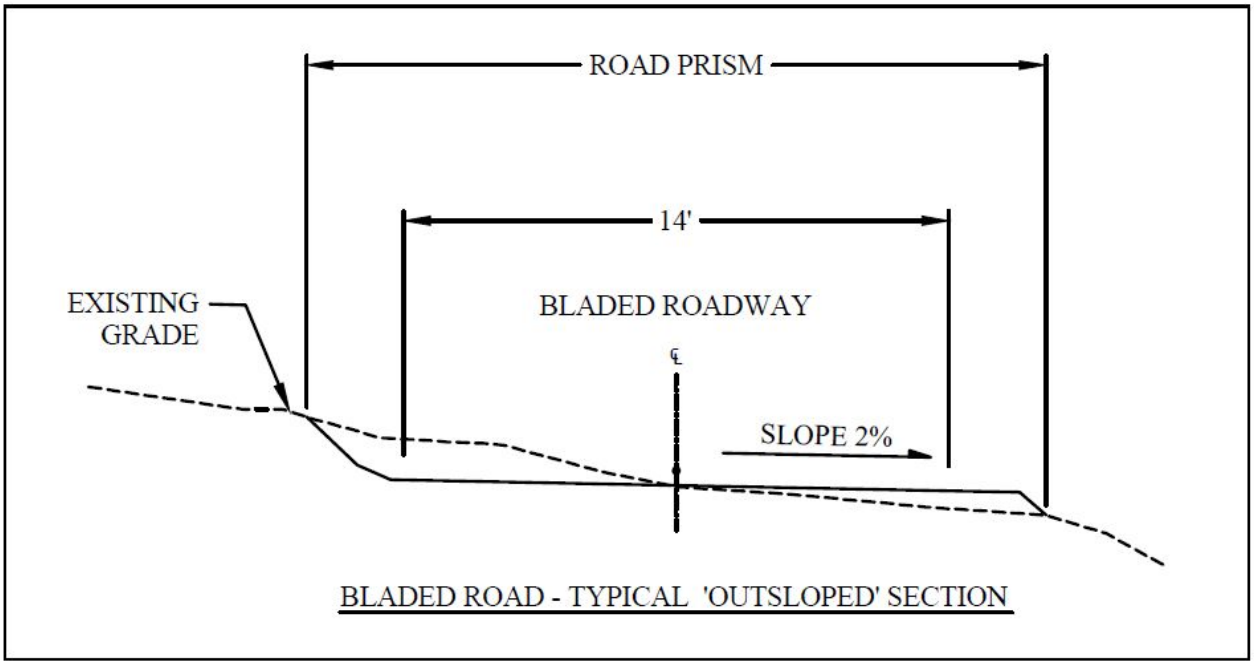

Figure 2. Road Prism Typical Outsloped Section

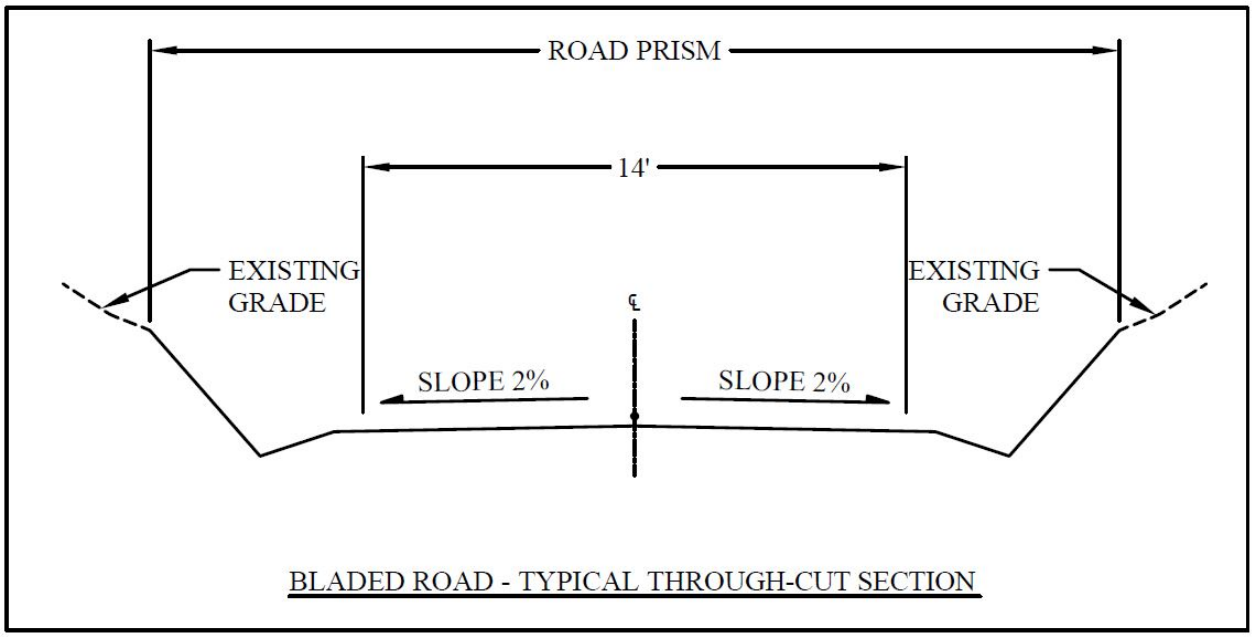

Figure 3. Road Prism Typical Through-Cut Section

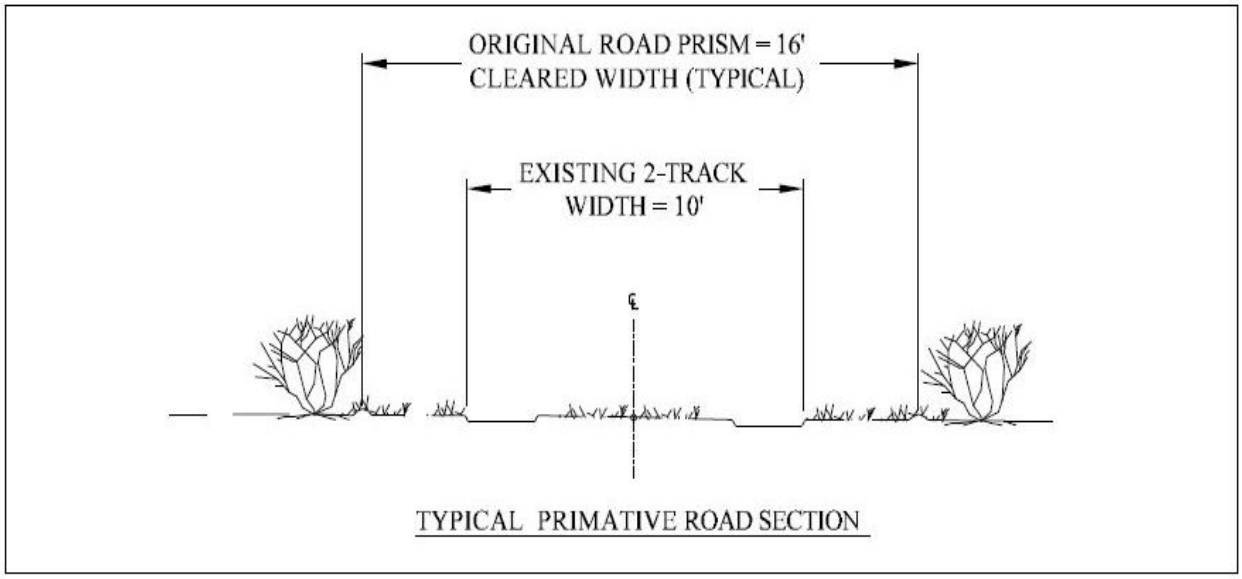

Figure 4. Road Prism Typical Primitive Road Section

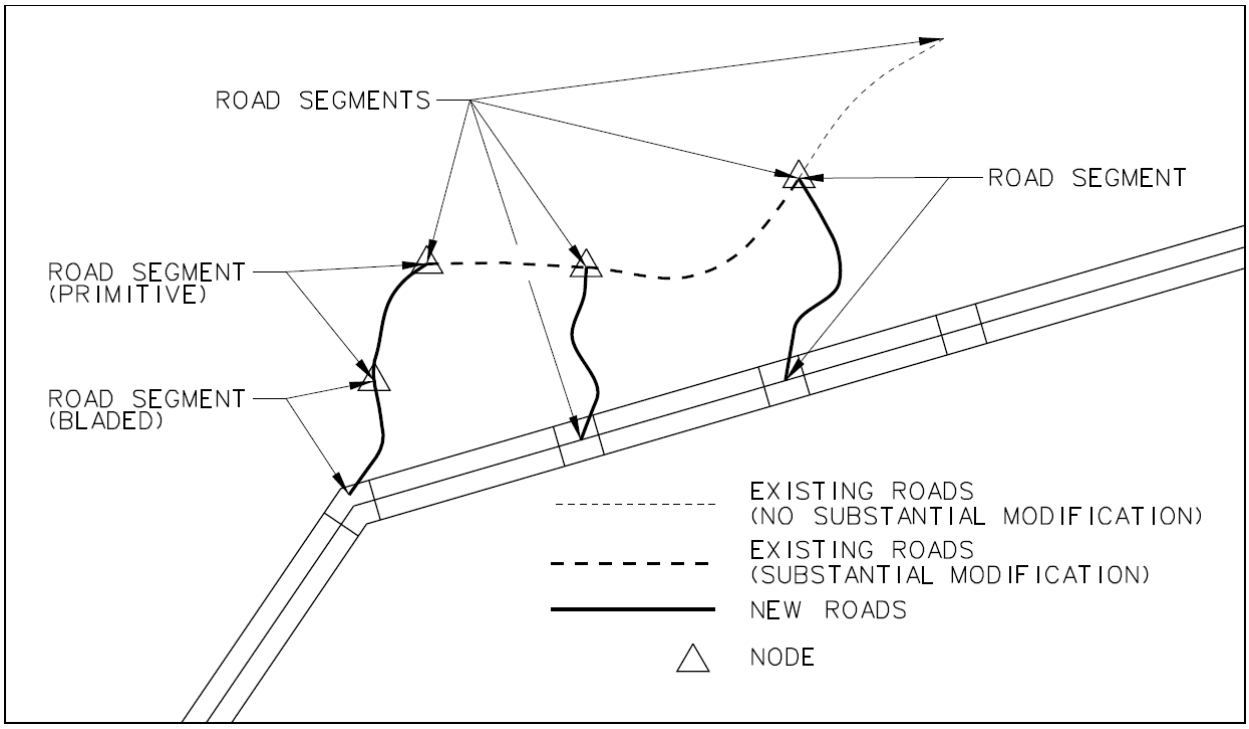

Figure 5. Road Segment Diagram

2.2 Access Road Classification Methodology

2.2.1 Identifying Road Segments

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

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

2.2.2 Classifying Road Segments

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

Table 1. Summary of Access Road Classifications

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

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

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

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

2.2.2.1 New Roads

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

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

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

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

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

2.2.2.2 Existing Roads – Substantial Modification

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

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

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

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

2.2.2.3 Existing Roads – No Substantial Modification.

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

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

2.3 Access Control

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

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

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

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



Figure 6. Typical Gate

3.0 ACCESS ROAD DIRECT IMPACT CALCULATIONS AND INDIRECT IMPACT DESIGNATION

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

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

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

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

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

Table 2. Access Road GIS Attributes

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

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

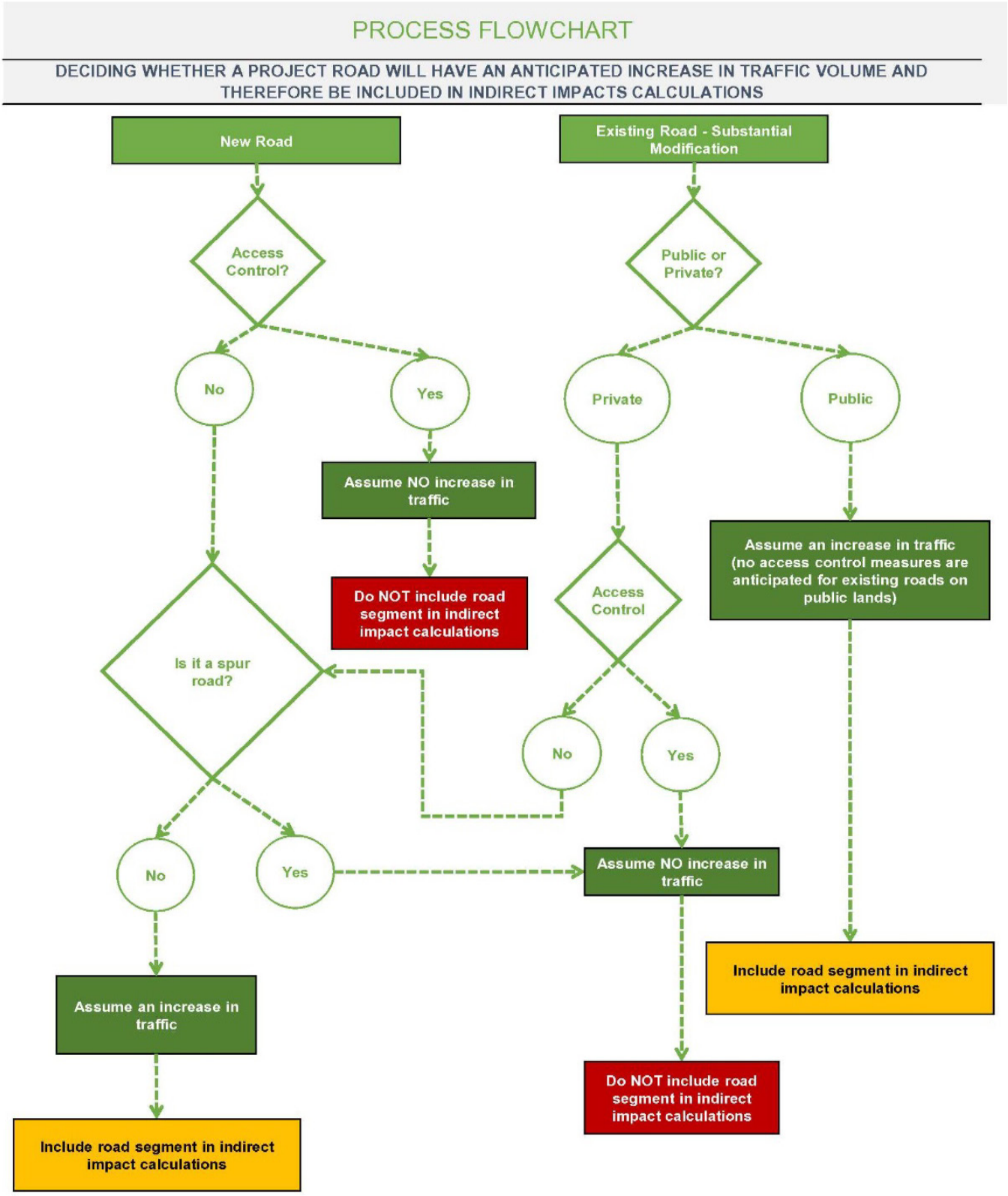

Figure 7. Indirect Impact Flowchart

3.1 Example of Road Segments

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

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

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

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

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

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

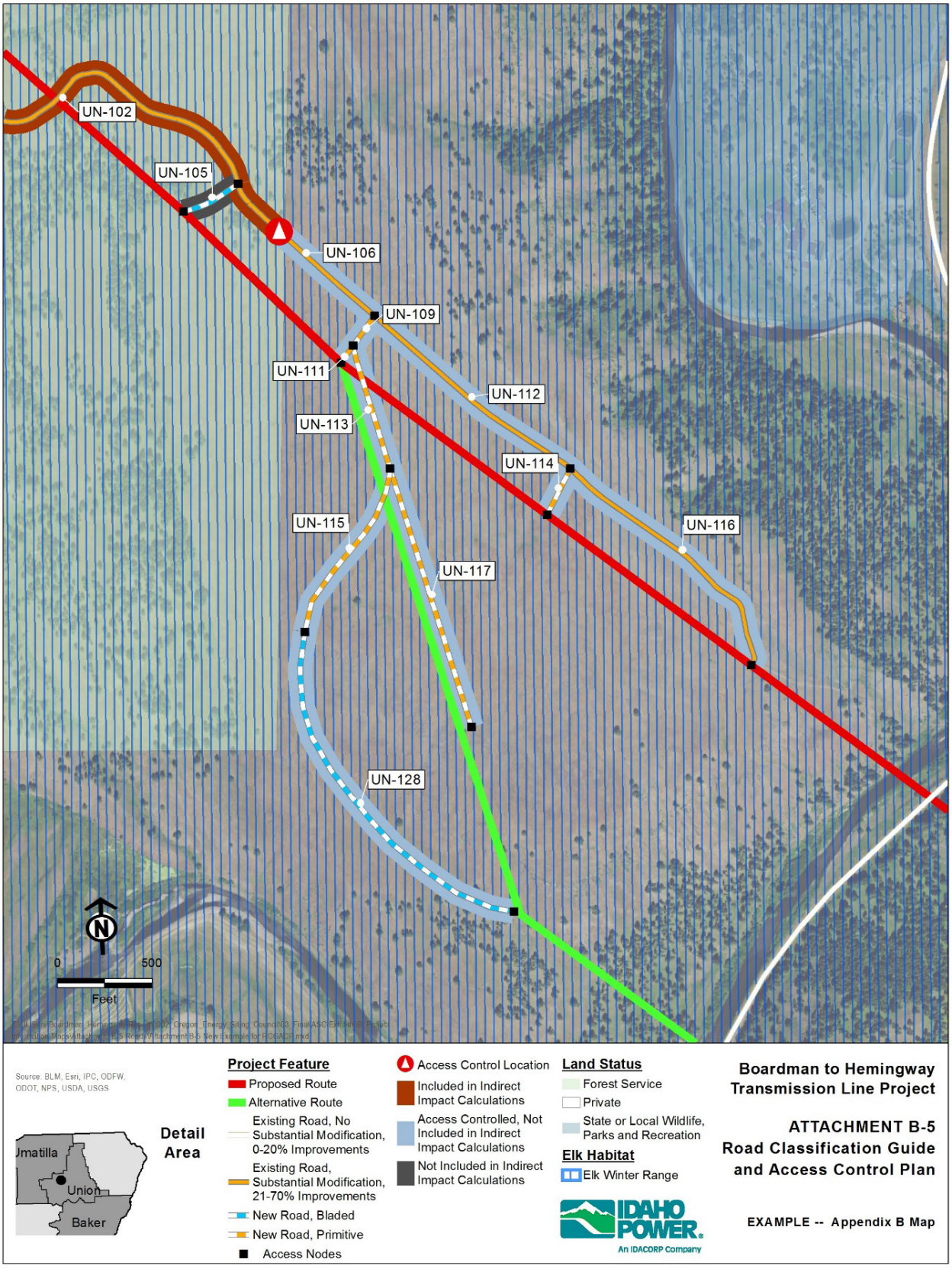

Figure 8. Road Segment Example

Table 3. Attribute Table for Road Segment Example

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

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

4.0 ACCESS ROAD SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX A
ACCESS ROAD SEGMENTS ATTRIBUTE TABLE

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MO-001	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2725.95	0	0	0	0	0	NA	NA	No	No	No	No
MO-002	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	107.35	0	0	0	0	0	NA	NA	No	No	No	No
MO-003	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4792.97	0	0	0	0	0	NA	NA	No	No	No	No
MO-004	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	159.03	0	0	0	0	0	NA	NA	No	No	No	No
MO-005	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	558.56	0	0	0	0	0	NA	NA	No	No	No	No
MO-006	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	984.41	0	0	0	0	0	NA	NA	No	No	No	No
MO-007	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	223.60	0	0	0	0	0	NA	NA	No	No	No	No
MO-008	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1061.04	0	0	0	0	0	NA	NA	No	No	No	No
MO-009	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	559.16	0	0	0	0	0	NA	NA	No	No	No	No
MO-010	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	180.95	0	0	0	0	0	NA	NA	No	No	No	No
MO-011	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	229.66	0	0	0	0	0	NA	NA	No	No	No	No
MO-012	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1939.15	0	0	0	0	0	NA	NA	No	No	No	No
MO-013	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	506.73	0	0	0	0	0	NA	NA	No	No	No	No
MO-014	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10146.95	0	0	0	0	0	NA	NA	No	No	No	No
MO-015	1	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1093.09	0	0	0	0	0	NA	NA	No	No	No	No
MO-016	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	570.95	0	0	0	0	0	NA	NA	No	No	No	No
MO-017	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	287.52	16	10	0.106	0.066	0.040	NA	NA	No	No	No	No
MO-018	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	512.63	0	0	0	0	0	NA	NA	No	No	No	No
MO-019	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1522.41	0	0	0	0	0	NA	NA	No	No	No	No
MO-020	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	239.50	0	0	0	0	0	NA	NA	No	No	No	No
MO-021	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	361.30	16	10	0.133	0.083	0.050	NA	NA	No	No	No	No
MO-022	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	694.96	0	0	0	0	0	NA	NA	No	No	No	No
MO-023	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	622.51	0	0	0	0	0	NA	NA	No	No	No	No
MO-024	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1267.39	0	0	0	0	0	NA	NA	No	No	No	No
MO-025	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	562.27	0	0	0	0	0	NA	NA	No	No	No	No
MO-026	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	27.86	0	0	0	0	0	NA	NA	No	No	No	No
MO-027	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	25.90	0	0	0	0	0	NA	NA	No	No	No	No
MO-028	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	587.06	0	0	0	0	0	NA	NA	No	No	No	No
MO-029	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	53.44	0	0	0	0	0	NA	NA	No	No	No	No
MO-030	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1568.75	16	10	0.576	0.360	0.216	NA	NA	No	No	No	No
MO-031	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	930.28	0	0	0	0	0	NA	NA	No	No	No	No
MO-032	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	326.03	16	10	0.120	0.075	0.045	NA	NA	No	No	No	No
MO-033	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4570.55	0	0	0	0	0	NA	NA	No	No	No	No
MO-034	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	68.82	16	10	0.025	0.016	0.009	NA	NA	No	No	No	No
MO-035	2	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	928.81	16	10	0.341	0.213	0.128	NA	NA	No	No	No	No
MO-036	2	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1226.09	0	0	0	0	0	NA	NA	No	No	No	No
MO-037	3	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	184.85	16	10	0.068	0.042	0.025	NA	NA	No	No	No	No
MO-038	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	111.08	0	0	0	0	0	NA	NA	No	No	No	No
MO-039	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1189.72	0	0	0	0	0	NA	NA	No	No	No	No
MO-040	3	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	561.17	16	10	0.206	0.129	0.077	NA	NA	No	No	No	No
MO-041	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	874.95	0	0	0	0	0	NA	NA	No	No	No	No
MO-042	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	51.81	0	0	0	0	0	NA	NA	No	No	No	No
MO-043	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	31.81	0	0	0	0	0	NA	NA	No	No	No	No
MO-044	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	396.61	0	0	0	0	0	NA	NA	No	No	No	No
MO-045	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1333.23	0	0	0	0	0	NA	NA	No	No	No	No
MO-046	3	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	997.00	16	10	0.366	0.229	0.137	NA	NA	No	No	No	No
MO-047	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	73.41	0	0	0	0	0	NA	NA	No	No	No	No
MO-048	3	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	50.98	0	0	0	0	0	NA	NA	No	No	No	No
MO-050	5	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	9552.34	16	14	2.456	2.149	0.307	NA	NA	No	No	No	No
MO-051	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	9539.33	0	0	0	0	0	NA	NA	No	No	No	No
MO-053	5	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	18943.29	0	0	0	0	0	NA	NA	No	No	No	No
MO-054	5	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	57.57	16	14	0.015	0.013	0.002	NA	NA	No	No	No	No
MO-055	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	7152.79	16	14	1.839	1.609	0.230	NA	NA	No	No	No	No
MO-056	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	7152.59	0	0	0	0	0	NA	NA	No	No	No	No
MO-057	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	58.81	16	14	0.015	0.013	0.002	NA	NA	No	No	No	No
MO-058	6	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	2252.45	16	14	0.579	0.507	0.072	NA	NA	No	No	No	No
MO-059	6	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	2251.71	0	0	0	0	0	NA	NA	No	No	No	No
MO-060A	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	67.98	0	0	0	0	0	NA	NA	No	No	No	No
MO-060B	7	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	39.19	0	0	0	0	0	NA	NA	No	No	No	No
MO-061	7	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	2457.79	16	14	0.632	0.553	0.079	NA	NA	No	No	No	No
MO-062	8	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	18174.59	0	0	0	0	0	NA	NA	No	No	No	No
MO-063	8	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	21938.69	0	0	0	0	0	NA	NA	No	No	No	No
MO-064	8	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	19484.15	16	10	7.157	4.473	2.684	NA	NA	No	No	No	No
MO-065	9	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	66.04	16	10	0.024	0.015	0.009	NA	NA	No	No	No	No
MO-067	9	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	912.61	0	0	0	0	0	NA	NA	No	No	No	No
MO-068	9	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	879.36	16	10	0.323	0.202	0.121	NA	NA	No	No	No	No
MO-069	9	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	77.52	16	10	0.028	0.018	0.011	NA	NA	No	No	No	No
MO-070	9	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	55.57	16	14	0.014	0.013	0.002	NA	NA	No	No	No	No
MO-071	9	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	83.97	16	14	0.022	0.019	0.003	NA	NA	No	No	No	No
MO-072	9	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	811.03	0	0	0	0	0	NA	NA	No	No	No	No
MO-074	9	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	2319.08	16	10	0.852	0.532	0.319	NA	NA	No	No	No	No
MO-075	9	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	95.18	16	10	0.035	0.022	0.013	NA	NA	No	No	No	No
MO-076	9	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	933.44	0	0	0	0	0	NA	NA	No	No	No	No
MO-079	9	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	73.94	16	10	0.027	0.017	0.010	NA	NA	No	No	No	No
MO-080	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	753.73	0	0	0	0	0	NA	NA	No	No	No	No
MO-082	10	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	267.52	16	14	0.069	0.060	0.009	NA	NA	No	No	No	No
MO-083	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	54.41	16	10	0.020	0.012	0.007	NA	NA	No	No	No	No
MO-084	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	727.94	0	0	0	0	0	NA	NA	No	No	No	No
MO-086	10	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	52.33	16	10	0.019	0.012	0.007	NA	NA	No	No	No	No
MO-087	10	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	54.37	16	14	0.014	0.012	0.002	NA	NA	No	No	No	No
MO-088	10	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	677.66	16	14	0.174	0.152	0.022	NA	NA	No	No	No	No
MO-089	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	1410.66	0	0	0	0	0	NA	NA	No	No	No	No
MO-091	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	48.69	16	10	0.018	0.011	0.007	NA	NA	No	No	No	No
MO-092	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	582.11	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
MO-094	10	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	772.18	16	10	0.284	0.177	0.106	NA	NA	No	No	No	No
MO-095	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	59.24	16	10	0.022	0.014	0.008	NA	NA	No	No	No	No
MO-096	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	655.73	0	0	0	0	0	NA	NA	No	No	No	No
MO-098	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	498.30	0	0	0	0	0	NA	NA	No	No	No	No
MO-098	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	498.30	0	0	0	0	0	NA	NA	No	No	No	No
MO-098	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	34.45	0	0	0	0	0	NA	NA	No	No	No	No
MO-098	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	34.45	0	0	0	0	0	NA	NA	No	No	No	No
MO-100	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	123.57	0	0	0	0	0	NA	NA	No	No	No	No
MO-102	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	340.28	0	0	0	0	0	NA	NA	No	No	No	No
MO-104	10	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	59.92	16	14	0.015	0.013	0.002	NA	NA	No	No	No	No
MO-105	10	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	94.71	16	10	0.035	0.022	0.013	NA	NA	No	No	No	No
MO-106	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	2649.14	0	0	0	0	0	NA	NA	No	No	No	No
MO-108	10	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	741.15	16	14	0.191	0.167	0.024	NA	NA	No	No	No	No
MO-109	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	47.66	16	10	0.018	0.011	0.007	NA	NA	No	No	No	No
MO-110	10	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	4064.19	16	10	1.493	0.933	0.560	NA	NA	No	No	No	No
MO-111	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	687.71	0	0	0	0	0	NA	NA	No	No	No	No
MO-113	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	52.48	16	10	0.019	0.012	0.007	NA	NA	No	No	No	No
MO-114	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	675.37	0	0	0	0	0	NA	NA	No	No	No	No
MO-116	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	57.87	16	10	0.021	0.013	0.008	NA	NA	No	No	No	No
MO-117	10	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	940.81	16	10	0.346	0.216	0.130	NA	NA	No	No	No	No
MO-118	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	680.17	0	0	0	0	0	NA	NA	No	No	No	No
MO-120	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	70.11	16	10	0.026	0.016	0.010	NA	NA	No	No	No	No
MO-121	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	84.36	0	0	0	0	0	NA	NA	No	No	No	No
MO-123	10	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	673.21	0	0	0	0	0	NA	NA	No	No	No	No
MO-123	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	127.25	0	0	0	0	0	NA	NA	No	No	No	No
MO-123	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	127.25	0	0	0	0	0	NA	NA	No	No	No	No
MO-126	10	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	545.96	0	0	0	0	0	NA	NA	No	No	No	No
MO-126	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	545.96	0	0	0	0	0	NA	NA	No	No	No	No
MO-129	10	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	243.04	16	14	0.062	0.055	0.008	NA	NA	No	No	No	No
MO-130	10	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	185.21	16	14	0.048	0.042	0.006	NA	NA	No	No	No	No
MO-131	10	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	716.68	0	0	0	0	0	NA	NA	No	No	No	No
MO-133	10	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	1294.62	16	10	0.476	0.297	0.178	NA	NA	No	No	No	No
MO-133	10	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	1294.62	16	10	0.476	0.297	0.178	NA	NA	No	No	No	No
MO-135	10	West of Bombing Range Road Alternative 2	New Road, Primitive	DOD	NA	NA	1.0	63.69	16	10	0.023	0.015	0.009	NA	NA	No	No	No	No
MO-136	10	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	3557.40	16	14	0.915	0.800	0.114	NA	NA	No	No	No	No
MO-137	10	Proposed Route	New Road, Primitive	DOD	NA	NA	1.0	541.43	16	10	0.199	0.124	0.075	NA	NA	No	No	No	No
MO-138	11	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4781.96	0	0	0	0	0	NA	NA	No	No	No	No
MO-140	11	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	1310.42	16	10	0.481	0.301	0.180	NA	NA	No	No	No	No
MO-140	11	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	1310.42	16	10	0.481	0.301	0.180	NA	NA	No	No	No	No
MO-142	11	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	1126.64	16	14	0.290	0.253	0.036	NA	NA	No	No	No	No
MO-143	11	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	649.02	16	14	0.167	0.146	0.021	NA	NA	No	No	No	No
MO-143	11	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	649.02	16	14	0.167	0.146	0.021	NA	NA	No	No	No	No
MO-145	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	85.51	0	0	0	0	0	NA	NA	No	No	No	No
MO-146	11	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1042.88	16	14	0.268	0.235	0.034	NA	NA	No	No	No	No
MO-146	11	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1042.88	16	14	0.268	0.235	0.034	NA	NA	No	No	No	No
MO-148	11	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2105.96	16	14	0.541	0.474	0.068	NA	NA	No	No	No	No
MO-148	11	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2105.96	16	14	0.541	0.474	0.068	NA	NA	No	No	No	No
MO-150	11	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	DOD	NA	NA	0.7	1250.57	16	14	0.322	0.281	0.040	NA	NA	No	No	No	No
MO-151	11	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	790.45	16	10	0.290	0.181	0.109	NA	NA	No	No	No	No
MO-151	11	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	790.45	16	10	0.290	0.181	0.109	NA	NA	No	No	No	No
MO-153	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	15713.74	0	0	0	0	0	NA	NA	No	No	No	No
MO-154	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	6803.34	0	0	0	0	0	NA	NA	No	No	No	No
MO-155	11	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	3344.67	16	10	1.229	0.768	0.461	NA	NA	No	No	No	No
MO-155	11	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	3344.67	16	10	1.229	0.768	0.461	NA	NA	No	No	No	No
MO-157	11	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	DOD	NA	NA	0.0	5799.57	0	0	0	0	0	NA	NA	No	No	No	No
MO-158	11	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	917.32	0	0	0	0	0	NA	NA	No	No	No	No
MO-158	11	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	917.32	0	0	0	0	0	NA	NA	No	No	No	No
MO-160	11	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	851.71	0	0	0	0	0	NA	NA	No	No	No	No
MO-160	11	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	851.71	0	0	0	0	0	NA	NA	No	No	No	No
MO-162	12	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	153.88	16	10	0.057	0.035	0.021	NA	NA	No	No	No	No
MO-162	12	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	153.88	16	10	0.057	0.035	0.021	NA	NA	No	No	No	No
MO-164	12	West of Bombing Range Road Alternative 1	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	269.39	16	14	0.069	0.061	0.009	NA	NA	No	No	No	No
MO-164	12	West of Bombing Range Road Alternative 2	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	269.39	16	14	0.069	0.061	0.009	NA	NA	No	No	No	No
MO-166	12	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	825.29	0	0	0	0	0	NA	NA	No	No	No	No
MO-166	12	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	825.29	0	0	0	0	0	NA	NA	No	No	No	No
MO-170	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	732.80	0	0	0	0	0	NA	NA	No	No	No	No
MO-170A	12	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	287.07	0	0	0	0	0	NA	NA	No	No	No	No
MO-170A	12	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	287.07	0	0	0	0	0	NA	NA	No	No	No	No
MO-170B	12	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.48	0	0	0	0	0	NA	NA	No	No	No	No
MO-170B	12	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.48	0	0	0	0	0	NA	NA	No	No	No	No
MO-171	12	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	64.49	16	10	0.024	0.015	0.009	NA	NA	No	No	No	No
MO-171	12	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	64.49	16	10	0.024	0.015	0.009	NA	NA	No	No	No	No
MO-173	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	775.90	0	0	0	0	0	NA	NA	No	No	No	No
MO-174	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.56	0	0	0	0	0	NA	NA	No	No	No	No
MO-174	12	West of Bombing Range Road Alternative 1	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.56	0	0	0	0	0	NA	NA	No	No	No	No
MO-174	12	West of Bombing Range Road Alternative 2	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	440.56	0	0	0	0	0	NA	NA	No	No	No	No
MO-175	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	292.87	16	10	0.108	0.067	0.040	NA	NA	No	No	No	No
MO-175	12	West of Bombing Range Road Alternative 1	New Road, Primitive	PV	NA	NA	1.0	292.87	16	10	0.108	0.067	0.040	NA	NA	No	No	No	No
MO-175	12	West of Bombing Range Road Alternative 2	New Road, Primitive	PV	NA	NA	1.0	292.87	16	10	0.108	0.067	0.040	NA	NA	No	No	No	No
MO-178	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2211.94	0	0	0	0	0	NA	NA	No	No	No	No
MO-179	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	133.18	16	10	0.049	0.031	0.018	NA	NA	No	No	No	No
MO-180	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	106.69	0	0	0	0	0	NA	NA	No	No	No	No
MO-181	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	573.79	0	0	0	0	0	NA	NA	No	No	No	No
MO-182	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1686.03	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MO-183	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2213.00	0	0	0	0	0	NA	NA	No	No	No	No
MO-184	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1255.82	0	0	0	0	0	NA	NA	No	No	No	No
MO-185	12	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	556.90	16	10	0.205	0.128	0.077	NA	NA	No	No	No	No
MO-186	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	178.63	0	0	0	0	0	NA	NA	No	No	No	No
MO-187	12	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	328.57	16	14	0.084	0.074	0.011	NA	NA	No	No	No	No
MO-188	12	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3776.25	0	0	0	0	0	NA	NA	No	No	No	No
MO-189	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	119.21	16	10	0.044	0.027	0.016	NA	NA	No	No	No	No
MO-190	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1543.80	16	14	0.397	0.347	0.050	NA	NA	No	No	No	No
MO-191	13	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	927.63	0	0	0	0	0	NA	NA	No	No	No	No
MO-192	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2261.20	16	14	0.581	0.509	0.073	NA	NA	No	No	No	No
MO-193	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1736.03	16	14	0.446	0.391	0.056	NA	NA	No	No	No	No
MO-194	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	100.09	16	10	0.037	0.023	0.014	NA	NA	No	No	No	No
MO-195	13	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	58.50	16	14	0.015	0.013	0.002	NA	NA	No	No	No	No
MO-196	13	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4468.94	16	10	1.641	1.026	0.616	NA	NA	No	No	No	No
MO-197	13	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	902.96	0	0	0	0	0	NA	NA	No	No	No	No
MO-198	13	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	768.52	0	0	0	0	0	NA	NA	No	No	No	No
MO-199	14	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	9179.66	16	10	3.372	2.107	1.264	NA	NA	No	No	No	No
MO-200	15	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	367.30	0	0	0	0	0	NA	NA	No	No	No	No
MO-201	15	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	468.40	0	0	0	0	0	NA	NA	No	No	No	No
MO-202	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1271.72	0	0	0	0	0	NA	NA	No	No	No	No
MO-203	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2958.52	16	10	1.087	0.679	0.408	NA	NA	No	No	No	No
MO-204	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	556.35	16	10	0.204	0.128	0.077	NA	NA	No	No	No	No
MO-205	17	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	6517.02	16	14	1.676	1.466	0.209	NA	NA	No	No	No	No
MO-206	16	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	957.35	16	14	0.246	0.215	0.031	NA	NA	No	No	No	No
MO-207	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	451.07	16	10	0.166	0.104	0.062	NA	NA	No	No	No	No
MO-208	19	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1252.85	0	0	0	0	0	NA	NA	No	No	No	No
MO-209	16	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1504.82	16	14	0.387	0.339	0.048	NA	NA	No	No	No	No
MO-210	16	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	279.20	0	0	0	0	0	NA	NA	No	No	No	No
MO-211	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	139.65	16	10	0.051	0.032	0.019	NA	NA	No	No	No	No
MO-212	16	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	26.27	0	0	0	0	0	NA	NA	No	No	No	No
MO-213	16	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	107.00	16	14	0.028	0.024	0.003	NA	NA	No	No	No	No
MO-214	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	179.85	16	10	0.066	0.041	0.025	NA	NA	No	No	No	No
MO-215	16	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7615.95	16	10	2.797	1.748	1.049	NA	NA	No	No	No	No
MO-216	16	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1316.94	16	14	0.339	0.296	0.042	NA	NA	No	No	No	No
MO-217	16	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	206.90	0	0	0	0	0	NA	NA	No	No	No	No
MO-218	16	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1428.27	16	14	0.367	0.321	0.046	NA	NA	No	No	No	No
MO-219	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	285.13	0	0	0	0	0	NA	NA	No	No	No	No
MO-220	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2677.10	16	14	0.688	0.602	0.086	NA	NA	No	No	No	No
MO-221	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	247.34	0	0	0	0	0	NA	NA	No	No	No	No
MO-222	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3791.58	16	10	1.393	0.870	0.522	NA	NA	No	No	No	No
MO-223	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	157.64	0	0	0	0	0	NA	NA	No	No	No	No
MO-224	17	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	291.73	16	14	0.075	0.066	0.009	NA	NA	No	No	No	No
MO-225	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	391.67	0	0	0	0	0	NA	NA	No	No	No	No
MO-226	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1897.84	16	10	0.697	0.436	0.261	NA	NA	No	No	No	No
MO-227	17	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	381.55	0	0	0	0	0	NA	NA	No	No	No	No
MO-228	17	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5677.01	16	10	2.085	1.303	0.782	NA	NA	No	No	No	No
MO-229	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	5369.22	16	14	1.381	1.208	0.173	NA	NA	No	No	No	No
MO-230	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	12889.41	16	10	4.734	2.959	1.775	NA	NA	No	No	No	No
MO-231	18	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	148.74	0	0	0	0	0	NA	NA	No	No	No	No
MO-232	18	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	354.32	16	10	0.130	0.081	0.049	NA	NA	No	No	No	No
MO-233	18	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	160.24	0	0	0	0	0	NA	NA	No	No	No	No
MO-234	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2742.69	16	10	1.007	0.630	0.378	NA	NA	No	No	No	No
MO-235	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	910.45	16	10	0.334	0.209	0.125	NA	NA	No	No	No	No
MO-236	19	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8004.93	0	0	0	0	0	NA	NA	No	No	No	No
MO-237	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1124.73	16	10	0.413	0.258	0.155	NA	NA	No	No	No	No
MO-238	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1408.33	16	10	0.517	0.323	0.194	NA	NA	No	No	No	No
MO-239	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1177.38	16	14	0.303	0.265	0.038	NA	NA	No	No	No	No
MO-240	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3279.58	16	10	1.205	0.753	0.452	NA	NA	No	No	No	No
MO-241	19	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2083.11	30	14	1.435	0.670	0.765	NA	NA	No	No	No	No
MO-242	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	195.93	16	10	0.072	0.045	0.027	NA	NA	No	No	No	No
MO-243	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1100.34	16	14	0.283	0.248	0.035	NA	NA	No	No	No	No
MO-244	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	95.65	16	10	0.035	0.022	0.013	NA	NA	No	No	No	No
MO-245	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1220.70	16	14	0.314	0.275	0.039	NA	NA	No	No	No	No
MO-246	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	108.13	16	10	0.040	0.025	0.015	NA	NA	No	No	No	No
MO-247	19	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1413.32	16	14	0.363	0.318	0.045	NA	NA	No	No	No	No
MO-248	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2108.72	16	14	0.542	0.474	0.068	NA	NA	No	No	No	No
MO-249	19	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	249.04	0	0	0	0	0	NA	NA	No	No	No	No
MO-250	19	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	332.53	16	10	0.122	0.076	0.046	NA	NA	No	No	No	No
MO-251	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2605.15	16	14	0.670	0.586	0.084	NA	NA	No	No	No	No
MO-252	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1132.76	16	10	0.416	0.260	0.156	NA	NA	No	No	No	No
MO-253	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1110.50	16	14	0.286	0.250	0.036	NA	NA	No	No	No	No
MO-254	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	573.39	16	14	0.147	0.129	0.018	NA	NA	No	No	No	No
MO-255	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	143.26	16	10	0.053	0.033	0.020	NA	NA	No	No	No	No
MO-256	21	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	8013.69	16	14	2.060	1.803	0.258	NA	NA	No	No	No	No
MO-257	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4490.96	16	10	1.650	1.031	0.619	NA	NA	No	No	No	No
MO-258	21	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1956.90	16	14	0.503	0.440	0.063	NA	NA	No	No	No	No
MO-259	21	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	969.83	16	14	0.249	0.218	0.031	NA	NA	No	No	No	No
MO-260	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2301.83	16	10	0.845	0.528	0.317	NA	NA	No	No	No	No
MO-261	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	648.35	16	10	0.238	0.149	0.089	NA	NA	No	No	No	No
MO-262	21	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2595.16	16	14	0.667	0.584	0.083	NA	NA	No	No	No	No
MO-263	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2222.71	16	10	0.816	0.510	0.306	NA	NA	No	No	No	No
MO-264	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	701.85	16	14	0.180	0.158	0.023	NA	NA	No	No	No	No
MO-265	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	455.75	16	10	0.167	0.105	0.063	NA	NA	No	No	No	No
MO-266	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1270.38	16	14	0.327	0.286	0.041	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
MO-267	20	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1770.50	16	14	0.455	0.398	0.057	NA	NA	No	No	No	No
MO-268	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	779.09	16	10	0.286	0.179	0.107	NA	NA	No	No	No	No
MO-269	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	277.51	16	10	0.102	0.064	0.038	NA	NA	No	No	No	No
MO-270	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	184.91	16	10	0.068	0.042	0.025	NA	NA	No	No	No	No
MO-271	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	209.07	16	10	0.077	0.048	0.029	NA	NA	No	No	No	No
MO-272	21	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1607.91	16	10	0.591	0.369	0.221	NA	NA	No	No	No	No
MO-273	20	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2239.34	16	10	0.823	0.514	0.308	NA	NA	No	No	No	No
MO-274	21	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2507.12	16	14	0.645	0.564	0.081	NA	NA	No	No	No	No
MO-275	21	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	356.14	35	14	0.286	0.114	0.172	NA	NA	No	No	No	No
MO-276	21	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4070.91	0	0	0	0	0	NA	NA	No	No	No	No
MO-277	21	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	117.75	0	0	0	0	0	NA	NA	No	No	No	No
MO-278	21	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	6047.91	30	14	4.165	1.944	2.221	NA	NA	No	No	No	No
MO-279	22	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	421.70	16	10	0.155	0.097	0.058	NA	NA	No	No	No	No
MO-280	22	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	384.68	30	14	0.265	0.124	0.141	NA	NA	No	No	No	No
MO-281	22	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1357.78	16	10	0.499	0.312	0.187	NA	NA	No	No	No	No
MO-282	22	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1697.48	30	14	1.169	0.546	0.623	NA	NA	No	No	No	No
MO-283	22	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1338.55	30	14	0.922	0.430	0.492	NA	NA	No	No	No	No
MO-284	22	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1460.75	16	10	0.537	0.335	0.201	NA	NA	No	No	No	No
MO-285	22	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	843.42	35	14	0.678	0.271	0.407	NA	NA	No	No	No	No
MO-286	22	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1088.03	16	10	0.400	0.250	0.150	NA	NA	No	No	No	No
MO-287	22	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	342.36	35	14	0.275	0.110	0.165	NA	NA	No	No	No	No
MO-288	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7250.94	16	10	2.663	1.665	0.999	NA	NA	No	No	No	No
MO-289	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	227.55	16	10	0.084	0.052	0.031	NA	NA	No	No	No	No
MO-290	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1922.37	16	10	0.706	0.441	0.265	NA	NA	No	No	No	No
MO-291	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	424.61	16	10	0.156	0.097	0.058	NA	NA	No	No	No	No
MO-292	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	867.97	16	10	0.319	0.199	0.120	NA	NA	No	No	No	No
MO-293	24	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	204.59	16	10	0.075	0.047	0.028	NA	NA	No	No	No	No
MO-294	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4944.41	16	10	1.816	1.135	0.681	NA	NA	No	No	No	No
MO-295	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	114.43	16	10	0.042	0.026	0.016	NA	NA	No	No	No	No
MO-296	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3558.46	16	10	1.307	0.817	0.490	NA	NA	No	No	No	No
MO-297	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	231.22	16	10	0.085	0.053	0.032	NA	NA	No	No	No	No
MO-298	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1272.41	16	10	0.467	0.292	0.175	NA	NA	No	No	No	No
MO-299	25	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	384.02	16	10	0.141	0.088	0.053	NA	NA	No	No	No	No
MO-300	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1280.83	16	10	0.470	0.294	0.176	NA	NA	No	No	No	No
MO-301	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	360.09	16	10	0.132	0.083	0.050	NA	NA	No	No	No	No
MO-302	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1084.74	16	10	0.398	0.249	0.149	NA	NA	No	No	No	No
MO-303	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	339.82	16	10	0.125	0.078	0.047	NA	NA	No	No	No	No
MO-304	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1175.25	16	10	0.432	0.270	0.162	NA	NA	No	No	No	No
MO-305	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	345.62	16	10	0.127	0.079	0.048	NA	NA	No	No	No	No
MO-306	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4828.04	16	10	1.773	1.108	0.665	NA	NA	No	No	No	No
MO-307	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	713.00	16	10	0.262	0.164	0.098	NA	NA	No	No	No	No
MO-308	26	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	663.54	35	14	0.533	0.213	0.320	NA	NA	No	No	No	No
MO-309	26	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1441.35	16	10	0.529	0.331	0.199	NA	NA	No	No	No	No
MO-310	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1379.90	16	10	0.507	0.317	0.190	NA	NA	No	No	No	No
MO-311	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	475.01	16	10	0.174	0.109	0.065	NA	NA	No	No	No	No
MO-312	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	744.04	16	10	0.273	0.171	0.102	NA	NA	No	No	No	No
MO-313	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	618.95	16	10	0.227	0.142	0.085	NA	NA	No	No	No	No
MO-314	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	979.81	16	10	0.360	0.225	0.135	NA	NA	No	No	No	No
MO-315	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1235.48	16	10	0.454	0.284	0.170	NA	NA	No	No	No	No
MO-316	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2999.98	16	10	1.102	0.689	0.413	NA	NA	No	No	No	No
MO-317	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	67.63	16	10	0.025	0.016	0.009	NA	NA	No	No	No	No
MO-318	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	748.11	16	10	0.275	0.172	0.103	NA	NA	No	No	No	No
MO-319	27	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3583.03	30	14	2.468	1.152	1.316	NA	NA	No	No	No	No
MO-320	27	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	953.67	35	14	0.766	0.307	0.460	NA	NA	No	No	No	No
MO-321	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	931.64	16	10	0.342	0.214	0.128	NA	NA	No	No	No	No
MO-322	27	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	519.89	16	10	0.191	0.119	0.072	NA	NA	No	No	No	No
MO-323	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	220.31	16	10	0.081	0.051	0.030	NA	NA	No	No	No	No
MO-324	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	337.36	16	10	0.124	0.077	0.046	NA	NA	No	No	No	No
MO-325	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	260.06	16	10	0.096	0.060	0.036	NA	NA	No	No	No	No
MO-326	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1126.49	16	10	0.414	0.259	0.155	NA	NA	No	No	No	No
MO-327	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	550.40	16	10	0.202	0.126	0.076	NA	NA	No	No	No	No
MO-328	28	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1264.48	35	14	1.016	0.406	0.610	NA	NA	No	No	No	No
MO-329	28	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1346.86	35	14	1.082	0.433	0.649	NA	NA	No	No	No	No
MO-330	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3362.64	16	10	1.235	0.772	0.463	NA	NA	No	No	No	No
MO-331	28	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1427.91	16	14	0.367	0.321	0.046	NA	NA	No	No	No	No
MO-332	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	72.16	16	10	0.027	0.017	0.010	NA	NA	No	No	No	No
MO-333	28	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5144.02	16	10	1.889	1.181	0.709	NA	NA	No	No	No	No
MO-334	28	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	18274.83	30	14	12.586	5.873	6.713	NA	NA	No	No	No	No
MO-335	31	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1494.00	35	14	1.200	0.480	0.720	NA	NA	No	No	No	No
MO-336	28	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3264.33	30	14	2.248	1.049	1.199	NA	NA	No	No	No	No
MO-337	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1387.32	16	10	0.510	0.318	0.191	NA	NA	No	No	No	No
MO-338	28	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2309.20	30	14	1.590	0.742	0.848	NA	NA	No	No	No	No
MO-339	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	262.88	16	10	0.097	0.060	0.036	NA	NA	No	No	No	No
MO-340	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1864.73	16	10	0.685	0.428	0.257	NA	NA	No	No	No	No
MO-341	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	238.89	16	10	0.088	0.055	0.033	NA	NA	No	No	No	No
MO-342	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	878.00	0	0	0	0	0	NA	NA	No	No	No	No
MO-343	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3591.32	16	10	1.319	0.824	0.495	NA	NA	No	No	No	No
MO-344	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	733.03	0	0	0	0	0	NA	NA	No	No	No	No
MO-345	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1700.35	30	14	1.171	0.546	0.625	NA	NA	No	No	No	No
MO-345	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1193.90	30	14	0.822	0.384	0.439	NA	NA	No	No	No	No
MO-346	31	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	415.66	30	14	0.286	0.134	0.153	NA	NA	No	No	No	No
MO-347	29	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	279.23	0	0	0	0	0	NA	NA	No	No	No	No
MO-348	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1151.56	16	10	0.423	0.264	0.159	NA	NA	No	No	No	No
MO-349	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1256.27	16	10	0.461	0.288	0.173	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
MO-350	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1269.64	16	10	0.466	0.291	0.175	NA	NA	No	No	No	No
MO-351	29	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	191.90	0	0	0	0	0	NA	NA	No	No	No	No
MO-352	31	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	390.21	30	14	0.269	0.125	0.143	NA	NA	No	No	No	No
MO-353	31	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3231.94	16	10	1.187	0.742	0.445	NA	NA	No	No	No	No
MO-354	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1100.11	16	10	0.404	0.253	0.152	NA	NA	No	No	No	No
MO-354	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	409.54	16	10	0.150	0.094	0.056	NA	NA	No	No	No	No
MO-355	32	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3197.15	30	14	2.202	1.028	1.174	NA	NA	No	No	No	No
MO-356	32	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3402.73	30	14	2.343	1.094	1.250	NA	NA	No	No	No	No
MO-357	29	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	14623.49	16	14	3.760	3.290	0.470	NA	NA	No	No	No	No
MO-358	32	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4988.84	30	14	3.436	1.603	1.832	NA	NA	No	No	No	No
MO-359	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1140.88	16	10	0.419	0.262	0.157	NA	NA	No	No	No	No
MO-360	32	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	7250.90	16	10	2.663	1.665	0.999	NA	NA	No	No	No	No
MO-361	32	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	7147.16	16	14	1.838	1.608	0.230	NA	NA	No	No	No	No
MO-362	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	350.27	0	0	0	0	0	NA	NA	No	No	No	No
MO-363	30	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	233.68	0	0	0	0	0	NA	NA	No	No	No	No
MO-364	33	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4044.55	30	14	2.786	1.300	1.486	NA	NA	No	No	No	No
MO-365	33	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1035.36	0	0	0	0	0	NA	NA	No	No	No	No
MO-366	33	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2715.49	0	0	0	0	0	NA	NA	No	No	No	No
MO-367	33	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1465.90	0	0	0	0	0	NA	NA	No	No	No	No
UM-001	4	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	483.63	0	0	0	0	0	NA	NA	No	No	No	No
UM-002	23	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	716.16	0	0	0	0	0	NA	NA	No	No	No	No
UM-003	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	16579.43	0	0	0	0	0	NA	NA	No	No	No	No
UM-004	52	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	24481.50	0	0	0	0	0	NA	NA	No	No	No	No
UM-005	52	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	842.69	0	0	0	0	0	NA	NA	No	No	No	No
UM-006	52	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6801.46	0	0	0	0	0	NA	NA	No	No	No	No
UM-007	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3980.24	0	0	0	0	0	NA	NA	No	No	No	No
UM-008	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3867.70	16	14	0.994	0.870	0.124	No	No	Yes	No	No	Yes
UM-009	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	26.08	0	0	0	0	0	NA	NA	No	No	No	No
UM-010	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	630.25	0	0	0	0	0	NA	NA	No	No	No	No
UM-011	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1510.68	16	14	0.388	0.340	0.049	No	No	Yes	No	No	Yes
UM-012	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	753.22	16	14	0.194	0.169	0.024	No	No	Yes	No	No	Yes
UM-013	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1858.82	16	14	0.478	0.418	0.060	No	No	Yes	No	No	Yes
UM-014	51	Proposed Route	New Road, Primitive	PV	Other	UM-028	1.0	508.30	16	10	0.187	0.117	0.070	Yes	No	Yes	No	No	Yes
UM-015	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	658.20	0	0	0	0	0	NA	NA	No	No	No	No
UM-016	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-028	0.7	2877.50	16	14	0.740	0.647	0.092	No	No	Yes	No	No	Yes
UM-017	51	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	368.75	16	10	0.135	0.085	0.051	Yes	No	Yes	No	No	Yes
UM-018	51	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	310.98	16	10	0.114	0.071	0.043	Yes	No	Yes	No	No	Yes
UM-019	51	Proposed Route	New Road, Primitive	PV	Other	UM-008	1.0	129.47	16	10	0.048	0.030	0.018	Yes	No	Yes	No	No	Yes
UM-020	51	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-008	1.0	127.50	30	14	0.088	0.041	0.047	No	No	Yes	No	No	Yes
UM-021	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2373.25	0	0	0	0	0	NA	NA	No	No	No	No
UM-022	51	Proposed Route	New Road, Bladed	PV	Other	UM-008	1.0	2079.94	35	14	1.671	0.668	1.003	No	No	Yes	No	No	Yes
UM-023	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	1174.79	16	14	0.302	0.264	0.038	No	No	Yes	No	No	Yes
UM-024	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9051.42	0	0	0	0	0	NA	NA	No	No	No	No
UM-025	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5101.15	0	0	0	0	0	NA	NA	No	No	No	No
UM-026	51	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-008	0.7	268.78	16	14	0.069	0.060	0.009	No	No	Yes	No	No	Yes
UM-027	51	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-008	1.0	138.58	30	14	0.095	0.045	0.051	No	No	Yes	No	No	Yes
UM-028	50	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	287.52	35	14	0.231	0.092	0.139	No	No	Yes	No	No	Yes
UM-029	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	258.32	0	0	0	0	0	NA	NA	No	No	No	No
UM-030	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1085.28	0	0	0	0	0	NA	NA	No	No	No	No
UM-031	51	Proposed Route	New Road, Bladed	PV	Other	UM-008	1.0	987.43	35	14	0.793	0.317	0.476	Yes	No	Yes	No	No	Yes
UM-032	51	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3686.27	0	0	0	0	0	NA	NA	No	No	No	No
UM-033	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-028	0.7	1022.89	16	14	0.263	0.230	0.033	No	No	Yes	No	No	Yes
UM-034	50	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1387.86	0	0	0	0	0	NA	NA	No	No	No	No
UM-035	50	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	892.93	16	10	0.328	0.205	0.123	Yes	No	Yes	No	No	Yes
UM-036	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1467.67	0	0	0	0	0	NA	NA	No	No	No	No
UM-037	51	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1055.04	35	14	0.848	0.339	0.509	No	No	Yes	No	No	Yes
UM-038	51	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	101.26	35	14	0.081	0.033	0.049	No	No	Yes	No	No	Yes
UM-039	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2005.38	16	14	0.516	0.451	0.064	No	No	Yes	No	No	Yes
UM-039	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2005.56	16	14	0.516	0.451	0.064	NA	NA	No	No	No	No
UM-040	53	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	3695.28	35	14	2.969	1.188	1.781	No	No	Yes	No	No	Yes
UM-041	50	Proposed Route	New Road, Primitive	PV	Other	UM-028	1.0	2397.91	16	10	0.881	0.550	0.330	No	No	Yes	No	No	Yes
UM-042	50	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	439.66	16	10	0.161	0.101	0.061	Yes	No	Yes	No	No	Yes
UM-043	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3765.90	0	0	0	0	0	NA	NA	No	No	No	No
UM-044	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-039	0.7	2333.59	16	14	0.600	0.525	0.075	No	No	Yes	No	No	Yes
UM-045	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	693.98	0	0	0	0	0	NA	NA	No	No	No	No
UM-046	53	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1842.37	35	14	1.480	0.592	0.888	No	No	Yes	No	No	Yes
UM-047	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	330.17	0	0	0	0	0	NA	NA	No	No	No	No
UM-048	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3695.77	0	0	0	0	0	NA	NA	No	No	No	No
UM-049	53	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	1058.06	16	14	0.272	0.238	0.034	No	No	Yes	No	No	Yes
UM-050	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1330.68	0	0	0	0	0	NA	NA	No	No	No	No
UM-051	53	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2818.35	0	0	0	0	0	NA	NA	No	No	No	No
UM-052	53	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	518.22	35	14	0.416	0.167	0.250	No	No	Yes	No	No	Yes
UM-053	50	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	153.15	16	10	0.056	0.035	0.021	Yes	No	Yes	No	No	Yes
UM-054	53	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	3352.28	16	14	0.862	0.754	0.108	No	No	Yes	No	No	Yes
UM-055	50	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-039	0.7	1568.66	16	14	0.403	0.353	0.050	No	No	Yes	No	No	Yes
UM-056	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	338.98	0	0	0	0	0	NA	NA	No	No	No	No
UM-057	53	Proposed Route	New Road, Primitive	PV	Other	UM-024	1.0	745.75	16	10	0.274	0.171	0.103	No	No	Yes	No	No	Yes
UM-058	43	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	888.27	0	0	0	0	0	NA	NA	No	No	No	No
UM-059	53	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	685.15	35	14	0.551	0.220	0.330	No	No	Yes	No	No	Yes
UM-060	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-024	0.7	301.99	16	14	0.078	0.068	0.010	No	No	Yes	No	No	Yes
UM-061	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8877.98	0	0	0	0	0	NA	NA	No	No	No	No
UM-062	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-024	1.0	989.49	30	14	0.681	0.318	0.363	No	No	Yes	No	No	Yes
UM-063	54	Proposed Route	New Road, Bladed	PV	Other	UM-024	1.0	1028.80	35	14	0.827	0.331	0.496	No	No	Yes	No	No	Yes
UM-064	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3706.29	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
UM-065	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-024	1.0	1106.14	30	14	0.762	0.356	0.406	No	No	Yes	No	No	Yes
UM-066	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	5014.94	16	14	1.289	1.128	0.161	No	Yes	Yes	Yes	No	Yes
UM-067	54	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	258.53	35	14	0.208	0.083	0.125	No	No	Yes	No	No	Yes
UM-067	54	Proposed Route	New Road, Bladed	PV	No	NA	1.0	186.71	35	14	0.150	0.060	0.090	No	Yes	Yes	Yes	No	Yes
UM-068	49	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	5513.19	16	10	2.025	1.266	0.759	No	No	Yes	No	No	Yes
UM-069	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	149.74	16	14	0.038	0.034	0.005	No	Yes	Yes	Yes	No	Yes
UM-070	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1224.57	16	14	0.315	0.276	0.039	No	Yes	Yes	Yes	No	Yes
UM-071	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	783.76	30	14	0.540	0.252	0.288	Yes	No	Yes	No	No	Yes
UM-072	54	Proposed Route	New Road, Primitive	PV	No	NA	1.0	133.10	16	10	0.049	0.031	0.018	Yes	No	Yes	No	No	Yes
UM-073	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	968.10	16	14	0.249	0.218	0.031	No	Yes	Yes	Yes	No	Yes
UM-074	54	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6244.33	16	14	1.606	1.405	0.201	No	Yes	Yes	Yes	No	Yes
UM-075	54	Proposed Route	New Road, Primitive	PV	No	NA	1.0	172.65	16	10	0.063	0.040	0.024	Yes	No	Yes	No	No	Yes
UM-076	49	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	139.19	16	10	0.051	0.032	0.019	Yes	No	Yes	No	No	Yes
UM-077	49	Proposed Route	New Road, Primitive	PV	Other	UM-039	1.0	1118.20	16	10	0.411	0.257	0.154	No	No	Yes	No	No	Yes
UM-078	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1898.00	0	0	0	0	0	NA	NA	No	No	No	No
UM-079	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6763.68	0	0	0	0	0	NA	NA	No	No	No	No
UM-080	54	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1514.95	0	0	0	0	0	NA	NA	No	No	No	No
UM-081	49	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2257.17	0	0	0	0	0	NA	NA	No	No	No	No
UM-082	54	Proposed Route	New Road, Bladed	PV	No	NA	1.0	662.65	35	14	0.532	0.213	0.319	Yes	No	Yes	No	No	Yes
UM-083	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	724.93	30	14	0.499	0.233	0.266	No	Yes	Yes	Yes	No	Yes
UM-084	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	2620.96	30	14	1.805	0.842	0.963	No	Yes	Yes	Yes	No	Yes
UM-085	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	455.43	30	14	0.314	0.146	0.167	No	Yes	Yes	Yes	No	Yes
UM-086	54	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	538.23	30	14	0.371	0.173	0.198	No	Yes	Yes	Yes	No	Yes
UM-087	48	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	370.16	0	0	0	0	0	NA	NA	No	No	No	No
UM-088	48	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UM-081	0.7	688.91	16	14	0.177	0.155	0.022	No	No	Yes	No	No	Yes
UM-089	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2559.52	0	0	0	0	0	NA	NA	No	No	No	No
UM-090	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	386.84	0	0	0	0	0	NA	NA	No	No	No	No
UM-091	55	Proposed Route	New Road, Bladed	PV	No	NA	1.0	2331.15	35	14	1.873	0.749	1.124	No	Yes	Yes	Yes	No	Yes
UM-092	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	7129.24	16	10	2.619	1.637	0.982	No	No	Yes	No	No	Yes
UM-093	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5091.82	0	0	0	0	0	NA	NA	No	No	No	No
UM-094	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	242.20	16	10	0.089	0.056	0.033	Yes	No	Yes	No	No	Yes
UM-095	40	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	444.04	0	0	0	0	0	NA	NA	No	No	No	No
UM-096	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1644.38	0	0	0	0	0	NA	NA	No	No	No	No
UM-097	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	2296.87	16	10	0.844	0.527	0.316	No	No	Yes	No	No	Yes
UM-098	44	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	28189.62	30	14	19.414	9.060	10.354	No	Yes	Yes	Yes	No	Yes
UM-099	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	199.67	16	10	0.073	0.046	0.028	Yes	No	Yes	No	No	Yes
UM-100	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	768.93	16	10	0.282	0.177	0.106	No	No	Yes	No	No	Yes
UM-101	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	559.84	16	10	0.206	0.129	0.077	Yes	No	Yes	No	No	Yes
UM-102	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	358.04	0	0	0	0	0	NA	NA	No	No	No	No
UM-103	55	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	119.21	30	14	0.082	0.038	0.044	Yes	No	Yes	No	No	Yes
UM-104	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	2116.68	16	10	0.777	0.486	0.292	No	No	Yes	No	No	Yes
UM-105	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1011.29	0	0	0	0	0	NA	NA	No	No	No	No
UM-106	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	1786.91	16	10	0.656	0.410	0.246	No	No	Yes	No	No	Yes
UM-107	55	Proposed Route	New Road, Primitive	PV	No	NA	1.0	135.02	16	10	0.050	0.031	0.019	Yes	No	Yes	No	No	Yes
UM-108	40	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4580.19	0	0	0	0	0	NA	NA	No	No	No	No
UM-109	48	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	135.32	16	10	0.050	0.031	0.019	Yes	No	Yes	No	No	Yes
UM-110	48	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	638.62	30	14	0.440	0.205	0.235	No	No	Yes	No	No	Yes
UM-111	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	770.08	0	0	0	0	0	NA	NA	No	No	No	No
UM-112	48	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1271.83	30	14	0.876	0.409	0.467	No	No	Yes	No	No	Yes
UM-113	48	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	2906.51	30	14	2.002	0.934	1.068	No	No	Yes	No	No	Yes
UM-114	55	Proposed Route	New Road, Primitive	PV	No	NA	1.0	176.25	16	10	0.065	0.040	0.024	Yes	No	Yes	No	No	Yes
UM-115	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	140.11	16	10	0.051	0.032	0.019	Yes	No	Yes	No	No	Yes
UM-116	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1087.30	30	14	0.749	0.349	0.399	No	No	Yes	No	No	Yes
UM-117	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	50.87	16	10	0.019	0.012	0.007	Yes	No	Yes	No	No	Yes
UM-118	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2725.68	0	0	0	0	0	NA	NA	No	No	No	No
UM-119	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1193.85	30	14	0.822	0.384	0.439	No	No	Yes	No	No	Yes
UM-120	55	Proposed Route	New Road, Bladed	PV	No	NA	1.0	232.40	35	14	0.187	0.075	0.112	Yes	No	Yes	No	No	Yes
UM-121	35	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	369.54	0	0	0	0	0	NA	NA	No	No	No	No
UM-122	55	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	474.60	0	0	0	0	0	NA	NA	No	No	No	No
UM-123	40	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	13143.00	16	14	3.379	2.957	0.422	NA	NA	No	No	No	No
UM-124	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	218.25	16	10	0.080	0.050	0.030	Yes	No	Yes	No	No	Yes
UM-125	35	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	306.09	0	0	0	0	0	NA	NA	No	No	No	No
UM-126	35	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2368.16	30	14	1.631	0.761	0.870	NA	NA	No	No	No	No
UM-127	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1176.55	30	14	0.810	0.378	0.432	No	No	Yes	No	No	Yes
UM-128	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	291.51	16	10	0.107	0.067	0.040	Yes	No	Yes	No	No	Yes
UM-129	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2256.21	0	0	0	0	0	NA	NA	No	No	No	No
UM-130	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1377.25	30	14	0.949	0.443	0.506	No	No	Yes	No	No	Yes
UM-131	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	237.42	16	14	0.061	0.053	0.008	Yes	No	Yes	No	No	Yes
UM-132	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	404.27	16	10	0.148	0.093	0.056	Yes	No	Yes	No	No	Yes
UM-133	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	632.60	16	10	0.232	0.145	0.087	No	No	Yes	No	No	Yes
UM-134	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	57.92	16	10	0.021	0.013	0.008	Yes	No	Yes	No	No	Yes
UM-135	47	Proposed Route	New Road, Primitive	PV	Other	UM-081	1.0	97.96	16	10	0.036	0.022	0.013	Yes	No	Yes	No	No	Yes
UM-136	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1886.68	30	14	1.299	0.606	0.693	No	No	Yes	No	No	Yes
UM-137	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	700.98	30	14	0.483	0.225	0.257	No	No	Yes	No	No	Yes
UM-138	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-081	1.0	1927.04	30	14	1.327	0.619	0.708	No	No	Yes	No	No	Yes
UM-139	40	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	7256.30	30	14	4.997	2.332	2.665	NA	NA	No	No	No	No
UM-140	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1664.10	0	0	0	0	0	NA	NA	No	No	No	No
UM-141	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	144.49	16	14	0.037	0.033	0.005	Yes	No	Yes	No	No	Yes
UM-144	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2938.81	16	10	1.079	0.675	0.405	NA	NA	No	No	No	No
UM-145	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	272.26	16	10	0.100	0.063	0.038	Yes	No	Yes	No	No	Yes
UM-146	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	5083.42	30	14	3.501	1.634	1.867	NA	NA	No	No	No	No
UM-147	34	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	563.86	35	14	0.453	0.181	0.272	NA	NA	No	No	No	No
UM-148	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	944.64	16	10	0.347	0.217	0.130	NA	NA	No	No	No	No
UM-150	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	1081.52	30	14	0.745	0.348	0.397	No	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
UM-151	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	888.29	30	14	0.612	0.285	0.326	No	No	Yes	No	No	Yes
UM-152	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	90.89	16	10	0.033	0.021	0.013	Yes	No	Yes	No	No	Yes
UM-153	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	1152.08	30	14	0.793	0.370	0.423	No	No	Yes	No	No	Yes
UM-154	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	108.05	16	10	0.040	0.025	0.015	Yes	No	Yes	No	No	Yes
UM-155	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	998.91	30	14	0.688	0.321	0.367	No	No	Yes	No	No	Yes
UM-156	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	103.53	16	10	0.038	0.024	0.014	Yes	No	Yes	No	No	Yes
UM-157	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	271.54	16	10	0.100	0.062	0.037	Yes	No	Yes	No	No	Yes
UM-158	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-174	1.0	2672.53	30	14	1.841	0.859	0.982	No	No	Yes	No	No	Yes
UM-159	47	Proposed Route	New Road, Primitive	PV	Other	UM-174	1.0	100.54	16	10	0.037	0.023	0.014	Yes	No	Yes	No	No	Yes
UM-160	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	507.63	16	10	0.186	0.117	0.070	NA	NA	No	No	No	No
UM-161	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1362.69	16	10	0.501	0.313	0.188	NA	NA	No	No	No	No
UM-163	34	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	828.89	35	14	0.666	0.266	0.400	NA	NA	No	No	No	No
UM-164	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3340.11	16	10	1.227	0.767	0.460	NA	NA	No	No	No	No
UM-165	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1504.13	16	10	0.552	0.345	0.207	NA	NA	No	No	No	No
UM-166	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2070.71	16	10	0.761	0.475	0.285	NA	NA	No	No	No	No
UM-167	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1670.17	16	10	0.613	0.383	0.230	NA	NA	No	No	No	No
UM-168	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	587.82	16	10	0.216	0.135	0.081	NA	NA	No	No	No	No
UM-169	39	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9969.70	0	0	0	0	0	NA	NA	No	No	No	No
UM-170	34	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1135.22	16	10	0.417	0.261	0.156	NA	NA	No	No	No	No
UM-171	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	666.81	16	10	0.245	0.153	0.092	NA	NA	No	No	No	No
UM-172	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	965.21	16	10	0.355	0.222	0.133	NA	NA	No	No	No	No
UM-173	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	486.69	16	10	0.179	0.112	0.067	NA	NA	No	No	No	No
UM-174	47	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	1716.18	30	14	1.182	0.552	0.630	No	No	Yes	No	No	Yes
UM-175	35	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	614.19	35	14	0.493	0.197	0.296	NA	NA	No	No	No	No
UM-176	47	Proposed Route	New Road, Primitive	PV	No	NA	1.0	146.42	16	10	0.054	0.034	0.020	Yes	No	Yes	No	No	Yes
UM-177	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	901.54	30	14	0.621	0.290	0.331	NA	NA	No	No	No	No
UM-178	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	218.14	16	10	0.080	0.050	0.030	NA	NA	No	No	No	No
UM-179	35	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	254.24	35	14	0.204	0.082	0.123	NA	NA	No	No	No	No
UM-180	36	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1249.45	0	0	0	0	0	NA	NA	No	No	No	No
UM-181	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	102.52	16	10	0.038	0.024	0.014	NA	NA	No	No	No	No
UM-182	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5775.62	16	10	2.121	1.326	0.796	NA	NA	No	No	No	No
UM-183	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5594.88	16	10	2.055	1.284	0.771	NA	NA	No	No	No	No
UM-184	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	834.71	16	14	0.215	0.188	0.027	NA	NA	No	No	No	No
UM-185	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1288.53	16	14	0.331	0.290	0.041	NA	NA	No	No	No	No
UM-186	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	80.17	16	10	0.029	0.018	0.011	NA	NA	No	No	No	No
UM-187	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1522.12	16	14	0.391	0.342	0.049	NA	NA	No	No	No	No
UM-188	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1377.66	16	14	0.354	0.310	0.044	NA	NA	No	No	No	No
UM-189	35	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1902.23	16	10	0.699	0.437	0.262	NA	NA	No	No	No	No
UM-190	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	706.05	16	14	0.182	0.159	0.023	NA	NA	No	No	No	No
UM-191	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	79.80	16	10	0.029	0.018	0.011	NA	NA	No	No	No	No
UM-192	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1701.80	16	14	0.438	0.383	0.055	NA	NA	No	No	No	No
UM-193	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	971.47	16	14	0.250	0.219	0.031	NA	NA	No	No	No	No
UM-194	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	107.75	16	10	0.040	0.025	0.015	NA	NA	No	No	No	No
UM-195	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	922.90	16	14	0.237	0.208	0.030	NA	NA	No	No	No	No
UM-196	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	174.88	16	10	0.064	0.040	0.024	NA	NA	No	No	No	No
UM-197	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1322.30	16	14	0.340	0.297	0.042	NA	NA	No	No	No	No
UM-198	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	211.12	16	10	0.078	0.048	0.029	NA	NA	No	No	No	No
UM-199	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1257.44	30	14	0.866	0.404	0.462	NA	NA	No	No	No	No
UM-200	36	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	195.12	16	10	0.072	0.045	0.027	NA	NA	No	No	No	No
UM-201	36	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	658.20	0	0	0	0	0	NA	NA	No	No	No	No
UM-202	46	Proposed Route	New Road, Bladed	PV	Other	UM-223	1.0	169.73	35	14	0.136	0.055	0.082	Yes	No	Yes	No	No	Yes
