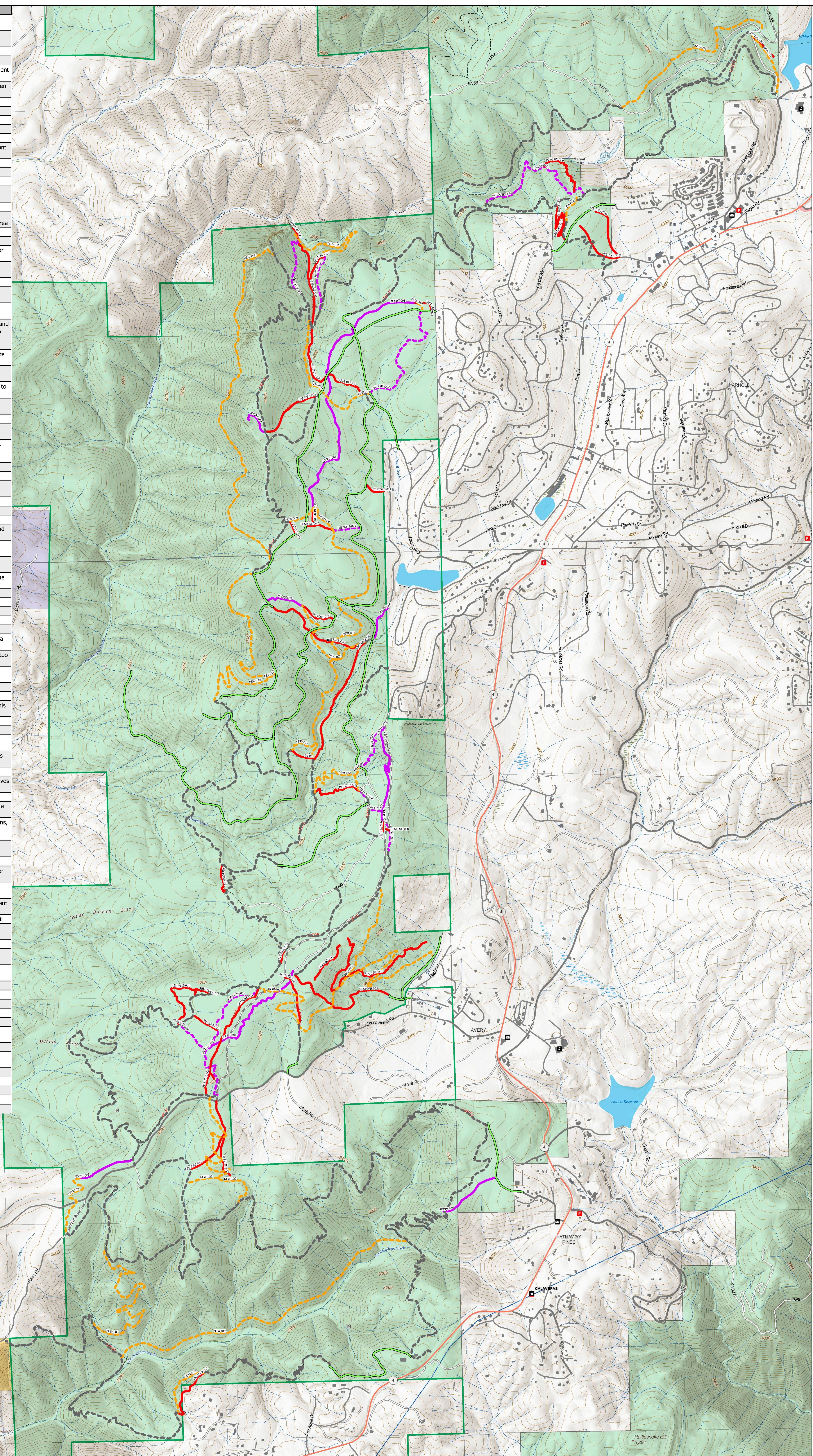
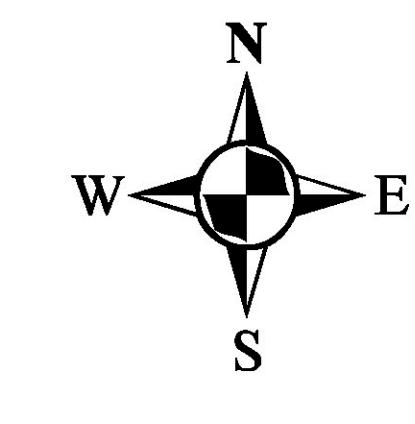


Proposed Action	Identifier	Approx Miles	Status	Why Action
Adopt As Is	ADOPT-001	0.6	Unauthorized, Existing	Provides single track loop options and connectivity in the Lakemont/Meadowmont area
Adopt As Is	ADOPT-002	0.6	Unauthorized, Existing	Provides improved north to south single track connectivity and easy loop options
Adopt As Is	ADOPT-003	0.46	Unauthorized, Existing	Helps fill demand for moderate difficulty bike flow trail
Adopt As Is	ADOPT-004	0.06	Unauthorized, Existing	Provides single track connectivity to/from Sunset Loop TH
Adopt As Is	ADOPT-005	0.16	Unauthorized, Existing	Provides additional community connector into Lakemont, outstanding easement issues
Adopt As Is	ADOPT-006	0.26	Unauthorized, Existing	Provides loop connectivity between the Avery Lookout TH and the north Fullen Rd access point
Adopt As Is	ADOPT-007	0.14	Unauthorized, Existing	Provides system trail access to summit of Manual Peak
Adopt As Is	ADOPT-008	0.18	Authorized, Existing	Prior approved reroute, NEPA status unknown, part of Sunset Loop
Adopt As Is	ADOPT-009	0.71	Unauthorized, Existing	Provides improved north-south single track connectivity and loop options
Adopt As Is	ADOPT-010	0.29	Unauthorized, Existing	Community connector, old road
Adopt With Reroutes	REROUTE-001	0.4	Unauthorized, Existing	Improves single track connectivity, provides loop options
Adopt With Reroutes	REROUTE-002	0.63	Unauthorized, Existing	Provides additional loop options and single track connectivity for the Lakemont and Meadowmont areas
Adopt With Reroutes	RESTORE-007	0.15	Unauthorized, Existing	A reroute provides better experience and access with less road crossings.