UM-203	42	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	814.21	16	10	0.299	0.187	0.112	Yes	No	Yes	No	No	Yes
UM-204	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2577.05	16	10	0.947	0.592	0.355	No	No	Yes	No	No	Yes
UM-205	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	379.41	0	0	0	0	0	NA	NA	No	No	No	No
UM-206	34	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	393.06	0	0	0	0	0	NA	NA	No	No	No	No
UM-207	42	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	962.72	30	14	0.663	0.309	0.354	No	Yes	Yes	Yes	No	Yes
UM-208	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3918.49	16	10	1.439	0.900	0.540	NA	NA	No	No	No	No
UM-209	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	224.44	16	10	0.082	0.052	0.031	No	No	Yes	No	No	Yes
UM-210	46	Proposed Route	New Road, Bladed	PV	Other	UM-223	1.0	394.90	35	14	0.317	0.127	0.190	Yes	No	Yes	No	No	Yes
UM-211	46	Proposed Route	New Road, Primitive	PV	Other	UM-223	1.0	2653.94	16	10	0.975	0.609	0.366	No	No	Yes	No	No	Yes
UM-212	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1365.00	16	10	0.501	0.313	0.188	NA	NA	No	No	No	No
UM-213	42	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	75.76	16	10	0.028	0.017	0.010	Yes	No	Yes	No	No	Yes
UM-214	46	Proposed Route	New Road, Primitive	PV	Other	UM-223	1.0	88.94	16	10	0.033	0.020	0.012	No	No	Yes	No	No	Yes
UM-215	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	373.54	16	10	0.137	0.086	0.051	Yes	No	Yes	No	No	Yes
UM-216	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1790.00	16	10	0.657	0.411	0.247	NA	NA	No	No	No	No
UM-217	37	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1606.82	35	14	1.291	0.516	0.775	NA	NA	No	No	No	No
UM-218	46	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	803.20	16	10	0.295	0.184	0.111	No	No	Yes	No	No	Yes
UM-219	39	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3174.16	16	10	1.166	0.729	0.437	NA	NA	No	No	No	No
UM-220	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1252.84	16	10	0.460	0.288	0.173	NA	NA	No	No	No	No
UM-221	46	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	820.78	16	10	0.301	0.188	0.113	No	No	Yes	No	No	Yes
UM-222	34	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	10431.83	30	14	7.184	3.353	3.832	NA	NA	No	No	No	No
UM-223	46	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	915.27	16	10	0.336	0.210	0.126	No	No	Yes	No	No	Yes
UM-224	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	662.30	16	10	0.243	0.152	0.091	No	No	Yes	No	No	Yes
UM-225	37	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	886.79	35	14	0.713	0.285	0.428	NA	NA	No	No	No	No
UM-226	36	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	13144.50	16	14	3.380	2.957	0.422	NA	NA	No	No	No	No
UM-227	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	5971.02	30	14	4.112	1.919	2.193	No	Yes	Yes	Yes	No	Yes
UM-228	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1861.17	30	14	1.282	0.598	0.684	No	Yes	Yes	Yes	No	Yes
UM-229	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	535.31	16	10	0.197	0.123	0.074	NA	NA	No	No	No	No
UM-230	42	Proposed Route	New Road, Bladed	PV	Other	UM-203	1.0	1162.11	35	14	0.934	0.373	0.560	Yes	No	Yes	No	No	Yes
UM-231	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5647.15	16	10	2.074	1.296	0.778	NA	NA	No	No	No	No
UM-232	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1643.21	30	14	1.132	0.528	0.604	No	Yes	Yes	Yes	No	Yes
UM-233	39	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1993.09	16	10	0.732	0.458	0.275	NA	NA	No	No	No	No
UM-234	39	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1054.47	16	14	0.271	0.237	0.034	NA	NA	No	No	No	No
UM-235	46	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	2045.03	30	14	1.408	0.657	0.751	No	Yes	Yes	Yes	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
UM-236	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1023.48	16	10	0.376	0.235	0.141	NA	NA	No	No	No	No
UM-237	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	877.85	16	10	0.322	0.202	0.121	NA	NA	No	No	No	No
UM-238	38	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	323.48	0	0	0	0	0	NA	NA	No	No	No	No
UM-239	38	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1842.93	35	14	1.481	0.592	0.888	NA	NA	No	No	No	No
UM-240	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	628.56	16	10	0.231	0.144	0.087	NA	NA	No	No	No	No
UM-241	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	4488.59	16	10	1.649	1.030	0.618	No	No	Yes	No	No	Yes
UM-242	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1401.67	16	10	0.515	0.322	0.193	NA	NA	No	No	No	No
UM-243	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4709.32	16	10	1.730	1.081	0.649	NA	NA	No	No	No	No
UM-244	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	215.93	16	10	0.079	0.050	0.030	Yes	No	Yes	No	No	Yes
UM-245	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2498.89	16	10	0.918	0.574	0.344	No	No	Yes	No	No	Yes
UM-246	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	1413.88	16	10	0.519	0.325	0.195	Yes	No	Yes	No	No	Yes
UM-247	39	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	240.77	16	10	0.088	0.055	0.033	NA	NA	No	No	No	No
UM-248	39	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	901.16	16	10	0.331	0.207	0.124	NA	NA	No	No	No	No
UM-249	42	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	2008.29	16	10	0.738	0.461	0.277	No	No	Yes	No	No	Yes
UM-250	39	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	659.35	16	10	0.242	0.151	0.091	NA	NA	No	No	No	No
UM-251	39	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	387.60	16	10	0.142	0.089	0.053	Yes	No	Yes	No	No	Yes
UM-252	38	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1227.72	35	14	0.986	0.395	0.592	NA	NA	No	No	No	No
UM-253	38	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	949.75	0	0	0	0	0	NA	NA	No	No	No	No
UM-254	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3381.31	16	10	1.242	0.776	0.466	NA	NA	No	No	No	No
UM-255	37	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3793.36	16	10	1.393	0.871	0.523	NA	NA	No	No	No	No
UM-256	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1128.82	30	14	0.777	0.363	0.415	NA	NA	No	No	No	No
UM-257	39	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	861.03	16	10	0.316	0.198	0.119	No	No	Yes	No	No	Yes
UM-258	39	Proposed Route	New Road, Bladed	PV	Other	UM-139	1.0	461.94	35	14	0.371	0.148	0.223	Yes	No	Yes	No	No	Yes
UM-259	39	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	279.79	16	10	0.103	0.064	0.039	Yes	No	Yes	No	No	Yes
UM-260	41	Proposed Route	New Road, Primitive	PV	Other	UM-203	1.0	3285.34	16	10	1.207	0.754	0.453	No	No	Yes	No	No	Yes
UM-261	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2042.07	16	10	0.750	0.469	0.281	NA	NA	No	No	No	No
UM-262	38	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	749.80	0	0	0	0	0	NA	NA	No	No	No	No
UM-263	39	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2977.23	0	0	0	0	0	NA	NA	No	No	No	No
UM-264	39	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1745.03	16	10	0.641	0.401	0.240	No	No	Yes	No	No	Yes
UM-265	38	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	272.97	0	0	0	0	0	NA	NA	No	No	No	No
UM-266	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	3475.33	30	14	2.393	1.117	1.277	NA	NA	No	No	No	No
UM-267	39	Proposed Route	New Road, Bladed	PV	Other	UM-139	1.0	859.56	35	14	0.691	0.276	0.414	Yes	No	Yes	No	No	Yes
UM-268	41	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1878.33	16	10	0.690	0.431	0.259	No	No	Yes	No	No	Yes
UM-269	41	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	4542.71	16	10	1.669	1.043	0.626	No	No	Yes	No	No	Yes
UM-270	41	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	1337.73	16	10	0.491	0.307	0.184	Yes	No	Yes	No	No	Yes
UM-271	41	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	289.82	16	10	0.106	0.067	0.040	Yes	No	Yes	No	No	Yes
UM-272	41	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	1105.89	16	10	0.406	0.254	0.152	No	No	Yes	No	No	Yes
UM-273	41	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5838.06	16	14	1.501	1.313	0.188	No	No	Yes	No	No	Yes
UM-274	41	Proposed Route	New Road, Primitive	PV	Other	UM-139	1.0	6075.23	16	10	2.231	1.395	0.837	No	No	Yes	No	No	Yes
UM-275	38	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	4040.10	16	10	1.484	0.927	0.556	NA	NA	No	No	No	No
UM-276	41	Proposed Route	New Road, Primitive	PV	Other	UM-273	1.0	811.24	16	10	0.298	0.186	0.112	No	No	Yes	No	No	Yes
UM-277	46	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	744.72	0	0	0	0	0	NA	NA	No	No	No	No
UM-278	38	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4923.34	30	14	3.391	1.582	1.808	NA	NA	No	No	No	No
UM-279	41	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UM-139	1.0	3087.44	30	14	2.126	0.992	1.134	No	No	Yes	No	No	Yes
UN-001	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3682.40	0	0	0	0	0	NA	NA	No	No	No	No
UN-002	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1082.58	0	0	0	0	0	NA	NA	No	No	No	No
UN-002	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2950.28	0	0	0	0	0	NA	NA	No	No	No	No
UN-003	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	468.13	0	0	0	0	0	NA	NA	No	No	No	No
UN-004	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	963.89	0	0	0	0	0	NA	NA	No	No	No	No
UN-004	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2876.18	0	0	0	0	0	NA	NA	No	No	No	No
UN-005	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1164.44	0	0	0	0	0	NA	NA	No	No	No	No
UN-006	56	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	844.41	30	14	0.582	0.271	0.310	No	Yes	Yes	Yes	No	Yes
UN-007	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	885.18	0	0	0	0	0	NA	NA	No	No	No	No
UN-008	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2999.45	0	0	0	0	0	NA	NA	No	No	No	No
UN-009	56	Proposed Route	New Road, Bladed	PV	No	NA	1.0	1300.56	35	14	1.045	0.418	0.627	No	Yes	Yes	Yes	No	Yes
UN-010	56	Proposed Route	New Road, Bladed	PV	No	NA	1.0	182.44	35	14	0.147	0.059	0.088	Yes	No	Yes	No	No	Yes
UN-011	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	138.31	0	0	0	0	0	NA	NA	No	No	No	No
UN-012	56	Proposed Route	New Road, Primitive	PV	No	NA	1.0	108.62	16	10	0.040	0.025	0.015	Yes	No	Yes	No	No	Yes
UN-013	56	Proposed Route	New Road, Primitive	PV	No	NA	1.0	171.46	16	10	0.063	0.039	0.024	Yes	No	Yes	No	No	Yes
UN-014	56	Proposed Route	New Road, Primitive	PV	No	NA	1.0	157.56	16	10	0.058	0.036	0.022	Yes	No	Yes	No	No	Yes
UN-015	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	854.40	0	0	0	0	0	NA	NA	No	No	No	No
UN-016	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1551.60	0	0	0	0	0	NA	NA	No	No	No	No
UN-017	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	170.86	0	0	0	0	0	NA	NA	No	No	No	No
UN-018	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1901.03	16	14	0.489	0.428	0.061	No	Yes	Yes	Yes	No	Yes
UN-019	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	487.53	16	14	0.125	0.110	0.016	No	Yes	Yes	Yes	No	Yes
UN-020	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6588.25	16	14	1.694	1.482	0.212	No	Yes	Yes	Yes	No	Yes
UN-021	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2293.78	16	14	0.590	0.516	0.074	No	Yes	Yes	Yes	No	Yes
UN-022	56	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1646.37	35	14	1.323	0.529	0.794	No	Yes	Yes	Yes	No	Yes
UN-023	56	Proposed Route	New Road, Primitive	PV	No	NA	1.0	84.11	16	10	0.031	0.019	0.012	Yes	No	Yes	No	No	Yes
UN-024	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2007.47	16	14	0.516	0.452	0.065	No	Yes	Yes	Yes	No	Yes
UN-025	56	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11491.71	0	0	0	0	0	NA	NA	No	No	No	No
UN-026	56	Proposed Route	New Road, Bladed	PV	No	NA	1.0	201.32	35	14	0.162	0.065	0.097	Yes	No	Yes	No	No	Yes
UN-027	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	454.68	16	14	0.117	0.102	0.015	No	Yes	Yes	Yes	No	Yes
UN-028	56	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1520.04	16	14	0.391	0.342	0.049	No	Yes	Yes	Yes	No	Yes
UN-029	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	692.53	16	14	0.178	0.156	0.022	No	Yes	Yes	Yes	No	Yes
UN-030	57	Proposed Route	New Road, Bladed	PV	No	NA	1.0	115.47	35	14	0.093	0.037	0.056	Yes	No	Yes	No	No	Yes
UN-031	57	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1755.45	30	14	1.209	0.564	0.645	No	Yes	Yes	Yes	No	Yes
UN-032	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1081.96	16	14	0.278	0.243	0.035	No	Yes	Yes	Yes	No	Yes
UN-033	57	Proposed Route	New Road, Bladed	PV	No	NA	1.0	102.63	35	14	0.082	0.033	0.049	Yes	No	Yes	No	No	Yes
UN-034	57	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1090.80	0	0	0	0	0	NA	NA	No	No	No	No
UN-035	57	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	1798.78	35	14	1.445	0.578	0.867	No	Yes	Yes	Yes	No	Yes
UN-036	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	291.96	16	14	0.075	0.066	0.009	No	Yes	Yes	Yes	No	Yes
UN-037	57	Proposed Route	New Road, Primitive	PV	No	NA	1.0	104.81	16	10	0.038	0.024	0.014	Yes	No	Yes	No	No	Yes
UN-038	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1228.83	16	14	0.316	0.276	0.039	No	Yes	Yes	Yes	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
UN-039	57	Proposed Route	New Road, Primitive	USFS	NA	NA	1.0	138.08	16	10	0.051	0.032	0.019	NA	NA	No	No	No	No
UN-040	57	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	610.02	16	14	0.157	0.137	0.020	NA	NA	No	No	No	No
UN-041	57	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	2124.26	35	14	1.707	0.683	1.024	NA	NA	No	No	No	No
UN-042	57	Proposed Route	New Road, Primitive	USFS	NA	NA	1.0	68.52	16	10	0.025	0.016	0.009	NA	NA	No	No	No	No
UN-043	57	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	988.80	35	14	0.794	0.318	0.477	NA	NA	No	No	No	No
UN-044	57	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	1035.57	35	14	0.832	0.333	0.499	NA	NA	No	No	No	No
UN-045	57	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	708.12	35	14	0.569	0.228	0.341	NA	NA	No	No	No	No
UN-046	58	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	864.67	30	14	0.595	0.278	0.318	NA	NA	No	No	No	No
UN-047	58	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	242.77	35	14	0.195	0.078	0.117	NA	NA	No	No	No	No
UN-048	58	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	1060.26	30	14	0.730	0.341	0.389	NA	NA	No	No	No	No
UN-049	58	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	172.24	35	14	0.138	0.055	0.083	NA	NA	No	No	No	No
UN-050	58	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	3813.23	30	14	2.626	1.226	1.401	No	Yes	Yes	Yes	No	Yes
UN-051	58	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	22072.91	0	0	0	0	0	NA	NA	No	No	No	No
UN-052	58	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	102.36	35	14	0.082	0.033	0.049	Yes	No	Yes	No	No	Yes
UN-053	58	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	2745.27	30	14	1.891	0.882	1.008	No	Yes	Yes	Yes	No	Yes
UN-054	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	550.10	16	14	0.141	0.124	0.018	Yes	No	Yes	No	No	Yes
UN-055	59	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	1395.09	30	14	0.961	0.448	0.512	No	Yes	Yes	Yes	No	Yes
UN-056	59	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	99.26	35	14	0.080	0.032	0.048	Yes	No	Yes	No	No	Yes
UN-057	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	938.50	0	0	0	0	0	NA	NA	No	No	No	No
UN-058	59	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	NA	NA	1.0	1726.81	30	14	1.189	0.555	0.634	NA	NA	No	No	No	No
UN-059	59	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	1651.79	35	14	1.327	0.531	0.796	No	Yes	Yes	Yes	No	Yes
UN-060	59	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	USFS	No	NA	1.0	1358.49	30	14	0.936	0.437	0.499	No	Yes	Yes	Yes	No	Yes
UN-061	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	867.54	0	0	0	0	0	NA	NA	No	No	No	No
UN-062	59	Proposed Route	New Road, Bladed	USFS	NA	NA	1.0	442.17	35	14	0.355	0.142	0.213	NA	NA	No	No	No	No
UN-063	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	4489.18	0	0	0	0	0	NA	NA	No	No	No	No
UN-064	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	235.19	16	10	0.086	0.054	0.032	Yes	No	Yes	No	No	Yes
UN-065	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1152.26	0	0	0	0	0	NA	NA	No	No	No	No
UN-066	59	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	279.94	35	14	0.225	0.090	0.135	Yes	No	Yes	No	No	Yes
UN-067	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1166.22	0	0	0	0	0	NA	NA	No	No	No	No
UN-068	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	219.00	16	10	0.080	0.050	0.030	Yes	No	Yes	No	No	Yes
UN-069	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	1108.02	0	0	0	0	0	NA	NA	No	No	No	No
UN-070	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	853.09	0	0	0	0	0	NA	NA	No	No	No	No
UN-071	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	998.71	0	0	0	0	0	NA	NA	No	No	No	No
UN-072	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	649.07	16	10	0.238	0.149	0.089	Yes	No	Yes	No	No	Yes
UN-073	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	2861.70	0	0	0	0	0	NA	NA	No	No	No	No
UN-074	59	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	USFS	NA	NA	0.0	521.25	0	0	0	0	0	NA	NA	No	No	No	No
UN-075	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	193.56	16	10	0.071	0.044	0.027	Yes	No	Yes	No	No	Yes
UN-076	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	107.75	16	10	0.040	0.025	0.015	Yes	No	Yes	No	No	Yes
UN-077	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	213.29	16	14	0.055	0.048	0.007	No	Yes	Yes	Yes	No	Yes
UN-078	59	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	946.81	16	14	0.243	0.213	0.030	No	Yes	Yes	Yes	No	Yes
UN-079	59	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	371.84	16	10	0.137	0.085	0.051	Yes	No	Yes	No	No	Yes
UN-080	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1298.45	16	14	0.334	0.292	0.042	No	Yes	Yes	Yes	No	Yes
UN-081	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	292.11	16	10	0.107	0.067	0.040	Yes	No	Yes	No	No	Yes
UN-082	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	874.26	16	14	0.225	0.197	0.028	No	Yes	Yes	Yes	No	Yes
UN-083	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	479.19	16	14	0.123	0.108	0.015	No	Yes	Yes	Yes	No	Yes
UN-084	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	322.18	16	10	0.118	0.074	0.044	Yes	No	Yes	No	No	Yes
UN-085	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	3434.94	16	14	0.883	0.773	0.110	No	Yes	Yes	Yes	No	Yes
UN-086	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	229.00	16	10	0.084	0.053	0.032	Yes	No	Yes	No	No	Yes
UN-087	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1295.38	16	14	0.333	0.291	0.042	No	Yes	Yes	Yes	No	Yes
UN-088	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	251.36	16	14	0.065	0.057	0.008	No	Yes	Yes	Yes	No	Yes
UN-089	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	305.95	16	14	0.079	0.069	0.010	No	Yes	Yes	Yes	No	Yes
UN-090	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	117.54	16	10	0.043	0.027	0.016	Yes	No	Yes	No	No	Yes
UN-091	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	959.26	16	14	0.247	0.216	0.031	No	Yes	Yes	Yes	No	Yes
UN-091	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	523.50	16	14	0.135	0.118	0.017	No	No	Yes	No	No	Yes
UN-092	60	Proposed Route	New Road, Primitive	PV	Other	UN-091	1.0	275.00	16	10	0.101	0.063	0.038	Yes	No	Yes	No	No	Yes
UN-093	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	730.42	16	14	0.188	0.164	0.023	No	Yes	Yes	Yes	No	Yes
UN-093	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	483.09	16	14	0.124	0.109	0.016	No	No	Yes	No	No	Yes
UN-094	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	316.38	16	14	0.081	0.071	0.010	No	Yes	Yes	Yes	No	Yes
UN-095	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	93.21	16	10	0.034	0.021	0.013	Yes	No	Yes	No	No	Yes
UN-096	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	1447.88	16	14	0.372	0.326	0.047	No	Yes	Yes	Yes	No	Yes
UN-097	60	Proposed Route	New Road, Primitive	USFS	No	NA	1.0	229.92	16	10	0.084	0.053	0.032	Yes	No	Yes	No	No	Yes
UN-098	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1369.42	16	14	0.352	0.308	0.044	No	No	Yes	No	No	Yes
UN-098	60	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	380.85	16	14	0.098	0.086	0.012	No	Yes	Yes	Yes	No	Yes
UN-098	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	124.34	16	14	0.032	0.028	0.004	No	Yes	Yes	Yes	No	Yes
UN-099	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	267.85	0	0	0	0	0	NA	NA	No	No	No	No
UN-099	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	267.85	0	0	0	0	0	NA	NA	No	No	No	No
UN-101	61	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	70.50	35	14	0.057	0.023	0.034	Yes	No	Yes	No	No	Yes
UN-102	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	2474.67	16	14	0.636	0.557	0.080	No	Yes	Yes	Yes	No	Yes
UN-103	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9259.52	0	0	0	0	0	NA	NA	No	No	No	No
UN-103	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9259.52	0	0	0	0	0	NA	NA	No	No	No	No
UN-105	61	Proposed Route	New Road, Bladed	USFS	No	NA	1.0	325.08	35	14	0.261	0.104	0.157	Yes	No	Yes	No	No	Yes
UN-106	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	671.70	16	14	0.173	0.151	0.022	No	No	Yes	No	No	Yes
UN-106	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	USFS	No	NA	0.7	338.89	16	14	0.087	0.076	0.011	No	Yes	Yes	Yes	No	Yes
UN-107	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3945.15	0	0	0	0	0	NA	NA	No	No	No	No
UN-107	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3945.15	0	0	0	0	0	NA	NA	No	No	No	No
UN-109	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	192.57	16	10	0.071	0.044	0.027	No	No	Yes	No	No	Yes
UN-109	61	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	192.57	16	10	0.071	0.044	0.027	No	No	Yes	No	No	Yes
UN-111	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	111.43	16	10	0.041	0.026	0.015	Yes	No	Yes	No	No	Yes
UN-111	61	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	111.43	16	10	0.041	0.026	0.015	Yes	No	Yes	No	No	Yes
UN-112	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1316.03	16	14	0.338	0.296	0.042	No	No	Yes	No	No	Yes
UN-113	61	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	680.01	16	10	0.250	0.156	0.094	No	No	Yes	No	No	Yes
UN-114	61	Proposed Route	New Road, Primitive	PV	Other	UN-106	1.0	273.40	16	10	0.100	0.063	0.038	Yes	No	Yes	No	No	Yes
UN-115	61	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	994.42	16	10	0.365	0.228	0.137	No	No	Yes	No	No	Yes
UN-116	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-106	0.7	1490.65	16	14	0.383	0.335	0.048	No	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
UN-117	61	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-106	1.0	1433.49	16	10	0.527	0.329	0.197	No	No	Yes	No	No	Yes
UN-118	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	392.02	0	0	0	0	0	NA	NA	No	No	No	No
UN-118	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	392.02	0	0	0	0	0	NA	NA	No	No	No	No
UN-120	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	833.70	0	0	0	0	0	NA	NA	No	No	No	No
UN-120	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	833.70	0	0	0	0	0	NA	NA	No	No	No	No
UN-122	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	45.19	16	14	0.012	0.010	0.001	No	No	Yes	No	No	Yes
UN-124	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-122	0.7	188.56	16	14	0.048	0.042	0.006	No	No	Yes	No	No	Yes
UN-125	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	497.11	0	0	0	0	0	NA	NA	No	No	No	No
UN-126	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1381.82	0	0	0	0	0	NA	NA	No	No	No	No
UN-128	61	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-106	1.0	2025.16	35	14	1.627	0.651	0.976	No	No	Yes	No	No	Yes
UN-129	61	Proposed Route	New Road, Primitive	PV	Other	UN-122	1.0	1596.99	16	10	0.587	0.367	0.220	No	No	Yes	No	No	Yes
UN-130	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3872.25	0	0	0	0	0	NA	NA	No	No	No	No
UN-132	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1433.21	0	0	0	0	0	NA	NA	No	No	No	No
UN-133	61	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	237.36	16	10	0.087	0.054	0.033	Yes	No	Yes	No	No	Yes
UN-134	61	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3020.79	0	0	0	0	0	NA	NA	No	No	No	No
UN-134	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3020.79	0	0	0	0	0	NA	NA	No	No	No	No
UN-136	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1286.13	16	14	0.331	0.289	0.041	No	No	Yes	No	No	Yes
UN-137	61	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	331.05	16	10	0.122	0.076	0.046	Yes	No	Yes	No	No	Yes
UN-138	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5884.33	0	0	0	0	0	NA	NA	No	No	No	No
UN-139	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1345.18	16	14	0.346	0.303	0.043	No	No	Yes	No	No	Yes
UN-140	61	Proposed Route	New Road, Primitive	PV	Other	UN-132	1.0	233.76	16	10	0.086	0.054	0.032	Yes	No	Yes	No	No	Yes
UN-141	61	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	969.60	16	14	0.249	0.218	0.031	No	No	Yes	No	No	Yes
UN-142	61	Proposed Route	New Road, Bladed	PV	Other	UN-132	1.0	145.00	35	14	0.117	0.047	0.070	Yes	No	Yes	No	No	Yes
UN-143	62	Proposed Route	New Road, Primitive	PV	No	NA	1.0	86.84	16	10	0.032	0.020	0.012	Yes	No	Yes	No	No	Yes
UN-144	61	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5961.90	0	0	0	0	0	NA	NA	No	No	No	No
UN-145	62	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	1077.89	35	14	0.866	0.346	0.520	No	No	Yes	No	No	Yes
UN-146	62	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	348.92	0	0	0	0	0	NA	NA	No	No	No	No
UN-146	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7424.35	0	0	0	0	0	NA	NA	No	No	No	No
UN-148	62	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-132	0.7	1031.35	16	14	0.265	0.232	0.033	No	No	Yes	No	No	Yes
UN-149	62	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	78.80	0	0	0	0	0	NA	NA	No	No	No	No
UN-150	62	Proposed Route	New Road, Bladed	PV	Other	UN-103	1.0	172.05	35	14	0.138	0.055	0.083	Yes	No	Yes	No	No	Yes
UN-151	62	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	196.97	35	14	0.158	0.063	0.095	Yes	No	Yes	No	No	Yes
UN-152	62	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	1918.05	16	14	0.493	0.432	0.062	No	No	Yes	No	No	Yes
UN-154	62	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	908.20	0	0	0	0	0	NA	NA	No	No	No	No
UN-154	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	908.20	0	0	0	0	0	NA	NA	No	No	No	No
UN-156	62	Proposed Route	New Road, Bladed	PV	Other	UN-103	1.0	216.56	35	14	0.174	0.070	0.104	Yes	No	Yes	No	No	Yes
UN-157	62	Proposed Route	New Road, Primitive	PV	Other	UN-103	1.0	217.22	16	10	0.080	0.050	0.030	Yes	No	Yes	No	No	Yes
UN-158	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	647.79	16	14	0.167	0.146	0.021	No	No	Yes	No	No	Yes
UN-159	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	1547.82	16	14	0.398	0.348	0.050	No	No	Yes	No	No	Yes
UN-161	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1796.90	16	14	0.462	0.404	0.058	No	No	Yes	No	No	Yes
UN-162	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	340.55	16	10	0.125	0.078	0.047	Yes	No	Yes	No	No	Yes
UN-163	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	619.57	16	14	0.159	0.139	0.020	No	No	Yes	No	No	Yes
UN-163	63	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	7813.41	16	14	2.009	1.758	0.251	No	No	Yes	No	No	Yes
UN-165	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	616.96	16	14	0.159	0.139	0.020	No	No	Yes	No	No	Yes
UN-166	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1737.57	16	14	0.447	0.391	0.056	No	No	Yes	No	No	Yes
UN-167	63	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	370.94	35	14	0.298	0.119	0.179	Yes	No	Yes	No	No	Yes
UN-168	63	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-103	0.7	3561.80	16	14	0.916	0.801	0.114	No	No	Yes	No	No	Yes
UN-170	62	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-190	1.0	2839.03	35	14	2.281	0.912	1.369	No	No	Yes	No	No	Yes
UN-171	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	152.79	16	10	0.056	0.035	0.021	Yes	No	Yes	No	No	Yes
UN-172	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	400.39	16	10	0.147	0.092	0.055	Yes	No	Yes	No	No	Yes
UN-173	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	989.65	16	14	0.254	0.223	0.032	No	No	Yes	No	No	Yes
UN-174	62	Morgan Lake Alternative	New Road, Bladed	BLM	No	NA	1.0	112.84	35	14	0.091	0.036	0.054	Yes	No	Yes	No	No	Yes
UN-175	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-190	0.7	1891.18	16	14	0.486	0.425	0.061	No	No	Yes	No	No	Yes
UN-176	62	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	1045.12	16	10	0.384	0.240	0.144	No	Yes	Yes	Yes	No	Yes
UN-177	62	Morgan Lake Alternative	New Road, Bladed	BLM	No	NA	1.0	445.67	35	14	0.358	0.143	0.215	No	Yes	Yes	Yes	No	Yes
UN-178	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	40.80	0	0	0	0	0	NA	NA	No	No	No	No
UN-179	62	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	725.26	16	10	0.266	0.166	0.100	No	Yes	Yes	Yes	No	Yes
UN-180	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2922.02	16	14	0.751	0.657	0.094	No	No	Yes	No	No	Yes
UN-181	62	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	668.00	16	10	0.245	0.153	0.092	No	Yes	Yes	Yes	No	Yes
UN-182	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	709.51	0	0	0	0	0	NA	NA	No	No	No	No
UN-184	62	Morgan Lake Alternative	New Road, Primitive	BLM	No	NA	1.0	1195.20	16	10	0.439	0.274	0.165	No	Yes	Yes	Yes	No	Yes
UN-184	62	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	971.20	16	10	0.357	0.223	0.134	No	No	Yes	No	No	Yes
UN-185	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	349.91	16	10	0.129	0.080	0.048	Yes	No	Yes	No	No	Yes
UN-186	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1566.17	16	14	0.403	0.352	0.050	No	No	Yes	No	No	Yes
UN-187	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	240.60	16	10	0.088	0.055	0.033	Yes	No	Yes	No	No	Yes
UN-188	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	364.55	0	0	0	0	0	NA	NA	No	No	No	No
UN-189	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2260.93	0	0	0	0	0	NA	NA	No	No	No	No
UN-190	62	Morgan Lake Alternative	New Road, Bladed	BLM	Yes	NA	1.0	701.13	35	14	0.563	0.225	0.338	No	No	Yes	No	No	Yes
UN-191	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	206.79	16	10	0.076	0.047	0.028	Yes	No	Yes	No	No	Yes
UN-192	62	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	122.53	35	14	0.098	0.039	0.059	Yes	No	Yes	No	No	Yes
UN-193	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1610.15	16	14	0.414	0.362	0.052	No	No	Yes	No	No	Yes
UN-194	62	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2690.34	0	0	0	0	0	NA	NA	No	No	No	No
UN-195	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-103	1.0	1226.74	35	14	0.986	0.394	0.591	No	No	Yes	No	No	Yes
UN-196	63	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1519.54	16	14	0.391	0.342	0.049	No	No	Yes	No	No	Yes
UN-197	63	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	221.88	16	10	0.081	0.051	0.031	Yes	No	Yes	No	No	Yes
UN-198	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-253	1.0	212.63	35	14	0.171	0.068	0.103	Yes	No	Yes	No	No	Yes
UN-199	64	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	454.22	16	10	0.167	0.104	0.063	Yes	No	Yes	No	No	Yes
UN-200	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	997.16	16	14	0.256	0.224	0.032	No	No	Yes	No	No	Yes
UN-201	64	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	257.26	35	14	0.207	0.083	0.124	Yes	No	Yes	No	No	Yes
UN-202	64	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	208.97	16	10	0.077	0.048	0.029	Yes	No	Yes	No	No	Yes
UN-203	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1136.53	16	14	0.292	0.256	0.037	No	No	Yes	No	No	Yes
UN-204	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	568.27	16	14	0.146	0.128	0.018	No	No	Yes	No	No	Yes
UN-205	64	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	656.35	16	10	0.241	0.151	0.090	Yes	No	Yes	No	No	Yes
UN-206	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	1552.56	16	14	0.399	0.349	0.050	No	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
UN-207	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	1273.66	35	14	1.023	0.409	0.614	No	No	Yes	No	No	Yes
UN-208	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-103	1.0	990.15	35	14	0.796	0.318	0.477	Yes	No	Yes	No	No	Yes
UN-209	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3745.72	16	14	0.963	0.843	0.120	No	No	Yes	No	No	Yes
UN-210	64	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	471.21	35	14	0.379	0.151	0.227	Yes	No	Yes	No	No	Yes
UN-211	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2768.75	16	14	0.712	0.623	0.089	No	No	Yes	No	No	Yes
UN-212	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5443.56	16	14	1.400	1.225	0.175	No	No	Yes	No	No	Yes
UN-212	62	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1081.60	16	14	0.278	0.243	0.035	No	Yes	Yes	Yes	No	Yes
UN-213	64	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	757.70	16	10	0.278	0.174	0.104	Yes	No	Yes	No	No	Yes
UN-214	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	434.18	35	14	0.349	0.140	0.209	Yes	No	Yes	No	No	Yes
UN-215	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	774.19	16	14	0.199	0.174	0.025	No	No	Yes	No	No	Yes
UN-216	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	620.09	35	14	0.498	0.199	0.299	No	No	Yes	No	No	Yes
UN-217	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	104.95	35	14	0.084	0.034	0.051	Yes	No	Yes	No	No	Yes
UN-218	64	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-209	0.7	2079.34	16	14	0.535	0.468	0.067	No	No	Yes	No	No	Yes
UN-219	64	Proposed Route	New Road, Primitive	PV	Other	UN-209	1.0	204.04	16	10	0.075	0.047	0.028	No	No	Yes	No	No	Yes
UN-220	63	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-236	0.7	649.09	16	14	0.167	0.146	0.021	No	No	Yes	No	No	Yes
UN-221	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	2654.58	35	14	2.133	0.853	1.280	No	No	Yes	No	No	Yes
UN-222	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	905.55	35	14	0.728	0.291	0.437	No	No	Yes	No	No	Yes
UN-223	64	Proposed Route	New Road, Bladed	PV	Other	UN-209	1.0	1105.26	35	14	0.888	0.355	0.533	Yes	No	Yes	No	No	Yes
UN-224	63	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	1430.68	16	10	0.526	0.328	0.197	No	No	Yes	No	No	Yes
UN-225	63	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	294.29	16	10	0.108	0.068	0.041	Yes	No	Yes	No	No	Yes
UN-226	63	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-236	1.0	473.16	16	10	0.174	0.109	0.065	No	No	Yes	No	No	Yes
UN-227	63	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-236	1.0	992.43	35	14	0.797	0.319	0.478	Yes	No	Yes	No	No	Yes
UN-228	63	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-253	1.0	10248.72	30	14	7.058	3.294	3.764	No	No	Yes	No	No	Yes
UN-229	64	Proposed Route	New Road, Primitive	PV	Other	UN-231	1.0	857.80	16	10	0.315	0.197	0.118	No	No	Yes	No	No	Yes
UN-230	64	Proposed Route	New Road, Primitive	PV	Other	UN-231	1.0	290.33	16	10	0.107	0.067	0.040	Yes	No	Yes	No	No	Yes
UN-231	64	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1398.10	16	10	0.514	0.321	0.193	No	No	Yes	No	No	Yes
UN-232	65	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	13117.82	0	0	0	0	0	NA	NA	No	No	No	No
UN-233	67	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	525.31	16	10	0.193	0.121	0.072	Yes	No	Yes	No	No	Yes
UN-234	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8182.56	0	0	0	0	0	NA	NA	No	No	No	No
UN-235	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3878.78	0	0	0	0	0	NA	NA	No	No	No	No
UN-236	66	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	5899.44	16	10	2.167	1.354	0.813	No	No	Yes	No	No	Yes
UN-237	66	Morgan Lake Alternative	New Road, Bladed	PV	Yes	NA	1.0	4751.00	35	14	3.817	1.527	2.290	No	No	Yes	No	No	Yes
UN-238	67	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	59.65	35	14	0.048	0.019	0.029	Yes	No	Yes	No	No	Yes
UN-239	68	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7649.79	0	0	0	0	0	NA	NA	No	No	No	No
UN-240	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1350.50	0	0	0	0	0	NA	NA	No	No	No	No
UN-241	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2056.67	0	0	0	0	0	NA	NA	No	No	No	No
UN-242	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11937.38	0	0	0	0	0	NA	NA	No	No	No	No
UN-243	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	578.99	0	0	0	0	0	NA	NA	No	No	No	No
UN-244	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3874.84	0	0	0	0	0	NA	NA	No	No	No	No
UN-245	67	Proposed Route	New Road, Primitive	ST	Other	UN-261	1.0	75.57	16	10	0.028	0.017	0.010	Yes	No	Yes	No	No	Yes
UN-246	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1100.51	0	0	0	0	0	NA	NA	No	No	No	No
UN-247	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1034.62	0	0	0	0	0	NA	NA	No	No	No	No
UN-248	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4623.55	0	0	0	0	0	NA	NA	No	No	No	No
UN-249	67	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	229.81	35	14	0.185	0.074	0.111	Yes	No	Yes	No	No	Yes
UN-250	66	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-275	1.0	549.68	16	10	0.202	0.126	0.076	Yes	No	Yes	No	No	Yes
UN-251	66	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	805.01	0	0	0	0	0	NA	NA	No	No	No	No
UN-252	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	836.74	0	0	0	0	0	NA	NA	No	No	No	No
UN-253	65	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3388.41	0	0	0	0	0	NA	NA	No	No	No	No
UN-254	67	Proposed Route	New Road, Bladed	ST	Other	UN-261	1.0	676.42	35	14	0.543	0.217	0.326	Yes	No	Yes	No	No	Yes
UN-255	67	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1178.94	0	0	0	0	0	NA	NA	No	No	No	No
UN-256	70	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	1136.38	16	10	0.417	0.261	0.157	Yes	No	Yes	No	No	Yes
UN-257	70	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3139.68	0	0	0	0	0	NA	NA	No	No	No	No
UN-258	70	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-261	0.7	1751.58	16	14	0.450	0.394	0.056	No	No	Yes	No	No	Yes
UN-259	69	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4658.41	0	0	0	0	0	NA	NA	No	No	No	No
UN-260	70	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	474.79	35	14	0.381	0.153	0.229	Yes	No	Yes	No	No	Yes
UN-261	70	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	1814.43	0	0	0	0	0	NA	NA	No	No	No	No
UN-262	70	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	974.03	16	14	0.250	0.219	0.031	No	No	Yes	No	No	Yes
UN-263	70	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	72.27	16	10	0.027	0.017	0.010	Yes	No	Yes	No	No	Yes
UN-264	70	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1909.12	16	14	0.491	0.430	0.061	No	No	Yes	No	No	Yes
UN-265	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	615.87	16	14	0.158	0.139	0.020	Yes	No	Yes	No	No	Yes
UN-266	70	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	191.66	0	0	0	0	0	NA	NA	No	No	No	No
UN-267	71	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	690.38	35	14	0.555	0.222	0.333	Yes	No	Yes	No	No	Yes
UN-268	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1537.85	16	14	0.395	0.346	0.049	No	No	Yes	No	No	Yes
UN-269	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	2028.58	16	14	0.522	0.456	0.065	No	No	Yes	No	No	Yes
UN-270	71	Proposed Route	New Road, Bladed	PV	Other	UN-261	1.0	653.96	35	14	0.525	0.210	0.315	Yes	No	Yes	No	No	Yes
UN-271	71	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	446.66	16	10	0.164	0.103	0.062	Yes	No	Yes	No	No	Yes
UN-272	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1528.47	16	14	0.393	0.344	0.049	No	No	Yes	No	No	Yes
UN-273	71	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	496.29	16	10	0.182	0.114	0.068	Yes	No	Yes	No	No	Yes
UN-274	71	Proposed Route	New Road, Primitive	PV	Other	UN-261	1.0	444.24	16	10	0.163	0.102	0.061	Yes	No	Yes	No	No	Yes
UN-275	70	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	12998.69	16	10	4.775	2.984	1.790	No	No	Yes	No	No	Yes
UN-276	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-261	0.7	1534.17	16	14	0.394	0.345	0.049	No	No	Yes	No	No	Yes
UN-277	71	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	420.13	35	14	0.338	0.135	0.203	No	No	Yes	No	No	Yes
UN-278	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1135.26	16	14	0.292	0.255	0.036	No	No	Yes	No	No	Yes
UN-279	71	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	516.74	35	14	0.415	0.166	0.249	No	No	Yes	No	No	Yes
UN-280	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	2234.09	16	14	0.574	0.503	0.072	No	No	Yes	No	No	Yes
UN-281	71	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	634.98	35	14	0.510	0.204	0.306	No	No	Yes	No	No	Yes
UN-282	70	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	6193.22	0	0	0	0	0	NA	NA	No	No	No	No
UN-283	71	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1203.17	16	14	0.309	0.271	0.039	No	No	Yes	No	No	Yes
UN-284	72	Morgan Lake Alternative	New Road, Primitive	ST	Yes	NA	1.0	469.91	16	10	0.173	0.108	0.065	No	No	Yes	No	No	Yes
UN-285	73	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	449.83	35	14	0.361	0.145	0.217	No	No	Yes	No	No	Yes
UN-286	72	Morgan Lake Alternative	New Road, Bladed	ST	Other	UN-284	1.0	129.05	35	14	0.104	0.041	0.062	Yes	No	Yes	No	No	Yes
UN-287	72	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	1112.09	16	10	0.408	0.255	0.153	No	No	Yes	No	No	Yes
UN-288	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1388.21	16	14	0.357	0.312	0.045	No	No	Yes	No	No	Yes
UN-289	72	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	141.56	16	10	0.052	0.032	0.019	Yes	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
UN-290	73	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	274.40	35	14	0.220	0.088	0.132	No	No	Yes	No	No	Yes
UN-291	72	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	ST	NA	NA	0.0	3779.47	0	0	0	0	0	NA	NA	No	No	No	No
UN-292	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	631.47	16	14	0.162	0.142	0.020	No	No	Yes	No	No	Yes
UN-293	73	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3082.71	0	0	0	0	0	NA	NA	No	No	No	No
UN-294	72	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	2783.52	16	10	1.022	0.639	0.383	No	No	Yes	No	No	Yes
UN-295	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1014.89	16	14	0.261	0.228	0.033	No	No	Yes	No	No	Yes
UN-296	73	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	92.61	16	10	0.034	0.021	0.013	No	No	Yes	No	No	Yes
UN-297	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	367.84	16	14	0.095	0.083	0.012	Yes	No	Yes	No	No	Yes
UN-298	72	Morgan Lake Alternative	New Road, Primitive	ST	Other	UN-284	1.0	229.85	16	10	0.084	0.053	0.032	Yes	No	Yes	No	No	Yes
UN-299	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	1927.49	16	14	0.496	0.434	0.062	No	No	Yes	No	No	Yes
UN-300	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	ST	Other	UN-284	0.7	1651.59	16	14	0.425	0.372	0.053	No	No	Yes	No	No	Yes
UN-301	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	2054.10	16	14	0.528	0.462	0.066	No	No	Yes	No	No	Yes
UN-302	73	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	254.21	16	10	0.093	0.058	0.035	No	No	Yes	No	No	Yes
UN-303	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	1163.44	30	14	0.801	0.374	0.427	No	No	Yes	No	No	Yes
UN-304	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	1219.40	16	14	0.314	0.274	0.039	No	No	Yes	No	No	Yes
UN-305	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	1994.05	16	14	0.513	0.449	0.064	No	No	Yes	No	No	Yes
UN-306	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	515.88	30	14	0.355	0.166	0.189	Yes	No	Yes	No	No	Yes
UN-307	73	Proposed Route	New Road, Primitive	PV	Other	UN-293	1.0	309.79	16	10	0.114	0.071	0.043	No	No	Yes	No	No	Yes
UN-308	72	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-319	1.0	149.35	16	10	0.055	0.034	0.021	Yes	No	Yes	No	No	Yes
UN-309	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	827.67	16	14	0.213	0.186	0.027	No	No	Yes	No	No	Yes
UN-310	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	652.24	30	14	0.449	0.210	0.240	No	No	Yes	No	No	Yes
UN-311	73	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	291.15	35	14	0.234	0.094	0.140	No	No	Yes	No	No	Yes
UN-312	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	738.66	16	14	0.190	0.166	0.024	No	No	Yes	No	No	Yes
UN-313	73	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-293	0.7	830.61	16	14	0.214	0.187	0.027	No	No	Yes	No	No	Yes
UN-314	72	Morgan Lake Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-319	1.0	799.66	30	14	0.551	0.257	0.294	Yes	No	Yes	No	No	Yes
UN-315	75	Proposed Route	New Road, Bladed	PV	Other	UN-293	1.0	220.32	35	14	0.177	0.071	0.106	No	No	Yes	No	No	Yes
UN-316	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-319	0.7	1428.09	16	14	0.367	0.321	0.046	No	No	Yes	No	No	Yes
UN-317	74	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-319	1.0	269.01	16	10	0.099	0.062	0.037	Yes	No	Yes	No	No	Yes
UN-318	75	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3672.58	0	0	0	0	0	NA	NA	No	No	No	No
UN-319	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1012.02	16	14	0.260	0.228	0.033	No	Yes	Yes	Yes	No	Yes
UN-319	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	322.62	16	14	0.083	0.073	0.010	No	No	Yes	No	No	Yes
UN-320	74	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	434.63	16	10	0.160	0.100	0.060	Yes	No	Yes	No	No	Yes
UN-321	75	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	296.20	35	14	0.238	0.095	0.143	Yes	No	Yes	No	No	Yes
UN-322	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	931.59	16	14	0.240	0.210	0.030	No	Yes	Yes	Yes	No	Yes
UN-323	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-328	0.7	1058.99	16	14	0.272	0.238	0.034	No	No	Yes	No	No	Yes
UN-324	74	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	314.72	16	10	0.116	0.072	0.043	Yes	No	Yes	No	No	Yes
UN-325	75	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	272.21	35	14	0.219	0.087	0.131	Yes	No	Yes	No	No	Yes
UN-326	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1037.21	16	14	0.267	0.233	0.033	No	Yes	Yes	Yes	No	Yes
UN-327	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-328	0.7	1022.48	16	14	0.263	0.230	0.033	No	No	Yes	No	No	Yes
UN-328	75	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4225.68	0	0	0	0	0	NA	NA	No	No	No	No
UN-329	74	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	288.97	35	14	0.232	0.093	0.139	Yes	No	Yes	No	No	Yes
UN-330	75	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	311.10	35	14	0.250	0.100	0.150	Yes	No	Yes	No	No	Yes
UN-331	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	698.64	16	14	0.180	0.157	0.022	No	Yes	Yes	Yes	No	Yes
UN-332	75	Proposed Route	New Road, Bladed	PV	Other	UN-328	1.0	916.71	35	14	0.737	0.295	0.442	No	No	Yes	No	No	Yes
UN-333	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	514.93	16	14	0.132	0.116	0.017	No	Yes	Yes	Yes	No	Yes
UN-334	74	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	159.29	35	14	0.128	0.051	0.077	Yes	No	Yes	No	No	Yes
UN-335	75	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	218.80	16	10	0.080	0.050	0.030	Yes	No	Yes	No	No	Yes
UN-336	75	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	758.52	16	10	0.279	0.174	0.104	No	No	Yes	No	No	Yes
UN-337	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1062.35	16	14	0.273	0.239	0.034	No	Yes	Yes	Yes	No	Yes
UN-338	75	Proposed Route	New Road, Primitive	PV	Other	UN-328	1.0	469.25	16	10	0.172	0.108	0.065	Yes	No	Yes	No	No	Yes
UN-339	74	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	150.88	35	14	0.121	0.048	0.073	Yes	No	Yes	No	No	Yes
UN-340	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	515.37	16	14	0.133	0.116	0.017	No	Yes	Yes	Yes	No	Yes
UN-341	75	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	7433.96	16	14	1.911	1.672	0.239	No	No	Yes	No	No	Yes
UN-342	74	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	6000.90	16	14	1.543	1.350	0.193	No	Yes	Yes	Yes	No	Yes
UN-343	74	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	2461.09	16	10	0.904	0.565	0.339	No	Yes	Yes	Yes	No	Yes
UN-344	76	Proposed Route	New Road, Bladed	PV	Other	UN-341	1.0	621.44	35	14	0.499	0.200	0.300	Yes	No	Yes	No	No	Yes
UN-345	76	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	69.54	35	14	0.056	0.022	0.034	Yes	No	Yes	No	No	Yes
UN-346	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	596.32	16	14	0.153	0.134	0.019	No	Yes	Yes	Yes	No	Yes
UN-347	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	45.92	16	14	0.012	0.010	0.001	Yes	No	Yes	No	No	Yes
UN-348	77	Proposed Route	New Road, Primitive	PV	Other	UN-341	1.0	503.92	16	10	0.185	0.116	0.069	Yes	No	Yes	No	No	Yes
UN-349	76	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-341	0.7	3214.18	16	14	0.826	0.723	0.103	No	No	Yes	No	No	Yes
UN-350	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1120.67	16	14	0.288	0.252	0.036	No	Yes	Yes	Yes	No	Yes
UN-351	77	Proposed Route	New Road, Primitive	PV	Other	UN-341	1.0	597.15	16	10	0.219	0.137	0.082	Yes	No	Yes	No	No	Yes
UN-352	76	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	374.51	16	10	0.138	0.086	0.052	Yes	No	Yes	No	No	Yes
UN-353	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1146.01	16	14	0.295	0.258	0.037	No	Yes	Yes	Yes	No	Yes
UN-354	76	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	313.88	16	10	0.115	0.072	0.043	Yes	No	Yes	No	No	Yes
UN-355	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	5468.85	16	14	1.406	1.230	0.176	No	Yes	Yes	Yes	No	Yes
UN-356	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	873.62	16	14	0.225	0.197	0.028	No	Yes	Yes	Yes	No	Yes
UN-357	76	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	121.09	16	10	0.044	0.028	0.017	Yes	No	Yes	No	No	Yes
UN-358	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1104.69	16	14	0.284	0.249	0.036	No	Yes	Yes	Yes	No	Yes
UN-359	77	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	78.16	35	14	0.063	0.025	0.038	Yes	No	Yes	No	No	Yes
UN-360	77	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	327.83	16	10	0.120	0.075	0.045	No	No	Yes	No	No	Yes
UN-361	76	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	122.44	16	10	0.045	0.028	0.017	Yes	No	Yes	No	No	Yes
UN-362	77	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	538.28	16	14	0.138	0.121	0.017	No	No	Yes	No	No	Yes
UN-363	77	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	349.55	16	14	0.090	0.079	0.011	No	No	Yes	No	No	Yes
UN-364	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	969.89	16	14	0.249	0.218	0.031	No	Yes	Yes	Yes	No	Yes
UN-365	77	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	370.64	35	14	0.298	0.119	0.179	Yes	No	Yes	No	No	Yes
UN-366	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	257.79	16	14	0.066	0.058	0.008	No	Yes	Yes	Yes	No	Yes
UN-367	76	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	302.70	16	10	0.111	0.069	0.042	Yes	No	Yes	No	No	Yes
UN-368	76	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7265.25	0	0	0	0	0	NA	NA	No	No	No	No
UN-369	77	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	1017.62	16	14	0.262	0.229	0.033	No	No	Yes	No	No	Yes
UN-370	78	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	317.51	16	10	0.117	0.073	0.044	Yes	No	Yes	No	No	Yes
UN-371	76	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1962.37	16	14	0.505	0.441	0.063	No	Yes	Yes	Yes	No	Yes
UN-372	78	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	1359.76	16	14	0.350	0.306	0.044	No	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
UN-373	76	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1171.35	0	0	0	0	0	NA	NA	No	No	No	No
UN-374	78	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	187.05	16	10	0.069	0.043	0.026	Yes	No	Yes	No	No	Yes
UN-375	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1688.51	16	14	0.434	0.380	0.054	No	Yes	Yes	Yes	No	Yes
UN-376	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	719.36	16	14	0.185	0.162	0.023	No	Yes	Yes	Yes	No	Yes
UN-377	78	Proposed Route	New Road, Primitive	PV	Other	UN-378	1.0	170.27	16	10	0.063	0.039	0.023	Yes	No	Yes	No	No	Yes
UN-378	78	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	7728.30	0	0	0	0	0	NA	NA	No	No	No	No
UN-379	78	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10074.33	0	0	0	0	0	NA	NA	No	No	No	No
UN-380	78	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-378	0.7	655.96	16	14	0.169	0.148	0.021	No	No	Yes	No	No	Yes
UN-381	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	617.78	16	14	0.159	0.139	0.020	No	Yes	Yes	Yes	No	Yes
UN-382	78	Proposed Route	New Road, Bladed	PV	Other	UN-378	1.0	192.68	35	14	0.155	0.062	0.093	No	No	Yes	No	No	Yes
UN-383	78	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	408.21	16	10	0.150	0.094	0.056	No	Yes	Yes	Yes	No	Yes
UN-384	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	743.39	16	14	0.191	0.167	0.024	Yes	No	Yes	No	No	Yes
UN-385	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-397	0.7	5704.35	16	14	1.467	1.283	0.183	No	No	Yes	No	No	Yes
UN-386	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1913.57	16	14	0.492	0.431	0.062	No	Yes	Yes	Yes	No	Yes
UN-387	78	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	811.25	35	14	0.652	0.261	0.391	No	Yes	Yes	Yes	No	Yes
UN-388	78	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	428.71	0	0	0	0	0	NA	NA	No	No	No	No
UN-389	78	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	1006.17	35	14	0.808	0.323	0.485	No	Yes	Yes	Yes	No	Yes
UN-390	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-399	0.7	1091.57	16	14	0.281	0.246	0.035	No	No	Yes	No	No	Yes
UN-391	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-399	0.7	1617.61	16	14	0.416	0.364	0.052	No	No	Yes	No	No	Yes
UN-392	78	Morgan Lake Alternative	New Road, Bladed	PV	No	NA	1.0	500.37	35	14	0.402	0.161	0.241	No	Yes	Yes	Yes	No	Yes
UN-393	78	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	616.06	0	0	0	0	0	NA	NA	No	No	No	No
UN-394	78	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	1404.64	16	10	0.516	0.322	0.193	No	Yes	Yes	Yes	No	Yes
UN-395	78	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	451.98	16	10	0.166	0.104	0.062	No	No	Yes	No	No	Yes
UN-396	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	633.21	16	14	0.163	0.142	0.020	No	Yes	Yes	Yes	No	Yes
UN-397	79	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9575.30	0	0	0	0	0	NA	NA	No	No	No	No
UN-398	78	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-399	1.0	1468.61	35	14	1.180	0.472	0.708	No	No	Yes	No	No	Yes
UN-399	78	Morgan Lake Alternative	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1538.23	16	14	0.396	0.346	0.049	No	No	Yes	No	No	Yes
UN-400	78	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3032.42	0	0	0	0	0	NA	NA	No	No	No	No
UN-401	78	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1116.26	16	10	0.410	0.256	0.154	No	No	Yes	No	No	Yes
UN-402	78	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	10409.44	0	0	0	0	0	NA	NA	No	No	No	No
UN-403	78	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	365.38	16	10	0.134	0.084	0.050	Yes	No	Yes	No	No	Yes
UN-404	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8428.53	0	0	0	0	0	NA	NA	No	No	No	No
UN-405	78	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6745.51	0	0	0	0	0	NA	NA	No	No	No	No
UN-406	78	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	1381.50	16	10	0.507	0.317	0.190	No	No	Yes	No	No	Yes
UN-407	78	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1503.32	16	10	0.552	0.345	0.207	No	No	Yes	No	No	Yes
UN-408	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2128.54	16	14	0.547	0.479	0.068	NA	NA	No	No	No	No
UN-409	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	1034.71	16	14	0.266	0.233	0.033	No	No	Yes	No	No	Yes
UN-410	79	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-399	1.0	747.03	16	10	0.274	0.171	0.103	Yes	No	Yes	No	No	Yes
UN-411	79	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	402.43	16	10	0.148	0.092	0.055	Yes	No	Yes	No	No	Yes
UN-412	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	280.47	16	14	0.072	0.063	0.009	No	No	Yes	No	No	Yes
UN-413	79	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3303.38	0	0	0	0	0	NA	NA	No	No	No	No
UN-415	79	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2385.75	0	0	0	0	0	NA	NA	No	No	No	No
UN-416	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	745.77	16	14	0.192	0.168	0.024	No	No	Yes	No	No	Yes
UN-417	79	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	289.48	35	14	0.233	0.093	0.140	Yes	No	Yes	No	No	Yes
UN-418	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	1064.78	16	14	0.274	0.240	0.034	No	No	Yes	No	No	Yes
UN-419	79	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	463.53	16	10	0.170	0.106	0.064	Yes	No	Yes	No	No	Yes
UN-420	79	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	837.88	16	10	0.308	0.192	0.115	No	No	Yes	No	No	Yes
UN-423	79	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	295.66	35	14	0.238	0.095	0.143	Yes	No	Yes	No	No	Yes
UN-424	79	Morgan Lake Alternative	New Road, Primitive	PV	Other	UN-426	1.0	746.56	16	10	0.274	0.171	0.103	Yes	No	Yes	No	No	Yes
UN-425	79	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-408	0.7	2475.76	16	14	0.637	0.557	0.080	No	No	Yes	No	No	Yes
UN-426	79	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	1741.69	16	10	0.640	0.400	0.240	No	Yes	Yes	Yes	No	Yes
UN-426	79	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	331.39	16	10	0.122	0.076	0.046	No	No	Yes	No	No	Yes
UN-427	79	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-431	1.0	955.39	35	14	0.768	0.307	0.461	No	No	Yes	No	No	Yes
UN-428	79	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8189.26	0	0	0	0	0	NA	NA	No	No	No	No
UN-429	79	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1299.60	0	0	0	0	0	NA	NA	No	No	No	No
UN-430	79	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	1610.68	16	10	0.592	0.370	0.222	No	No	Yes	No	No	Yes
UN-431	79	Morgan Lake Alternative	New Road, Primitive	PV	Yes	NA	1.0	522.80	16	10	0.192	0.120	0.072	No	No	Yes	No	No	Yes
UN-431	79	Morgan Lake Alternative	New Road, Primitive	PV	No	NA	1.0	361.22	16	10	0.133	0.083	0.050	No	Yes	Yes	Yes	No	Yes
UN-432	79	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-408	1.0	1968.02	30	14	1.355	0.633	0.723	No	No	Yes	No	No	Yes
UN-433	79	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	520.35	35	14	0.418	0.167	0.251	Yes	No	Yes	No	No	Yes
UN-434	79	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-431	1.0	2472.98	35	14	1.987	0.795	1.192	No	No	Yes	No	No	Yes
UN-435	79	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	3188.32	30	14	2.196	1.025	1.171	No	No	Yes	No	No	Yes
UN-436	79	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	491.45	16	10	0.181	0.113	0.068	No	No	Yes	No	No	Yes
UN-437	80	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	371.48	16	10	0.136	0.085	0.051	No	No	Yes	No	No	Yes
UN-438	80	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	194.56	16	10	0.071	0.045	0.027	No	No	Yes	No	No	Yes
UN-439	80	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	211.09	35	14	0.170	0.068	0.102	Yes	No	Yes	No	No	Yes
UN-440	80	Proposed Route	New Road, Primitive	PV	Other	UN-408	1.0	456.77	16	10	0.168	0.105	0.063	No	No	Yes	No	No	Yes
UN-441	80	Proposed Route	New Road, Bladed	PV	Other	UN-408	1.0	336.31	35	14	0.270	0.108	0.162	No	No	Yes	No	No	Yes
UN-442	80	Proposed Route	New Road, Bladed	PV	Other	UN-458	1.0	644.04	35	14	0.517	0.207	0.310	No	No	Yes	No	No	Yes
UN-443	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	1051.70	30	14	0.724	0.338	0.386	No	No	Yes	No	No	Yes
UN-444	80	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-458	1.0	853.71	35	14	0.686	0.274	0.412	No	No	Yes	No	No	Yes
UN-445	80	Morgan Lake Alternative	New Road, Bladed	PV	Other	UN-458	1.0	741.88	35	14	0.596	0.238	0.358	No	No	Yes	No	No	Yes
UN-446	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	67.42	16	10	0.025	0.015	0.009	No	No	Yes	No	No	Yes
UN-447	80	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-458	1.0	85.53	30	14	0.059	0.027	0.031	No	No	Yes	No	No	Yes
UN-448	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	61.04	16	10	0.022	0.014	0.008	No	No	Yes	No	No	Yes
UN-449	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	304.65	16	10	0.112	0.070	0.042	No	No	Yes	No	No	Yes
UN-450	80	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	348.53	0	0	0	0	0	NA	NA	No	No	No	No
UN-451	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	958.26	16	14	0.246	0.216	0.031	No	No	Yes	No	No	Yes
UN-452	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	251.15	16	10	0.092	0.058	0.035	No	No	Yes	No	No	Yes
UN-453	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	584.64	16	14	0.150	0.132	0.019	No	No	Yes	No	No	Yes
UN-454	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	480.84	16	10	0.177	0.110	0.066	No	No	Yes	No	No	Yes
UN-455	80	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2508.34	0	0	0	0	0	NA	NA	No	No	No	No
UN-456	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	1516.53	16	14	0.390	0.341	0.049	No	No	Yes	No	No	Yes
UN-457	80	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	395.32	16	10	0.145	0.091	0.054	No	No	Yes	No	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
UN-458	80	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6660.12	0	0	0	0	0	NA	NA	No	No	No	No
UN-460	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-458	0.7	1138.22	16	14	0.293	0.256	0.037	No	No	Yes	No	No	Yes
UN-461	80	Morgan Lake Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6861.62	0	0	0	0	0	NA	NA	No	No	No	No
UN-462	80	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	337.59	0	0	0	0	0	NA	NA	No	No	No	No
UN-464	80	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2772.34	16	14	0.713	0.624	0.089	NA	NA	No	No	No	No
UN-465	81	Proposed Route	New Road, Primitive	PV	Other	UN-458	1.0	3254.90	16	10	1.196	0.747	0.448	No	No	Yes	No	No	Yes
UN-466	81	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	189.14	16	10	0.069	0.043	0.026	NA	NA	No	No	No	No
UN-467	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-464	0.7	1155.43	16	14	0.297	0.260	0.037	No	No	Yes	No	No	Yes
UN-468	81	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-464	0.7	1245.25	16	14	0.320	0.280	0.040	No	No	Yes	No	No	Yes
UN-469	81	Proposed Route	New Road, Primitive	PV	Other	UN-464	1.0	540.28	16	10	0.198	0.124	0.074	Yes	No	Yes	No	No	Yes
UN-470	81	Proposed Route	New Road, Primitive	PV	Other	UN-464	1.0	458.62	16	10	0.168	0.105	0.063	Yes	No	Yes	No	No	Yes
UN-471	81	Proposed Route	New Road, Primitive	PV	Other	UN-473	1.0	2074.46	16	10	0.762	0.476	0.286	No	No	Yes	No	No	Yes
UN-472	82	Proposed Route	New Road, Bladed	PV	Other	UN-473	1.0	4140.82	35	14	3.327	1.331	1.996	No	No	Yes	No	No	Yes
UN-473	82	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	3428.63	30	14	2.361	1.102	1.259	No	No	Yes	No	No	Yes
UN-474	82	Proposed Route	New Road, Bladed	PV	Other	UN-473	1.0	3212.63	35	14	2.581	1.033	1.549	No	No	Yes	No	No	Yes
UN-475	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3094.91	0	0	0	0	0	NA	NA	No	No	No	No
UN-476	82	Proposed Route	New Road, Primitive	PV	Other	UN-473	1.0	1442.32	16	10	0.530	0.331	0.199	No	No	Yes	No	No	Yes
UN-477	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-473	0.7	2073.67	16	14	0.533	0.467	0.067	No	No	Yes	No	No	Yes
UN-478	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	372.04	0	0	0	0	0	NA	NA	No	No	No	No
UN-479	82	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	486.70	35	14	0.391	0.156	0.235	No	No	Yes	No	No	Yes
UN-480	82	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	562.15	0	0	0	0	0	NA	NA	No	No	No	No
UN-481	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	985.23	16	14	0.253	0.222	0.032	No	No	Yes	No	No	Yes
UN-482	82	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1131.60	16	10	0.416	0.260	0.156	Yes	No	Yes	No	No	Yes
UN-483	82	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	649.09	35	14	0.522	0.209	0.313	Yes	No	Yes	No	No	Yes
UN-484	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	1935.60	16	14	0.498	0.435	0.062	No	No	Yes	No	Yes	Yes
UN-485	82	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	1076.50	16	14	0.277	0.242	0.035	No	No	Yes	No	No	Yes
UN-486	83	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	630.01	16	10	0.231	0.145	0.087	Yes	No	Yes	No	No	Yes
UN-487	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1049.88	0	0	0	0	0	NA	NA	No	No	No	No
UN-488	83	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1986.81	16	10	0.730	0.456	0.274	Yes	No	Yes	No	No	Yes
UN-489	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	2458.90	16	14	0.632	0.553	0.079	No	No	Yes	No	Yes	Yes
UN-490	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	532.59	16	14	0.137	0.120	0.017	No	No	Yes	No	Yes	Yes
UN-491	83	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-490	0.7	2027.93	16	14	0.521	0.456	0.065	No	No	Yes	No	Yes	Yes
UN-492	83	Proposed Route	New Road, Bladed	PV	Other	UN-490	1.0	984.45	35	14	0.791	0.316	0.475	Yes	No	Yes	No	No	Yes
UN-493	83	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	468.02	16	10	0.172	0.107	0.064	Yes	No	Yes	No	No	Yes
UN-494	83	Proposed Route	New Road, Primitive	PV	Other	UN-490	1.0	1499.99	16	10	0.551	0.344	0.207	Yes	No	Yes	No	No	Yes
UN-495	83	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6642.70	0	0	0	0	0	NA	NA	No	No	No	No
UN-496	83	Proposed Route	New Road, Bladed	PV	Other	UN-501	1.0	595.14	35	14	0.478	0.191	0.287	Yes	No	Yes	No	No	Yes
UN-497	83	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-501	1.0	516.48	30	14	0.356	0.166	0.190	No	No	Yes	No	No	Yes
UN-498	83	Proposed Route	New Road, Bladed	PV	Other	UN-501	1.0	253.17	35	14	0.203	0.081	0.122	Yes	No	Yes	No	No	Yes
UN-499	83	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	UN-501	1.0	875.77	30	14	0.603	0.281	0.322	No	No	Yes	No	No	Yes
UN-500	83	Proposed Route	New Road, Primitive	PV	Other	UN-501	1.0	1396.15	16	10	0.513	0.321	0.192	No	No	Yes	No	No	Yes
UN-501	83	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	2496.42	30	14	1.719	0.802	0.917	No	No	Yes	No	No	Yes
UN-502	84	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	933.19	0	0	0	0	0	NA	NA	No	No	No	No
UN-503	84	Proposed Route	New Road, Primitive	PV	Other	UN-504	1.0	231.33	16	10	0.085	0.053	0.032	Yes	No	Yes	No	No	Yes
UN-504	84	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	4374.22	30	14	3.013	1.406	1.607	No	No	Yes	No	Yes	Yes
UN-505	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	182.49	16	10	0.067	0.042	0.025	Yes	No	Yes	No	No	Yes
UN-506	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1385.84	16	14	0.356	0.312	0.045	No	No	Yes	No	No	Yes
UN-507	84	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	12226.77	0	0	0	0	0	NA	NA	No	No	No	No
UN-508	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	202.84	16	10	0.075	0.047	0.028	Yes	No	Yes	No	No	Yes
UN-509	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1140.93	16	14	0.293	0.257	0.037	No	No	Yes	No	No	Yes
UN-510	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	207.40	16	10	0.076	0.048	0.029	Yes	No	Yes	No	No	Yes
UN-511	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	1123.88	16	14	0.289	0.253	0.036	No	No	Yes	No	No	Yes
UN-512	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	181.70	16	10	0.067	0.042	0.025	Yes	No	Yes	No	No	Yes
UN-513	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	784.99	16	14	0.202	0.177	0.025	No	No	Yes	No	No	Yes
UN-514	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	2615.84	16	14	0.673	0.589	0.084	No	No	Yes	No	No	Yes
UN-515	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	636.96	16	10	0.234	0.146	0.088	Yes	No	Yes	No	No	Yes
UN-516	84	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-522	0.7	946.59	16	14	0.243	0.213	0.030	No	No	Yes	No	No	Yes
UN-517	85	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	193.67	16	10	0.071	0.044	0.027	No	No	Yes	No	No	Yes
UN-518	84	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	375.60	16	10	0.138	0.086	0.052	Yes	No	Yes	No	No	Yes
UN-519	85	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	757.39	16	10	0.278	0.174	0.104	No	No	Yes	No	No	Yes
UN-520	85	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	145.99	16	10	0.054	0.034	0.020	Yes	No	Yes	No	No	Yes
UN-521	85	Proposed Route	New Road, Primitive	PV	Other	UN-522	1.0	1097.54	16	10	0.403	0.252	0.151	No	No	Yes	No	No	Yes
UN-522	85	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5481.89	16	14	1.409	1.233	0.176	No	No	Yes	No	Yes	Yes
UN-523	85	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	297.01	16	14	0.076	0.067	0.010	No	No	Yes	No	No	Yes
UN-524	85	Proposed Route	New Road, Primitive	PV	Other	UN-523	1.0	156.55	16	10	0.058	0.036	0.022	Yes	No	Yes	No	No	Yes
UN-525	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2196.04	0	0	0	0	0	NA	NA	No	No	No	No
UN-526	85	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	373.61	16	10	0.137	0.086	0.051	Yes	No	Yes	No	No	Yes
UN-527	85	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	684.13	16	14	0.176	0.154	0.022	No	No	Yes	No	No	Yes
UN-528	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2704.36	0	0	0	0	0	NA	NA	No	No	No	No
UN-529	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	487.92	0	0	0	0	0	NA	NA	No	No	No	No
UN-530	85	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	197.48	16	10	0.073	0.045	0.027	Yes	No	Yes	No	No	Yes
UN-531	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1216.76	0	0	0	0	0	NA	NA	No	No	No	No
UN-532	85	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	324.76	0	0	0	0	0	NA	NA	No	No	No	No
UN-533	85	Proposed Route	New Road, Bladed	PV	Other	UN-528	1.0	417.84	35	14	0.336	0.134	0.201	No	No	Yes	No	No	Yes
UN-534	85	Proposed Route	New Road, Bladed	PV	Other	UN-528	1.0	17.44	35	14	0.014	0.006	0.008	No	No	Yes	No	No	Yes
UN-535	86	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	210.08	16	10	0.077	0.048	0.029	Yes	No	Yes	No	No	Yes
UN-536	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	1500.45	16	14	0.386	0.338	0.048	No	No	Yes	No	No	Yes
UN-537	86	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	224.54	16	10	0.082	0.052	0.031	Yes	No	Yes	No	No	Yes
UN-538	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	UN-528	0.7	1350.95	16	14	0.347	0.304	0.043	No	No	Yes	No	Yes	Yes
UN-539	86	Proposed Route	New Road, Primitive	PV	Other	UN-528	1.0	277.44	16	10	0.102	0.064	0.038	Yes	No	Yes	No	Yes	Yes
UN-540	88	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	713.43	0	0	0	0	0	NA	NA	No	No	No	No
BA-001	86	Proposed Route	New Road, Bladed	PV	Other	BA-031	1.0	125.02	35	14	0.100	0.040	0.060	Yes	No	Yes	No	Yes	No
BA-002	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1319.83	16	14	0.339	0.297	0.042	No	No	Yes	No	Yes	No
BA-003	86	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	295.64	16	10	0.109	0.068	0.041	Yes	No	Yes	No	Yes	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
BA-004	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1505.82	16	14	0.387	0.339	0.048	No	No	Yes	No	Yes	No
BA-005	86	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	513.05	16	10	0.188	0.118	0.071	Yes	No	Yes	No	Yes	No
BA-006	86	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	2148.02	16	14	0.552	0.483	0.069	No	No	Yes	No	Yes	No
BA-007	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	417.60	16	10	0.153	0.096	0.058	Yes	No	Yes	No	Yes	No
BA-008	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	58.40	16	14	0.015	0.013	0.002	No	No	Yes	No	Yes	No
BA-009	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	657.72	0	0	0	0	0	NA	NA	No	No	No	No
BA-010	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	125.65	16	10	0.046	0.029	0.017	Yes	No	Yes	No	Yes	No
BA-011	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1760.84	16	14	0.453	0.396	0.057	No	No	Yes	No	Yes	No
BA-012	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	328.76	16	10	0.121	0.075	0.045	Yes	No	Yes	No	Yes	No
BA-013	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	601.40	16	14	0.155	0.135	0.019	No	No	Yes	No	Yes	No
BA-014	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	711.42	16	10	0.261	0.163	0.098	Yes	No	Yes	No	Yes	No
BA-015	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1989.41	16	14	0.512	0.448	0.064	No	No	Yes	No	Yes	No
BA-016	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	343.53	16	10	0.126	0.079	0.047	Yes	No	Yes	No	Yes	No
BA-017	87	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-031	0.7	1295.54	16	14	0.333	0.291	0.042	No	No	Yes	No	Yes	No
BA-018	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	105.72	0	0	0	0	0	NA	NA	No	No	No	No
BA-019	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	408.67	0	0	0	0	0	NA	NA	No	No	No	No
BA-020	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	116.47	16	10	0.043	0.027	0.016	Yes	No	Yes	No	Yes	No
BA-021	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	406.29	0	0	0	0	0	NA	NA	No	No	No	No
BA-022	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	445.89	0	0	0	0	0	NA	NA	No	No	No	No
BA-023	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	424.66	0	0	0	0	0	NA	NA	No	No	No	No
BA-024	87	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	748.37	16	10	0.275	0.172	0.103	Yes	No	Yes	No	Yes	No
BA-025	87	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1671.44	0	0	0	0	0	NA	NA	No	No	No	No
BA-026	89	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	367.30	16	10	0.135	0.084	0.051	Yes	No	Yes	No	Yes	No
BA-027	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2268.04	0	0	0	0	0	NA	NA	No	No	No	No
BA-028	89	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	376.54	16	10	0.138	0.086	0.052	Yes	No	Yes	No	Yes	No
BA-029	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	923.98	0	0	0	0	0	NA	NA	No	No	No	No
BA-030	89	Proposed Route	New Road, Primitive	PV	Other	BA-031	1.0	150.68	16	10	0.055	0.035	0.021	Yes	No	Yes	No	Yes	No
BA-031	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1669.58	0	0	0	0	0	NA	NA	No	No	No	No
BA-032	89	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	276.42	16	10	0.102	0.063	0.038	Yes	No	Yes	No	Yes	No
BA-033	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1023.20	0	0	0	0	0	NA	NA	No	No	No	No
BA-034	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1285.90	0	0	0	0	0	NA	NA	No	No	No	No
BA-035	89	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	216.18	16	10	0.079	0.050	0.030	Yes	No	Yes	No	Yes	No
BA-036	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	806.52	0	0	0	0	0	NA	NA	No	No	No	No
BA-037	89	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	585.66	16	14	0.151	0.132	0.019	No	No	Yes	No	Yes	No
BA-038	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1606.86	0	0	0	0	0	NA	NA	No	No	No	No
BA-039	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5293.20	0	0	0	0	0	NA	NA	No	No	No	No
BA-040	89	Proposed Route	New Road, Primitive	PV	Other	BA-037	1.0	535.97	16	10	0.197	0.123	0.074	Yes	No	Yes	No	Yes	No
BA-041	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	270.38	0	0	0	0	0	NA	NA	No	No	No	No
BA-042	89	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8211.66	0	0	0	0	0	NA	NA	No	No	No	No
BA-043	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2857.84	16	14	0.735	0.643	0.092	No	No	Yes	No	Yes	No
BA-044	90	Proposed Route	New Road, Primitive	PV	Other	BA-043	1.0	2276.42	16	10	0.836	0.523	0.314	No	No	Yes	No	Yes	No
BA-045	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-043	0.7	514.92	16	14	0.132	0.116	0.017	No	No	Yes	No	Yes	No
BA-046	90	Proposed Route	New Road, Primitive	PV	Other	BA-043	1.0	374.78	16	10	0.138	0.086	0.052	Yes	No	Yes	No	Yes	No
BA-047	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	1159.20	16	14	0.298	0.261	0.037	No	No	Yes	No	Yes	No
BA-048	90	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8837.86	0	0	0	0	0	NA	NA	No	No	No	No
BA-049	90	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	97.58	16	10	0.036	0.022	0.013	Yes	No	Yes	No	Yes	No
BA-050	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	1298.09	16	14	0.334	0.292	0.042	No	No	Yes	No	Yes	No
BA-051	90	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	151.15	16	10	0.056	0.035	0.021	Yes	No	Yes	No	Yes	No
BA-052	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	176.07	16	14	0.045	0.040	0.006	No	No	Yes	No	Yes	No
BA-053	90	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-054	0.7	568.92	16	14	0.146	0.128	0.018	No	No	Yes	No	Yes	No
BA-054	90	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3924.54	0	0	0	0	0	NA	NA	No	No	No	No
BA-055	90	Proposed Route	New Road, Primitive	PV	Other	BA-054	1.0	2798.12	16	10	1.028	0.642	0.385	No	No	Yes	No	Yes	No
BA-056	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2719.91	0	0	0	0	0	NA	NA	No	No	No	No
BA-057	101	Proposed Route	New Road, Primitive	PV	Other	BA-059	1.0	154.45	16	10	0.057	0.035	0.021	Yes	No	Yes	No	Yes	No
BA-058	101	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-059	1.0	1533.20	30	14	1.056	0.493	0.563	No	No	Yes	No	Yes	No
BA-059	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5550.88	0	0	0	0	0	NA	NA	No	No	No	No
BA-060	101	Proposed Route	New Road, Primitive	PV	Other	BA-059	1.0	402.68	16	10	0.148	0.092	0.055	Yes	No	Yes	No	Yes	No
BA-061	101	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	348.21	16	10	0.128	0.080	0.048	Yes	No	Yes	No	Yes	No
BA-062	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1048.24	16	14	0.270	0.236	0.034	No	No	Yes	No	Yes	No
BA-063	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9141.69	0	0	0	0	0	NA	NA	No	No	No	No
BA-064	101	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	264.52	16	10	0.097	0.061	0.036	Yes	No	Yes	No	Yes	No
BA-065	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1264.95	16	14	0.325	0.285	0.041	No	No	Yes	No	Yes	Yes
BA-066	101	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	275.96	16	10	0.101	0.063	0.038	Yes	No	Yes	No	Yes	Yes
BA-067	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1241.97	16	14	0.319	0.279	0.040	No	No	Yes	No	Yes	Yes
BA-068	102	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	263.22	16	10	0.097	0.060	0.036	Yes	No	Yes	No	Yes	No
BA-069	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-072	0.7	1471.93	16	14	0.378	0.331	0.047	No	No	Yes	No	Yes	No
BA-070	102	Proposed Route	New Road, Primitive	PV	Other	BA-072	1.0	142.93	16	10	0.053	0.033	0.020	Yes	No	Yes	No	Yes	No
BA-071	102	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8474.67	0	0	0	0	0	NA	NA	No	No	No	No
BA-072	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2308.27	16	14	0.593	0.519	0.074	No	No	Yes	No	Yes	No
BA-073	102	Proposed Route	New Road, Primitive	PV	Other	BA-075	1.0	428.90	16	10	0.158	0.098	0.059	Yes	No	Yes	No	Yes	No
BA-074	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2558.05	16	14	0.658	0.576	0.082	No	Yes	Yes	Yes	Yes	No
BA-075	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	650.72	16	14	0.167	0.146	0.021	No	No	Yes	No	Yes	No
BA-076	102	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4893.22	0	0	0	0	0	NA	NA	No	No	No	No
BA-077	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	855.50	16	14	0.220	0.192	0.027	No	Yes	Yes	Yes	Yes	No
BA-078	102	Proposed Route	New Road, Primitive	PV	No	NA	1.0	267.05	16	10	0.098	0.061	0.037	Yes	No	Yes	No	Yes	No
BA-079	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1636.91	16	14	0.421	0.368	0.053	No	Yes	Yes	Yes	Yes	No
BA-080	102	Proposed Route	New Road, Primitive	PV	No	NA	1.0	239.63	16	10	0.088	0.055	0.033	Yes	No	Yes	No	Yes	No
BA-081	102	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1617.97	16	14	0.416	0.364	0.052	No	Yes	Yes	Yes	Yes	No
BA-082	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	462.78	16	10	0.170	0.106	0.064	Yes	No	Yes	No	Yes	No
BA-083	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	755.98	16	14	0.194	0.170	0.024	No	Yes	Yes	Yes	Yes	No
BA-084	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	535.24	16	10	0.197	0.123	0.074	Yes	No	Yes	No	Yes	No
BA-085	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2463.11	16	14	0.633	0.554	0.079	No	Yes	Yes	Yes	Yes	No
BA-086	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	297.12	16	10	0.109	0.068	0.041	Yes	No	Yes	No	Yes	No
BA-087	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1561.70	16	14	0.402	0.351	0.050	No	Yes	Yes	Yes	Yes	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
BA-088	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	253.61	16	10	0.093	0.058	0.035	Yes	No	Yes	No	Yes	No
BA-089	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1193.78	16	14	0.307	0.269	0.038	No	Yes	Yes	Yes	Yes	No
BA-090	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	247.17	16	10	0.091	0.057	0.034	Yes	No	Yes	No	Yes	No
BA-091	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	831.47	16	14	0.214	0.187	0.027	No	Yes	Yes	Yes	Yes	No
BA-092	103	Proposed Route	New Road, Primitive	PV	No	NA	1.0	291.70	16	10	0.107	0.067	0.040	Yes	No	Yes	No	Yes	No
BA-093	103	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1227.72	16	14	0.316	0.276	0.039	No	Yes	Yes	Yes	Yes	No
BA-094	104	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	603.31	16	10	0.222	0.139	0.083	Yes	No	Yes	No	Yes	No
BA-095	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	738.25	16	14	0.190	0.166	0.024	No	Yes	Yes	Yes	Yes	No
BA-096	104	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	600.17	16	10	0.220	0.138	0.083	Yes	No	Yes	No	Yes	No
BA-097	104	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	192.54	35	14	0.155	0.062	0.093	Yes	No	Yes	No	Yes	No
BA-098	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	2403.40	16	14	0.618	0.541	0.077	No	Yes	Yes	Yes	Yes	No
BA-099	104	Proposed Route	New Road, Primitive	PV	No	NA	1.0	255.69	16	10	0.094	0.059	0.035	Yes	No	Yes	No	Yes	No
BA-100	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	557.42	16	14	0.143	0.125	0.018	No	Yes	Yes	Yes	Yes	No
BA-101	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	715.69	16	14	0.184	0.161	0.023	No	No	Yes	No	Yes	No
BA-102	104	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	239.54	16	10	0.088	0.055	0.033	Yes	No	Yes	No	Yes	No
BA-103	104	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9159.07	0	0	0	0	0	NA	NA	No	No	No	No
BA-104	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1541.50	16	14	0.396	0.347	0.050	No	No	Yes	No	Yes	No
BA-105	104	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	299.10	16	10	0.110	0.069	0.041	Yes	No	Yes	No	Yes	No
BA-106	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1272.36	16	14	0.327	0.286	0.041	No	No	Yes	No	Yes	No
BA-107	104	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	218.40	16	10	0.080	0.050	0.030	Yes	No	Yes	No	Yes	No
BA-108	104	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1305.41	16	14	0.336	0.294	0.042	No	No	Yes	No	Yes	No
BA-109	104	Proposed Route	New Road, Primitive	PV	Other	BA-101	1.0	246.88	16	10	0.091	0.057	0.034	Yes	No	Yes	No	Yes	No
BA-110	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-101	0.7	1367.75	16	14	0.352	0.308	0.044	No	No	Yes	No	Yes	No
BA-111	105	Proposed Route	New Road, Primitive	PV	Other	BA-114	1.0	300.90	16	10	0.111	0.069	0.041	Yes	No	Yes	No	Yes	No
BA-112	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-114	0.7	1369.59	16	14	0.352	0.308	0.044	No	No	Yes	No	Yes	No
BA-113	105	Proposed Route	New Road, Primitive	PV	Other	BA-114	1.0	299.93	16	10	0.110	0.069	0.041	Yes	No	Yes	No	Yes	No
BA-114	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2612.90	16	14	0.672	0.588	0.084	No	No	Yes	No	Yes	No
BA-115	105	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	145.24	16	10	0.053	0.033	0.020	Yes	No	Yes	No	Yes	No
BA-116	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	333.10	16	14	0.086	0.075	0.011	Yes	No	Yes	No	Yes	No
BA-117	105	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3682.66	0	0	0	0	0	NA	NA	No	No	No	No
BA-118	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1253.38	16	14	0.322	0.282	0.040	No	No	Yes	No	Yes	No
BA-119	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1173.07	16	14	0.302	0.264	0.038	No	No	Yes	No	Yes	No
BA-120	105	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	234.85	16	10	0.086	0.054	0.032	Yes	No	Yes	No	Yes	No
BA-121	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1208.26	16	14	0.311	0.272	0.039	No	No	Yes	No	Yes	No
BA-122	105	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	205.91	16	10	0.076	0.047	0.028	Yes	No	Yes	No	Yes	No
BA-123	105	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	833.11	16	14	0.214	0.187	0.027	No	No	Yes	No	Yes	No
BA-124	105	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	278.79	16	10	0.102	0.064	0.038	Yes	No	Yes	No	Yes	No
BA-125	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	1645.53	16	14	0.423	0.370	0.053	No	No	Yes	No	Yes	No
BA-126	106	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6686.87	0	0	0	0	0	NA	NA	No	No	No	No
BA-127	106	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	295.21	16	10	0.108	0.068	0.041	Yes	No	Yes	No	Yes	No
BA-128	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-118	0.7	848.24	16	14	0.218	0.191	0.027	No	No	Yes	No	Yes	No
BA-129	106	Proposed Route	New Road, Primitive	PV	Other	BA-118	1.0	224.17	16	10	0.082	0.051	0.031	Yes	No	Yes	No	Yes	No
BA-130	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	949.38	16	14	0.244	0.214	0.031	No	No	Yes	No	Yes	No
BA-131	106	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	259.11	16	10	0.095	0.059	0.036	Yes	No	Yes	No	Yes	No
BA-132	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	983.85	16	14	0.253	0.221	0.032	No	No	Yes	No	Yes	No
BA-133	106	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	2495.80	16	10	0.917	0.573	0.344	No	No	Yes	No	Yes	No
BA-134	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	355.86	16	14	0.091	0.080	0.011	No	No	Yes	No	Yes	No
BA-135	106	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	733.73	0	0	0	0	0	NA	NA	No	No	No	No
BA-136	106	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	230.91	16	10	0.085	0.053	0.032	Yes	No	Yes	No	Yes	No
BA-137	106	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-133	0.7	643.16	16	14	0.165	0.145	0.021	No	No	Yes	No	Yes	No
BA-138	106	Proposed Route	New Road, Primitive	PV	Other	BA-133	1.0	426.40	16	10	0.157	0.098	0.059	No	No	Yes	No	Yes	No
BA-139	106	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4335.28	35	14	3.483	1.393	2.090	No	No	Yes	No	Yes	No
BA-140	107	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6903.96	0	0	0	0	0	NA	NA	No	No	No	No
BA-141	107	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	398.40	0	0	0	0	0	NA	NA	No	No	No	No
BA-142	107	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4291.99	0	0	0	0	0	NA	NA	No	No	No	No
BA-143	107	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1937.62	16	10	0.712	0.445	0.267	No	No	Yes	No	Yes	No
BA-144	107	Proposed Route	New Road, Bladed	PV	Other	BA-153	1.0	3408.85	35	14	2.739	1.096	1.643	No	No	Yes	No	Yes	No
BA-145	107	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	274.70	16	10	0.101	0.063	0.038	Yes	No	Yes	No	Yes	No
BA-146	107	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	1056.40	16	14	0.272	0.238	0.034	No	No	Yes	No	Yes	No
BA-147	107	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	335.70	16	10	0.123	0.077	0.046	Yes	No	Yes	No	Yes	No
BA-148	107	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	236.32	16	14	0.061	0.053	0.008	No	No	Yes	No	Yes	No
BA-149	108	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-153	0.7	1346.37	16	14	0.346	0.303	0.043	No	No	Yes	No	Yes	No
BA-150	108	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	264.53	16	10	0.097	0.061	0.036	Yes	No	Yes	No	Yes	No
BA-151	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1155.15	0	0	0	0	0	NA	NA	No	No	No	No
BA-152	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-153	1.0	459.44	30	14	0.316	0.148	0.169	No	No	Yes	No	Yes	No
BA-153	108	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1436.04	0	0	0	0	0	NA	NA	No	No	No	No
BA-154	108	Proposed Route	New Road, Primitive	PV	Other	BA-153	1.0	263.24	16	10	0.097	0.060	0.036	Yes	No	Yes	No	Yes	No
BA-155	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-153	1.0	1164.59	30	14	0.802	0.374	0.428	No	No	Yes	No	Yes	No
BA-156	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	365.72	16	10	0.134	0.084	0.050	NA	NA	No	No	No	No
BA-157	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	947.78	30	14	0.653	0.305	0.348	NA	NA	No	No	No	No
BA-158	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	244.03	16	10	0.090	0.056	0.034	NA	NA	No	No	No	No
BA-159	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1208.68	30	14	0.832	0.388	0.444	NA	NA	No	No	No	No
BA-160	108	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	388.72	35	14	0.312	0.125	0.187	NA	NA	No	No	No	No
BA-161	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1057.97	30	14	0.729	0.340	0.389	NA	NA	No	No	No	No
BA-162	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	59.36	16	10	0.022	0.014	0.008	NA	NA	No	No	No	No
BA-163	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	71.48	30	14	0.049	0.023	0.026	NA	NA	No	No	No	No
BA-164	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1140.94	30	14	0.786	0.367	0.419	NA	NA	No	No	No	No
BA-165	108	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	403.30	16	10	0.148	0.093	0.056	NA	NA	No	No	No	No
BA-166	108	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1165.64	30	14	0.803	0.375	0.428	NA	NA	No	No	No	No
BA-167	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	389.44	16	10	0.143	0.089	0.054	NA	NA	No	No	No	No
BA-168	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	601.38	30	14	0.414	0.193	0.221	NA	NA	No	No	No	No
BA-169	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	144.07	16	10	0.053	0.033	0.020	NA	NA	No	No	No	No
BA-170	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1161.28	30	14	0.800	0.373	0.427	NA	NA	No	No	No	No
BA-171	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	187.92	16	10	0.069	0.043	0.026	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	**Mapbook Page**	**Route**	**Road Classification**	**Ownership**	**Access Control**	**Other**	**Percent Modification**	**Road Length**	**Construction Width**	**Operation Width**	**Construction Acres**	**Operation Acres**	**Temporary Acres**	**Spur Road**	**Traffic Volume Increase**	**Wildlife**	**Include in Indirect**	**Sage-grouse**	**Elk**
BA-172	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-185	1.0	1129.12	30	14	0.778	0.363	0.415	No	No	Yes	No	Yes	No
BA-173	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	359.92	16	10	0.132	0.083	0.050	NA	NA	No	No	No	No
BA-174	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1360.53	30	14	0.937	0.437	0.500	NA	NA	No	No	No	No
BA-175	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	278.20	16	10	0.102	0.064	0.038	NA	NA	No	No	No	No
BA-176	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1304.65	30	14	0.899	0.419	0.479	NA	NA	No	No	No	No
BA-177	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	549.82	16	10	0.202	0.126	0.076	NA	NA	No	No	No	No
BA-178	109	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	198.16	16	14	0.051	0.045	0.006	NA	NA	No	No	No	No
BA-179	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	431.10	16	10	0.158	0.099	0.059	NA	NA	No	No	No	No
BA-180	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	549.36	0	0	0	0	0	NA	NA	No	No	No	No
BA-181	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	637.17	0	0	0	0	0	NA	NA	No	No	No	No
BA-182	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	129.34	16	10	0.048	0.030	0.018	NA	NA	No	No	No	No
BA-183	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	400.19	16	10	0.147	0.092	0.055	NA	NA	No	No	No	No
BA-184	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	680.20	0	0	0	0	0	NA	NA	No	No	No	No
BA-185	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3160.41	0	0	0	0	0	NA	NA	No	No	No	No
BA-186	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2831.91	0	0	0	0	0	NA	NA	No	No	No	No
BA-187	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	425.18	30	14	0.293	0.137	0.156	NA	NA	No	No	No	No
BA-188	109	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	215.03	35	14	0.173	0.069	0.104	NA	NA	No	No	No	No
BA-189	109	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1143.49	35	14	0.919	0.368	0.551	NA	NA	No	No	No	No
BA-190	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	975.49	30	14	0.672	0.314	0.358	NA	NA	No	No	No	No
BA-191	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	414.10	30	14	0.285	0.133	0.152	NA	NA	No	No	No	No
BA-192	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	117.61	30	14	0.081	0.038	0.043	NA	NA	No	No	No	No
BA-193	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	331.44	30	14	0.228	0.107	0.122	NA	NA	No	No	No	No
BA-194	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	181.82	30	14	0.125	0.058	0.067	NA	NA	No	No	No	No
BA-195	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	738.25	0	0	0	0	0	NA	NA	No	No	No	No
BA-196	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	52.34	16	10	0.019	0.012	0.007	NA	NA	No	No	No	No
BA-197	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1057.99	30	14	0.729	0.340	0.389	NA	NA	No	No	No	No
BA-198	109	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	365.29	0	0	0	0	0	NA	NA	No	No	No	No
BA-199	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1258.39	30	14	0.867	0.404	0.462	No	Yes	Yes	Yes	Yes	No
BA-200	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	157.76	16	10	0.058	0.036	0.022	NA	NA	No	No	No	No
BA-201	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	197.87	30	14	0.136	0.064	0.073	NA	NA	No	No	No	No
BA-202	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	325.51	16	10	0.120	0.075	0.045	NA	NA	No	No	No	No
BA-203	109	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	30.43	16	10	0.011	0.007	0.004	NA	NA	No	No	No	No
BA-204	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	357.47	30	14	0.246	0.115	0.131	NA	NA	No	No	No	No
BA-205	109	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	246.04	30	14	0.169	0.079	0.090	No	Yes	Yes	Yes	Yes	No
BA-206	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	272.19	16	14	0.070	0.061	0.009	No	Yes	Yes	Yes	Yes	No
BA-207	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3814.88	0	0	0	0	0	NA	NA	No	No	No	No
BA-208	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	840.55	0	0	0	0	0	NA	NA	No	No	No	No
BA-209	110	Proposed Route	New Road, Primitive	PV	No	NA	1.0	208.19	16	10	0.076	0.048	0.029	Yes	No	Yes	No	Yes	No
BA-210	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1197.11	0	0	0	0	0	NA	NA	No	No	No	No
BA-211	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	306.70	30	14	0.211	0.099	0.113	No	No	Yes	No	Yes	No
BA-212	110	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	93.18	16	10	0.034	0.021	0.013	Yes	No	Yes	No	Yes	No
BA-213	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	1351.28	30	14	0.931	0.434	0.496	No	No	Yes	No	Yes	No
BA-214	110	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	147.25	16	10	0.054	0.034	0.020	Yes	No	Yes	No	Yes	No
BA-215	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	1034.52	30	14	0.712	0.332	0.380	No	No	Yes	No	Yes	No
BA-216	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	224.86	30	14	0.155	0.072	0.083	Yes	No	Yes	No	Yes	No
BA-217	110	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	135.45	16	10	0.050	0.031	0.019	Yes	No	Yes	No	Yes	No
BA-218	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	2109.51	30	14	1.453	0.678	0.775	No	No	Yes	No	Yes	No
BA-219	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	41.92	0	0	0	0	0	NA	NA	No	No	No	No
BA-220	110	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6693.21	0	0	0	0	0	NA	NA	No	No	No	No
BA-221	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-220	1.0	4284.04	30	14	2.950	1.377	1.574	No	No	Yes	No	Yes	No
BA-222	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-211	1.0	983.68	30	14	0.677	0.316	0.361	No	No	Yes	No	Yes	No
BA-223	110	Proposed Route	New Road, Primitive	PV	Other	BA-211	1.0	84.37	16	10	0.031	0.019	0.012	Yes	No	Yes	No	Yes	No
BA-224	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	835.72	16	14	0.215	0.188	0.027	NA	NA	No	No	No	No
BA-225	110	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	975.70	16	10	0.358	0.224	0.134	Yes	No	Yes	No	Yes	No
BA-226	110	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-220	1.0	3602.05	30	14	2.481	1.158	1.323	No	No	Yes	No	Yes	No
BA-227	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2528.54	0	0	0	0	0	NA	NA	No	No	No	No
BA-228	110	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1773.27	16	14	0.456	0.399	0.057	NA	NA	No	No	No	No
BA-229	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.83	0	0	0	0	0	NA	NA	No	No	No	No
BA-230	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	372.69	0	0	0	0	0	NA	NA	No	No	No	No
BA-231	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	502.85	0	0	0	0	0	NA	NA	No	No	No	No
BA-232	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3463.08	0	0	0	0	0	NA	NA	No	No	No	No
BA-233	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1315.04	0	0	0	0	0	NA	NA	No	No	No	No
BA-234	112	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	1320.93	16	10	0.485	0.303	0.182	Yes	No	Yes	No	Yes	No
BA-235	111	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	27.47	0	0	0	0	0	NA	NA	No	No	No	No
BA-236	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-220	0.7	2023.75	16	14	0.520	0.455	0.065	No	No	Yes	No	Yes	No
BA-237	112	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	296.20	16	10	0.109	0.068	0.041	Yes	No	Yes	No	Yes	No
BA-238	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	3046.23	16	14	0.783	0.685	0.098	NA	NA	No	No	No	No
BA-239	112	Proposed Route	New Road, Primitive	PV	Other	BA-220	1.0	582.83	16	10	0.214	0.134	0.080	Yes	No	Yes	No	Yes	No
BA-240	112	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	613.28	16	10	0.225	0.141	0.084	NA	NA	No	No	No	No
BA-241	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1267.87	16	14	0.326	0.285	0.041	NA	NA	No	No	No	No
BA-242	112	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	454.49	16	10	0.167	0.104	0.063	NA	NA	No	No	No	No
BA-243	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1344.05	16	14	0.346	0.302	0.043	NA	NA	No	No	No	No
BA-244	112	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	425.19	16	10	0.156	0.098	0.059	NA	NA	No	No	No	No
BA-245	112	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1355.13	16	14	0.348	0.305	0.044	NA	NA	No	No	No	No
BA-246	112	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	373.47	16	10	0.137	0.086	0.051	NA	NA	No	No	No	No
BA-247	113	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1171.52	16	14	0.301	0.264	0.038	NA	NA	No	No	No	No
BA-248	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	511.00	16	10	0.188	0.117	0.070	NA	NA	No	No	No	No
BA-249	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	547.22	30	14	0.377	0.176	0.201	NA	NA	No	No	No	No
BA-250	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	324.35	30	14	0.223	0.104	0.119	NA	NA	No	No	No	No
BA-251	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	484.88	16	10	0.178	0.111	0.067	NA	NA	No	No	No	No
BA-252	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1863.67	30	14	1.284	0.599	0.685	NA	NA	No	No	No	No
BA-253	113	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	362.69	35	14	0.291	0.117	0.175	NA	NA	No	No	No	No
BA-254	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	774.79	30	14	0.534	0.249	0.285	NA	NA	No	No	No	No
BA-255	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	142.76	30	14	0.098	0.046	0.052	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
BA-256	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	73.34	16	10	0.027	0.017	0.010	NA	NA	No	No	No	No
BA-257	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1609.68	30	14	1.109	0.517	0.591	NA	NA	No	No	No	No
BA-258	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	310.61	16	10	0.114	0.071	0.043	NA	NA	No	No	No	No
BA-259	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	919.92	30	14	0.634	0.296	0.338	NA	NA	No	No	No	No
BA-260	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	65.06	16	10	0.024	0.015	0.009	NA	NA	No	No	No	No
BA-261	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1399.19	30	14	0.964	0.450	0.514	NA	NA	No	No	No	No
BA-262	113	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	278.12	16	10	0.102	0.064	0.038	NA	NA	No	No	No	No
BA-263	113	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1384.99	30	14	0.954	0.445	0.509	NA	NA	No	No	No	No
BA-264	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	166.77	16	10	0.061	0.038	0.023	NA	NA	No	No	No	No
BA-265	114	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1564.18	30	14	1.077	0.503	0.575	NA	NA	No	No	No	No
BA-266	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	61.27	16	10	0.023	0.014	0.008	NA	NA	No	No	No	No
BA-267	114	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1447.43	16	14	0.372	0.326	0.047	NA	NA	No	No	No	No
BA-268	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1028.52	16	10	0.378	0.236	0.142	NA	NA	No	No	No	No
BA-269	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	201.41	16	10	0.074	0.046	0.028	NA	NA	No	No	No	No
BA-270	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1534.30	16	10	0.564	0.352	0.211	NA	NA	No	No	No	No
BA-271	114	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	6050.54	16	14	1.556	1.361	0.194	NA	NA	No	No	No	No
BA-272	114	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1984.60	16	10	0.729	0.456	0.273	NA	NA	No	No	No	No
BA-273	115	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	125.63	35	14	0.101	0.040	0.061	NA	NA	No	No	No	No
BA-274	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	223.93	16	14	0.058	0.050	0.007	NA	NA	No	No	No	No
BA-275	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	419.29	0	0	0	0	0	NA	NA	No	No	No	No
BA-276	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	819.55	0	0	0	0	0	NA	NA	No	No	No	No
BA-277	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1413.55	0	0	0	0	0	NA	NA	No	No	No	No
BA-278	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	420.89	16	10	0.155	0.097	0.058	NA	NA	No	No	No	No
BA-279	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1780.13	0	0	0	0	0	NA	NA	No	No	No	No
BA-280	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	82.17	16	10	0.030	0.019	0.011	NA	NA	No	No	No	No
BA-281	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1087.16	0	0	0	0	0	NA	NA	No	No	No	No
BA-282	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	400.58	16	14	0.103	0.090	0.013	NA	NA	No	No	No	No
BA-283	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	233.62	0	0	0	0	0	NA	NA	No	No	No	No
BA-284	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	182.88	16	10	0.067	0.042	0.025	NA	NA	No	No	No	No
BA-285	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1421.32	0	0	0	0	0	NA	NA	No	No	No	No
BA-286	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	332.20	0	0	0	0	0	NA	NA	No	No	No	No
BA-287	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1062.47	16	14	0.273	0.239	0.034	NA	NA	No	No	No	No
BA-288	115	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2007.07	0	0	0	0	0	NA	NA	No	No	No	No
BA-289	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	356.66	16	10	0.131	0.082	0.049	NA	NA	No	No	No	No
BA-290	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1292.62	16	14	0.332	0.291	0.042	NA	NA	No	No	No	No
BA-291	115	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	145.42	35	14	0.117	0.047	0.070	NA	NA	No	No	No	No
BA-292	115	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1270.89	16	14	0.327	0.286	0.041	NA	NA	No	No	No	No
BA-293	115	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1471.91	16	10	0.541	0.338	0.203	NA	NA	No	No	No	No
BA-294	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-300	0.7	1576.51	16	14	0.405	0.355	0.051	No	No	Yes	No	Yes	No
BA-295	116	Proposed Route	New Road, Primitive	PV	No	NA	1.0	209.84	16	10	0.077	0.048	0.029	Yes	No	Yes	No	Yes	No
BA-296	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-300	0.7	1248.71	16	14	0.321	0.281	0.040	No	No	Yes	No	Yes	No
BA-297	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	627.29	16	14	0.161	0.141	0.020	NA	NA	No	No	No	No
BA-298	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	291.47	0	0	0	0	0	NA	NA	No	No	No	No
BA-299	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	714.37	16	14	0.184	0.161	0.023	NA	NA	No	No	No	No
BA-300	116	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4470.90	35	14	3.592	1.437	2.155	No	No	Yes	No	Yes	No
BA-301	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2377.66	16	14	0.611	0.535	0.076	NA	NA	No	No	No	No
BA-302	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-301	0.7	926.83	16	14	0.238	0.209	0.030	No	No	Yes	No	Yes	No
BA-303	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2430.29	16	14	0.625	0.547	0.078	NA	NA	No	No	No	No
BA-304	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-301	0.7	1348.17	16	14	0.347	0.303	0.043	No	No	Yes	No	Yes	No
BA-305	116	Proposed Route	New Road, Bladed	PV	Other	BA-304	1.0	456.18	35	14	0.367	0.147	0.220	Yes	No	Yes	No	Yes	No
BA-306	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-304	0.7	378.67	16	14	0.097	0.085	0.012	No	No	Yes	No	Yes	No
BA-307	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	147.44	0	0	0	0	0	NA	NA	No	No	No	No
BA-308	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	144.00	0	0	0	0	0	NA	NA	No	No	No	No
BA-309	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	299.64	16	14	0.077	0.067	0.010	NA	NA	No	No	No	No
BA-310	116	Proposed Route	New Road, Bladed	PV	Other	BA-304	1.0	5075.95	35	14	4.078	1.631	2.447	No	No	Yes	No	Yes	No
BA-311	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1139.68	0	0	0	0	0	NA	NA	No	No	No	No
BA-312	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	198.08	0	0	0	0	0	NA	NA	No	No	No	No
BA-313	116	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	114.75	16	10	0.042	0.026	0.016	Yes	No	Yes	No	Yes	No
BA-314	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1129.25	0	0	0	0	0	NA	NA	No	No	No	No
BA-315	116	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1452.52	16	14	0.373	0.327	0.047	No	No	Yes	No	Yes	No
BA-316	116	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	1920.07	16	10	0.705	0.441	0.264	No	No	Yes	No	Yes	No
BA-317	116	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1534.17	0	0	0	0	0	NA	NA	No	No	No	No
BA-318	117	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1208.55	16	10	0.444	0.277	0.166	No	No	Yes	No	Yes	No
BA-318	117	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	450.72	16	10	0.166	0.103	0.062	No	Yes	Yes	Yes	Yes	No
BA-319	117	Proposed Route	New Road, Primitive	PV	Other	BA-315	1.0	38.42	16	10	0.014	0.009	0.005	Yes	No	Yes	No	Yes	No
BA-320	117	Proposed Route	New Road, Bladed	PV	Other	BA-318	1.0	769.74	35	14	0.618	0.247	0.371	No	No	Yes	No	Yes	No
BA-321	117	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	279.74	16	10	0.103	0.064	0.039	Yes	No	Yes	No	Yes	No
BA-322	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1948.51	0	0	0	0	0	NA	NA	No	No	No	No
BA-323	117	Proposed Route	New Road, Primitive	PV	Other	BA-337	1.0	2612.26	16	10	0.960	0.600	0.360	No	No	Yes	No	Yes	No
BA-324	117	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	986.62	35	14	0.793	0.317	0.476	No	Yes	Yes	Yes	Yes	No
BA-325	117	Proposed Route	New Road, Bladed	PV	Other	BA-337	1.0	844.63	35	14	0.679	0.271	0.407	No	No	Yes	No	Yes	No
BA-326	117	Proposed Route	New Road, Primitive	PV	No	NA	1.0	829.39	16	10	0.305	0.190	0.114	No	Yes	Yes	Yes	Yes	No
BA-327	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	5381.59	0	0	0	0	0	NA	NA	No	No	No	No
BA-328	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2489.85	0	0	0	0	0	NA	NA	No	No	No	No
BA-329	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1321.56	0	0	0	0	0	NA	NA	No	No	No	No
BA-330	117	Proposed Route	New Road, Bladed	PV	No	NA	1.0	460.92	35	14	0.370	0.148	0.222	No	Yes	Yes	Yes	Yes	No
BA-331	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	764.80	0	0	0	0	0	NA	NA	No	No	No	No
BA-332	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-337	0.7	2275.38	16	14	0.585	0.512	0.073	No	No	Yes	No	Yes	No
BA-333	117	Proposed Route	New Road, Bladed	PV	Other	BA-337	1.0	240.79	35	14	0.193	0.077	0.116	Yes	No	Yes	No	Yes	No
BA-334	118	Proposed Route	New Road, Bladed	PV	Other	BA-348	1.0	901.24	35	14	0.724	0.290	0.434	No	No	Yes	No	Yes	No
BA-335	117	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1275.20	0	0	0	0	0	NA	NA	No	No	No	No
BA-336	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1395.50	0	0	0	0	0	NA	NA	No	No	No	No
BA-337	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	108.33	16	14	0.028	0.024	0.003	No	No	Yes	No	Yes	No
BA-338	117	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-337	0.7	3589.76	16	14	0.923	0.808	0.115	No	No	Yes	No	Yes	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
BA-339	118	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-348	1.0	1831.22	30	14	1.261	0.589	0.673	No	No	Yes	No	Yes	No
BA-340	118	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	1843.92	16	10	0.677	0.423	0.254	No	No	Yes	No	Yes	No
BA-341	118	Proposed Route	New Road, Bladed	PV	Other	BA-346	1.0	1233.41	35	14	0.991	0.396	0.595	No	No	Yes	No	Yes	No
BA-342	118	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	1331.32	16	10	0.489	0.306	0.183	No	No	Yes	No	Yes	No
BA-343	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3012.61	0	0	0	0	0	NA	NA	No	No	No	No
BA-344	118	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	632.81	16	10	0.232	0.145	0.087	No	No	Yes	No	Yes	No
BA-345	118	Proposed Route	New Road, Primitive	PV	Other	BA-346	1.0	228.92	16	10	0.084	0.053	0.032	Yes	No	Yes	No	Yes	No
BA-346	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1166.31	0	0	0	0	0	NA	NA	No	No	No	No
BA-347	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	218.33	0	0	0	0	0	NA	NA	No	No	No	No
BA-348	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4333.85	0	0	0	0	0	NA	NA	No	No	No	No
BA-349	118	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1399.34	16	10	0.514	0.321	0.193	No	No	Yes	No	Yes	No
BA-350	119	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1917.14	35	14	1.540	0.616	0.924	No	No	Yes	No	Yes	No
BA-351	118	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	126.56	16	10	0.046	0.029	0.017	Yes	No	Yes	No	Yes	No
BA-352	119	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2361.26	16	14	0.607	0.531	0.076	No	Yes	Yes	Yes	Yes	No
BA-353	118	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	139.76	16	10	0.051	0.032	0.019	No	No	Yes	No	Yes	No
BA-354	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5795.13	0	0	0	0	0	NA	NA	No	No	No	No
BA-355	118	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-349	0.7	936.42	16	14	0.241	0.211	0.030	No	No	Yes	No	Yes	No
BA-356	118	Proposed Route	New Road, Bladed	PV	Other	BA-349	1.0	1198.62	35	14	0.963	0.385	0.578	No	No	Yes	No	Yes	No
BA-357	119	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	2109.25	16	10	0.775	0.484	0.291	No	No	Yes	No	Yes	No
BA-358	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	6565.41	0	0	0	0	0	NA	NA	No	No	No	No
BA-359	118	Proposed Route	New Road, Primitive	PV	Other	BA-349	1.0	591.54	16	10	0.217	0.136	0.081	No	No	Yes	No	Yes	No
BA-360	119	Proposed Route	New Road, Primitive	BLM	Other	BA-365	1.0	423.69	16	10	0.156	0.097	0.058	Yes	No	Yes	No	Yes	No
BA-361	119	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1314.41	16	10	0.483	0.302	0.181	No	Yes	Yes	Yes	Yes	No
BA-362	119	Proposed Route	New Road, Primitive	BLM	Other	BA-365	1.0	1101.89	16	10	0.405	0.253	0.152	No	No	Yes	No	Yes	No
BA-363	118	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1487.95	0	0	0	0	0	NA	NA	No	No	No	No
BA-364	119	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	871.46	16	10	0.320	0.200	0.120	No	No	Yes	No	Yes	No
BA-365	119	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	665.21	35	14	0.534	0.214	0.321	No	No	Yes	No	Yes	No
BA-366	119	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	1229.39	16	10	0.452	0.282	0.169	No	No	Yes	No	Yes	No
BA-367	119	Proposed Route	New Road, Primitive	PV	Other	BA-370	1.0	1054.13	16	10	0.387	0.242	0.145	No	No	Yes	No	Yes	No
BA-368	119	Proposed Route	New Road, Bladed	PV	Other	BA-370	1.0	510.98	35	14	0.411	0.164	0.246	No	No	Yes	No	Yes	No
BA-369	119	Proposed Route	New Road, Primitive	PV	Other	BA-373	1.0	1325.49	16	10	0.487	0.304	0.183	No	No	Yes	No	Yes	No
BA-370	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6674.00	0	0	0	0	0	NA	NA	No	No	No	No
BA-371	120	Proposed Route	New Road, Bladed	PV	Other	BA-373	1.0	4700.70	35	14	3.777	1.511	2.266	No	No	Yes	No	Yes	No
BA-372	120	Proposed Route	New Road, Bladed	PV	Other	BA-373	1.0	3981.52	35	14	3.199	1.280	1.919	No	No	Yes	No	Yes	No
BA-373	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	623.98	0	0	0	0	0	NA	NA	No	No	No	No
BA-374	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	216.79	0	0	0	0	0	NA	NA	No	No	No	No
BA-375	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	168.05	0	0	0	0	0	NA	NA	No	No	No	No
BA-376	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	211.68	0	0	0	0	0	NA	NA	No	No	No	No
BA-377	120	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	250.78	16	10	0.092	0.058	0.035	Yes	No	Yes	No	Yes	No
BA-378	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	702.86	0	0	0	0	0	NA	NA	No	No	No	No
BA-379	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.36	0	0	0	0	0	NA	NA	No	No	No	No
BA-380	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	330.05	0	0	0	0	0	NA	NA	No	No	No	No
BA-381	120	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	414.55	35	14	0.333	0.133	0.200	NA	NA	No	No	No	No
BA-382	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1560.77	0	0	0	0	0	NA	NA	No	No	No	No
BA-383	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1058.96	0	0	0	0	0	NA	NA	No	No	No	No
BA-384	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	466.76	0	0	0	0	0	NA	NA	No	No	No	No
BA-385	120	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4899.66	0	0	0	0	0	NA	NA	No	No	No	No
BA-386	121	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	9757.94	35	14	7.840	3.136	4.704	NA	NA	No	No	No	No
BA-387	121	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4187.22	35	14	3.364	1.346	2.019	NA	NA	No	No	No	No
BA-388	121	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1747.15	16	14	0.449	0.393	0.056	NA	NA	No	No	No	No
BA-389	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	316.11	35	14	0.254	0.102	0.152	NA	NA	No	No	No	No
BA-390	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1404.50	35	14	1.129	0.451	0.677	NA	NA	No	No	No	No
BA-391	122	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3322.83	16	14	0.854	0.748	0.107	NA	NA	No	No	No	No
BA-392	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1107.70	35	14	0.890	0.356	0.534	NA	NA	No	No	No	No
BA-393	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4534.36	35	14	3.643	1.457	2.186	NA	NA	No	No	No	No
BA-394	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	482.47	35	14	0.388	0.155	0.233	NA	NA	No	No	No	No
BA-395	122	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	606.90	35	14	0.488	0.195	0.293	NA	NA	No	No	No	No
BA-396	122	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	11882.13	16	14	3.055	2.673	0.382	NA	NA	No	No	No	No
BA-397	122	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	956.98	16	14	0.246	0.215	0.031	NA	NA	No	No	No	No
BA-398	123	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	677.75	16	10	0.249	0.156	0.093	NA	NA	No	No	No	No
BA-399	123	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	915.40	16	14	0.235	0.206	0.029	NA	NA	No	No	No	No
BA-400	123	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	942.41	30	14	0.649	0.303	0.346	NA	NA	No	No	No	No
BA-401	123	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	226.80	16	10	0.083	0.052	0.031	NA	NA	No	No	No	No
BA-402	123	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	210.91	16	14	0.054	0.047	0.007	NA	NA	No	No	No	No
BA-403	123	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	554.71	16	10	0.204	0.127	0.076	NA	NA	No	No	No	No
BA-404	123	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6258.49	16	14	1.609	1.408	0.201	NA	NA	No	No	No	No
BA-405	123	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	136.31	16	10	0.050	0.031	0.019	NA	NA	No	No	No	No
BA-406	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	251.26	0	0	0	0	0	NA	NA	No	No	No	No
BA-407	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	7940.22	0	0	0	0	0	NA	NA	No	No	No	No
BA-408	123	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2129.32	30	14	1.466	0.684	0.782	NA	NA	No	No	No	No
BA-409	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1323.91	0	0	0	0	0	NA	NA	No	No	No	No
BA-410	123	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	605.83	16	10	0.223	0.139	0.083	NA	NA	No	No	No	No
BA-411	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	329.28	0	0	0	0	0	NA	NA	No	No	No	No
BA-412	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	356.47	0	0	0	0	0	NA	NA	No	No	No	No
BA-413	123	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1056.57	30	14	0.728	0.340	0.388	NA	NA	No	No	No	No
BA-414	123	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	572.46	0	0	0	0	0	NA	NA	No	No	No	No
BA-415	123	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1348.95	16	10	0.495	0.310	0.186	NA	NA	No	No	No	No
BA-416	125	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1706.91	0	0	0	0	0	NA	NA	No	No	No	No
BA-417	125	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	11813.77	0	0	0	0	0	NA	NA	No	No	No	No
BA-418	124	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	2694.29	35	14	2.165	0.866	1.299	NA	NA	No	No	No	No
BA-419	124	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2101.53	0	0	0	0	0	NA	NA	No	No	No	No
BA-420	124	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3952.82	16	10	1.452	0.907	0.544	NA	NA	No	No	No	No
BA-421	124	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	5718.13	16	10	2.100	1.313	0.788	NA	NA	No	No	No	No
BA-422	125	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	11046.11	16	14	2.840	2.485	0.355	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
BA-423	124	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2988.59	16	10	1.098	0.686	0.412	NA	NA	No	No	No	No
BA-424	126	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	924.94	30	14	0.637	0.297	0.340	NA	NA	No	No	No	No
BA-425	126	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	142.53	16	10	0.052	0.033	0.020	NA	NA	No	No	No	No
BA-426	126	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	345.15	30	14	0.238	0.111	0.127	NA	NA	No	No	No	No
BA-427	126	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	13950.41	30	14	9.608	4.484	5.124	NA	NA	No	No	No	No
BA-428	126	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2080.57	16	10	0.764	0.478	0.287	NA	NA	No	No	No	No
BA-429	126	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	5333.57	16	14	1.371	1.200	0.171	NA	NA	No	No	No	No
BA-430	126	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	75.24	16	10	0.028	0.017	0.010	NA	NA	No	No	No	No
BA-431	126	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1425.61	30	14	0.982	0.458	0.524	NA	NA	No	No	No	No
BA-432	127	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2647.86	16	14	0.681	0.596	0.085	NA	NA	No	No	No	No
BA-433	127	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1112.29	35	14	0.894	0.357	0.536	NA	NA	No	No	No	No
BA-434	127	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	7115.14	30	14	4.900	2.287	2.613	NA	NA	No	No	No	No
BA-435	127	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4473.39	30	14	3.081	1.438	1.643	NA	NA	No	No	No	No
BA-436	127	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1387.68	35	14	1.115	0.446	0.669	NA	NA	No	No	No	No
BA-437	127	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	252.86	35	14	0.203	0.081	0.122	NA	NA	No	No	No	No
BA-438	127	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-441	0.7	6150.44	16	14	1.581	1.384	0.198	No	No	Yes	No	No	Yes
BA-439	127	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	2146.78	16	10	0.789	0.493	0.296	Yes	No	Yes	No	No	Yes
BA-440	127	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	1110.34	16	10	0.408	0.255	0.153	Yes	No	Yes	No	No	Yes
BA-441	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5173.89	16	14	1.330	1.164	0.166	No	Yes	Yes	Yes	No	Yes
BA-441	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	5001.84	16	14	1.286	1.125	0.161	No	No	Yes	No	No	Yes
BA-442	127	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	192.77	16	10	0.071	0.044	0.027	Yes	No	Yes	No	No	Yes
BA-443	127	Proposed Route	New Road, Primitive	PV	Other	BA-441	1.0	880.10	16	10	0.323	0.202	0.121	Yes	No	Yes	No	No	Yes
BA-444	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-441	0.7	2846.97	16	14	0.732	0.641	0.092	No	No	Yes	No	No	Yes
BA-445	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5761.10	16	14	1.481	1.296	0.185	No	Yes	Yes	Yes	No	Yes
BA-445	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1025.72	16	14	0.264	0.231	0.033	No	No	Yes	No	No	Yes
BA-446	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	863.62	16	10	0.317	0.198	0.119	No	No	Yes	No	No	Yes
BA-447	128	Proposed Route	New Road, Bladed	PV	Other	BA-445	1.0	1542.36	35	14	1.239	0.496	0.744	No	No	Yes	No	No	Yes
BA-448	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	596.20	16	10	0.219	0.137	0.082	Yes	No	Yes	No	No	Yes
BA-449	129	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	3885.34	16	14	0.999	0.874	0.125	No	No	Yes	No	No	Yes
BA-449	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	3735.75	16	14	0.961	0.840	0.120	No	Yes	Yes	Yes	No	Yes
BA-450	128	Proposed Route	New Road, Bladed	BLM	Other	BA-445	1.0	360.97	35	14	0.290	0.116	0.174	No	No	Yes	No	No	Yes
BA-451	128	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	990.01	16	10	0.364	0.227	0.136	No	No	Yes	No	No	Yes
BA-452	128	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	348.39	16	10	0.128	0.080	0.048	Yes	No	Yes	No	No	Yes
BA-453	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	1384.95	16	10	0.509	0.318	0.191	No	No	Yes	No	No	Yes
BA-454	128	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-445	0.7	240.47	16	14	0.062	0.054	0.008	Yes	No	Yes	No	No	Yes
BA-455	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	106.66	16	10	0.039	0.024	0.015	Yes	No	Yes	No	No	Yes
BA-456	128	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	1220.62	16	10	0.448	0.280	0.168	No	No	Yes	No	No	Yes
BA-457	128	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	186.48	16	10	0.068	0.043	0.026	Yes	No	Yes	No	No	Yes
BA-458	128	Proposed Route	New Road, Primitive	BLM	Other	BA-445	1.0	1214.65	16	10	0.446	0.279	0.167	No	No	Yes	No	No	Yes
BA-459	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2493.45	0	0	0	0	0	NA	NA	No	No	No	No
BA-460	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	260.13	16	10	0.096	0.060	0.036	Yes	No	Yes	No	No	Yes
BA-461	128	Proposed Route	New Road, Primitive	PV	Other	BA-445	1.0	978.56	16	10	0.359	0.225	0.135	No	No	Yes	No	No	Yes
BA-462	129	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	712.39	16	10	0.262	0.164	0.098	Yes	No	Yes	No	No	Yes
BA-463	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	624.99	0	0	0	0	0	NA	NA	No	No	No	No
BA-464	129	Proposed Route	New Road, Primitive	PV	Other	BA-469	1.0	919.80	16	10	0.338	0.211	0.127	No	No	Yes	No	No	Yes
BA-465	129	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2765.93	0	0	0	0	0	NA	NA	No	No	No	No
BA-466	129	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	261.03	35	14	0.210	0.084	0.126	No	No	Yes	No	No	Yes
BA-467	129	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	2165.57	35	14	1.740	0.696	1.044	No	No	Yes	No	No	Yes
BA-468	129	Proposed Route	New Road, Bladed	PV	Other	BA-469	1.0	84.72	35	14	0.068	0.027	0.041	Yes	No	Yes	No	No	Yes
BA-469	129	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	1137.25	35	14	0.914	0.366	0.548	No	No	Yes	No	No	Yes
BA-470	129	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	4083.96	35	14	3.281	1.313	1.969	No	No	Yes	No	No	Yes
BA-471	130	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	105.02	16	10	0.039	0.024	0.014	Yes	No	Yes	No	No	Yes
BA-472	130	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	1703.93	35	14	1.369	0.548	0.821	No	No	Yes	No	No	Yes
BA-473	130	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	1386.97	35	14	1.114	0.446	0.669	No	No	Yes	No	No	Yes
BA-474	130	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	565.11	16	10	0.208	0.130	0.078	No	No	Yes	No	No	Yes
BA-475	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	1724.28	30	14	1.188	0.554	0.633	No	No	Yes	No	No	Yes
BA-475	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	1135.58	30	14	0.782	0.365	0.417	No	Yes	Yes	Yes	No	Yes
BA-475	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	2860.10	30	14	1.970	0.919	1.051	NA	NA	No	No	No	No
BA-476	130	Proposed Route	New Road, Primitive	PV	Other	BA-470	1.0	53.05	16	10	0.019	0.012	0.007	No	No	Yes	No	No	Yes
BA-477	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	4529.06	30	14	3.119	1.456	1.664	No	No	Yes	No	No	Yes
BA-478	130	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	377.08	16	10	0.139	0.087	0.052	No	No	Yes	No	No	Yes
BA-479	130	Proposed Route	New Road, Bladed	PV	Other	BA-470	1.0	4552.21	35	14	3.658	1.463	2.195	No	No	Yes	No	No	Yes
BA-480	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	1237.69	30	14	0.852	0.398	0.455	No	Yes	Yes	Yes	No	Yes
BA-481	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	990.88	30	14	0.682	0.318	0.364	No	Yes	Yes	Yes	No	Yes
BA-482	130	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	148.48	35	14	0.119	0.048	0.072	No	Yes	Yes	Yes	No	Yes
BA-483	130	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	1831.32	16	10	0.673	0.420	0.252	No	No	Yes	No	No	Yes
BA-483	130	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1300.97	16	10	0.478	0.299	0.179	No	Yes	Yes	Yes	No	Yes
BA-484	130	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1028.80	16	10	0.378	0.236	0.142	No	Yes	Yes	Yes	No	Yes
BA-485	130	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-487	1.0	2341.04	30	14	1.612	0.752	0.860	No	No	Yes	No	No	Yes
BA-486	130	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	1816.41	16	10	0.667	0.417	0.250	No	No	Yes	No	No	Yes
BA-487	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	9140.73	30	14	6.295	2.938	3.357	No	No	Yes	No	No	Yes
BA-487	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3070.99	30	14	2.115	0.987	1.128	No	Yes	Yes	Yes	No	Yes
BA-488	131	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	2314.20	16	10	0.850	0.531	0.319	No	No	Yes	No	No	Yes
BA-489	130	Proposed Route	New Road, Bladed	PV	Other	BA-487	1.0	597.72	35	14	0.480	0.192	0.288	No	No	Yes	No	No	Yes
BA-490	131	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	568.66	16	10	0.209	0.131	0.078	Yes	No	Yes	No	No	Yes
BA-491	131	Proposed Route	New Road, Primitive	PV	Other	BA-487	1.0	949.22	16	10	0.349	0.218	0.131	Yes	No	Yes	No	No	Yes
BA-492	131	Proposed Route	New Road, Primitive	PV	Other	BA-505	1.0	880.48	16	10	0.323	0.202	0.121	No	No	Yes	No	No	Yes
BA-493	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-505	1.0	4476.64	30	14	3.083	1.439	1.644	No	No	Yes	No	No	Yes
BA-494	131	Proposed Route	New Road, Primitive	PV	Other	BA-505	1.0	83.16	16	10	0.031	0.019	0.011	Yes	No	Yes	No	No	Yes
BA-495	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-505	1.0	1394.28	30	14	0.960	0.448	0.512	No	No	Yes	No	No	Yes
BA-496	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-505	0.7	1517.01	16	14	0.390	0.341	0.049	No	No	Yes	No	No	Yes
BA-496	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	993.67	16	14	0.255	0.224	0.032	No	Yes	Yes	Yes	No	Yes
BA-496	131	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2511.53	16	14	0.646	0.565	0.081	NA	NA	No	No	No	No
BA-497	131	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	497.47	30	14	0.343	0.160	0.183	No	Yes	Yes	Yes	No	Yes

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
BA-498	131	Proposed Route	New Road, Bladed	PV	No	NA	1.0	825.20	35	14	0.663	0.265	0.398	Yes	No	Yes	No	No	Yes
BA-499	101	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	No	NA	1.0	1586.60	30	14	1.093	0.510	0.583	No	Yes	Yes	Yes	No	Yes
BA-500	101	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1215.40	35	14	0.977	0.391	0.586	No	Yes	Yes	Yes	No	Yes
BA-501	101	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	255.27	35	14	0.205	0.082	0.123	Yes	No	Yes	No	No	Yes
BA-502	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	1631.59	16	10	0.599	0.375	0.225	No	Yes	Yes	Yes	No	Yes
BA-503	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2373.43	16	10	0.872	0.545	0.327	No	Yes	Yes	Yes	No	Yes
BA-504	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	452.40	16	10	0.166	0.104	0.062	Yes	No	Yes	No	No	Yes
BA-505	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	4149.93	16	14	1.067	0.934	0.133	No	Yes	Yes	Yes	No	Yes
BA-505	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1938.97	16	14	0.499	0.436	0.062	No	No	Yes	No	No	Yes
BA-506	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	4624.86	16	14	1.189	1.040	0.149	No	No	Yes	No	No	Yes
BA-506	101	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	4023.26	16	14	1.034	0.905	0.129	No	Yes	Yes	Yes	No	Yes
BA-507	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	635.46	16	10	0.233	0.146	0.088	Yes	No	Yes	No	No	Yes
BA-508	101	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	239.70	35	14	0.193	0.077	0.116	Yes	No	Yes	No	No	Yes
BA-509	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2427.11	16	10	0.891	0.557	0.334	No	Yes	Yes	Yes	No	Yes
BA-510	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	180.39	16	10	0.066	0.041	0.025	Yes	No	Yes	No	No	Yes
BA-511	101	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	525.34	35	14	0.422	0.169	0.253	Yes	No	Yes	No	No	Yes
BA-512	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.16	0	0	0	0	0	NA	NA	No	No	No	No
BA-513	101	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3211.45	0	0	0	0	0	NA	NA	No	No	No	No
BA-514	101	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	2234.43	16	10	0.821	0.513	0.308	No	Yes	Yes	Yes	No	Yes
BA-514	101	Proposed Route	New Road, Primitive	PV	Other	BA-506	1.0	1243.99	16	10	0.457	0.286	0.171	No	No	Yes	No	No	Yes
BA-515	101	Proposed Route	New Road, Bladed	PV	Other	BA-506	1.0	675.95	35	14	0.543	0.217	0.326	No	No	Yes	No	No	Yes
BA-516	132	Proposed Route	New Road, Primitive	PV	Other	BA-506	1.0	249.74	16	10	0.092	0.057	0.034	Yes	No	Yes	No	No	Yes
BA-517	132	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	155.28	0	0	0	0	0	NA	NA	No	No	No	No
BA-518	132	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	453.40	0	0	0	0	0	NA	NA	No	No	No	No
BA-519	132	Proposed Route	New Road, Primitive	PV	Other	BA-525	1.0	272.15	16	10	0.100	0.062	0.037	No	No	Yes	No	No	Yes
BA-520	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-525	1.0	578.41	30	14	0.398	0.186	0.212	No	No	Yes	No	No	Yes
BA-521	132	Proposed Route	New Road, Bladed	PV	Other	BA-525	1.0	177.63	35	14	0.143	0.057	0.086	Yes	No	Yes	No	No	Yes
BA-522	132	Proposed Route	New Road, Bladed	PV	Other	BA-525	1.0	687.26	35	14	0.552	0.221	0.331	No	No	Yes	No	No	Yes
BA-523	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-525	1.0	707.19	30	14	0.487	0.227	0.260	No	No	Yes	No	No	Yes
BA-524	132	Proposed Route	New Road, Primitive	PV	Other	BA-525	1.0	452.41	16	10	0.166	0.104	0.062	Yes	No	Yes	No	No	Yes
BA-525	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	846.48	30	14	0.583	0.272	0.311	No	Yes	Yes	Yes	No	Yes
BA-525	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Yes	NA	1.0	789.44	30	14	0.544	0.254	0.290	No	No	Yes	No	No	Yes
BA-526	132	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	328.61	16	10	0.121	0.075	0.045	Yes	No	Yes	No	No	Yes
BA-527	132	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	868.67	30	14	0.598	0.279	0.319	No	Yes	Yes	Yes	No	Yes
BA-528	132	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	228.38	16	10	0.084	0.052	0.031	Yes	No	Yes	No	No	Yes
BA-529	133	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1504.58	35	14	1.209	0.484	0.725	No	Yes	Yes	Yes	Yes	Yes
BA-530	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	343.36	16	14	0.088	0.077	0.011	No	Yes	Yes	Yes	Yes	Yes
BA-531	133	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	313.19	16	10	0.115	0.072	0.043	Yes	No	Yes	No	Yes	Yes
BA-532	133	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	620.19	16	14	0.159	0.140	0.020	No	Yes	Yes	Yes	Yes	Yes
BA-533	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1425.67	0	0	0	0	0	NA	NA	No	No	No	No
BA-534	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11873.87	0	0	0	0	0	NA	NA	No	No	No	No
BA-535	133	Proposed Route	New Road, Primitive	PV	No	NA	1.0	328.60	16	10	0.121	0.075	0.045	Yes	No	Yes	No	Yes	Yes
BA-536	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2326.94	0	0	0	0	0	NA	NA	No	No	No	No
BA-537	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	903.53	0	0	0	0	0	NA	NA	No	No	No	No
BA-538	133	Proposed Route	New Road, Primitive	PV	No	NA	1.0	309.54	16	10	0.114	0.071	0.043	Yes	No	Yes	No	Yes	Yes
BA-539	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1642.88	0	0	0	0	0	NA	NA	No	No	No	No
BA-540	133	Proposed Route	New Road, Primitive	PV	No	NA	1.0	378.47	16	10	0.139	0.087	0.052	Yes	No	Yes	No	Yes	Yes
BA-541	133	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	894.53	0	0	0	0	0	NA	NA	No	No	No	No
BA-542	134	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-541	0.7	331.91	16	14	0.085	0.075	0.011	Yes	No	Yes	No	Yes	Yes
BA-543	134	Proposed Route	New Road, Primitive	PV	Other	BA-541	1.0	264.05	16	10	0.097	0.061	0.036	Yes	No	Yes	No	Yes	Yes
BA-544	134	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	BA-541	0.7	3560.58	16	14	0.915	0.801	0.114	No	No	Yes	No	Yes	Yes
BA-545	134	Proposed Route	New Road, Bladed	PV	Other	BA-541	1.0	126.16	35	14	0.101	0.041	0.061	No	No	Yes	No	Yes	Yes
BA-546	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3994.37	0	0	0	0	0	NA	NA	No	No	No	No
BA-547	134	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	106.63	16	10	0.039	0.024	0.015	Yes	No	Yes	No	Yes	Yes
BA-548	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1440.38	0	0	0	0	0	NA	NA	No	No	No	No
BA-549	134	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	331.93	16	10	0.122	0.076	0.046	Yes	No	Yes	No	Yes	Yes
BA-550	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1349.04	0	0	0	0	0	NA	NA	No	No	No	No
BA-551	134	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	326.15	16	10	0.120	0.075	0.045	Yes	No	Yes	No	Yes	Yes
BA-552	134	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	888.26	0	0	0	0	0	NA	NA	No	No	No	No
BA-553	134	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	387.44	16	10	0.142	0.089	0.053	Yes	No	Yes	No	Yes	Yes
BA-554	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2136.23	0	0	0	0	0	NA	NA	No	No	No	No
BA-555	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	446.26	16	10	0.164	0.102	0.061	Yes	No	Yes	No	Yes	Yes
BA-556	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2068.54	0	0	0	0	0	NA	NA	No	No	No	No
BA-557	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	295.72	16	10	0.109	0.068	0.041	Yes	No	Yes	No	Yes	Yes
BA-558	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	940.15	0	0	0	0	0	NA	NA	No	No	No	No
BA-559	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	284.69	16	10	0.105	0.065	0.039	Yes	No	Yes	No	Yes	Yes
BA-560	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1135.01	0	0	0	0	0	NA	NA	No	No	No	No
BA-561	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	191.15	16	10	0.070	0.044	0.026	Yes	No	Yes	No	Yes	Yes
BA-562	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1799.98	0	0	0	0	0	NA	NA	No	No	No	No
BA-563	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	243.55	0	0	0	0	0	NA	NA	No	No	No	No
BA-564	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	273.28	0	0	0	0	0	NA	NA	No	No	No	No
BA-565	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1301.25	0	0	0	0	0	NA	NA	No	No	No	No
BA-566	135	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1431.95	0	0	0	0	0	NA	NA	No	No	No	No
BA-567	135	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	850.22	35	14	0.683	0.273	0.410	No	No	Yes	No	Yes	Yes
BA-568	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	1570.21	16	10	0.577	0.360	0.216	No	No	Yes	No	Yes	Yes
BA-569	135	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	307.44	16	10	0.113	0.071	0.042	Yes	No	Yes	No	Yes	Yes
BA-570	135	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-565	1.0	1566.26	30	14	1.079	0.503	0.575	No	No	Yes	No	Yes	Yes
BA-571	136	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	BA-565	1.0	1488.01	30	14	1.025	0.478	0.547	No	No	Yes	No	Yes	Yes
BA-572	136	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	1048.56	35	14	0.843	0.337	0.506	No	No	Yes	No	Yes	Yes
BA-573	136	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	257.71	16	10	0.095	0.059	0.035	Yes	No	Yes	No	Yes	Yes
BA-574	136	Proposed Route	New Road, Primitive	PV	Other	BA-565	1.0	716.01	16	10	0.263	0.164	0.099	No	No	Yes	No	Yes	Yes
BA-575	136	Proposed Route	New Road, Bladed	PV	Other	BA-565	1.0	898.17	35	14	0.722	0.289	0.433	Yes	No	Yes	No	Yes	Yes
BA-576	136	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2217.84	0	0	0	0	0	NA	NA	No	No	No	No
BA-577	136	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	816.82	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
BA-578	136	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8043.69	0	0	0	0	0	NA	NA	No	No	No	No
BA-579	136	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	5081.20	35	14	4.083	1.633	2.450	No	No	Yes	No	Yes	Yes
BA-580	137	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1079.10	16	14	0.277	0.243	0.035	No	Yes	Yes	Yes	Yes	No
BA-581	137	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1530.02	0	0	0	0	0	NA	NA	No	No	No	No
BA-582	137	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	325.66	0	0	0	0	0	NA	NA	No	No	No	No
BA-583	137	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	144.55	0	0	0	0	0	NA	NA	No	No	No	No
BA-584	137	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	8328.09	35	14	6.692	2.677	4.015	No	No	Yes	No	Yes	No
BA-584	137	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	781.30	35	14	0.628	0.251	0.377	No	Yes	Yes	Yes	Yes	No
BA-585	138	Proposed Route	New Road, Primitive	PV	Other	BA-586	1.0	788.73	16	10	0.290	0.181	0.109	Yes	No	Yes	No	Yes	No
BA-586	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3610.32	0	0	0	0	0	NA	NA	No	No	No	No
BA-587	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	324.29	0	0	0	0	0	NA	NA	No	No	No	No
BA-588	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	357.09	0	0	0	0	0	NA	NA	No	No	No	No
BA-589	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2076.71	0	0	0	0	0	NA	NA	No	No	No	No
BA-590	138	Proposed Route	New Road, Primitive	PV	Other	BA-592	1.0	1452.19	16	10	0.533	0.333	0.200	No	No	Yes	No	Yes	No
BA-591	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1887.64	0	0	0	0	0	NA	NA	No	No	No	No
BA-592	138	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	662.61	35	14	0.532	0.213	0.319	No	No	Yes	No	Yes	No
BA-593	138	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	864.36	0	0	0	0	0	NA	NA	No	No	No	No
BA-594	138	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	1616.44	16	10	0.594	0.371	0.223	No	No	Yes	No	Yes	No
BA-595	138	Proposed Route	New Road, Bladed	PV	Yes	NA	1.0	3340.63	35	14	2.684	1.074	1.610	No	No	Yes	No	Yes	No
BA-596	139	Proposed Route	New Road, Bladed	PV	Other	BA-595	1.0	177.53	35	14	0.143	0.057	0.086	Yes	No	Yes	No	Yes	No
BA-597	139	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	2527.44	35	14	2.031	0.812	1.218	No	No	Yes	No	Yes	No
BA-598	139	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	817.39	35	14	0.657	0.263	0.394	Yes	No	Yes	No	Yes	No
MA-001	139	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3740.02	0	0	0	0	0	NA	NA	No	No	No	No
MA-002	139	Proposed Route	New Road, Bladed	BLM	Other	BA-595	1.0	1025.88	35	14	0.824	0.330	0.495	No	No	Yes	No	Yes	No
MA-002	139	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	3607.68	35	14	2.899	1.159	1.739	No	No	Yes	No	Yes	No
MA-002	139	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2116.24	35	14	1.700	0.680	1.020	No	No	Yes	No	Yes	No
MA-003	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	749.10	16	10	0.275	0.172	0.103	Yes	No	Yes	No	Yes	No
MA-004	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	283.48	16	10	0.104	0.065	0.039	Yes	No	Yes	No	Yes	No
MA-005	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	653.78	16	10	0.240	0.150	0.090	Yes	No	Yes	No	Yes	No
MA-006	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	336.20	16	10	0.123	0.077	0.046	Yes	No	Yes	No	Yes	No
MA-007	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	55.80	16	10	0.020	0.013	0.008	Yes	No	Yes	No	Yes	No
MA-008	139	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	375.48	35	14	0.302	0.121	0.181	No	No	Yes	No	Yes	No
MA-009	139	Proposed Route	New Road, Bladed	PV	Other	MA-028	1.0	114.39	35	14	0.092	0.037	0.055	No	No	Yes	No	Yes	No
MA-010	139	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	Other	MA-028	1.0	153.58	30	14	0.106	0.049	0.056	No	No	Yes	No	Yes	No
MA-011	139	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	133.20	0	0	0	0	0	NA	NA	No	No	No	No
MA-012	139	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	157.06	0	0	0	0	0	NA	NA	No	No	No	No
MA-013	139	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	90.97	0	0	0	0	0	NA	NA	No	No	No	No
MA-014	139	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	638.88	0	0	0	0	0	NA	NA	No	No	No	No
MA-015	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	1007.43	16	10	0.370	0.231	0.139	No	No	Yes	No	Yes	No
MA-016	139	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	647.22	16	10	0.238	0.149	0.089	Yes	No	Yes	No	Yes	No
MA-017	139	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-028	0.7	1951.73	16	14	0.502	0.439	0.063	No	No	Yes	No	Yes	No
MA-018	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	451.46	16	10	0.166	0.104	0.062	No	No	Yes	No	Yes	No
MA-019	140	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2852.18	0	0	0	0	0	NA	NA	No	No	No	No
MA-020	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	152.81	16	10	0.056	0.035	0.021	Yes	No	Yes	No	Yes	No
MA-021	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	82.38	16	10	0.030	0.019	0.011	Yes	No	Yes	No	Yes	No
MA-022	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	654.69	16	10	0.240	0.150	0.090	No	No	Yes	No	Yes	No
MA-023	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	158.31	16	10	0.058	0.036	0.022	Yes	No	Yes	No	Yes	No
MA-024	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-028	0.7	617.70	16	14	0.159	0.139	0.020	No	No	Yes	No	Yes	No
MA-025	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	504.23	16	10	0.185	0.116	0.069	No	No	Yes	No	Yes	No
MA-026	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	44.89	16	10	0.016	0.010	0.006	Yes	No	Yes	No	Yes	No
MA-027	140	Proposed Route	New Road, Primitive	PV	Other	MA-028	1.0	300.59	16	10	0.110	0.069	0.041	No	No	Yes	No	Yes	No
MA-028	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	874.81	16	14	0.225	0.197	0.028	No	No	Yes	No	Yes	No
MA-029	140	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	589.02	0	0	0	0	0	NA	NA	No	No	No	No
MA-030	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	1315.52	16	14	0.338	0.296	0.042	No	No	Yes	No	Yes	No
MA-031	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	253.28	16	14	0.065	0.057	0.008	NA	NA	No	No	No	No
MA-032	140	Proposed Route	New Road, Primitive	PV	Other	MA-030	1.0	240.73	16	10	0.088	0.055	0.033	Yes	No	Yes	No	Yes	No
MA-033	140	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1930.17	0	0	0	0	0	NA	NA	No	No	No	No
MA-034	140	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	420.06	16	10	0.154	0.096	0.058	NA	NA	No	No	No	No
MA-035	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-030	0.7	586.90	16	14	0.151	0.132	0.019	No	No	Yes	No	Yes	No
MA-036	140	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	262.98	16	10	0.097	0.060	0.036	NA	NA	No	No	No	No
MA-037	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	444.56	16	14	0.114	0.100	0.014	NA	NA	No	No	No	No
MA-038	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	568.15	16	14	0.146	0.128	0.018	NA	NA	No	No	No	No
MA-039	140	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	294.90	16	10	0.108	0.068	0.041	NA	NA	No	No	No	No
MA-040	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	776.07	16	14	0.200	0.175	0.025	NA	NA	No	No	No	No
MA-041	140	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	50.95	16	10	0.019	0.012	0.007	NA	NA	No	No	No	No
MA-042	140	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	599.57	0	0	0	0	0	NA	NA	No	No	No	No
MA-043	140	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	875.63	16	10	0.322	0.201	0.121	NA	NA	No	No	No	No
MA-044	140	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	187.81	16	10	0.069	0.043	0.026	NA	NA	No	No	No	No
MA-045	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	865.78	16	14	0.223	0.195	0.028	NA	NA	No	No	No	No
MA-046	140	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	500.39	16	14	0.129	0.113	0.016	NA	NA	No	No	No	No
MA-047	141	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2133.04	16	14	0.548	0.480	0.069	NA	NA	No	No	No	No
MA-048	141	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1656.43	16	10	0.608	0.380	0.228	NA	NA	No	No	No	No
MA-049	141	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1615.84	16	14	0.415	0.364	0.052	NA	NA	No	No	No	No
MA-050	141	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1003.83	35	14	0.807	0.323	0.484	NA	NA	No	No	No	No
MA-051	141	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	913.42	16	10	0.336	0.210	0.126	NA	NA	No	No	No	No
MA-052	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	271.22	0	0	0	0	0	NA	NA	No	No	No	No
MA-053	141	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	741.62	16	14	0.191	0.167	0.024	NA	NA	No	No	No	No
MA-054	141	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1338.21	16	10	0.492	0.307	0.184	NA	NA	No	No	No	No
MA-055	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	167.94	0	0	0	0	0	NA	NA	No	No	No	No
MA-056	141	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	553.55	16	10	0.203	0.127	0.076	NA	NA	No	No	No	No
MA-057	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	91.76	0	0	0	0	0	NA	NA	No	No	No	No
MA-058	141	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	698.55	16	10	0.257	0.160	0.096	NA	NA	No	No	No	No
MA-059	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	227.57	0	0	0	0	0	NA	NA	No	No	No	No
MA-060	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2746.93	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MA-061	141	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4150.30	16	14	1.067	0.934	0.133	NA	NA	No	No	No	No
MA-062	141	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	445.82	16	14	0.115	0.100	0.014	NA	NA	No	No	No	No
MA-063	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1517.57	0	0	0	0	0	NA	NA	No	No	No	No
MA-064	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	5773.11	0	0	0	0	0	NA	NA	No	No	No	No
MA-065	141	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1247.76	0	0	0	0	0	NA	NA	No	No	No	No
MA-066	141	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4401.22	35	14	3.536	1.415	2.122	NA	NA	No	No	No	No
MA-067	142	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4084.19	16	14	1.050	0.919	0.131	NA	NA	No	No	No	No
MA-068	142	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1957.27	35	14	1.573	0.629	0.944	NA	NA	No	No	No	No
MA-069	142	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	212.12	35	14	0.170	0.068	0.102	NA	NA	No	No	No	No
MA-070	142	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11847.48	0	0	0	0	0	NA	NA	No	No	No	No
MA-071	142	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4081.38	35	14	3.279	1.312	1.968	NA	NA	No	No	No	No
MA-072	143	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	836.73	35	14	0.672	0.269	0.403	NA	NA	No	No	No	No
MA-073	143	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1495.48	16	14	0.385	0.336	0.048	NA	NA	No	No	No	No
MA-074	143	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	616.09	0	0	0	0	0	NA	NA	No	No	No	No
MA-075	143	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	6619.86	35	14	5.319	2.128	3.191	NA	NA	No	No	No	No
MA-076	143	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	200.22	35	14	0.161	0.064	0.097	NA	NA	No	No	No	No
MA-077	144	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	8768.16	35	14	7.045	2.818	4.227	NA	NA	No	No	No	No
MA-078	144	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1773.72	16	14	0.456	0.399	0.057	NA	NA	No	No	No	No
MA-079	144	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6814.95	16	14	1.752	1.533	0.219	NA	NA	No	No	No	No
MA-080	144	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1607.05	35	14	1.291	0.516	0.775	NA	NA	No	No	No	No
MA-081	145	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2350.39	35	14	1.889	0.755	1.133	NA	NA	No	No	No	No
MA-082	145	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	4822.35	16	14	1.240	1.085	0.155	NA	NA	No	No	No	No
MA-083	145	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1152.52	0	0	0	0	0	NA	NA	No	No	No	No
MA-084	145	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2979.45	0	0	0	0	0	NA	NA	No	No	No	No
MA-085	145	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	544.89	16	10	0.200	0.125	0.075	NA	NA	No	No	No	No
MA-086	145	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6660.16	35	14	5.351	2.141	3.211	NA	NA	No	No	No	No
MA-087	146	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	182.02	35	14	0.146	0.059	0.088	NA	NA	No	No	No	No
MA-088	146	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	5747.39	35	14	4.618	1.847	2.771	NA	NA	No	No	No	No
MA-089	146	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	120.54	35	14	0.097	0.039	0.058	NA	NA	No	No	No	No
MA-090	146	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	19259.94	0	0	0	0	0	NA	NA	No	No	No	No
MA-091	146	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	10475.68	35	14	8.417	3.367	5.050	NA	NA	No	No	No	No
MA-092	147	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2593.91	0	0	0	0	0	NA	NA	No	No	No	No
MA-093	147	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	477.68	35	14	0.384	0.154	0.230	NA	NA	No	No	No	No
MA-094	147	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1472.01	16	10	0.541	0.338	0.203	NA	NA	No	No	No	No
MA-095	148	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	9345.19	35	14	7.509	3.004	4.505	NA	NA	No	No	No	No
MA-096	148	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1440.01	0	0	0	0	0	NA	NA	No	No	No	No
MA-097	148	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	808.56	35	14	0.650	0.260	0.390	NA	NA	No	No	No	No
MA-098	149	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	9365.59	0	0	0	0	0	NA	NA	No	No	No	No
MA-099	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4236.80	35	14	3.404	1.362	2.043	NA	NA	No	No	No	No
MA-100	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	238.34	35	14	0.192	0.077	0.115	NA	NA	No	No	No	No
MA-101	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	382.61	35	14	0.307	0.123	0.184	NA	NA	No	No	No	No
MA-102	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	971.33	35	14	0.780	0.312	0.468	NA	NA	No	No	No	No
MA-103	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1331.89	35	14	1.070	0.428	0.642	NA	NA	No	No	No	No
MA-104	150	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	18792.57	0	0	0	0	0	NA	NA	No	No	No	No
MA-105	149	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	285.93	16	10	0.105	0.066	0.039	NA	NA	No	No	No	No
MA-106	149	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	622.72	35	14	0.500	0.200	0.300	NA	NA	No	No	No	No
MA-107	149	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1854.64	16	10	0.681	0.426	0.255	NA	NA	No	No	No	No
MA-108	150	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	7055.29	35	14	5.669	2.268	3.401	NA	NA	No	No	No	No
MA-109	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4113.07	0	0	0	0	0	NA	NA	No	No	No	No
MA-110	150	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4114.88	0	0	0	0	0	NA	NA	No	No	No	No
MA-111	150	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	9888.43	35	14	7.945	3.178	4.767	NA	NA	No	No	No	No
MA-112	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2614.14	0	0	0	0	0	NA	NA	No	No	No	No
MA-113	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	445.62	0	0	0	0	0	NA	NA	No	No	No	No
MA-114	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	263.11	0	0	0	0	0	NA	NA	No	No	No	No
MA-115	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	939.67	0	0	0	0	0	NA	NA	No	No	No	No
MA-116	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1029.97	16	10	0.378	0.236	0.142	NA	NA	No	No	No	No
MA-117	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1465.64	0	0	0	0	0	NA	NA	No	No	No	No
MA-118	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	106.56	16	10	0.039	0.024	0.015	NA	NA	No	No	No	No
MA-119	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	3043.07	16	10	1.118	0.699	0.419	NA	NA	No	No	No	No
MA-120	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	284.74	16	10	0.105	0.065	0.039	NA	NA	No	No	No	No
MA-121	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2439.70	0	0	0	0	0	NA	NA	No	No	No	No
MA-122	151	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1323.16	16	14	0.340	0.298	0.043	NA	NA	No	No	No	No
MA-123	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1411.07	16	10	0.518	0.324	0.194	NA	NA	No	No	No	No
MA-124	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	678.65	0	0	0	0	0	NA	NA	No	No	No	No
MA-125	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3150.92	0	0	0	0	0	NA	NA	No	No	No	No
MA-126	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2915.63	0	0	0	0	0	NA	NA	No	No	No	No
MA-127	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1470.04	16	10	0.540	0.337	0.202	NA	NA	No	No	No	No
MA-128	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1058.33	0	0	0	0	0	NA	NA	No	No	No	No
MA-129	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	448.11	16	10	0.165	0.103	0.062	NA	NA	No	No	No	No
MA-130	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2929.82	0	0	0	0	0	NA	NA	No	No	No	No
MA-131	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	370.04	16	10	0.136	0.085	0.051	NA	NA	No	No	No	No
MA-132	156	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	11440.42	0	0	0	0	0	NA	NA	No	No	No	No
MA-133	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1317.07	16	10	0.484	0.302	0.181	NA	NA	No	No	No	No
MA-134	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4468.69	0	0	0	0	0	NA	NA	No	No	No	No
MA-135	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	592.00	0	0	0	0	0	NA	NA	No	No	No	No
MA-136	151	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	101.03	35	14	0.081	0.032	0.049	NA	NA	No	No	No	No
MA-137	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	97.13	16	10	0.036	0.022	0.013	NA	NA	No	No	No	No
MA-138	152	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	282.06	0	0	0	0	0	NA	NA	No	No	No	No
MA-139	152	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2651.05	0	0	0	0	0	NA	NA	No	No	No	No
MA-140	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1196.09	0	0	0	0	0	NA	NA	No	No	No	No
MA-141	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	721.95	0	0	0	0	0	NA	NA	No	No	No	No
MA-142	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	207.29	0	0	0	0	0	NA	NA	No	No	No	No
MA-143	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	476.43	0	0	0	0	0	NA	NA	No	No	No	No
MA-144	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3428.00	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MA-145	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	54.68	0	0	0	0	0	NA	NA	No	No	No	No
MA-146	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	98.18	0	0	0	0	0	NA	NA	No	No	No	No
MA-147	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	579.51	0	0	0	0	0	NA	NA	No	No	No	No
MA-148	151	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1448.13	16	10	0.532	0.332	0.199	NA	NA	No	No	No	No
MA-149	152	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2431.16	0	0	0	0	0	NA	NA	No	No	No	No
MA-150	151	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1782.60	0	0	0	0	0	NA	NA	No	No	No	No
MA-151	152	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	968.46	16	10	0.356	0.222	0.133	NA	NA	No	No	No	No
MA-152	152	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	797.34	0	0	0	0	0	NA	NA	No	No	No	No
MA-153	152	Proposed Route	New Road, Bladed	BLM	Other	MA-159	1.0	2986.63	35	14	2.400	0.960	1.440	No	No	Yes	No	Yes	No
MA-154	152	Proposed Route	New Road, Primitive	BLM	Other	MA-159	1.0	142.29	16	10	0.052	0.033	0.020	Yes	No	Yes	No	Yes	No
MA-155	152	Proposed Route	New Road, Bladed	BLM	Other	MA-159	1.0	370.47	35	14	0.298	0.119	0.179	No	No	Yes	No	Yes	No
MA-156	155	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	946.65	16	14	0.243	0.213	0.030	No	Yes	Yes	Yes	Yes	No
MA-157	155	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	436.58	16	10	0.160	0.100	0.060	NA	NA	No	No	No	No
MA-158	152	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	2945.58	16	10	1.082	0.676	0.406	No	No	Yes	No	Yes	No
MA-159	152	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1715.74	16	10	0.630	0.394	0.236	No	No	Yes	No	Yes	No
MA-160	152	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	3595.84	35	14	2.889	1.156	1.734	No	Yes	Yes	Yes	Yes	No
MA-161	152	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	526.95	16	14	0.135	0.119	0.017	No	Yes	Yes	Yes	Yes	No
MA-162	155	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	184.81	16	10	0.068	0.042	0.025	Yes	No	Yes	No	Yes	No
MA-163	155	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	785.33	16	14	0.202	0.177	0.025	No	Yes	Yes	Yes	Yes	No
MA-164	155	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	208.81	16	10	0.077	0.048	0.029	Yes	No	Yes	No	Yes	No
MA-165	155	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	438.03	16	10	0.161	0.101	0.060	Yes	No	Yes	No	Yes	No
MA-166	155	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1581.45	35	14	1.271	0.508	0.762	No	Yes	Yes	Yes	Yes	No
MA-167	155	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2134.87	35	14	1.715	0.686	1.029	No	Yes	Yes	Yes	Yes	No
MA-168	155	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	888.88	16	14	0.229	0.200	0.029	No	Yes	Yes	Yes	Yes	No
MA-169	155	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1333.95	16	14	0.343	0.300	0.043	No	Yes	Yes	Yes	Yes	No
MA-170	155	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	487.79	35	14	0.392	0.157	0.235	NA	NA	No	No	No	No
MA-171	155	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	326.48	35	14	0.262	0.105	0.157	NA	NA	No	No	No	No
MA-172	155	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1929.96	35	14	1.551	0.620	0.930	No	No	Yes	No	Yes	No
MA-173	155	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3482.86	0	0	0	0	0	NA	NA	No	No	No	No
MA-174	152	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	4385.62	16	14	1.128	0.987	0.141	No	Yes	Yes	Yes	Yes	No
MA-175	155	Proposed Route	New Road, Bladed	BLM	Other	MA-172	1.0	1759.14	35	14	1.413	0.565	0.848	No	No	Yes	No	Yes	No
MA-176	155	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	192.98	16	10	0.071	0.044	0.027	Yes	No	Yes	No	Yes	No
MA-177	155	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	3857.02	35	14	3.099	1.240	1.859	No	No	Yes	No	Yes	No
MA-178	155	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2178.80	16	14	0.560	0.490	0.070	NA	NA	No	No	No	No
MA-179	155	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	381.99	16	10	0.140	0.088	0.053	No	No	Yes	No	Yes	No
MA-180	155	Proposed Route	New Road, Bladed	BLM	Other	MA-172	1.0	452.64	35	14	0.364	0.145	0.218	No	No	Yes	No	Yes	No
MA-181	155	Proposed Route	New Road, Primitive	BLM	Other	MA-172	1.0	349.48	16	10	0.128	0.080	0.048	Yes	No	Yes	No	Yes	No
MA-182	157	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	5580.98	16	14	1.435	1.256	0.179	No	Yes	Yes	Yes	Yes	No
MA-183	157	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1051.19	16	10	0.386	0.241	0.145	NA	NA	No	No	No	No
MA-184	157	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1023.68	35	14	0.823	0.329	0.494	NA	NA	No	No	No	No
MA-185	157	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3861.09	35	14	3.102	1.241	1.861	NA	NA	No	No	No	No
MA-186	157	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	664.96	35	14	0.534	0.214	0.321	NA	NA	No	No	No	No
MA-187	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1616.66	16	14	0.416	0.364	0.052	No	Yes	Yes	Yes	Yes	No
MA-188	154	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	4567.81	0	0	0	0	0	NA	NA	No	No	No	No
MA-189	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1448.33	16	14	0.372	0.326	0.047	Yes	No	Yes	No	Yes	No
MA-190	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1038.87	16	14	0.267	0.234	0.033	Yes	No	Yes	No	Yes	No
MA-191	157	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	6396.27	35	14	5.139	2.056	3.084	No	No	Yes	No	Yes	No
MA-192	158	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	359.82	30	14	0.248	0.116	0.132	No	Yes	Yes	Yes	Yes	No
MA-193	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1194.94	16	14	0.307	0.269	0.038	No	Yes	Yes	Yes	Yes	No
MA-194	158	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	886.76	35	14	0.713	0.285	0.428	Yes	No	Yes	No	Yes	No
MA-195	158	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	212.66	16	10	0.078	0.049	0.029	Yes	No	Yes	No	Yes	No
MA-196	158	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1437.87	35	14	1.155	0.462	0.693	Yes	No	Yes	No	Yes	No
MA-197	158	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2112.16	35	14	1.697	0.679	1.018	No	Yes	Yes	Yes	Yes	No
MA-198	154	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	534.30	0	0	0	0	0	NA	NA	No	No	No	No
MA-199	154	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	803.63	0	0	0	0	0	NA	NA	No	No	No	No
MA-200	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1359.66	16	14	0.350	0.306	0.044	No	Yes	Yes	Yes	Yes	No
MA-201	154	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	12850.53	0	0	0	0	0	NA	NA	No	No	No	No
MA-202	158	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1002.46	35	14	0.805	0.322	0.483	Yes	No	Yes	No	Yes	No
MA-203	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2153.97	16	14	0.554	0.485	0.069	No	Yes	Yes	Yes	Yes	No
MA-204	158	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4960.03	0	0	0	0	0	NA	NA	No	No	No	No
MA-205	158	Proposed Route	New Road, Bladed	PV	No	NA	1.0	265.03	35	14	0.213	0.085	0.128	Yes	No	Yes	No	Yes	No
MA-206	158	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	792.22	35	14	0.637	0.255	0.382	Yes	No	Yes	No	Yes	No
MA-207	158	Double Mountain Alternative	New Road, Bladed	PV	No	NA	1.0	235.71	35	14	0.189	0.076	0.114	Yes	No	Yes	No	Yes	No
MA-208	158	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1501.70	16	14	0.386	0.338	0.048	No	Yes	Yes	Yes	Yes	No
MA-209	158	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1755.86	0	0	0	0	0	NA	NA	No	No	No	No
MA-210	158	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1147.30	0	0	0	0	0	NA	NA	No	No	No	No
MA-211	158	Proposed Route	New Road, Bladed	PV	Other	MA-210	1.0	568.39	35	14	0.457	0.183	0.274	Yes	No	Yes	No	Yes	No
MA-212	159	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6134.40	0	0	0	0	0	NA	NA	No	No	No	No
MA-213	159	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	2640.91	16	14	0.679	0.594	0.085	No	No	Yes	No	Yes	No
MA-214	159	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	146.71	16	14	0.038	0.033	0.005	No	No	Yes	No	Yes	No
MA-215	153	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	337.40	0	0	0	0	0	NA	NA	No	No	No	No
MA-216	153	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	741.51	0	0	0	0	0	NA	NA	No	No	No	No
MA-217	159	Proposed Route	New Road, Primitive	PV	Other	MA-210	1.0	692.07	16	10	0.254	0.159	0.095	Yes	No	Yes	No	Yes	No
MA-218	159	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Other	MA-210	0.7	1447.62	16	14	0.372	0.326	0.047	No	No	Yes	No	Yes	No
MA-219	160	Proposed Route	New Road, Bladed	PV	Other	MA-210	1.0	3875.90	35	14	3.114	1.246	1.869	No	No	Yes	No	Yes	No
MA-220	160	Proposed Route	New Road, Primitive	PV	No	NA	1.0	2244.00	16	10	0.824	0.515	0.309	No	Yes	Yes	Yes	Yes	No
MA-221	161	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	25928.76	30	14	17.857	8.333	9.524	No	Yes	Yes	Yes	Yes	No
MA-222	160	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3879.30	35	14	3.117	1.247	1.870	NA	NA	No	No	No	No
MA-223	162	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4676.13	35	14	3.757	1.503	2.254	NA	NA	No	No	No	No
MA-224	162	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3816.51	16	14	0.981	0.859	0.123	NA	NA	No	No	No	No
MA-225	162	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	493.63	30	14	0.340	0.159	0.181	NA	NA	No	No	No	No
MA-226	161	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1908.63	0	0	0	0	0	NA	NA	No	No	No	No
MA-227	162	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1354.19	35	14	1.088	0.435	0.653	NA	NA	No	No	No	No
MA-228	162	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	610.54	16	10	0.224	0.140	0.084	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MA-229	162	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	807.88	16	10	0.297	0.185	0.111	NA	NA	No	No	No	No
MA-230	162	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	332.60	30	14	0.229	0.107	0.122	NA	NA	No	No	No	No
MA-231	162	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	596.94	35	14	0.480	0.192	0.288	NA	NA	No	No	No	No
MA-232	163	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	653.39	16	10	0.240	0.150	0.090	NA	NA	No	No	No	No
MA-233	163	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1170.39	35	14	0.940	0.376	0.564	NA	NA	No	No	No	No
MA-234	163	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2340.43	35	14	1.881	0.752	1.128	NA	NA	No	No	No	No
MA-235	163	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	792.94	35	14	0.637	0.255	0.382	NA	NA	No	No	No	No
MA-236	163	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	974.99	35	14	0.783	0.313	0.470	NA	NA	No	No	No	No
MA-237	163	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	9383.31	0	0	0	0	0	NA	NA	No	No	No	No
MA-238	163	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BOR	NA	NA	0.7	2750.62	16	14	0.707	0.619	0.088	NA	NA	No	No	No	No
MA-239	163	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	131.50	16	10	0.048	0.030	0.018	NA	NA	No	No	No	No
MA-240	163	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	260.97	0	0	0	0	0	NA	NA	No	No	No	No
MA-241	163	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	252.81	0	0	0	0	0	NA	NA	No	No	No	No
MA-242	164	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	6086.15	0	0	0	0	0	NA	NA	No	No	No	No
MA-243	165	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	4260.68	35	14	3.423	1.369	2.054	No	No	Yes	No	Yes	No
MA-244	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	4123.90	0	0	0	0	0	NA	NA	No	No	No	No
MA-245	164	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1220.99	0	0	0	0	0	NA	NA	No	No	No	No
MA-246	165	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3261.24	30	14	2.246	1.048	1.198	No	Yes	Yes	Yes	Yes	No
MA-247	164	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2398.95	0	0	0	0	0	NA	NA	No	No	No	No
MA-248	165	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	2226.68	30	14	1.534	0.716	0.818	No	Yes	Yes	Yes	Yes	No
MA-249	165	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	713.58	16	10	0.262	0.164	0.098	No	Yes	Yes	Yes	Yes	No
MA-250	165	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	1076.65	16	14	0.277	0.242	0.035	No	Yes	Yes	Yes	Yes	No
MA-251	165	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	No	NA	0.7	729.63	16	14	0.188	0.164	0.023	No	Yes	Yes	Yes	Yes	No
MA-252	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1086.50	0	0	0	0	0	NA	NA	No	No	No	No
MA-253	165	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1291.62	16	10	0.474	0.297	0.178	No	No	Yes	No	Yes	No
MA-254	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	650.01	0	0	0	0	0	NA	NA	No	No	No	No
MA-255	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2178.24	0	0	0	0	0	NA	NA	No	No	No	No
MA-256	165	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	131.53	16	10	0.048	0.030	0.018	Yes	No	Yes	No	Yes	No
MA-257	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1128.92	0	0	0	0	0	NA	NA	No	No	No	No
MA-258	165	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	186.21	35	14	0.150	0.060	0.090	Yes	No	Yes	No	Yes	No
MA-259	165	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1505.70	0	0	0	0	0	NA	NA	No	No	No	No
MA-260	166	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	162.63	16	10	0.060	0.037	0.022	Yes	No	Yes	No	Yes	No
MA-261	166	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1305.40	0	0	0	0	0	NA	NA	No	No	No	No
MA-262	166	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	240.91	16	10	0.088	0.055	0.033	Yes	No	Yes	No	Yes	No
MA-263	166	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1023.42	0	0	0	0	0	NA	NA	No	No	No	No
MA-264	166	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	100.10	16	10	0.037	0.023	0.014	Yes	No	Yes	No	Yes	No
MA-265	166	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	930.45	0	0	0	0	0	NA	NA	No	No	No	No
MA-266	168	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	876.80	0	0	0	0	0	NA	NA	No	No	No	No
MA-267	166	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2183.24	35	14	1.754	0.702	1.053	No	No	Yes	No	Yes	No
MA-268	168	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	959.58	0	0	0	0	0	NA	NA	No	No	No	No
MA-269	166	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	427.77	35	14	0.344	0.137	0.206	Yes	No	Yes	No	Yes	No
MA-270	166	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	760.64	30	14	0.524	0.244	0.279	No	Yes	Yes	Yes	Yes	No
MA-271	166	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	499.47	35	14	0.401	0.161	0.241	Yes	No	Yes	No	Yes	No
MA-272	167	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	842.49	30	14	0.580	0.271	0.309	No	Yes	Yes	Yes	Yes	No
MA-273	167	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	9254.54	16	14	2.379	2.082	0.297	No	Yes	Yes	Yes	Yes	No
MA-274	167	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1268.08	35	14	1.019	0.408	0.611	Yes	No	Yes	No	Yes	No
MA-275	167	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	8216.58	0	0	0	0	0	NA	NA	No	No	No	No
MA-276	167	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	2913.71	30	14	2.007	0.936	1.070	No	Yes	Yes	Yes	Yes	No
MA-277	167	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2289.79	0	0	0	0	0	NA	NA	No	No	No	No
MA-278	167	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	60.63	16	14	0.016	0.014	0.002	No	Yes	Yes	Yes	Yes	No
MA-279	169	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	21447.46	0	0	0	0	0	NA	NA	No	No	No	No
MA-280	167	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	1897.16	35	14	1.524	0.610	0.915	No	Yes	Yes	Yes	Yes	No
MA-281	170	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3174.21	0	0	0	0	0	NA	NA	No	No	No	No
MA-282	170	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	489.76	0	0	0	0	0	NA	NA	No	No	No	No
MA-283	170	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	2828.25	16	14	0.727	0.636	0.091	No	Yes	Yes	Yes	Yes	No
MA-284	170	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2638.11	0	0	0	0	0	NA	NA	No	No	No	No
MA-285	170	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4750.50	35	14	3.817	1.527	2.290	NA	NA	No	No	No	No
MA-286	171	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	965.09	35	14	0.775	0.310	0.465	NA	NA	No	No	No	No
MA-287	170	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	9482.86	0	0	0	0	0	NA	NA	No	No	No	No
MA-288	171	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	571.63	35	14	0.459	0.184	0.276	NA	NA	No	No	No	No
MA-289	176	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	22709.43	0	0	0	0	0	NA	NA	No	No	No	No
MA-289	176	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	23248.97	0	0	0	0	0	NA	NA	No	No	No	No
MA-290	171	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	4468.48	35	14	3.590	1.436	2.154	NA	NA	No	No	No	No
MA-292	170	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6357.60	35	14	5.108	2.043	3.065	NA	NA	No	No	No	No
MA-293	171	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	6466.44	35	14	5.196	2.078	3.117	NA	NA	No	No	No	No
MA-294	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	9615.00	35	14	7.726	3.090	4.635	NA	NA	No	No	No	No
MA-295	171	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	8609.66	35	14	6.918	2.767	4.151	NA	NA	No	No	No	No
MA-296	171	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	418.77	35	14	0.336	0.135	0.202	NA	NA	No	No	No	No
MA-297	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	205.77	0	0	0	0	0	NA	NA	No	No	No	No
MA-298	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	201.98	0	0	0	0	0	NA	NA	No	No	No	No
MA-299	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	199.35	35	14	0.160	0.064	0.096	NA	NA	No	No	No	No
MA-300	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1202.62	0	0	0	0	0	NA	NA	No	No	No	No
MA-301	171	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	8100.80	35	14	6.509	2.604	3.905	NA	NA	No	No	No	No
MA-302	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	939.74	35	14	0.755	0.302	0.453	NA	NA	No	No	No	No
MA-303	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2480.31	0	0	0	0	0	NA	NA	No	No	No	No
MA-304	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	4336.95	35	14	3.485	1.394	2.091	NA	NA	No	No	No	No
MA-305	172	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	4629.23	30	14	3.188	1.488	1.700	NA	NA	No	No	No	No
MA-306	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	3055.68	35	14	2.455	0.982	1.473	NA	NA	No	No	No	No
MA-307	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1279.49	35	14	1.028	0.411	0.617	NA	NA	No	No	No	No
MA-308	173	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	754.05	16	14	0.194	0.170	0.024	NA	NA	No	No	No	No
MA-309	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	528.84	0	0	0	0	0	NA	NA	No	No	No	No
MA-310	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	524.62	0	0	0	0	0	NA	NA	No	No	No	No
MA-311	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	83.19	35	14	0.067	0.027	0.040	NA	NA	No	No	No	No
MA-312	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	167.19	35	14	0.134	0.054	0.081	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MA-313	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	201.13	35	14	0.162	0.065	0.097	NA	NA	No	No	No	No
MA-314	172	Double Mountain Alternative	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6212.37	16	14	1.597	1.398	0.200	NA	NA	No	No	No	No
MA-315	173	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1256.76	0	0	0	0	0	NA	NA	No	No	No	No
MA-316	172	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	829.37	30	14	0.571	0.267	0.305	NA	NA	No	No	No	No
MA-317	173	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	222.95	35	14	0.179	0.072	0.107	NA	NA	No	No	No	No
MA-318	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	1085.98	0	0	0	0	0	NA	NA	No	No	No	No
MA-319	172	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	631.40	16	10	0.232	0.145	0.087	NA	NA	No	No	No	No
MA-320	177	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1973.53	16	10	0.725	0.453	0.272	NA	NA	No	No	No	No
MA-321	172	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	3843.70	16	10	1.412	0.882	0.529	NA	NA	No	No	No	No
MA-322	177	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	3218.81	35	14	2.586	1.035	1.552	NA	NA	No	No	No	No
MA-323	172	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	207.77	16	10	0.076	0.048	0.029	NA	NA	No	No	No	No
MA-324	172	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	3244.10	16	10	1.192	0.745	0.447	NA	NA	No	No	No	No
MA-325	172	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1425.65	30	14	0.982	0.458	0.524	NA	NA	No	No	No	No
MA-326	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3620.27	35	14	2.909	1.164	1.745	NA	NA	No	No	No	No
MA-327	177	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	4001.10	35	14	3.215	1.286	1.929	NA	NA	No	No	No	No
MA-328	174	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	2272.07	16	10	0.835	0.522	0.313	NA	NA	No	No	No	No
MA-329	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	539.54	0	0	0	0	0	NA	NA	No	No	No	No
MA-330	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3481.09	0	0	0	0	0	NA	NA	No	No	No	No
MA-330	177	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3481.09	0	0	0	0	0	NA	NA	No	No	No	No
MA-332	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3344.42	35	14	2.687	1.075	1.612	NA	NA	No	No	No	No
MA-333	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	357.48	0	0	0	0	0	NA	NA	No	No	No	No
MA-333	177	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	357.48	0	0	0	0	0	NA	NA	No	No	No	No
MA-334	174	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	4456.64	16	10	1.637	1.023	0.614	NA	NA	No	No	No	No
MA-335	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	359.08	0	0	0	0	0	NA	NA	No	No	No	No
MA-335	177	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	359.08	0	0	0	0	0	NA	NA	No	No	No	No
MA-337	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	2017.38	0	0	0	0	0	NA	NA	No	No	No	No
MA-338	177	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.11	0	0	0	0	0	NA	NA	No	No	No	No
MA-338	177	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	269.11	0	0	0	0	0	NA	NA	No	No	No	No
MA-339	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1915.83	35	14	1.539	0.616	0.924	NA	NA	No	No	No	No
MA-340	178	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	1715.57	35	14	1.378	0.551	0.827	NA	NA	No	No	No	No
MA-341	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	2265.88	35	14	1.821	0.728	1.092	NA	NA	No	No	No	No
MA-342	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	978.79	35	14	0.786	0.315	0.472	NA	NA	No	No	No	No
MA-343	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	190.45	35	14	0.153	0.061	0.092	NA	NA	No	No	No	No
MA-344	174	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	1801.16	16	10	0.662	0.413	0.248	NA	NA	No	No	No	No
MA-345	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	3517.11	35	14	2.826	1.130	1.696	NA	NA	No	No	No	No
MA-346	174	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	868.62	30	14	0.598	0.279	0.319	NA	NA	No	No	No	No
MA-347	178	Double Mountain Alternative	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3544.51	0	0	0	0	0	NA	NA	No	No	No	No
MA-348	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1416.05	35	14	1.138	0.455	0.683	NA	NA	No	No	No	No
MA-349	178	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	4616.68	35	14	3.709	1.484	2.226	NA	NA	No	No	No	No
MA-350	174	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1554.13	35	14	1.249	0.499	0.749	NA	NA	No	No	No	No
MA-351	178	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	1571.89	35	14	1.263	0.505	0.758	NA	NA	No	No	No	No
MA-352	178	Double Mountain Alternative	New Road, Bladed	BLM	NA	NA	1.0	182.00	35	14	0.146	0.058	0.088	NA	NA	No	No	No	No
MA-353	178	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	938.94	16	10	0.345	0.216	0.129	NA	NA	No	No	No	No
MA-354	178	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	7775.04	16	14	1.999	1.749	0.250	NA	NA	No	No	No	No
MA-355	178	Double Mountain Alternative	New Road, Primitive	BLM	NA	NA	1.0	2299.93	16	10	0.845	0.528	0.317	NA	NA	No	No	No	No
MA-356	178	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1352.99	16	14	0.348	0.304	0.043	No	Yes	Yes	Yes	Yes	No
MA-357	178	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2004.24	30	14	1.380	0.644	0.736	NA	NA	No	No	No	No
MA-358	178	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	155.14	35	14	0.125	0.050	0.075	Yes	No	Yes	No	Yes	No
MA-359	178	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1319.62	16	14	0.339	0.297	0.042	No	Yes	Yes	Yes	Yes	No
MA-360	178	Double Mountain Alternative	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	10246.83	30	14	7.057	3.293	3.764	NA	NA	No	No	No	No
MA-361	178	Proposed Route	New Road, Bladed	BLM	No	NA	1.0	2711.23	35	14	2.178	0.871	1.307	No	Yes	Yes	Yes	Yes	No
MA-362	178	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2286.15	16	14	0.588	0.514	0.073	NA	NA	No	No	No	No
MA-363	178	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	85.29	16	14	0.022	0.019	0.003	NA	NA	No	No	No	No
MA-364	178	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	939.49	35	14	0.755	0.302	0.453	NA	NA	No	No	No	No
MA-365	178	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1170.55	35	14	0.941	0.376	0.564	NA	NA	No	No	No	No
MA-366	179	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	3133.25	0	0	0	0	0	NA	NA	No	No	No	No
MA-367	179	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1711.74	35	14	1.375	0.550	0.825	NA	NA	No	No	No	No
MA-368	179	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1528.25	0	0	0	0	0	NA	NA	No	No	No	No
MA-369	179	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	194.71	35	14	0.156	0.063	0.094	NA	NA	No	No	No	No
MA-370	179	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1039.96	0	0	0	0	0	NA	NA	No	No	No	No
MA-371	179	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	134.79	35	14	0.108	0.043	0.065	NA	NA	No	No	No	No
MA-372	179	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1061.00	16	14	0.273	0.239	0.034	NA	NA	No	No	No	No
MA-373	179	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	228.08	35	14	0.183	0.073	0.110	NA	NA	No	No	No	No
MA-374	179	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1054.36	16	14	0.271	0.237	0.034	NA	NA	No	No	No	No
MA-375	179	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	355.40	35	14	0.286	0.114	0.171	NA	NA	No	No	No	No
MA-376	179	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1252.87	16	14	0.322	0.282	0.040	NA	NA	No	No	No	No
MA-377	180	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	571.06	35	14	0.459	0.184	0.275	NA	NA	No	No	No	No
MA-378	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	270.10	16	14	0.069	0.061	0.009	NA	NA	No	No	No	No
MA-379	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1158.30	16	14	0.298	0.261	0.037	NA	NA	No	No	No	No
MA-380	180	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	576.91	35	14	0.464	0.185	0.278	NA	NA	No	No	No	No
MA-381	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	674.73	16	14	0.173	0.152	0.022	NA	NA	No	No	No	No
MA-382	180	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	242.22	35	14	0.195	0.078	0.117	NA	NA	No	No	No	No
MA-383	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3806.94	16	14	0.979	0.856	0.122	NA	NA	No	No	No	No
MA-384	180	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1998.54	16	10	0.734	0.459	0.275	NA	NA	No	No	No	No
MA-385	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	749.60	16	14	0.193	0.169	0.024	NA	NA	No	No	No	No
MA-386	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2256.67	16	14	0.580	0.508	0.073	NA	NA	No	No	No	No
MA-387	180	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2506.35	16	10	0.921	0.575	0.345	NA	NA	No	No	No	No
MA-388	180	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2676.73	16	14	0.688	0.602	0.086	NA	NA	No	No	No	No
MA-389	180	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2135.38	30	14	1.471	0.686	0.784	NA	NA	No	No	No	No
MA-390	181	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1111.33	16	10	0.408	0.255	0.153	NA	NA	No	No	No	No
MA-391	181	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	11622.06	16	14	2.988	2.615	0.374	No	Yes	Yes	Yes	Yes	No
MA-392	181	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2543.13	16	14	0.654	0.572	0.082	NA	NA	No	No	No	No
MA-393	181	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	3413.97	35	14	2.743	1.097	1.646	NA	NA	No	No	No	No
MA-394	181	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	6994.64	0	0	0	0	0	NA	NA	No	No	No	No

							Direct Impacts Calculation							Indirect Impact Consideration					
Unique ID	Mapbook Page	Route	Road Classification	Ownership	Access Control	Other	Percent Modification	Road Length	Construction Width	Operation Width	Construction Acres	Operation Acres	Temporary Acres	Spur Road	Traffic Volume Increase	Wildlife	Include in Indirect	Sage-grouse	Elk
MA-395	181	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	No	NA	1.0	3521.35	30	14	2.425	1.132	1.293	No	Yes	Yes	Yes	Yes	No
MA-396	181	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	3562.60	35	14	2.863	1.145	1.718	No	No	Yes	No	Yes	No
MA-397	181	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	281.27	0	0	0	0	0	NA	NA	No	No	No	No
MA-398	182	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	7755.21	0	0	0	0	0	NA	NA	No	No	No	No
MA-399	182	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	541.42	0	0	0	0	0	NA	NA	No	No	No	No
MA-400	182	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	447.24	35	14	0.359	0.144	0.216	Yes	No	Yes	No	Yes	No
MA-401	182	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1141.29	16	14	0.293	0.257	0.037	No	Yes	Yes	Yes	Yes	No
MA-402	182	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	379.04	35	14	0.305	0.122	0.183	Yes	No	Yes	No	Yes	No
MA-403	182	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	1247.73	16	14	0.321	0.281	0.040	No	Yes	Yes	Yes	Yes	No
MA-404	182	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	2050.51	35	14	1.648	0.659	0.989	No	No	Yes	No	Yes	No
MA-405	182	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	426.52	16	14	0.110	0.096	0.014	No	Yes	Yes	Yes	Yes	No
MA-406	182	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	148.05	35	14	0.119	0.048	0.071	Yes	No	Yes	No	Yes	No
MA-407	182	Proposed Route	New Road, Bladed	BLM	Yes	NA	1.0	1760.78	35	14	1.415	0.566	0.849	No	No	Yes	No	Yes	No
MA-408	183	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	5577.03	35	14	4.481	1.792	2.689	No	No	Yes	No	Yes	No
MA-409	183	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	505.19	35	14	0.406	0.162	0.244	Yes	No	Yes	No	Yes	No
MA-410	183	Proposed Route	New Road, Bladed	BLM	Other	MA-407	1.0	3504.07	35	14	2.815	1.126	1.689	No	No	Yes	No	Yes	No
MA-411	183	Proposed Route	New Road, Primitive	BLM	Yes	NA	1.0	1173.52	16	10	0.431	0.269	0.162	No	No	Yes	No	Yes	No
MA-411	183	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	249.73	16	10	0.092	0.057	0.034	No	Yes	Yes	Yes	Yes	No
MA-412	183	Proposed Route	New Road, Primitive	BLM	No	NA	1.0	239.62	16	10	0.088	0.055	0.033	No	Yes	Yes	Yes	Yes	No
MA-413	183	Proposed Route	New Road, Primitive	PV	Other	MA-420	1.0	1351.20	16	10	0.496	0.310	0.186	No	No	Yes	No	Yes	No
MA-414	183	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	460.55	0	0	0	0	0	NA	NA	No	No	No	No
MA-415	183	Proposed Route	New Road, Primitive	PV	Yes	NA	1.0	488.91	16	10	0.180	0.112	0.067	Yes	No	Yes	No	Yes	No
MA-416	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	No	NA	0.7	526.09	16	14	0.135	0.118	0.017	No	Yes	Yes	Yes	Yes	No
MA-417	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	849.11	16	14	0.218	0.191	0.027	NA	NA	No	No	No	No
MA-418	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	56.98	16	14	0.015	0.013	0.002	NA	NA	No	No	No	No
MA-419	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	1310.30	16	14	0.337	0.295	0.042	NA	NA	No	No	No	No
MA-420	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	Yes	NA	0.7	2608.94	16	14	0.671	0.587	0.084	No	No	Yes	No	Yes	No
MA-421	183	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3003.14	0	0	0	0	0	NA	NA	No	No	No	No
MA-422	183	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	290.59	16	10	0.107	0.067	0.040	NA	NA	No	No	No	No
MA-423	183	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	4129.60	16	14	1.062	0.929	0.133	NA	NA	No	No	No	No
MA-424	183	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	142.31	35	14	0.114	0.046	0.069	NA	NA	No	No	No	No
MA-425	183	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1824.13	30	14	1.256	0.586	0.670	NA	NA	No	No	No	No
MA-426	183	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	937.01	16	10	0.344	0.215	0.129	NA	NA	No	No	No	No
MA-427	183	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1683.07	30	14	1.159	0.541	0.618	NA	NA	No	No	No	No
MA-428	184	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	8949.72	0	0	0	0	0	NA	NA	No	No	No	No
MA-429	184	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	90.18	16	10	0.033	0.021	0.012	NA	NA	No	No	No	No
MA-430	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	623.59	16	14	0.160	0.140	0.020	NA	NA	No	No	No	No
MA-431	184	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1195.35	0	0	0	0	0	NA	NA	No	No	No	No
MA-432	184	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	95.11	16	10	0.035	0.022	0.013	NA	NA	No	No	No	No
MA-433	184	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	439.47	0	0	0	0	0	NA	NA	No	No	No	No
MA-434	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3441.07	16	14	0.885	0.774	0.111	NA	NA	No	No	No	No
MA-435	184	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	398.08	16	10	0.146	0.091	0.055	NA	NA	No	No	No	No
MA-436	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	466.10	16	14	0.120	0.105	0.015	NA	NA	No	No	No	No
MA-437	184	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	267.35	16	10	0.098	0.061	0.037	NA	NA	No	No	No	No
MA-438	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	941.80	16	14	0.242	0.212	0.030	NA	NA	No	No	No	No
MA-439	184	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	173.88	16	10	0.064	0.040	0.024	NA	NA	No	No	No	No
MA-440	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	466.33	16	14	0.120	0.105	0.015	NA	NA	No	No	No	No
MA-441	184	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	11871.25	16	14	3.052	2.671	0.382	NA	NA	No	No	No	No
MA-442	184	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2583.79	16	10	0.949	0.593	0.356	NA	NA	No	No	No	No
MA-443	186	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1656.64	0	0	0	0	0	NA	NA	No	No	No	No
MA-444	186	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	2267.00	16	10	0.833	0.520	0.312	NA	NA	No	No	No	No
MA-445	185	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	257.53	0	0	0	0	0	NA	NA	No	No	No	No
MA-446	186	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2247.28	16	14	0.578	0.506	0.072	NA	NA	No	No	No	No
MA-447	186	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	447.51	16	10	0.164	0.103	0.062	NA	NA	No	No	No	No
MA-448	186	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	4142.27	30	14	2.853	1.331	1.521	NA	NA	No	No	No	No
MA-449	186	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1017.00	16	10	0.374	0.233	0.140	NA	NA	No	No	No	No
MA-450	186	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3450.70	16	14	0.887	0.776	0.111	NA	NA	No	No	No	No
MA-451	186	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	325.23	16	10	0.119	0.075	0.045	NA	NA	No	No	No	No
MA-452	187	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3670.19	16	14	0.944	0.826	0.118	NA	NA	No	No	No	No
MA-453	187	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	106.75	16	10	0.039	0.025	0.015	NA	NA	No	No	No	No
MA-454	187	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1370.08	16	14	0.352	0.308	0.044	NA	NA	No	No	No	No
MA-455	187	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	820.47	16	10	0.301	0.188	0.113	NA	NA	No	No	No	No
MA-456	187	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1272.52	30	14	0.876	0.409	0.467	NA	NA	No	No	No	No
MA-457	187	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1113.94	35	14	0.895	0.358	0.537	NA	NA	No	No	No	No
MA-458	187	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2202.02	30	14	1.517	0.708	0.809	NA	NA	No	No	No	No
MA-459	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1633.77	35	14	1.313	0.525	0.788	NA	NA	No	No	No	No
MA-460	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1577.05	35	14	1.267	0.507	0.760	NA	NA	No	No	No	No
MA-461	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	564.75	35	14	0.454	0.182	0.272	NA	NA	No	No	No	No
MA-462	188	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	1481.69	30	14	1.020	0.476	0.544	NA	NA	No	No	No	No
MA-463	188	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8426.58	0	0	0	0	0	NA	NA	No	No	No	No
MA-464	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2557.37	35	14	2.055	0.822	1.233	NA	NA	No	No	No	No
MA-465	188	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	5579.95	30	14	3.843	1.793	2.050	NA	NA	No	No	No	No
MA-466	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	335.24	35	14	0.269	0.108	0.162	NA	NA	No	No	No	No
MA-467	188	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	920.87	35	14	0.740	0.296	0.444	NA	NA	No	No	No	No
MA-468	188	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	BLM	NA	NA	1.0	2549.92	30	14	1.756	0.820	0.937	NA	NA	No	No	No	No
MA-469	189	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2349.05	16	14	0.604	0.528	0.075	NA	NA	No	No	No	No
MA-470	189	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	861.47	35	14	0.692	0.277	0.415	NA	NA	No	No	No	No
MA-471	189	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	3841.41	16	14	0.988	0.864	0.123	NA	NA	No	No	No	No
MA-472	189	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	220.09	0	0	0	0	0	NA	NA	No	No	No	No
MA-473	189	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	6756.89	35	14	5.429	2.172	3.257	NA	NA	No	No	No	No
MA-474	189	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	10784.08	0	0	0	0	0	NA	NA	No	No	No	No
MA-475	189	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2594.06	35	14	2.084	0.834	1.251	NA	NA	No	No	No	No
MA-476	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1065.60	16	10	0.391	0.245	0.147	NA	NA	No	No	No	No
MA-477	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	334.08	16	10	0.123	0.077	0.046	NA	NA	No	No	No	No

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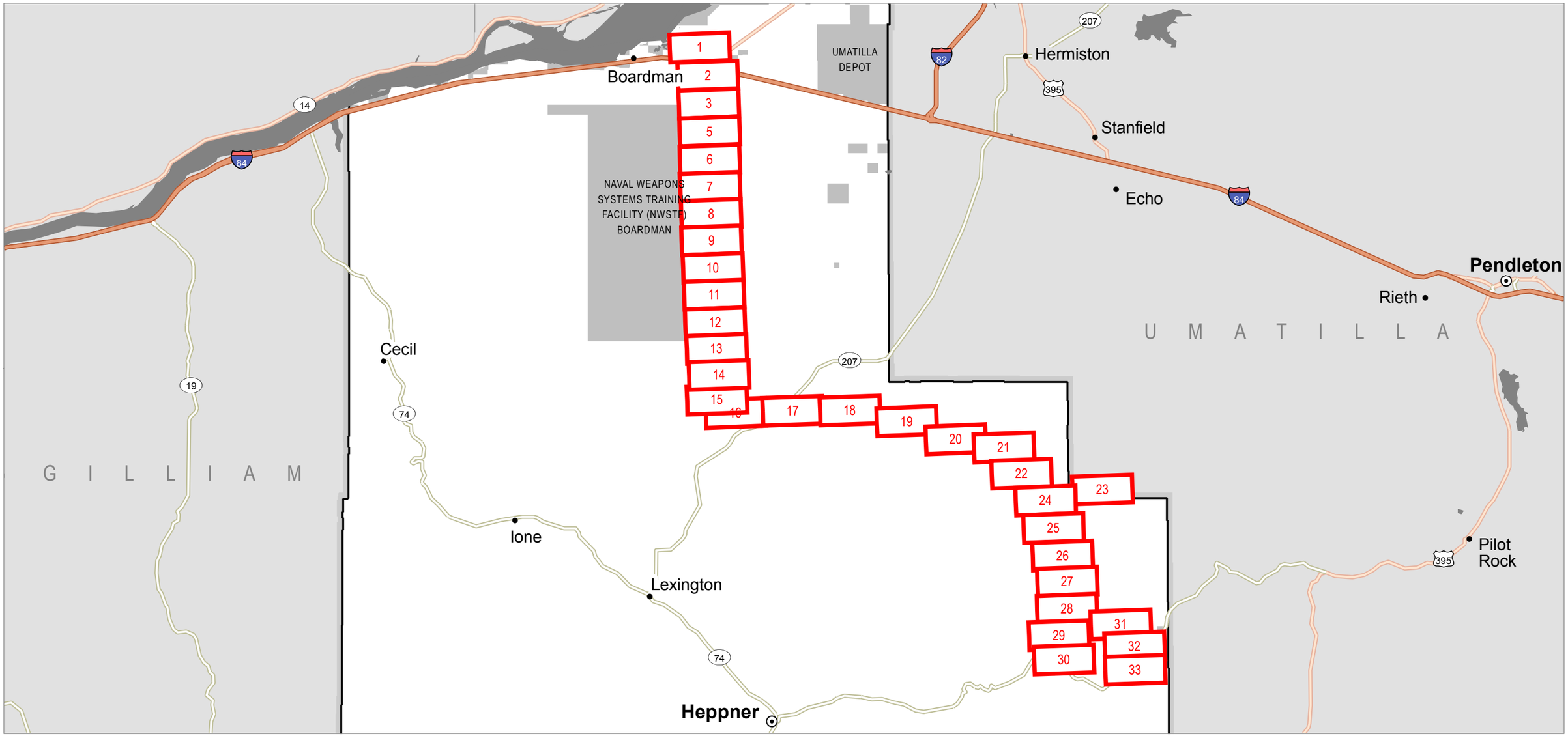
MA-478	190	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	410.19	0	0	0	0	0	NA	NA	No	No	No	No
MA-479	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1130.85	16	14	0.291	0.254	0.036	NA	NA	No	No	No	No
MA-480	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1636.67	16	14	0.421	0.368	0.053	NA	NA	No	No	No	No
MA-481	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	758.04	16	14	0.195	0.171	0.024	NA	NA	No	No	No	No
MA-482	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	826.23	16	14	0.212	0.186	0.027	NA	NA	No	No	No	No
MA-483	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	339.15	16	14	0.087	0.076	0.011	NA	NA	No	No	No	No
MA-484	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	305.72	16	14	0.079	0.069	0.010	NA	NA	No	No	No	No
MA-485	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	132.19	16	14	0.034	0.030	0.004	NA	NA	No	No	No	No
MA-486	190	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1416.54	16	10	0.520	0.325	0.195	NA	NA	No	No	No	No
MA-487	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	183.31	16	14	0.047	0.041	0.006	NA	NA	No	No	No	No
MA-488	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1818.64	16	10	0.668	0.418	0.251	NA	NA	No	No	No	No
MA-489	190	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	945.09	35	14	0.759	0.304	0.456	NA	NA	No	No	No	No
MA-490	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	4123.67	16	10	1.515	0.947	0.568	NA	NA	No	No	No	No
MA-491	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	919.61	16	10	0.338	0.211	0.127	NA	NA	No	No	No	No
MA-492	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	948.54	16	10	0.348	0.218	0.131	NA	NA	No	No	No	No
MA-493	190	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	756.56	0	0	0	0	0	NA	NA	No	No	No	No
MA-494	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	770.08	16	10	0.283	0.177	0.106	NA	NA	No	No	No	No
MA-495	191	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8048.06	0	0	0	0	0	NA	NA	No	No	No	No
MA-496	190	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	2289.67	16	14	0.589	0.515	0.074	NA	NA	No	No	No	No
MA-497	190	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1096.80	35	14	0.881	0.353	0.529	NA	NA	No	No	No	No
MA-498	190	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	1210.60	16	10	0.445	0.278	0.167	NA	NA	No	No	No	No
MA-499	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2577.67	0	0	0	0	0	NA	NA	No	No	No	No
MA-500	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	2449.75	0	0	0	0	0	NA	NA	No	No	No	No
MA-501	192	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1280.77	35	14	1.029	0.412	0.617	NA	NA	No	No	No	No
MA-502	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	406.32	0	0	0	0	0	NA	NA	No	No	No	No
MA-503	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1648.64	0	0	0	0	0	NA	NA	No	No	No	No
MA-504	192	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	830.82	35	14	0.668	0.267	0.401	NA	NA	No	No	No	No
MA-505	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1723.16	0	0	0	0	0	NA	NA	No	No	No	No
MA-506	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	5073.34	0	0	0	0	0	NA	NA	No	No	No	No
MA-507	192	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	82.75	16	10	0.030	0.019	0.011	NA	NA	No	No	No	No
MA-508	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1040.00	0	0	0	0	0	NA	NA	No	No	No	No
MA-509	192	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	491.22	35	14	0.395	0.158	0.237	NA	NA	No	No	No	No
MA-510	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	737.01	0	0	0	0	0	NA	NA	No	No	No	No
MA-511	192	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	837.43	35	14	0.673	0.269	0.404	NA	NA	No	No	No	No
MA-512	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	536.88	0	0	0	0	0	NA	NA	No	No	No	No
MA-513	192	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BLM	NA	NA	0.0	1102.67	0	0	0	0	0	NA	NA	No	No	No	No
MA-514	192	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	380.80	16	10	0.140	0.087	0.052	NA	NA	No	No	No	No
MA-515	193	Proposed Route	New Road, Primitive	BLM	NA	NA	1.0	189.33	16	10	0.070	0.043	0.026	NA	NA	No	No	No	No
MA-516	193	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	8650.46	0	0	0	0	0	NA	NA	No	No	No	No
MA-517	193	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	686.55	0	0	0	0	0	NA	NA	No	No	No	No
MA-518	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	461.54	16	10	0.170	0.106	0.064	NA	NA	No	No	No	No
MA-519	193	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	591.40	0	0	0	0	0	NA	NA	No	No	No	No
MA-520	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	66.38	16	10	0.024	0.015	0.009	NA	NA	No	No	No	No
MA-521	193	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	9551.30	16	14	2.456	2.149	0.307	NA	NA	No	No	No	No
MA-522	193	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	PV	NA	NA	0.0	3746.94	0	0	0	0	0	NA	NA	No	No	No	No
MA-523	193	Proposed Route	Existing Road, No Substantial Modification, 0-20% Improvements	BOR	NA	NA	0.0	5379.37	0	0	0	0	0	NA	NA	No	No	No	No
MA-524	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	139.84	16	10	0.051	0.032	0.019	NA	NA	No	No	No	No
MA-525	193	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	4049.59	16	14	1.041	0.911	0.130	NA	NA	No	No	No	No
MA-526	193	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	2602.20	35	14	2.091	0.836	1.255	NA	NA	No	No	No	No
MA-527	193	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	347.05	16	14	0.089	0.078	0.011	NA	NA	No	No	No	No
MA-528	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	1561.68	16	10	0.574	0.359	0.215	NA	NA	No	No	No	No
MA-529	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	458.00	16	10	0.168	0.105	0.063	NA	NA	No	No	No	No
MA-530	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	588.20	16	10	0.216	0.135	0.081	NA	NA	No	No	No	No
MA-531	193	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	PV	NA	NA	0.7	2016.47	16	14	0.518	0.454	0.065	NA	NA	No	No	No	No
MA-532	193	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2785.93	16	10	1.023	0.640	0.384	NA	NA	No	No	No	No
MA-533	194	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	2813.85	16	10	1.034	0.646	0.388	NA	NA	No	No	No	No
MA-534	194	Proposed Route	New Road, Primitive	PV	NA	NA	1.0	398.27	16	10	0.146	0.091	0.055	NA	NA	No	No	No	No
MA-535	194	Proposed Route	Existing Road, Substantial Modification, 71-100% Improvements	PV	NA	NA	1.0	1126.39	30	14	0.776	0.362	0.414	NA	NA	No	No	No	No
MA-536	194	Proposed Route	New Road, Bladed	PV	NA	NA	1.0	442.18	35	14	0.355	0.142	0.213	NA	NA	No	No	No	No
MA-538	194	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	8180.85	16	14	2.103	1.841	0.263	NA	NA	No	No	No	No
MA-539	194	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	1249.83	16	14	0.321	0.281	0.040	NA	NA	No	No	No	No
MA-540	194	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	150.81	16	14	0.039	0.034	0.005	NA	NA	No	No	No	No
MA-541	195	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	591.38	16	14	0.152	0.133	0.019	NA	NA	No	No	No	No
MA-542	195	Proposed Route	New Road, Bladed	BLM	NA	NA	1.0	1783.97	35	14	1.433	0.573	0.860	NA	NA	No	No	No	No
MA-544	195	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6125.38	16	14	1.575	1.378	0.197	NA	NA	No	No	No	No
MA-544	195	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	6125.38	16	14	1.575	1.378	0.197	NA	NA	No	No	No	No
MA-544	195	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	266.05	16	14	0.068	0.060	0.009	NA	NA	No	No	No	No
MA-544	195	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	BLM	NA	NA	0.7	266.05	16	14	0.068	0.060	0.009	NA	NA	No	No	No	No

APPENDIX B
ACCESS ROAD MAPBOOK

APPENDIX B
ACCESS ROAD MAPBOOK



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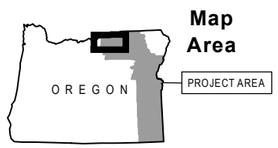
Map Area



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Map Index

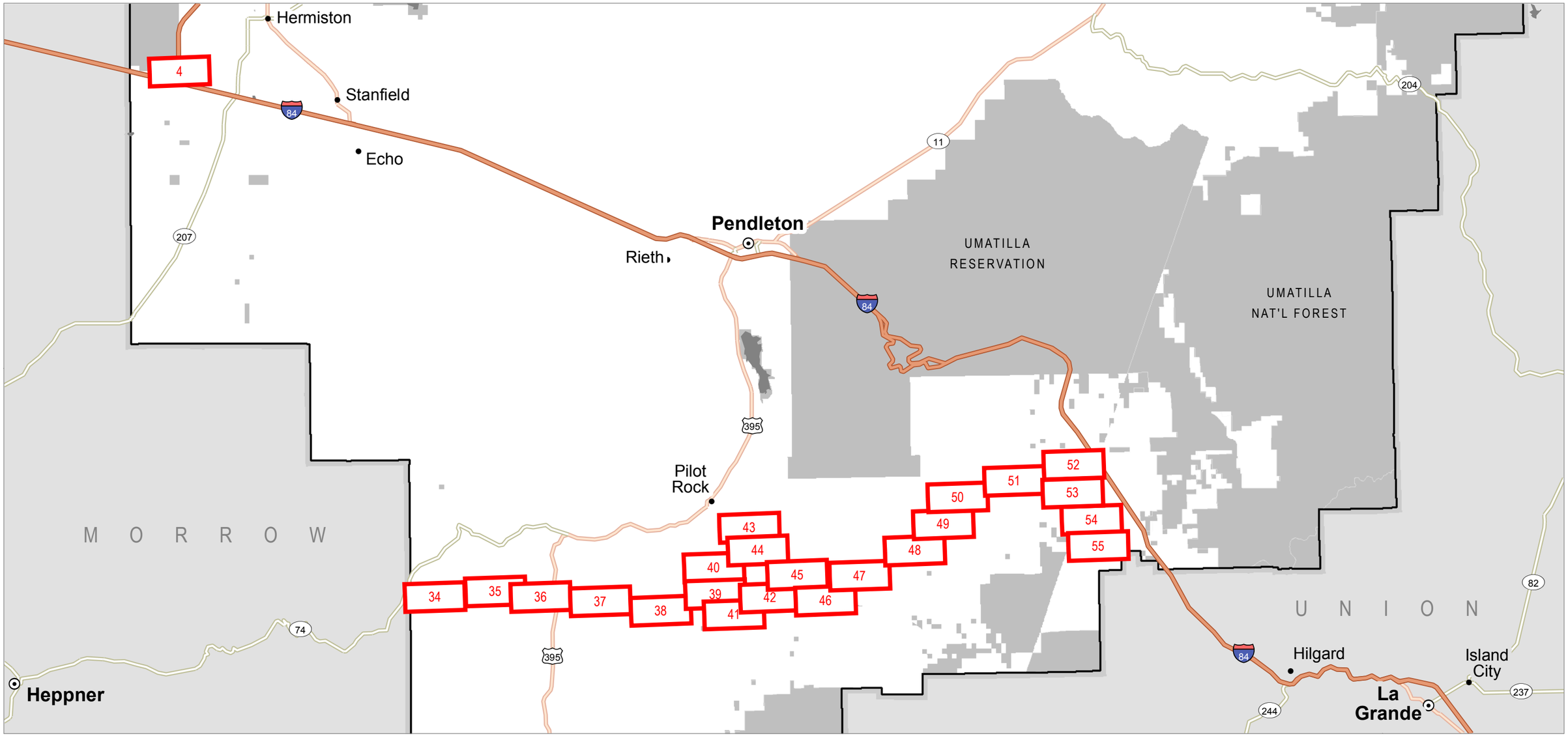
Location Map (Map #)

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Morrow County

Map Index



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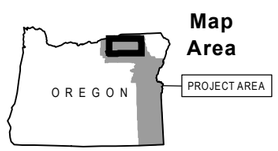
Map Area



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Map Index

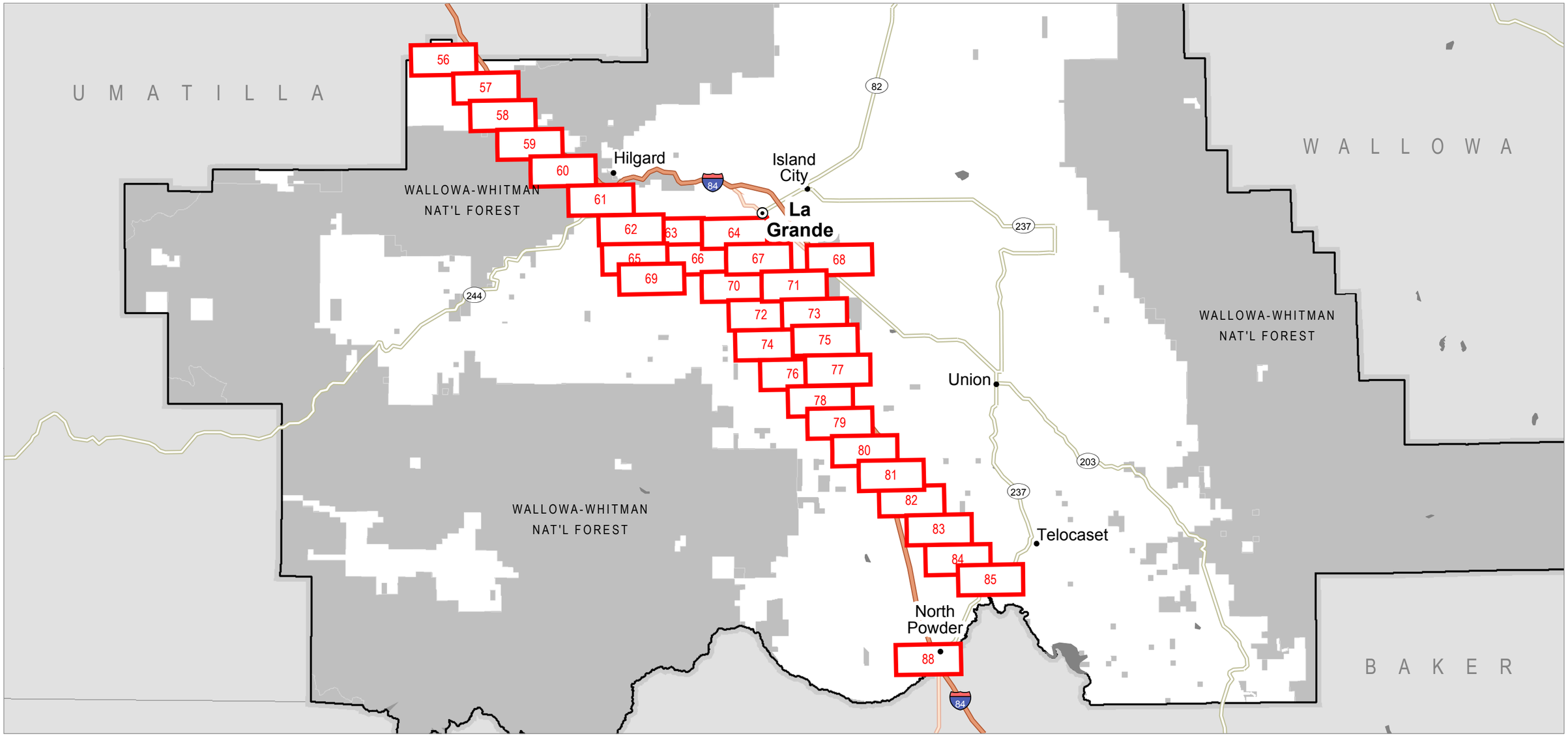
Location Map (Map #)

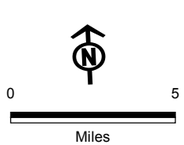
IDAHO POWER An IDACORP Company

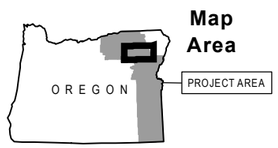
Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Umatilla County

Map Index







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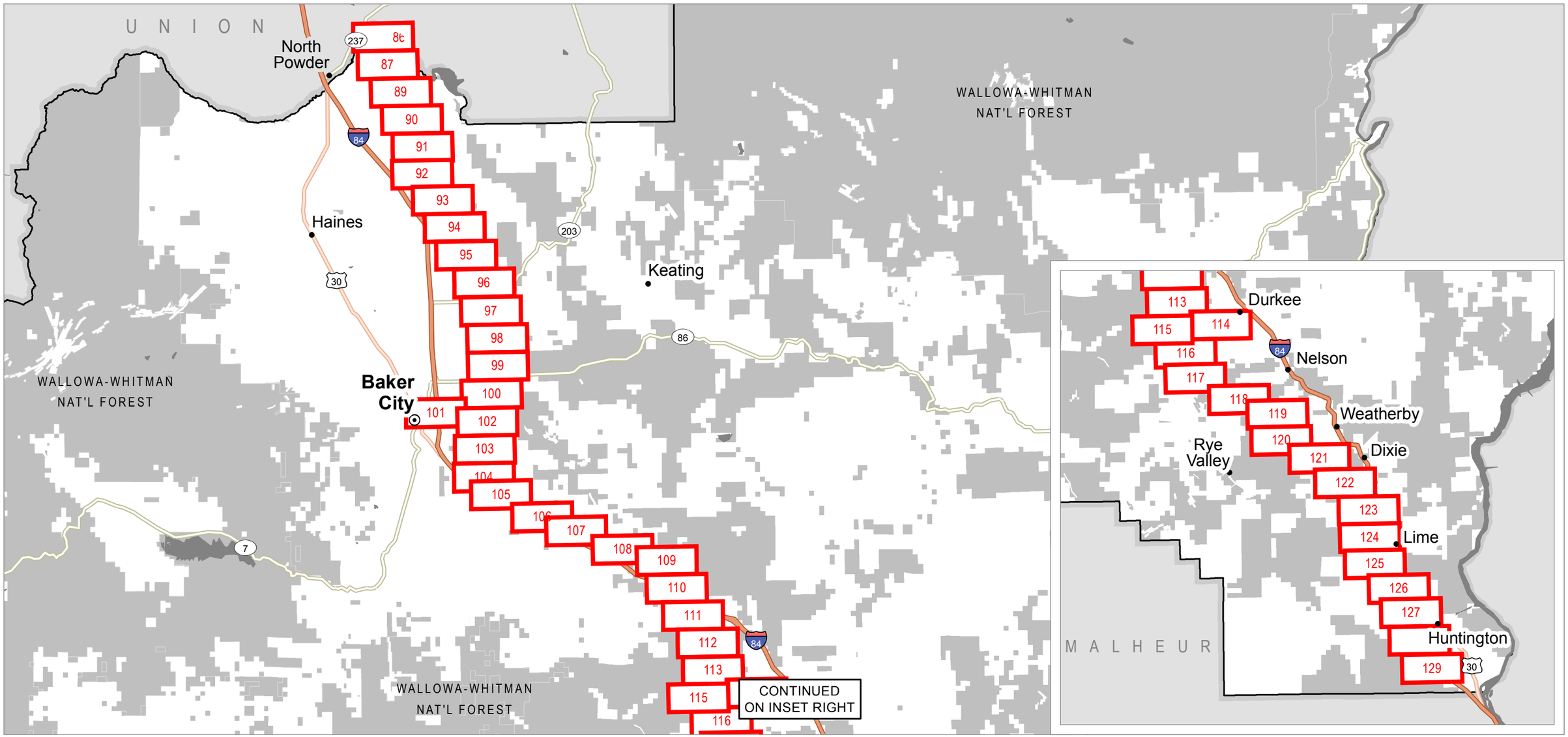
Location Map (Map #)

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Union County

Map Index



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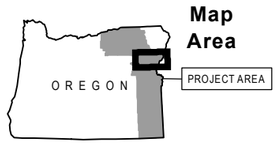

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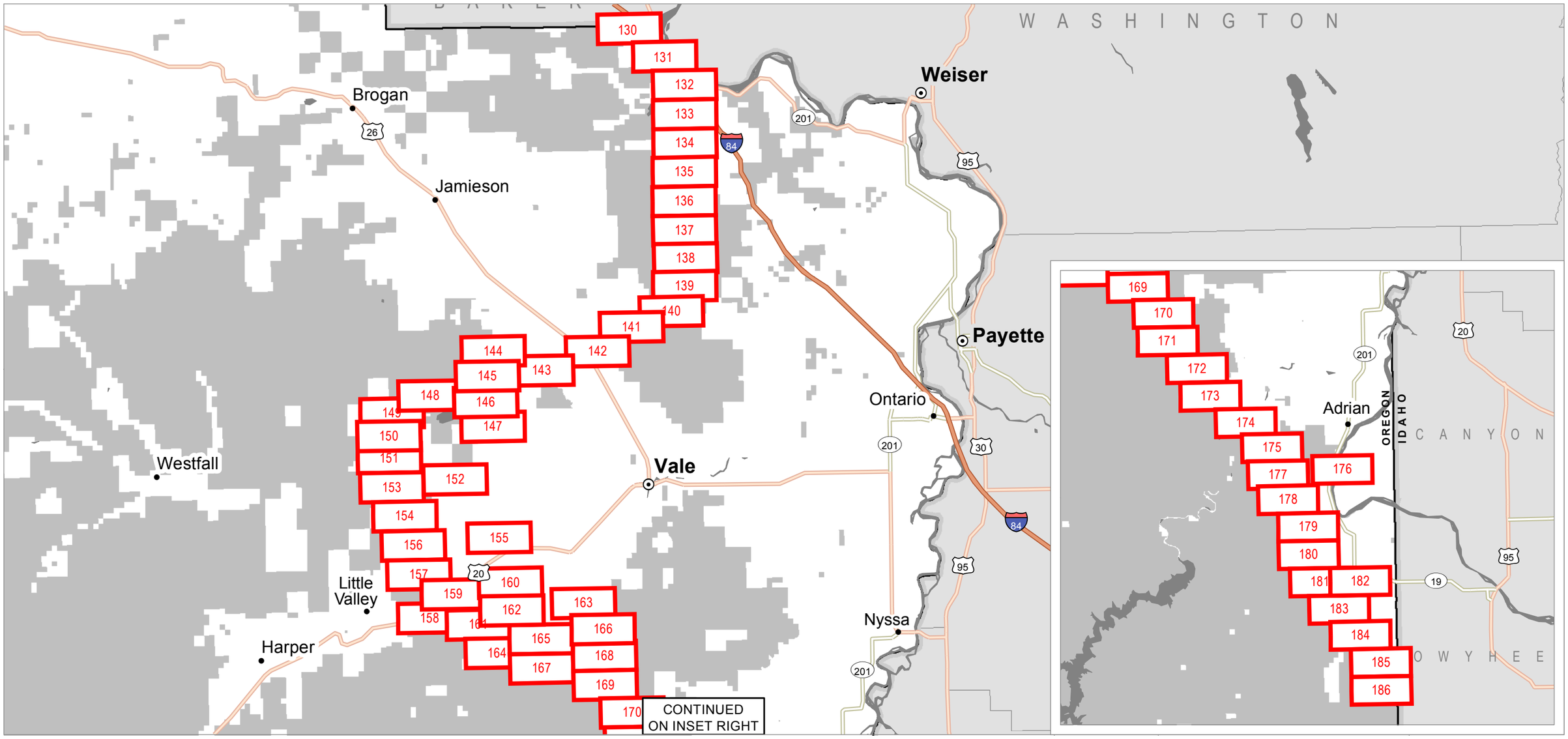
Location Map (Map #)

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Baker County

Map Index



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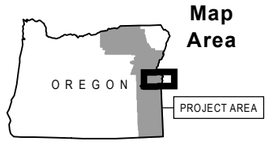

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Location Map (Map #)

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Malheur County

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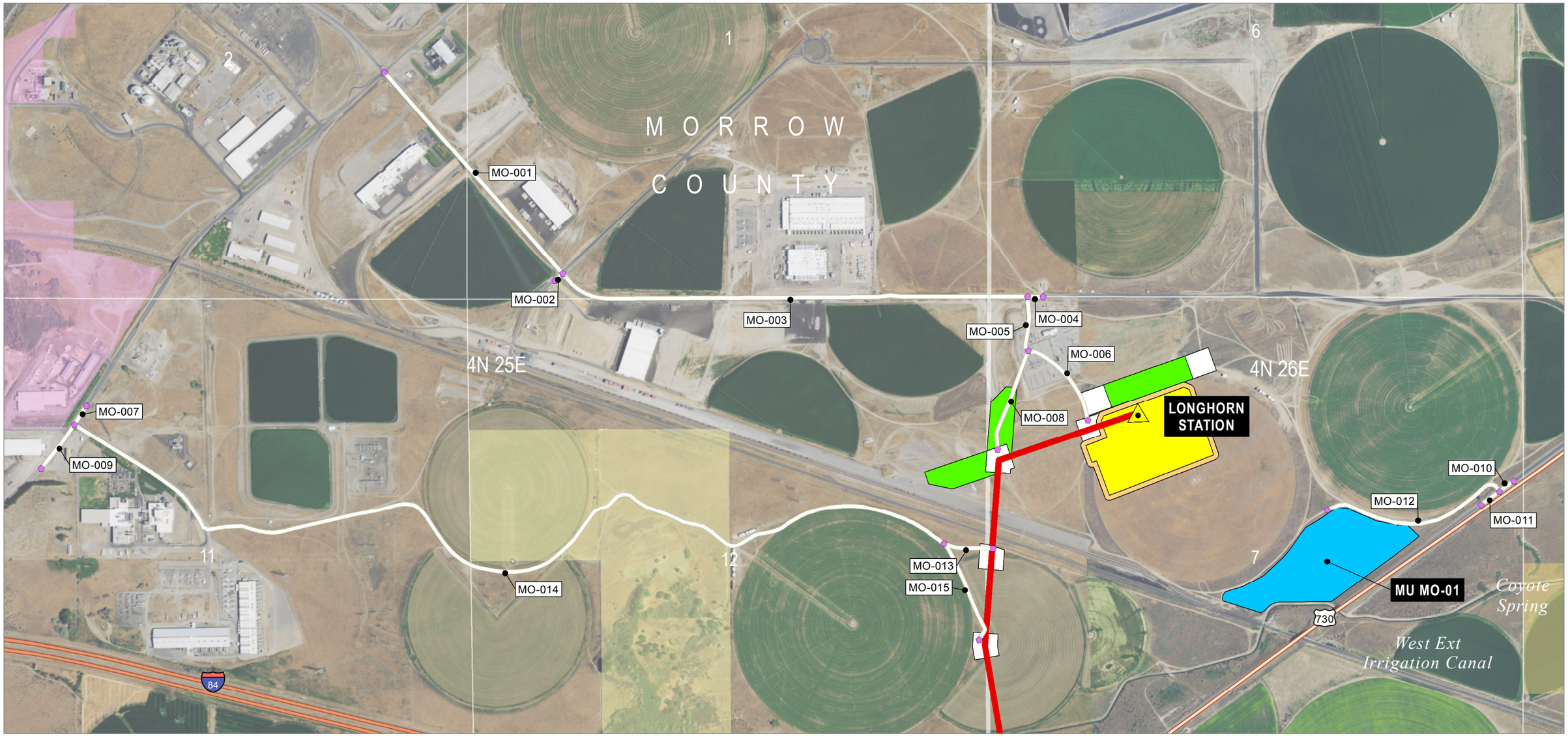

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Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Work Areas
- Longhorn Station (Construction Area)
- Longhorn Station (Operations Area)
- Multi-Use Area
- Pulling and Tensioning
- Structure Work Area

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

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 1



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Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline

Proposed Route

Mileposts

Mile

Work Areas

Pulling and Tensioning

Structure Work Area

Access

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

New Road, Primitive

Access Nodes

Land Status

Bureau of Reclamation

Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5 Road Classification Guide and Access Control Plan

Proposed Route

Morrow County

Map 2



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Feet

Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

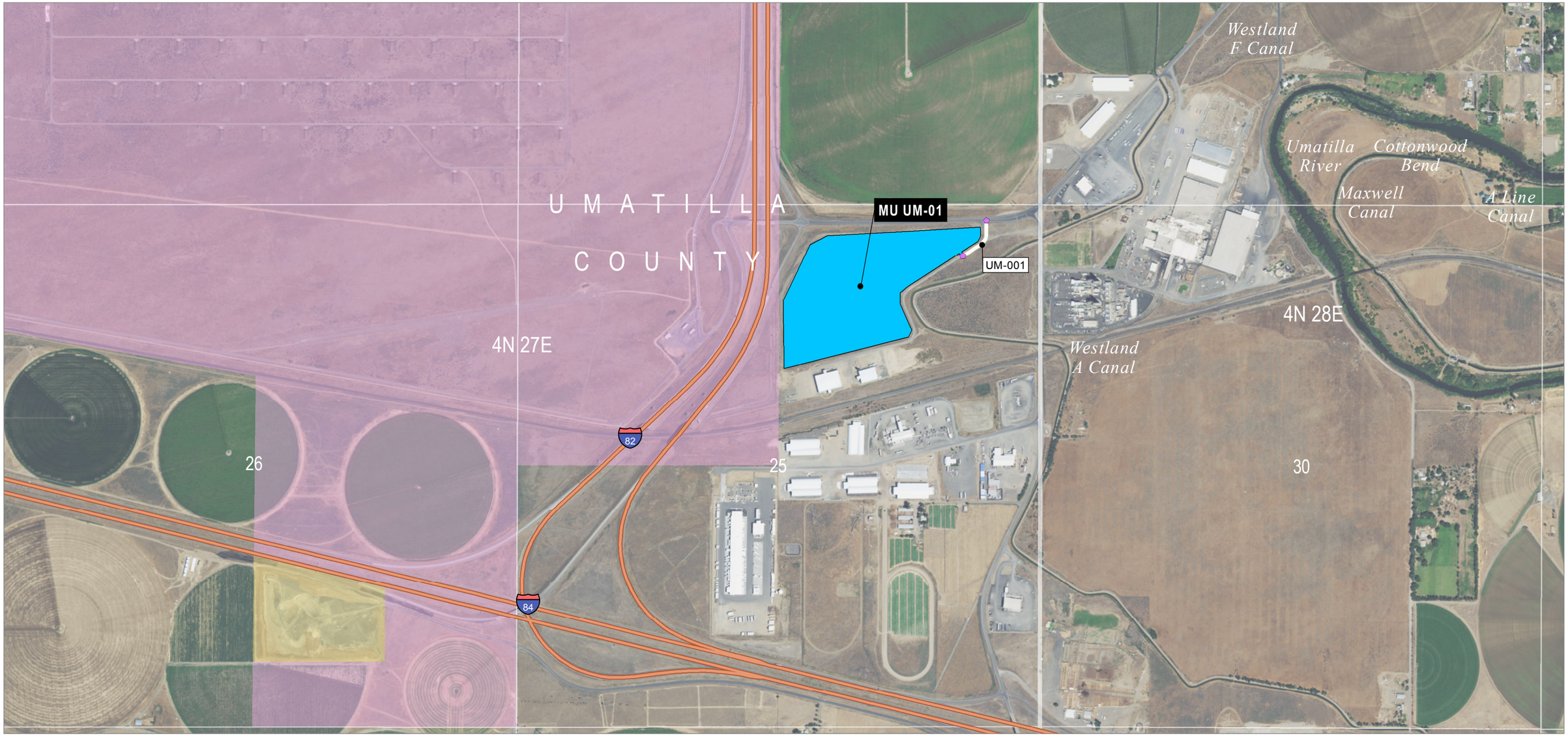
Land Status
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 3



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Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Work Areas

- Multi-Use Area

Access

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

Land Status

- Bureau of Land Management
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Umatilla County

Map 4

MO-050

MO-051

4

4N 25E

36

MORROW COUNTY

4N 26E

31

32

MO-053

MO-054

5

3N 25E

3N 26E

0 1,000

Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline

Proposed Route

Mileposts

Mile

Work Areas

Pulling and Tensioning

Structure Work Area

Structure Work Area (Removal Only)

Access

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

Existing Road, Substantial Modification, 21-70% Improvements

Access Nodes

Land Status

Military Reservation and Corps of Engineers

Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 5



0 1,000
Feet

Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

Land Status
- Military Reservation and Corps of Engineers
- Private
- State or Local

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 6



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Feet

Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

Land Status
- Military Reservation and Corps of Engineers
- Private
- State or Local

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 7



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Feet

Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

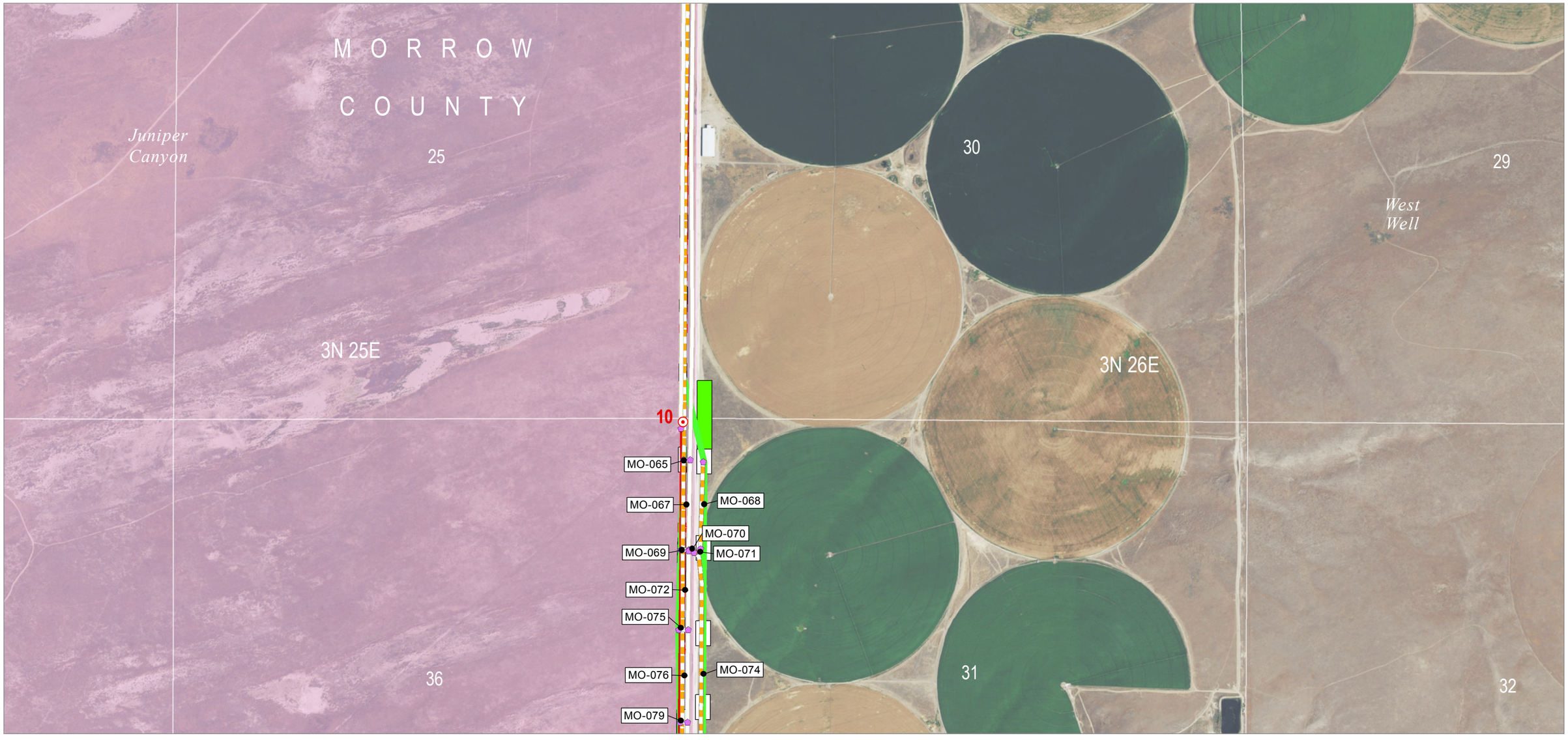
Land Status
- Military Reservation and Corps of Engineers
- Private
- State or Local

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 8



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Map Area
PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route
- Alternative Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

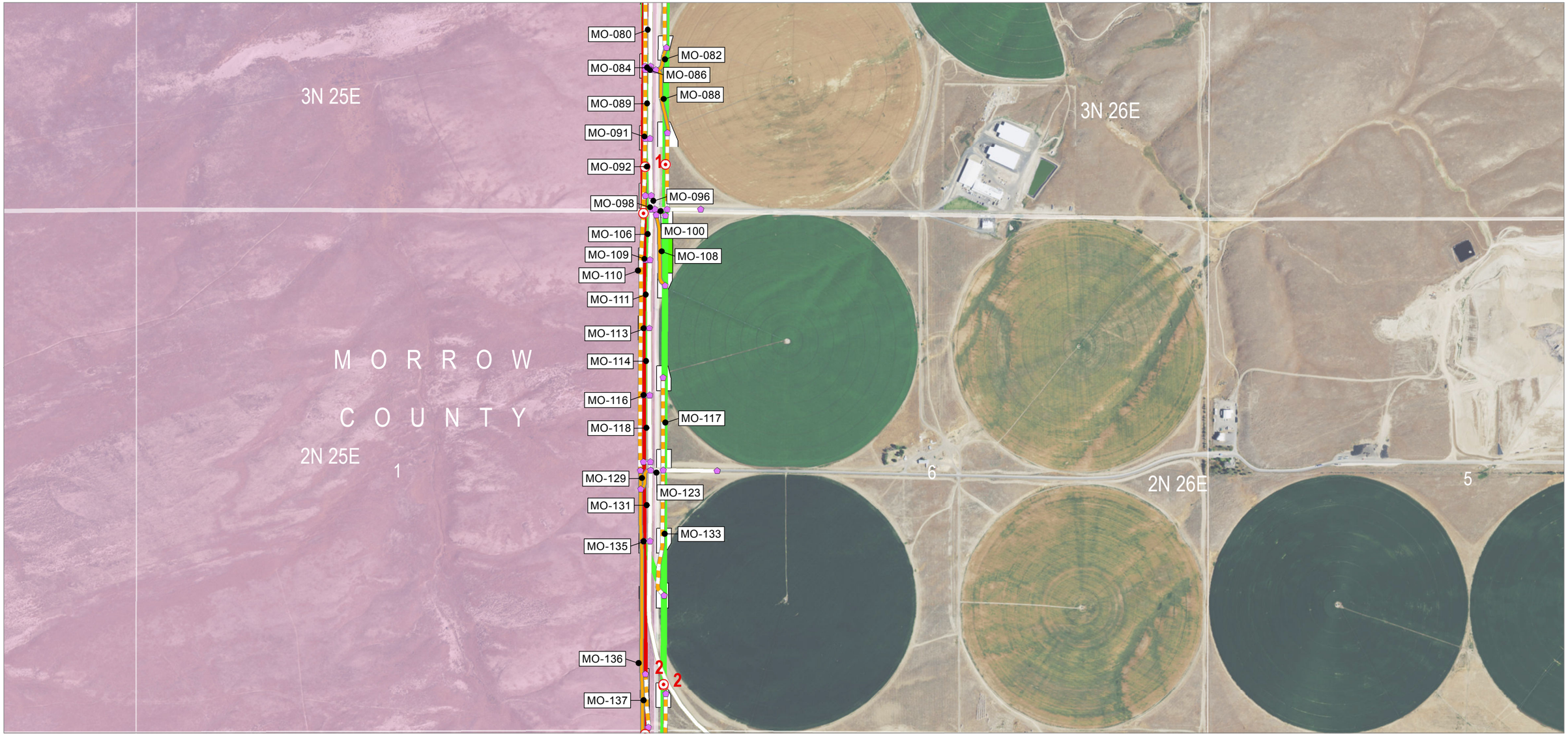
Land Status
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route and West of Bombing Range Road Alternatives
Morrow County

Map 9



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Map Area

PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route
- Alternative Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

Land Status
- Military Reservation and Corps of Engineers
- Private

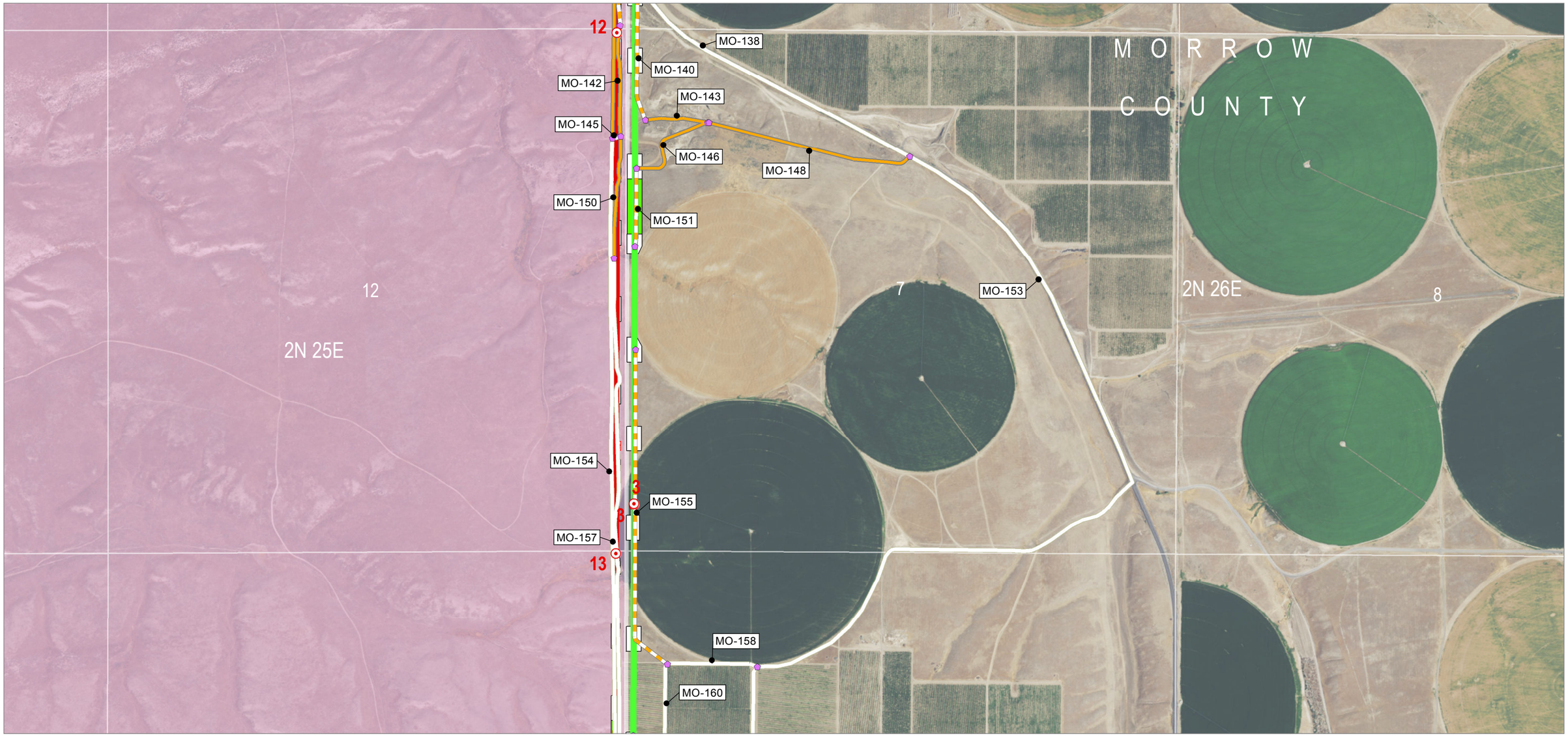
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan

Proposed Route and West of Bombing Range Road Alternatives
Morrow County

Map 10



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Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline

- Proposed Route
- Alternative Route

Mileposts

- Mile

Work Areas

- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

Access

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

Land Status

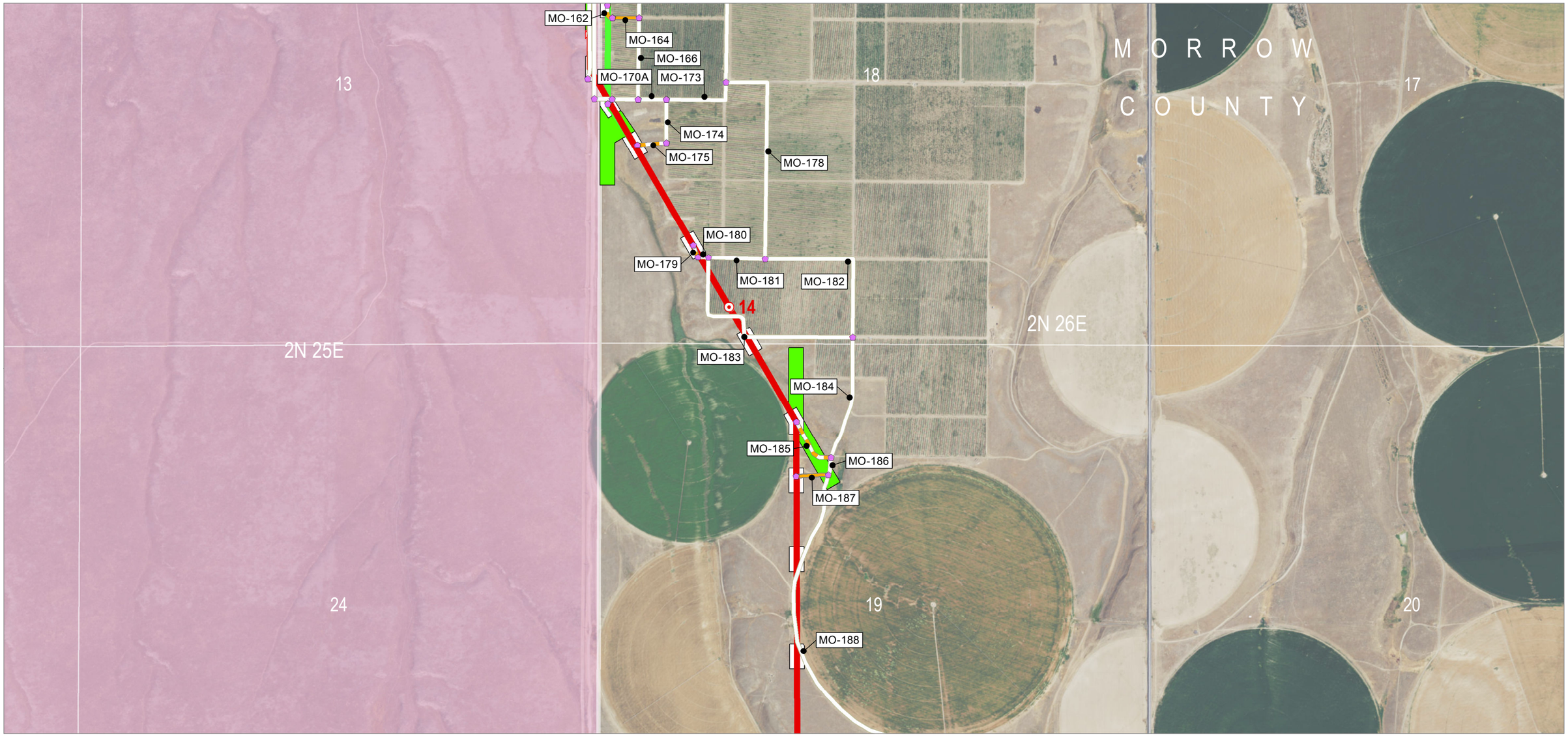
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route and West of Bombing Range Road Alternatives
Morrow County

Map 11



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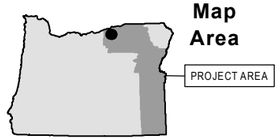
Map Area



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November 2016

Project Features

Route Centerline
- Proposed Route
- Alternative Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area
- Structure Work Area (Removal Only)

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

Land Status
- Military Reservation and Corps of Engineers
- Private

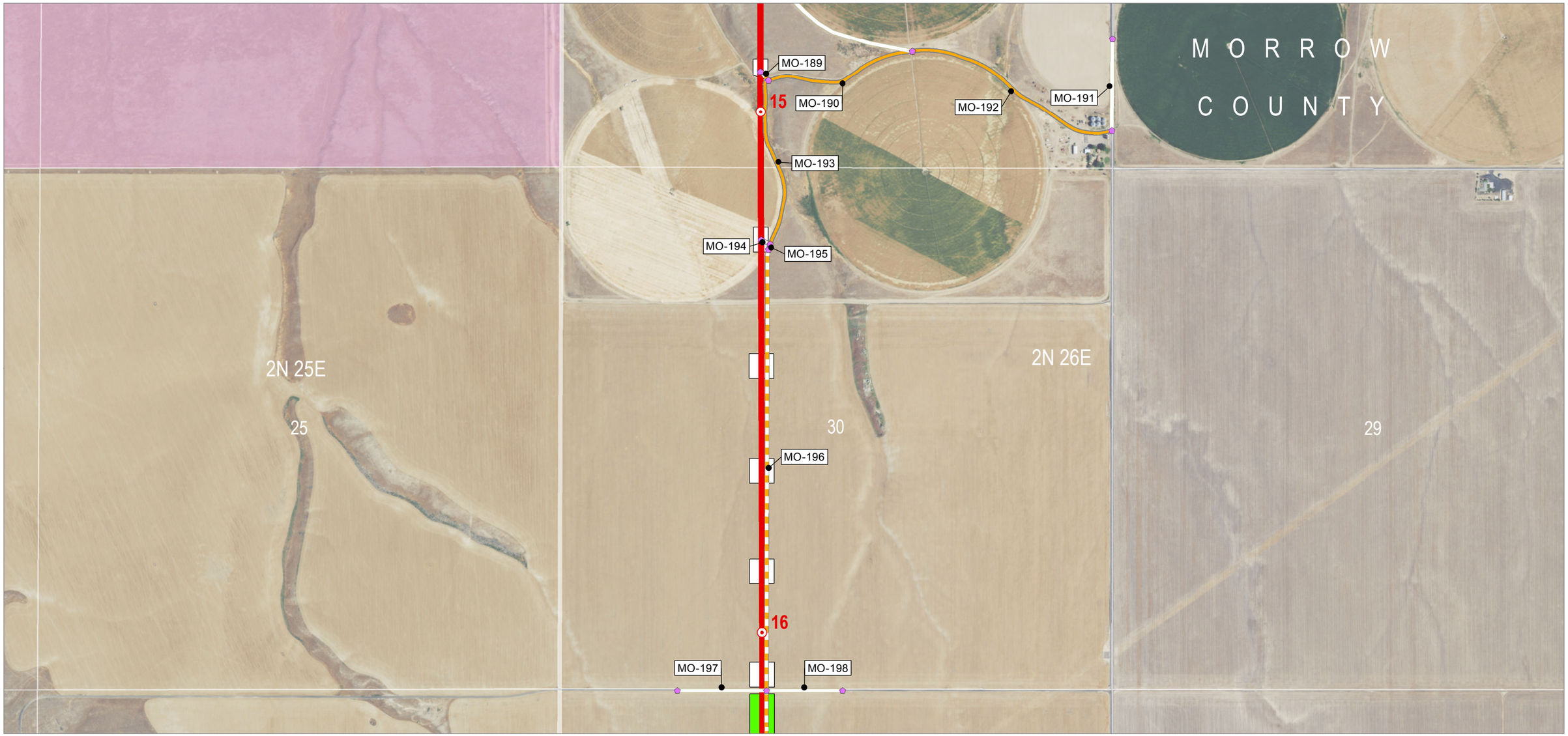
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan

Proposed Route and West of Bombing Range Road Alternatives
Morrow County

Map 12



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Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

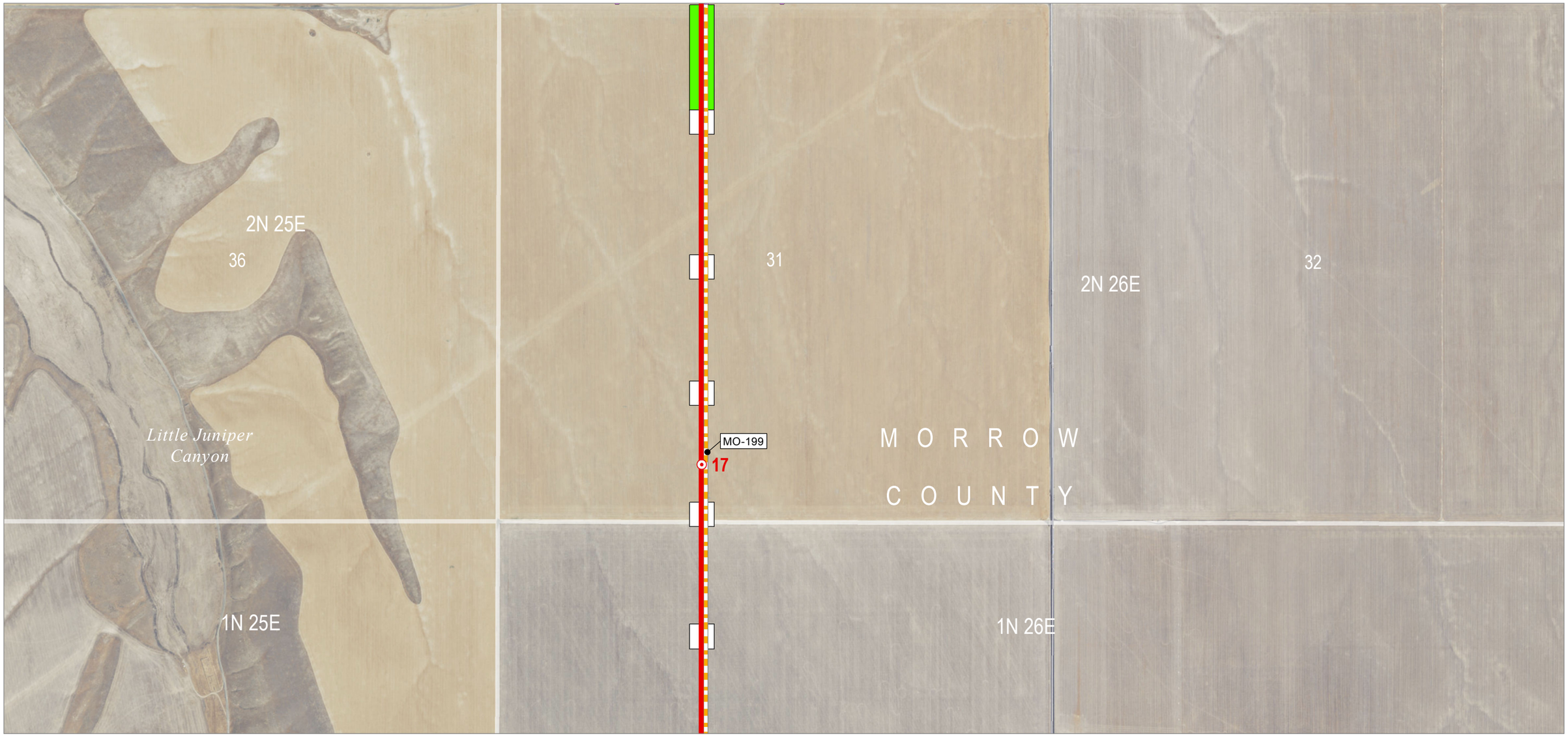
Land Status
- Military Reservation and Corps of Engineers
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 13



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Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features
Route Centerline
Proposed Route
Mileposts
Mile
Work Areas
Pulling and Tensioning
Structure Work Area
Access
New Road, Primitive
Access Nodes

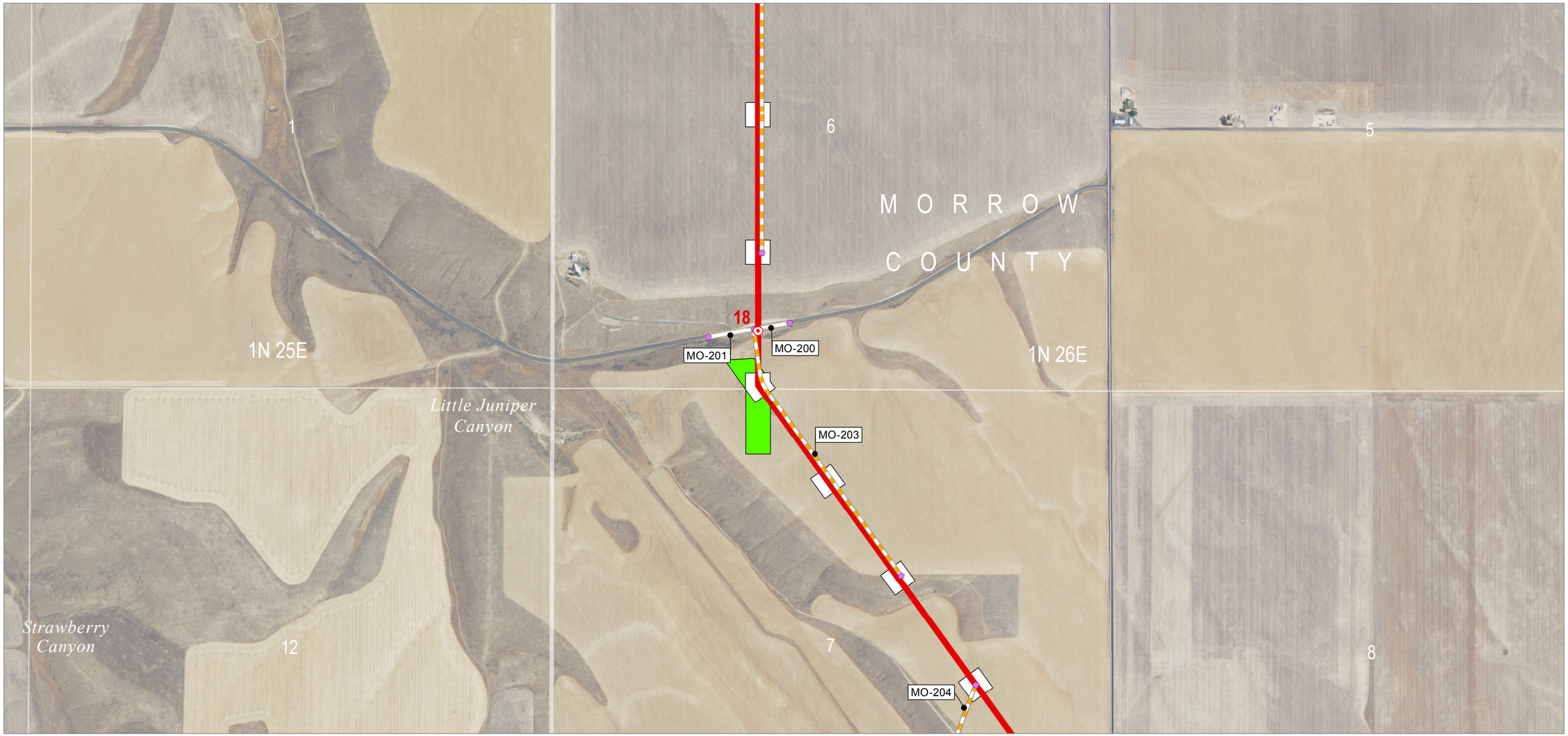
Land Status
Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 14



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Map Area
PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

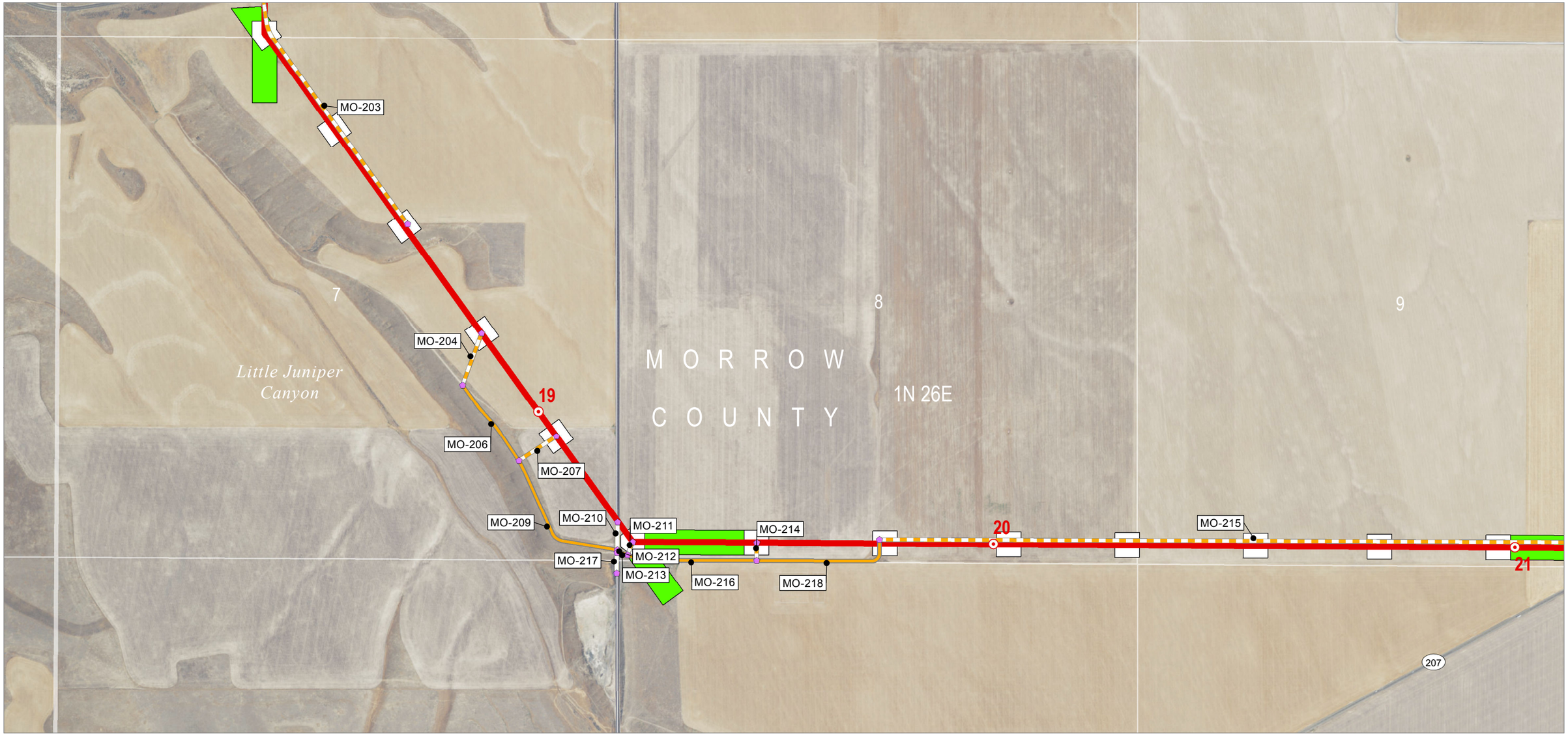
Land Status
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 15



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Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

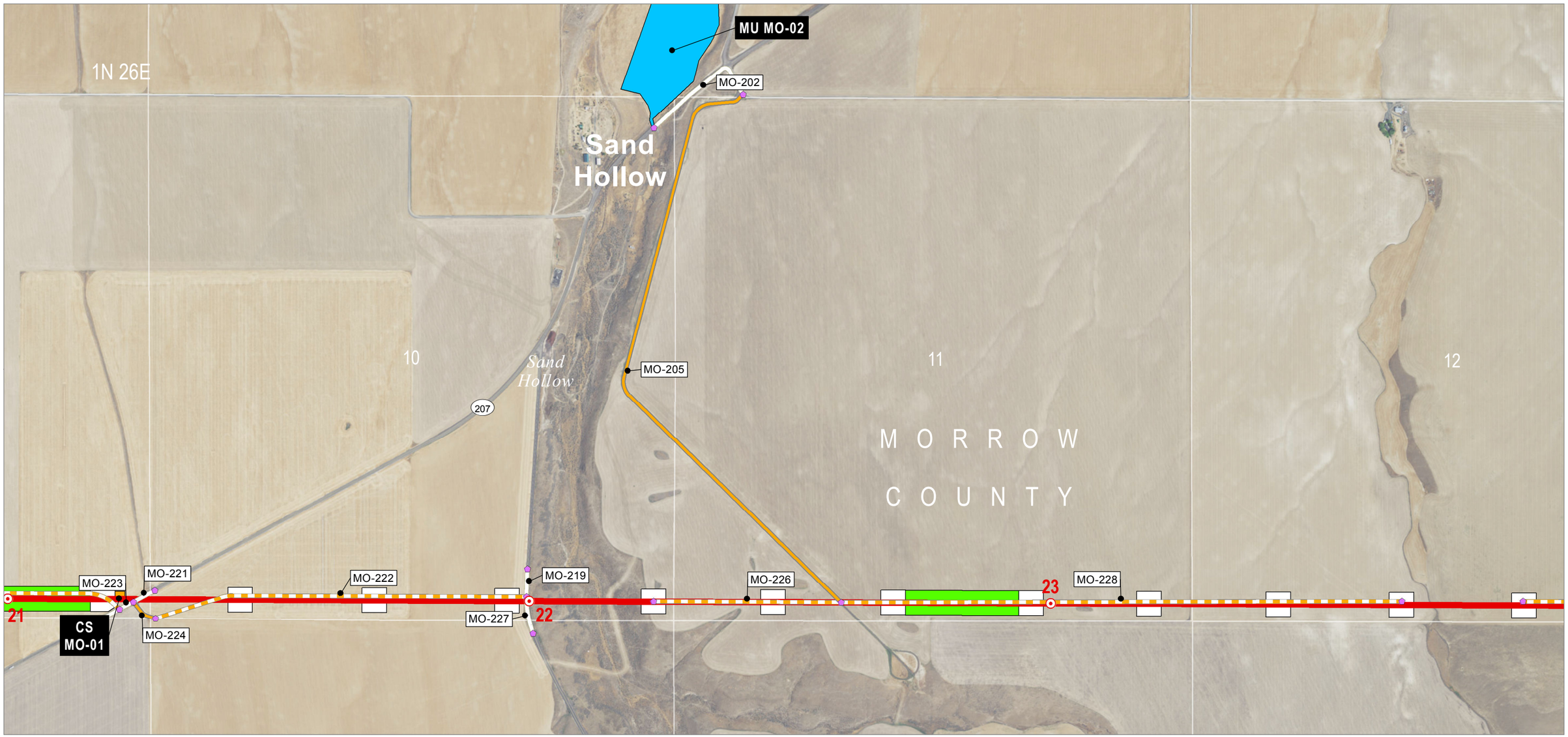
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 16



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Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Communication Station
- Multi-Use Area
- Pulling and Tensioning
- Structure Work Area

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

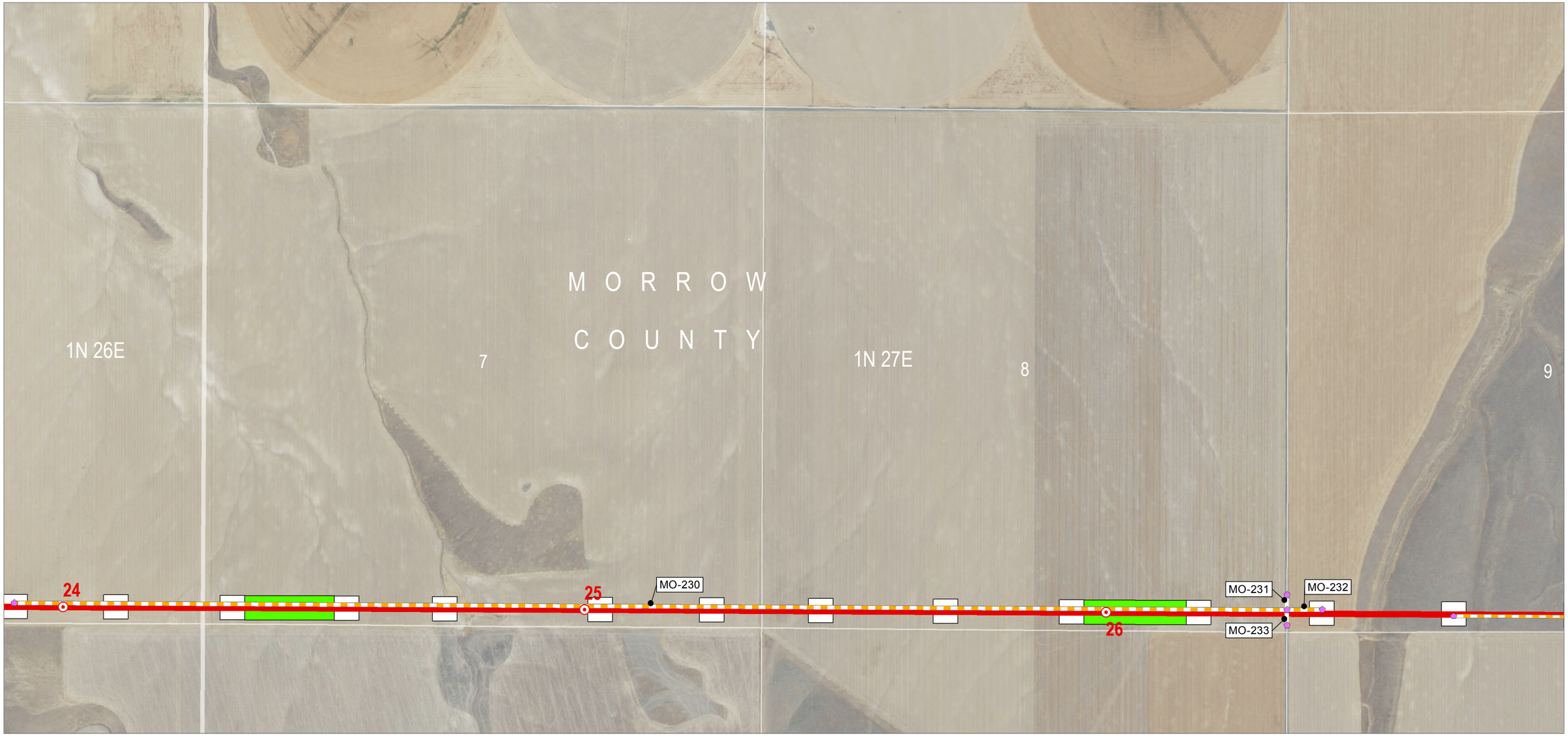
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 17



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Map Area
PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

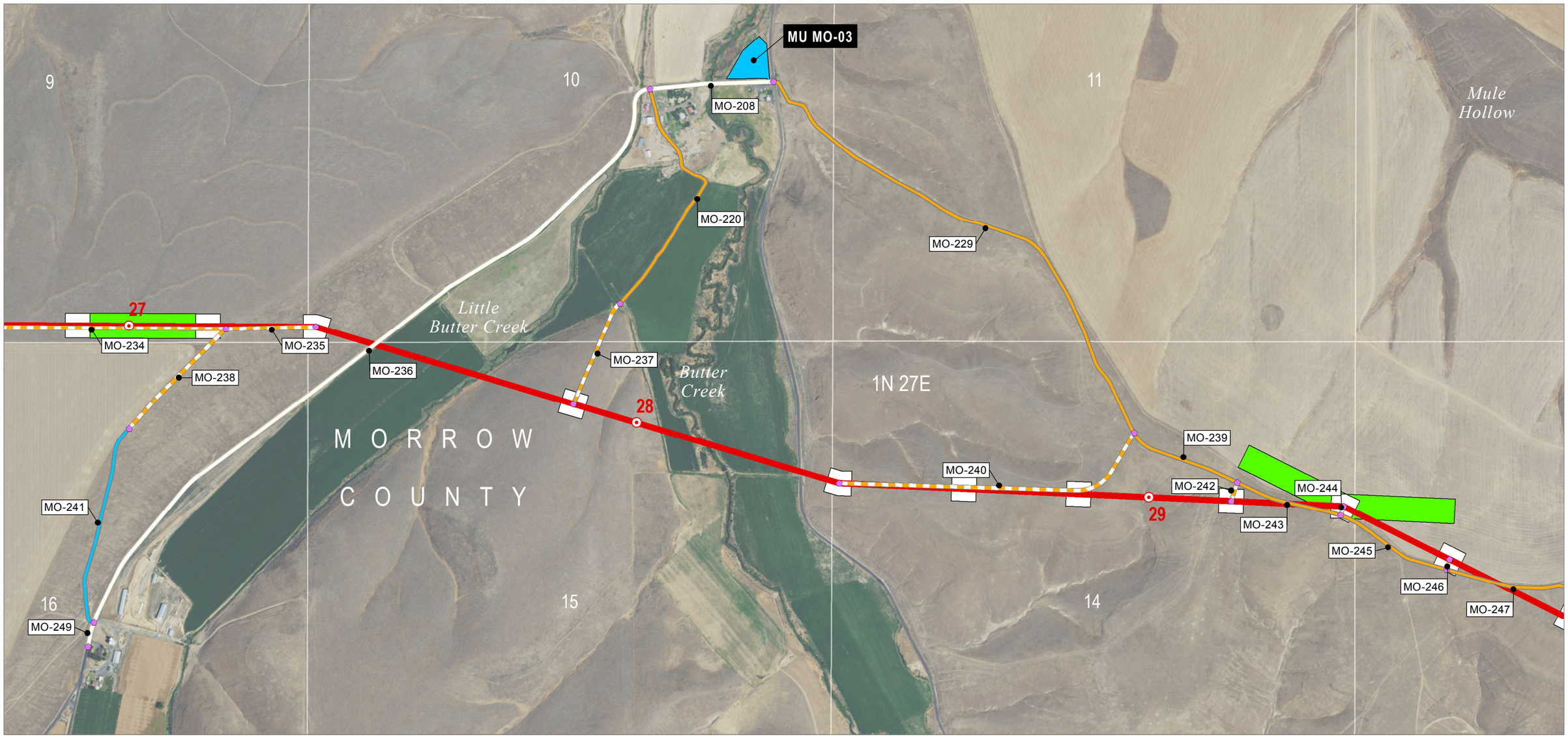
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 18



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Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Multi-Use Area
- Pulling and Tensioning
- Structure Work Area

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

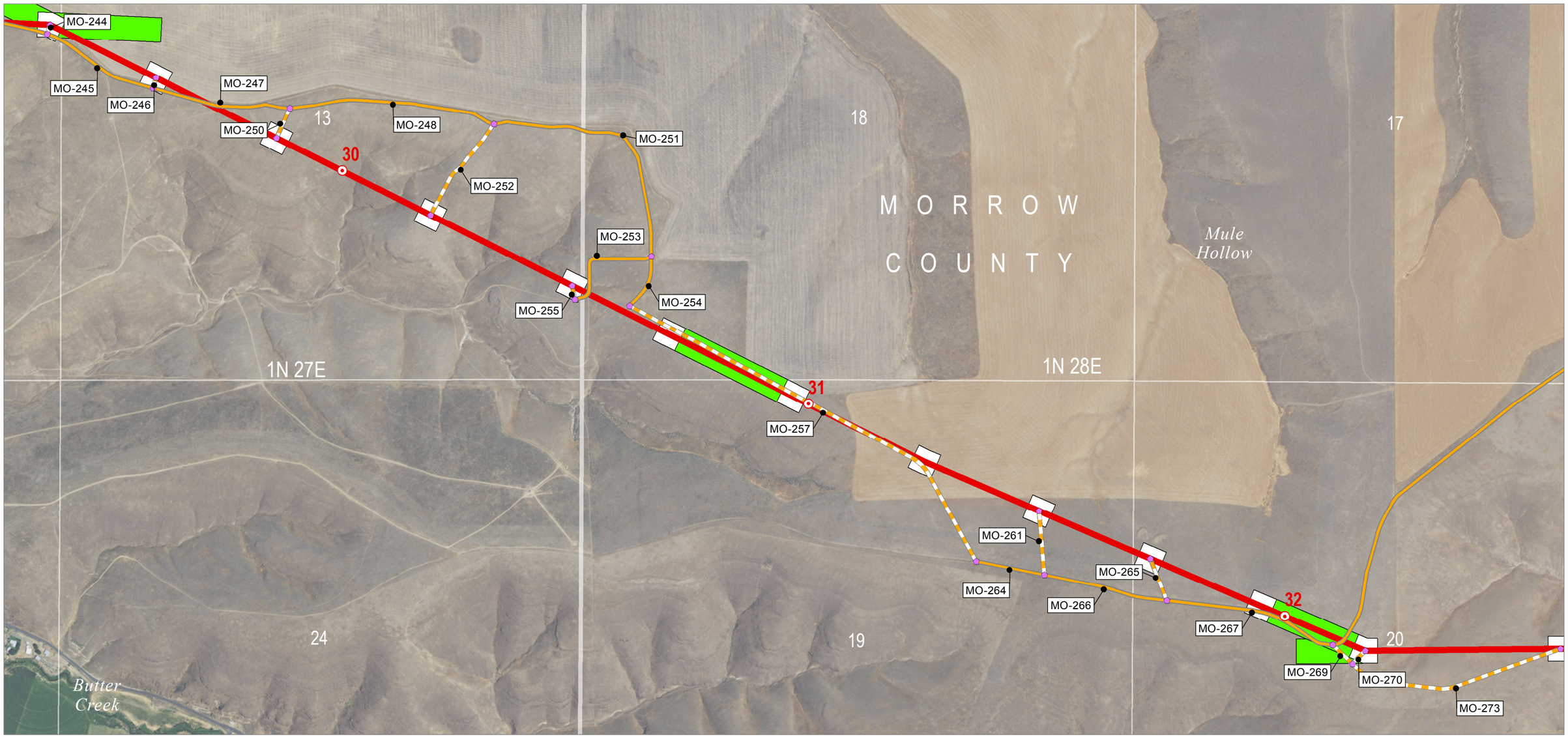
Land Status
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 19



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Map Area

PROJECT AREA

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November 2016

Project Features

Route Centerline

Proposed Route

Mileposts

Mile

Work Areas

Pulling and Tensioning

Structure Work Area

Access

Existing Road, Substantial Modification, 21-70% Improvements

New Road, Primitive

Access Nodes

Land Status

Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 20



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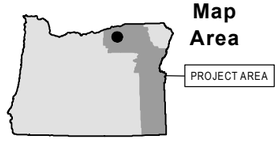
Feet

Map Area



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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Multi-Use Area
- Pulling and Tensioning
- Structure Work Area

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

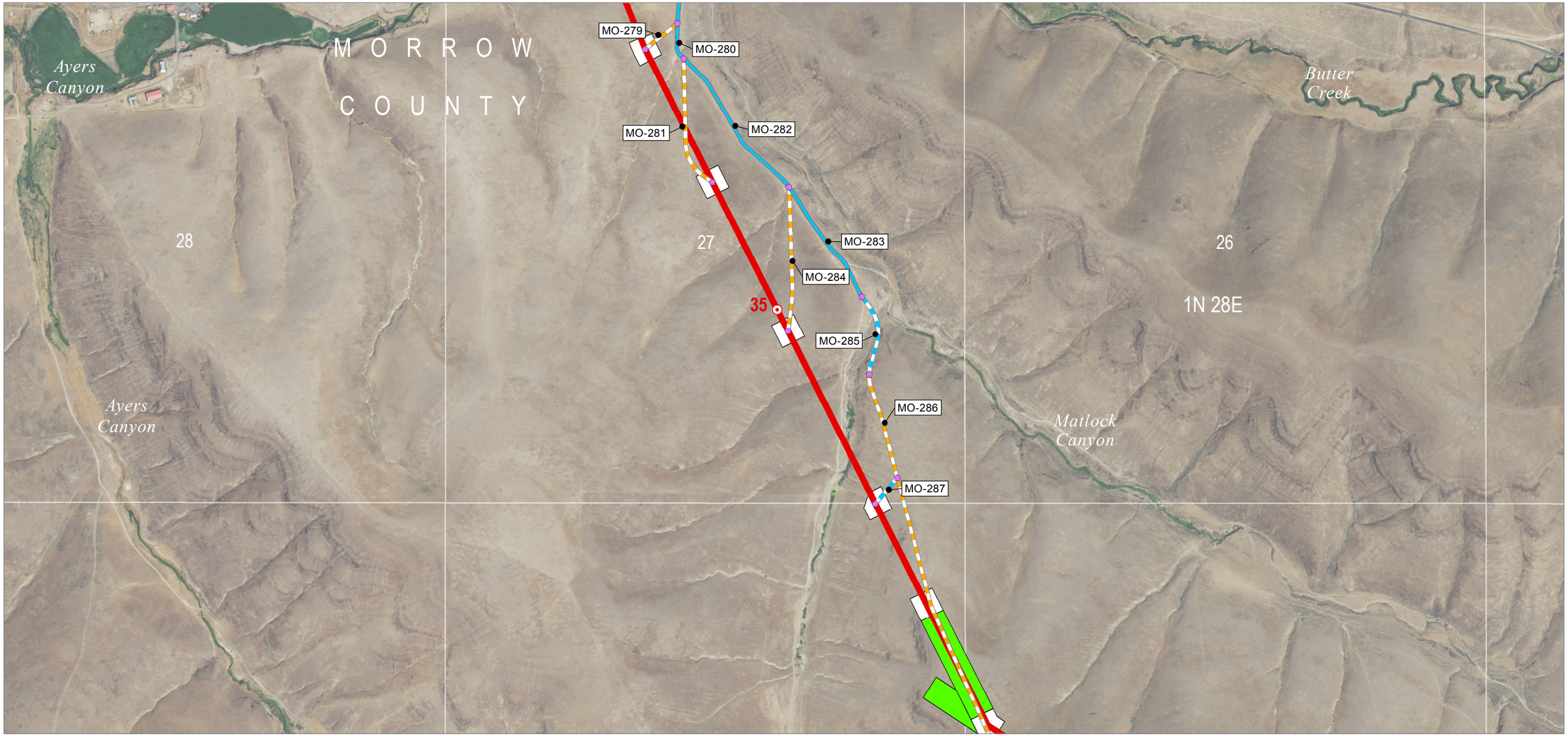
Land Status
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 21



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Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

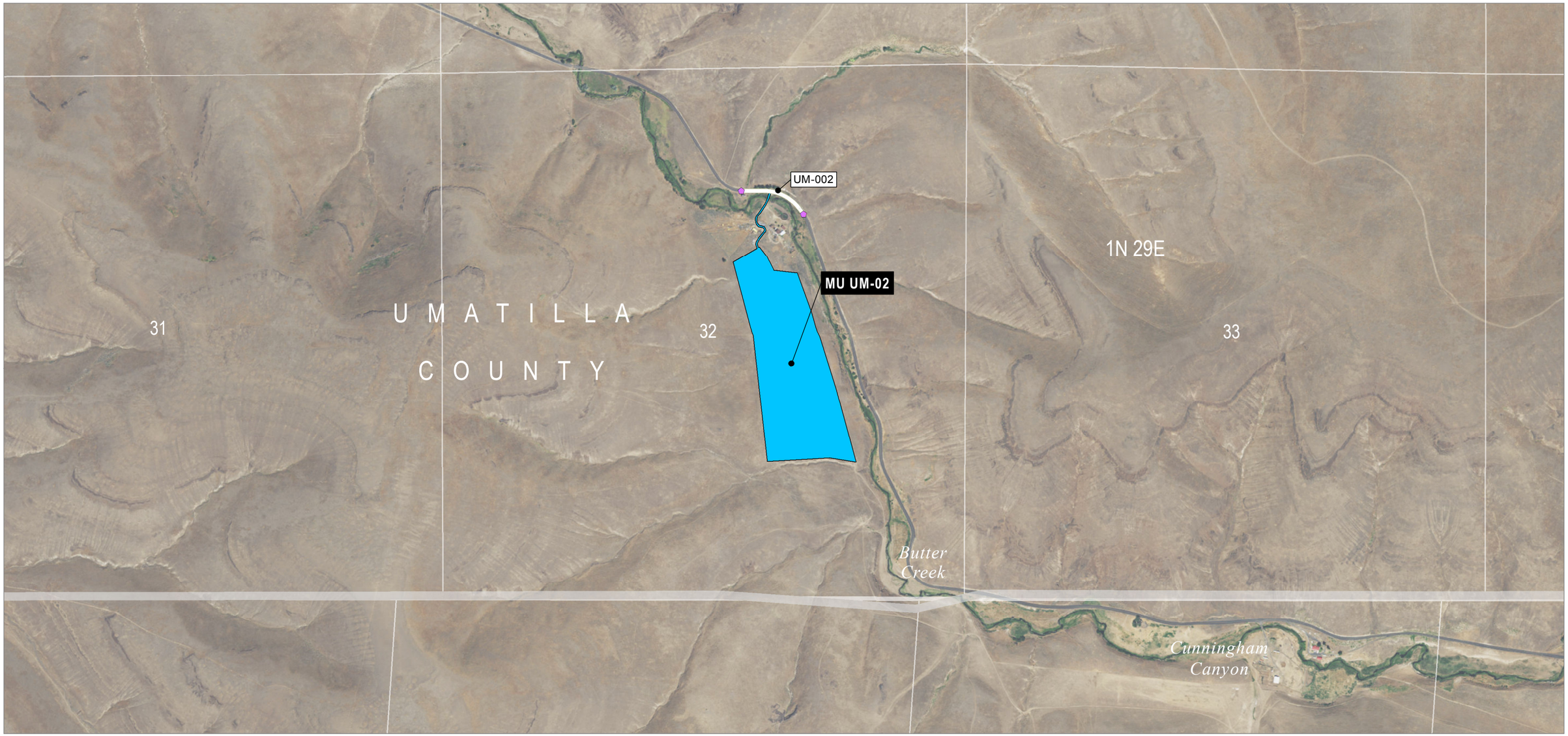
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 22



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Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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November 2016

Work Areas
- Multi-Use Area

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

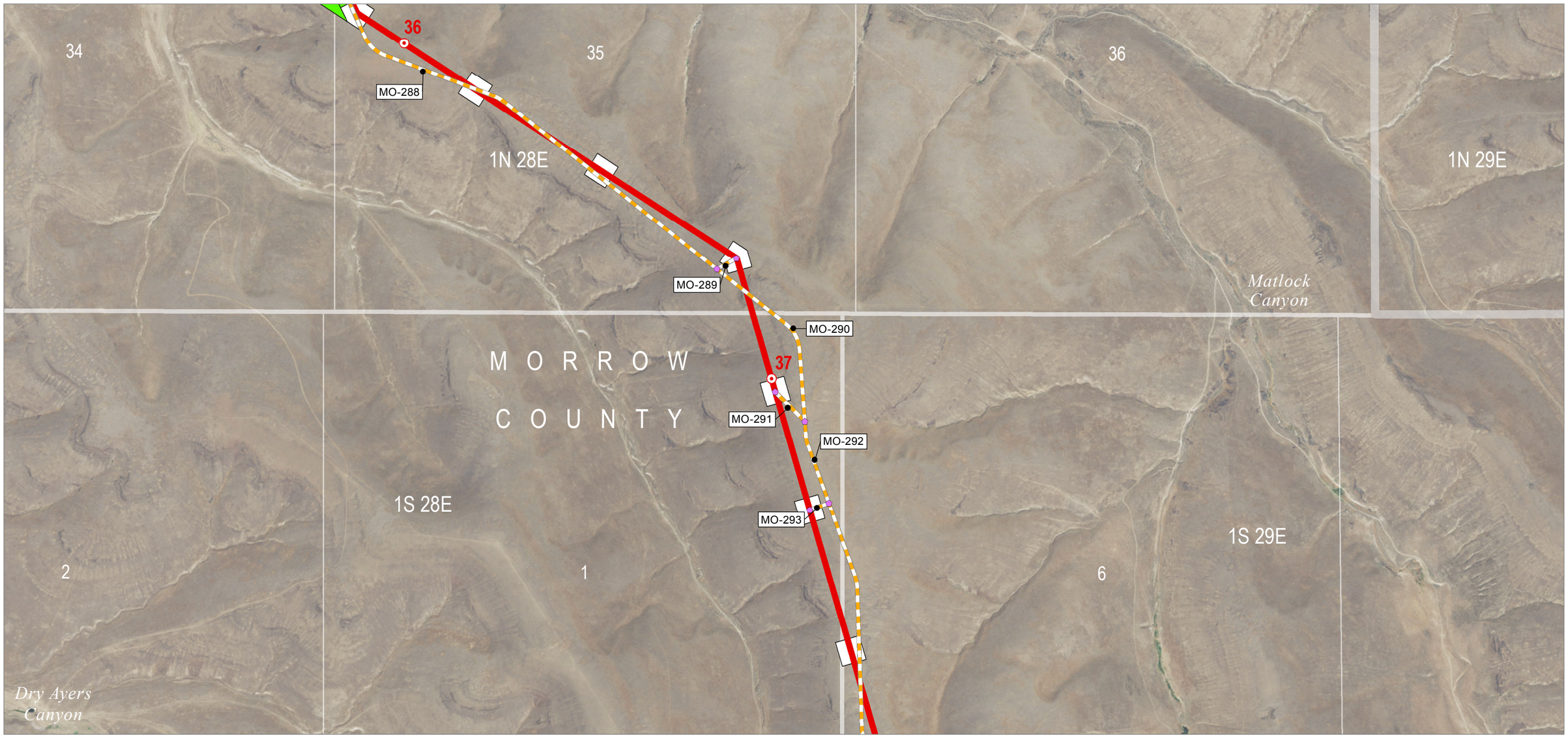
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 23



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Feet

Map Area

PROJECT AREA

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November 2016

Project Features

Route Centerline

Proposed Route

Mileposts

Mile

Work Areas

Pulling and Tensioning

Structure Work Area

Access

New Road, Primitive

Access Nodes

Land Status

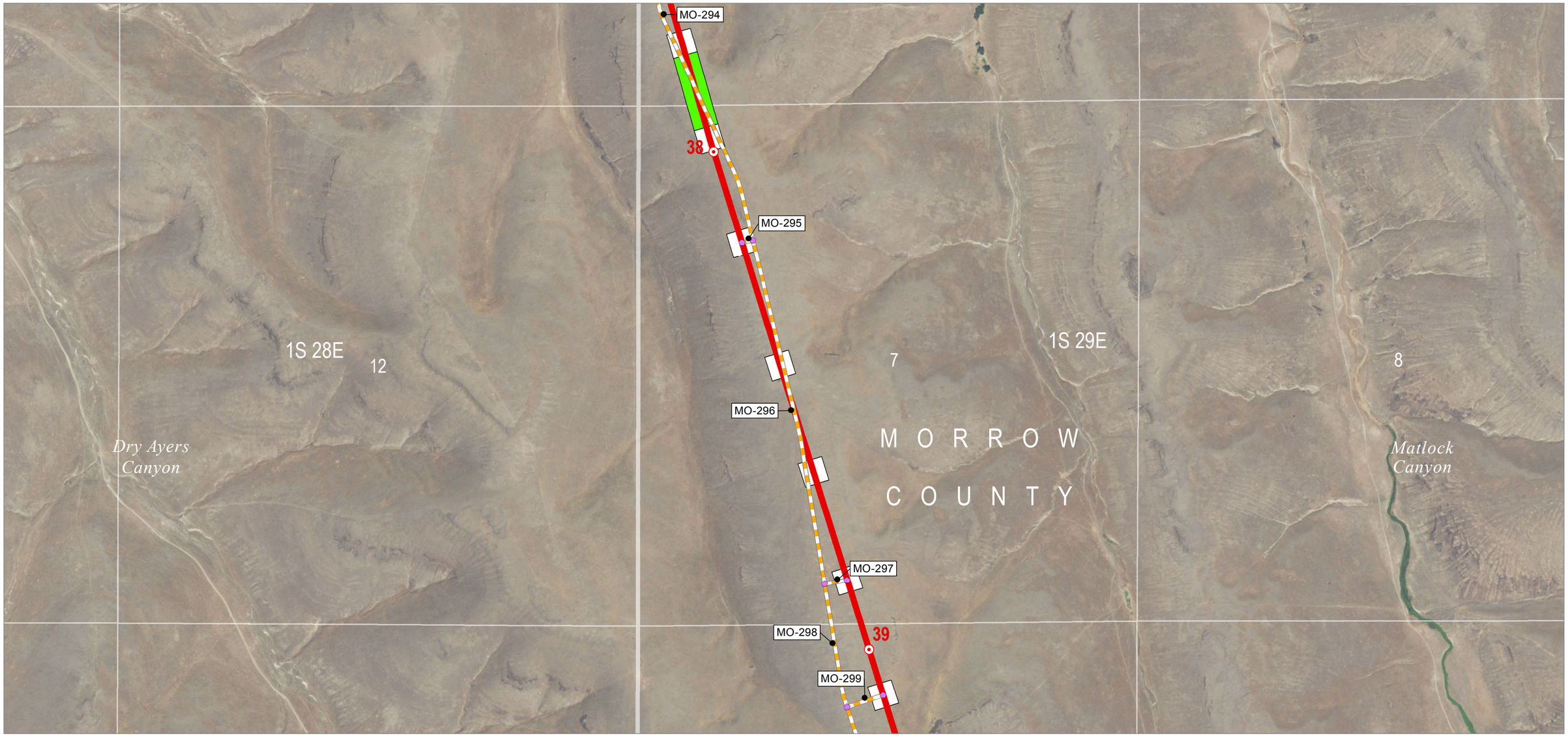
Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 24



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Map Area
PROJECT AREA

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Project Features
Route Centerline
Proposed Route
Mileposts
Mile
Work Areas
Pulling and Tensioning
Structure Work Area
Access
New Road, Primitive
Access Nodes

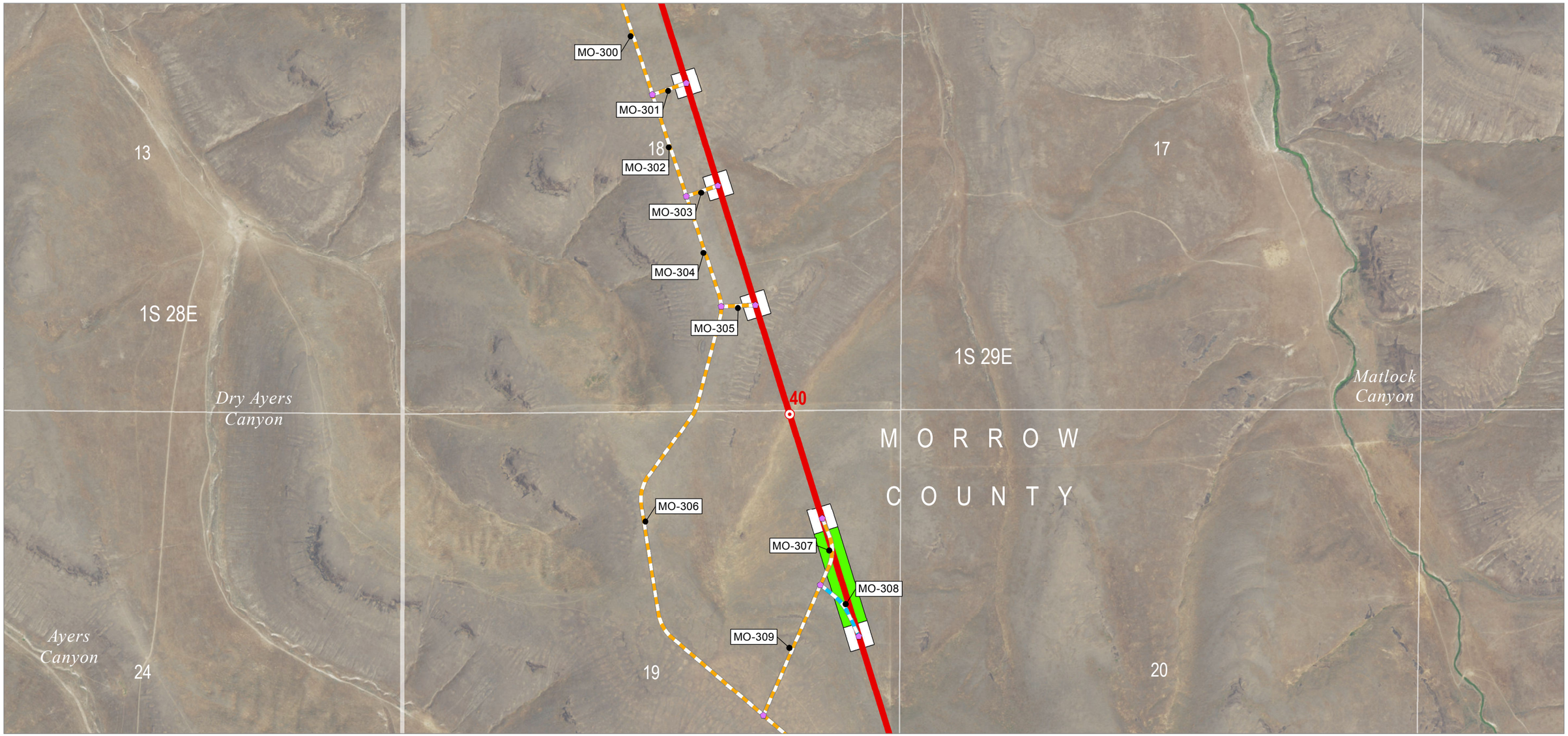
Land Status
Private

IDAHO POWER
An IDACORP Company

Boardman to Hemingway
Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 25



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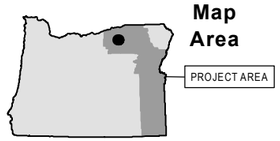
Map Area



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Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

Access
- New Road, Bladed
- New Road, Primitive
- Access Nodes

Land Status
- Private

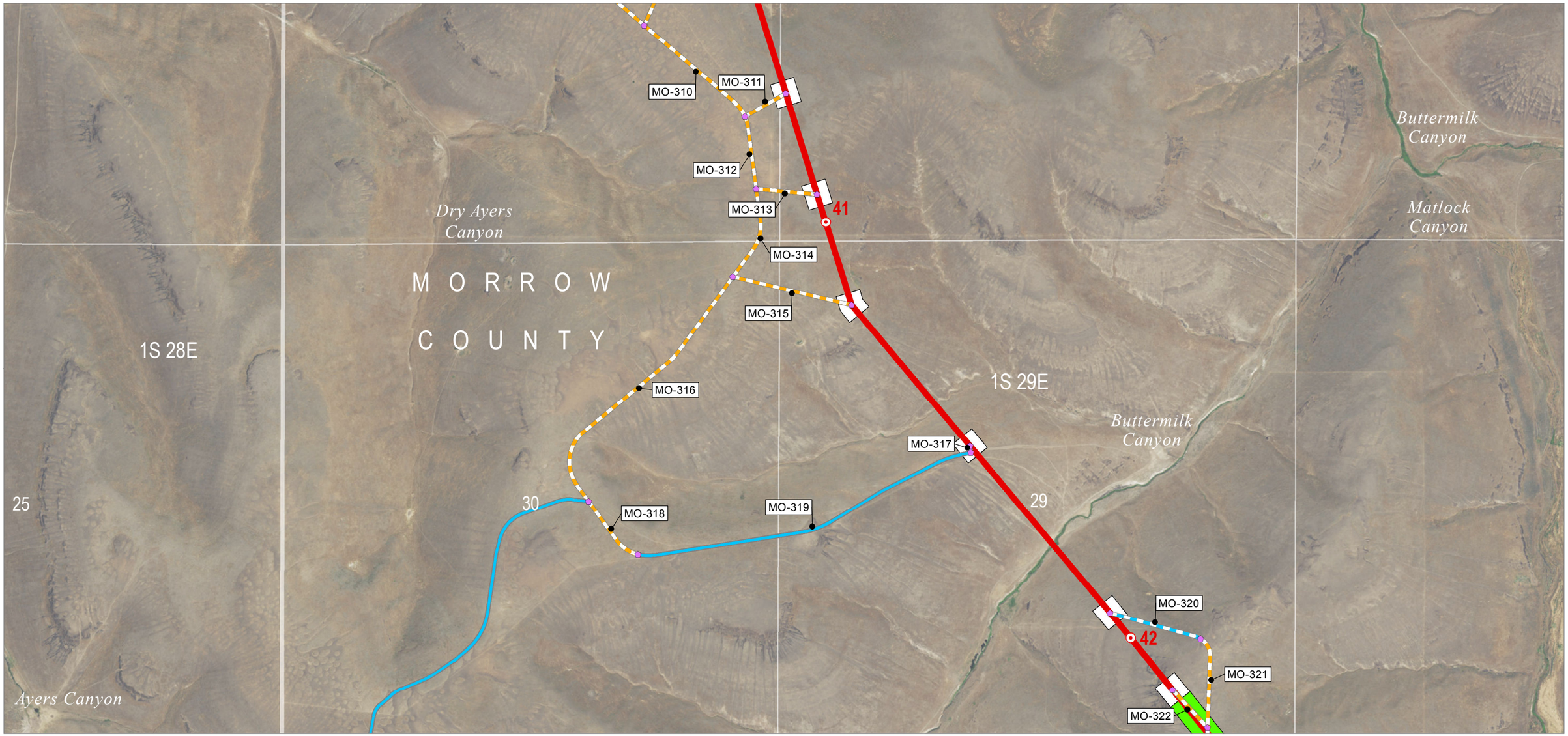
IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5 Road Classification Guide and Access Control Plan

Proposed Route
Morrow County

Map 26



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Map Area
PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

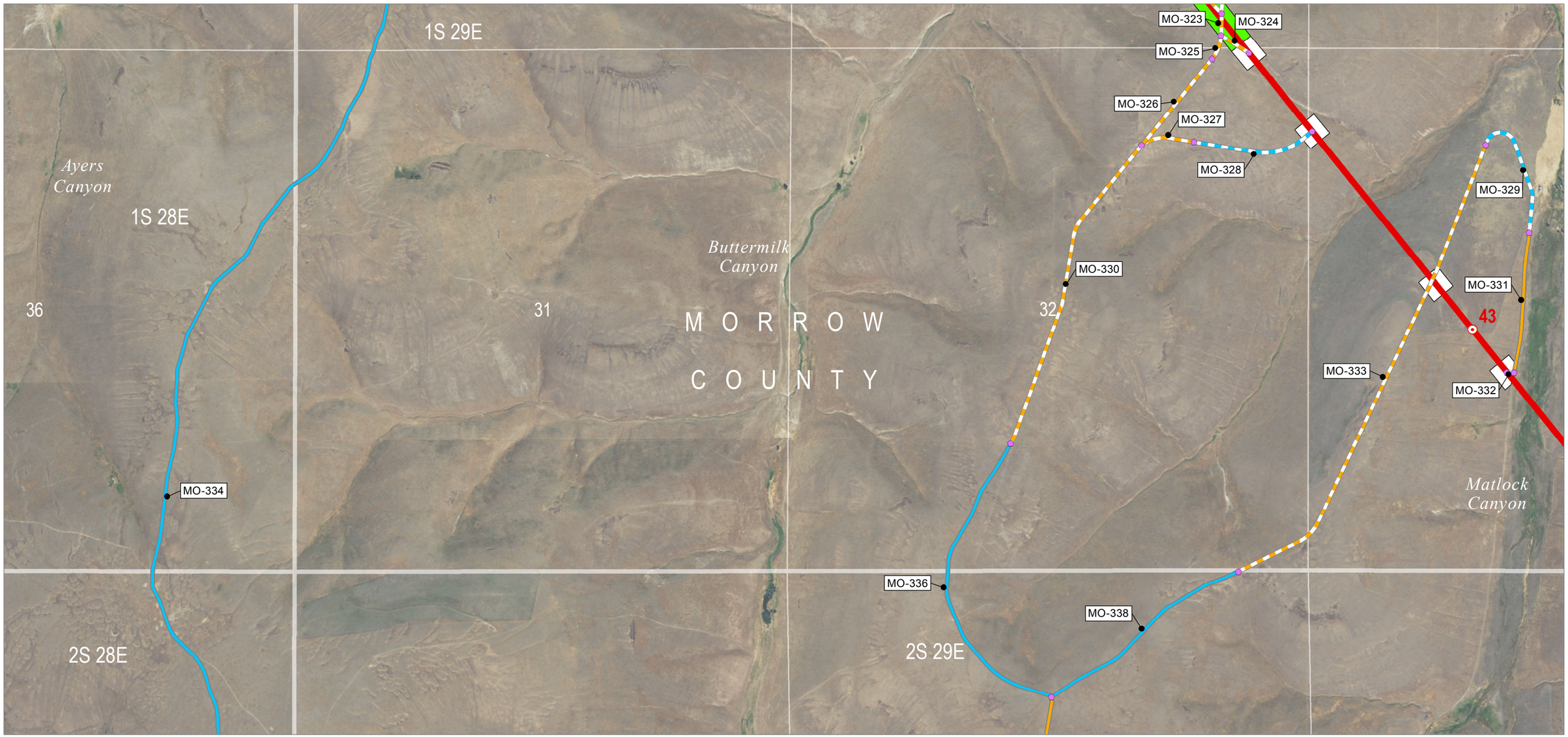
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 27



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Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

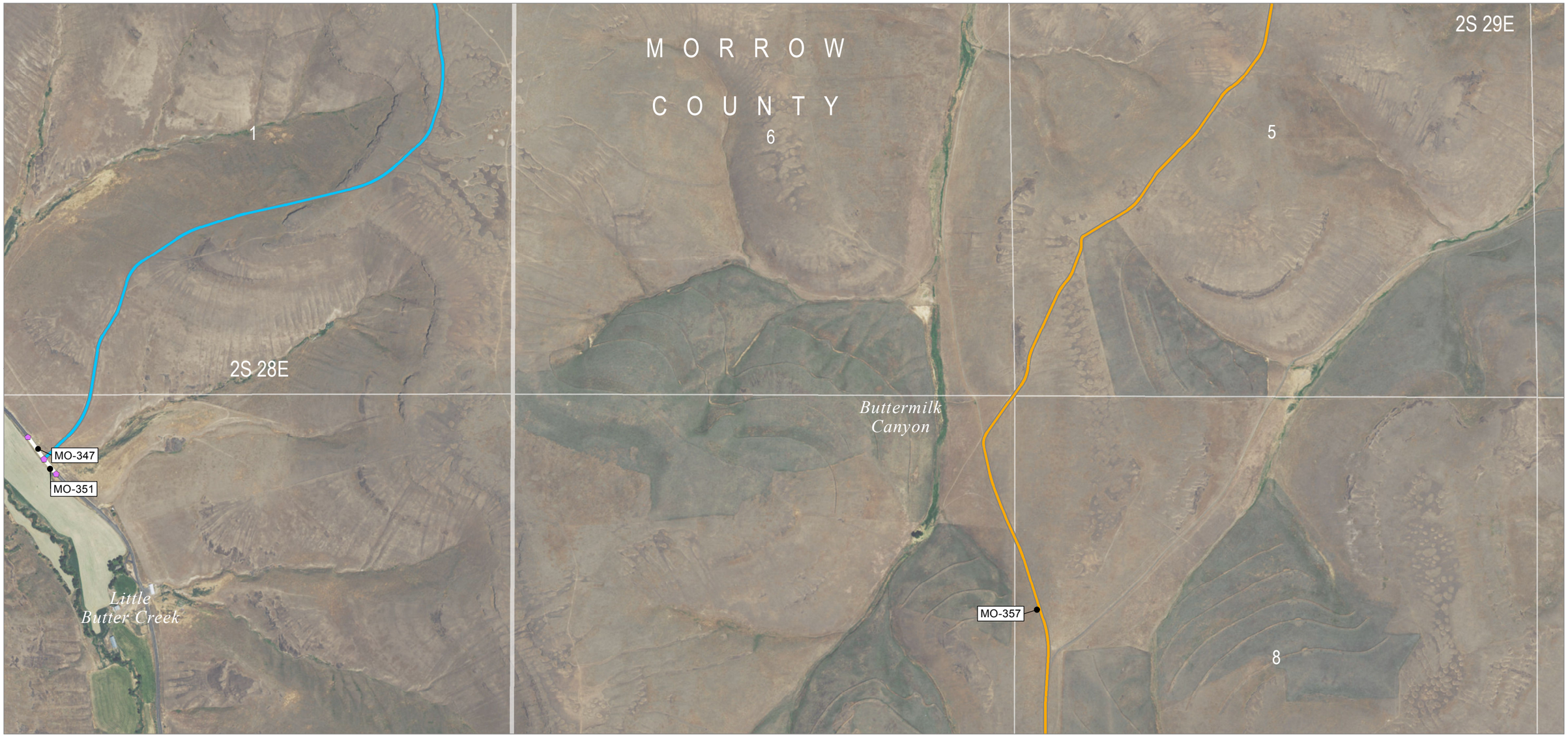
Land Status
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 28



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Map Area
PROJECT AREA

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Access

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

Land Status

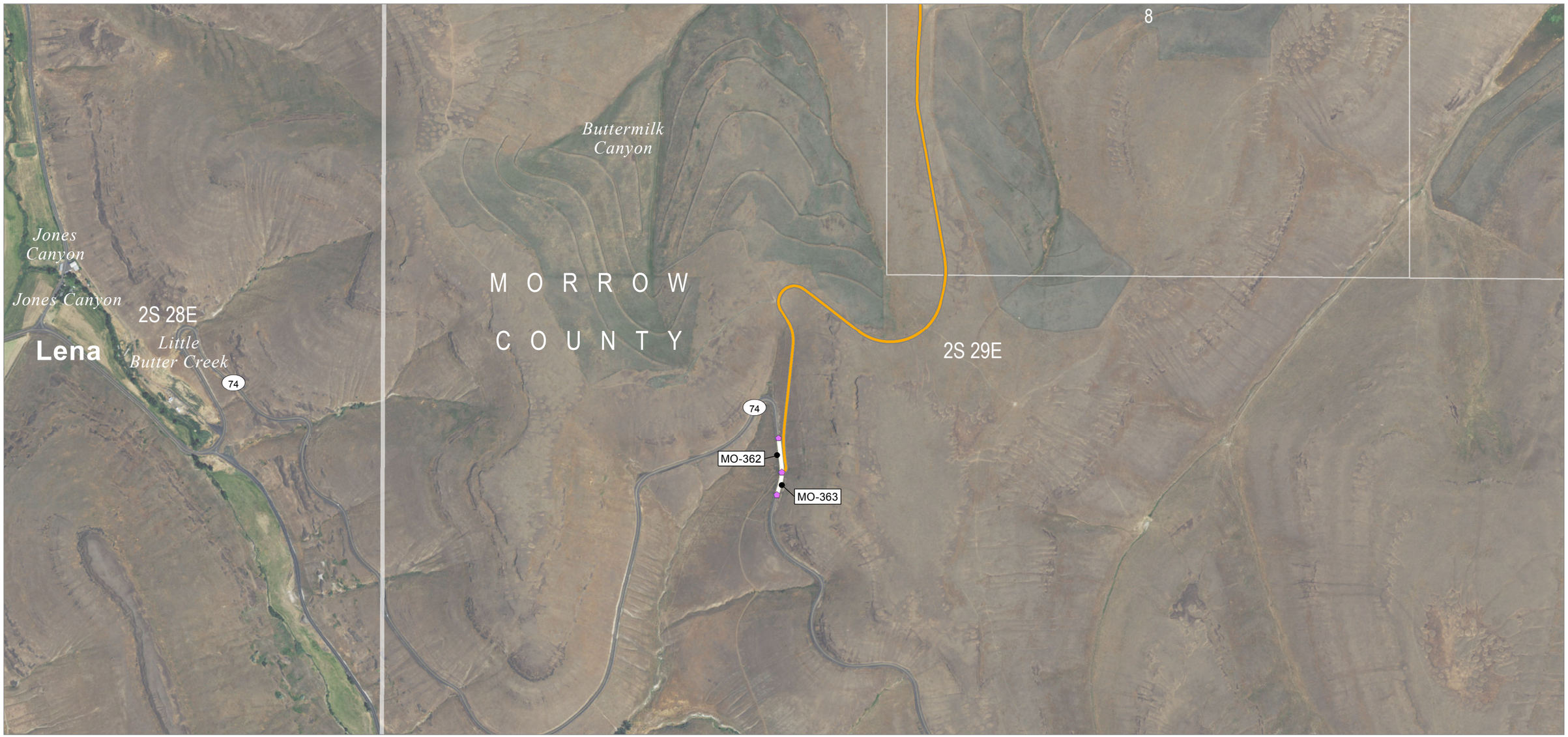
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 29



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Feet

Map Area

PROJECT AREA

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November 2016

Access

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

Land Status

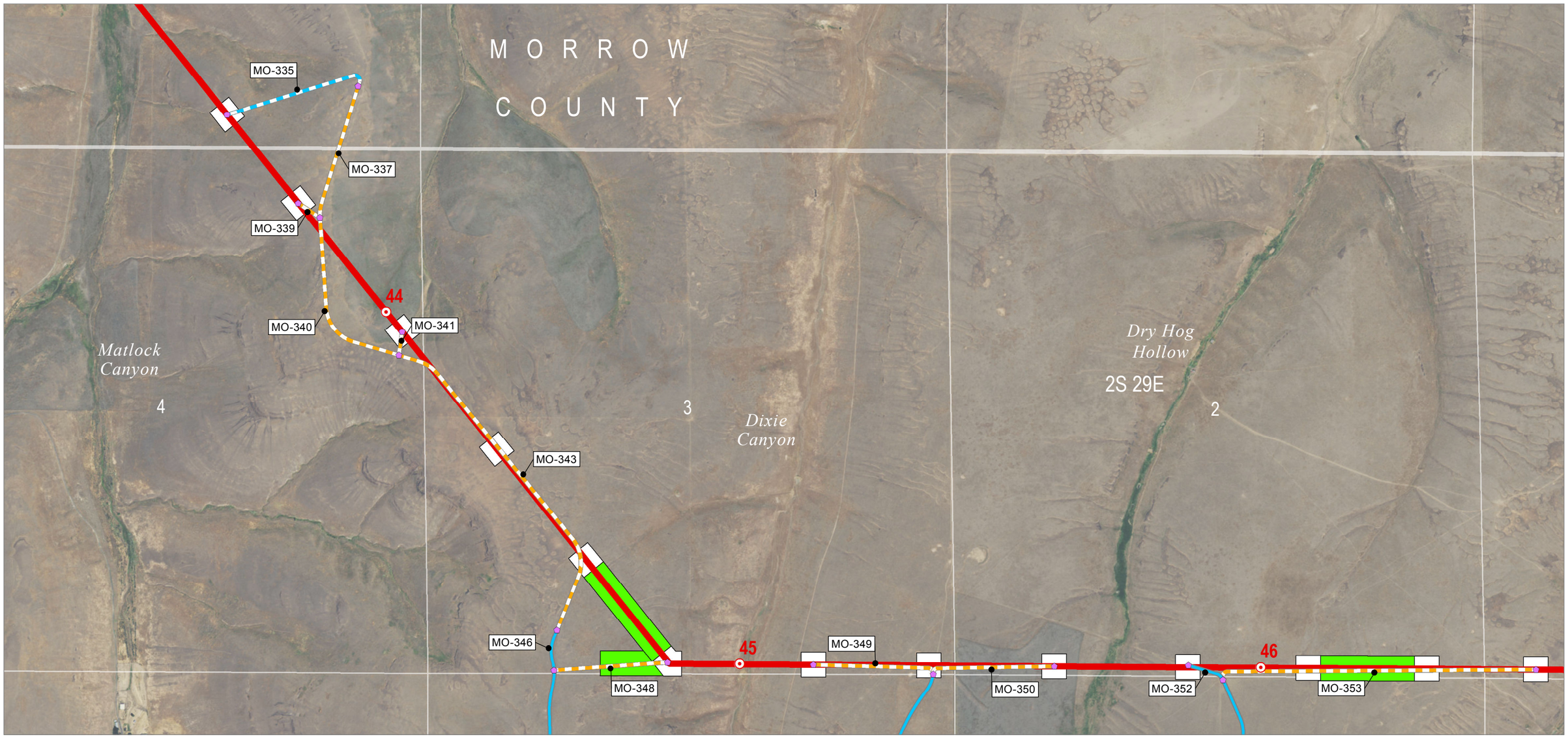
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 30



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Feet

Map Area
PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

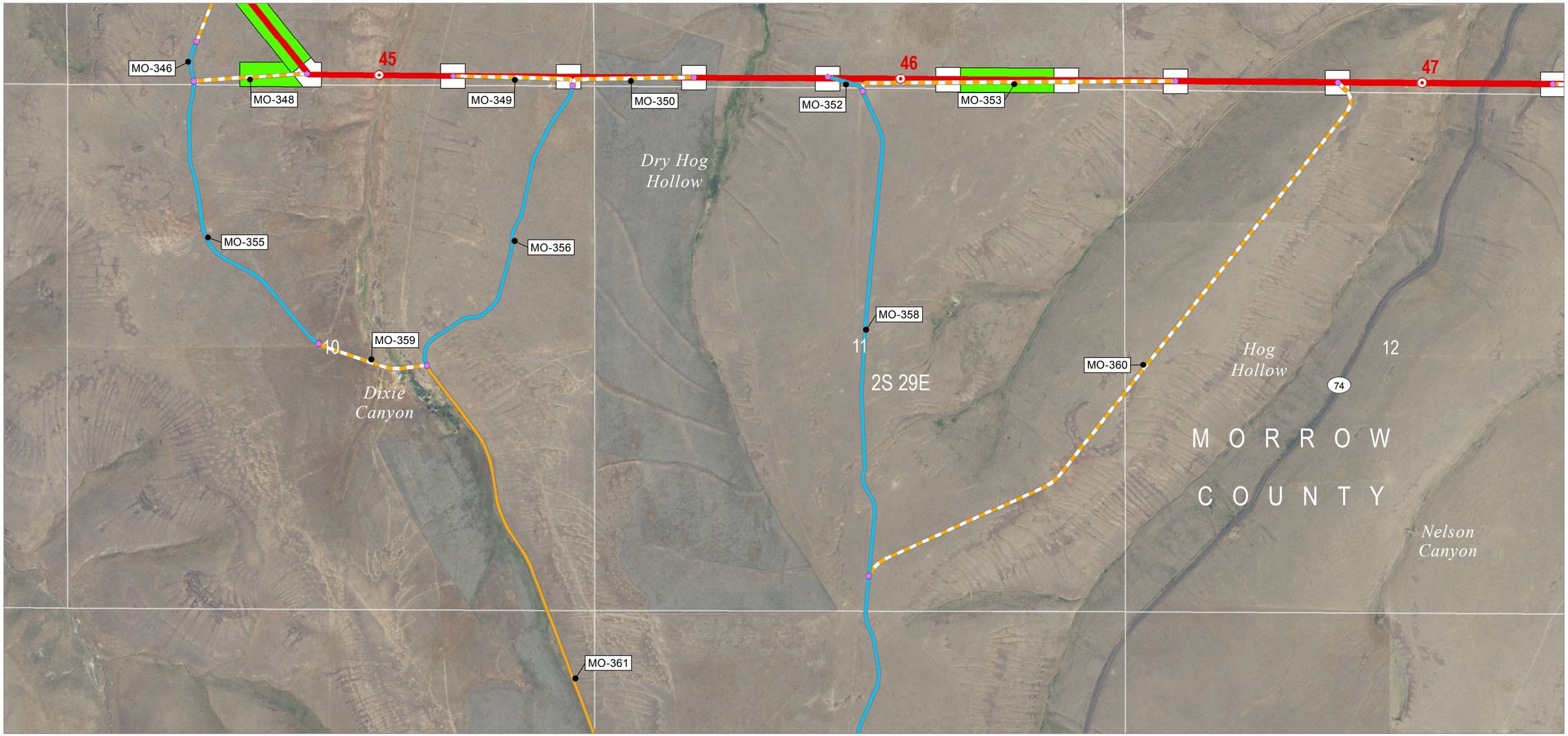
Land Status
- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 31



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Feet

Map Area

PROJECT AREA

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November 2016

Project Features

Route Centerline
- Proposed Route

Mileposts
- Mile

Work Areas
- Pulling and Tensioning
- Structure Work Area

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

Land Status
- Private

IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 32



N

0 1,000

Feet

Map Area

PROJECT AREA

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Work Areas

- Multi-Use Area

Access

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

Land Status

- Private

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment B-5
Road Classification Guide and Access Control Plan
Proposed Route
Morrow County

Map 33