Adopt With Reroutes	REROUTE-003	0.29	Unauthorized, Existing	Adoption will create new loop opportunity toward San Antonio Creek
Adopt With Reroutes	REROUTE-004	0.13	Unauthorized, Existing	Improves connectivity between 5N557 and single track trails to the west
Adopt With Reroutes	REROUTE-005	0.24	Unauthorized, Existing	Helps fill demand for challenging flow trail, needs professional layout adjustment and committed partner organization to maintain
Adopt With Reroutes	REROUTE-006	0.09	Unauthorized, Existing	Essential single track connector for the Sunset Loop TH
Adopt With Reroutes	REROUTE-007	0.32	Unauthorized, Existing	Prior FS approved reroute, NEPA status unknown, needs new reroute to remove fall line segments and improve connectivity towards San Domingo Area
Adopt With Reroutes	REROUTE-008	0.31	Unauthorized, Existing	Provides additional loop opportunities and creek access
Adopt With Reroutes	REROUTE-009	0.42	Unauthorized, Existing	Provides additional loop opportunities and creek access
Adopt With Reroutes	REROUTE-010	0.04	Authorized, Existing	NFST identified as high priority for reroute by community, essential connector to/from the Sunset Loop TH
Adopt With Reroutes	REROUTE-11	0.25	Authorized, Existing	Prior approved reroute needs to be rerouted again to move trail off old road bed with major erosion issues
Adopt With Reroutes	REROUTE-013	0.18	Unauthorized, Existing	Provides a loop
New Construction Or Reroute	NEW-001	0.3	Planned, Does Not Exist	Reroute back up to Logging Museum would complete the Logging Museum "ADA" loop, eliminating the road walk section
New Construction Or Reroute	NEW-002	0.36	Planned, Does Not Exist	Route improves sustainability by bypassing fall line segments of trail and multiple gully crossings
New Construction Or Reroute	NEW-003	1.45	Planned, Does Not Exist	Reroute moves trail out of drainage bottom and adds a more flowy contour and trail-based riding, bypasses 2 unneded crossings of Cowell Creek, Improves single track connectivity north to south within the system, also part of the "Sunset Loop"
New Construction Or Reroute	NEW-004	0.28	Planned, Does Not Exist	More sustainable reroute of 14E04, essential connectivity from Lakemont gate past SA Falls and Cougar Rock
New Construction Or Reroute	NEW-005	0.13	Planned, Does Not Exist	Improves single track connectivity and wayfinding, removing need for road walking
New Construction Or Reroute	NEW-006	0.13	Planned, Does Not Exist	Reroute provides less switchbacks, easier to maintain, and directly connects to another trail
New Construction Or Reroute	NEW-007	1.4	Planned, Does Not Exist	Improves single track connectivity by removing final road walk approach to Cougar Rock
New Construction Or Reroute	NEW-008	1.22	Planned, Does Not Exist	Connects the San Domingo Loop, cutting out the road walk on Fullen Road
New Construction Or Reroute	NEW-009	1.79	Planned, Does Not Exist	Reroute provides access to local neighborhood while avoiding resource concerns and being maintainable
New Construction Or Reroute	NEW-010	0.9	Planned, Does Not Exist	Provides the final section of the Equestrian Bypass toward White Pines Lake. Also creates a larger single track loop option for the Logging Museum. Removes trail users from FS Rd 5N56
New Construction Or Reroute	NEW-011	0.14	Planned, Does Not Exist	Reroutes fall line section of trail
New Construction Or Reroute	NEW-012	1.51	Planned, Does Not Exist	Provides alternative loop option within San Domingo Canyon
New Construction Or Reroute	NEW-014	0.05	Planned, Does Not Exist	Reroute links to other trail, moves trail out of viewshed from neighboring private property
New Construction Or Reroute	NEW-015	0.15	Planned, Does Not Exist	Reroute lessens intersections, bypasses fall-line section of trail
New Construction Or Reroute	NEW-016	1.75	Planned, Does Not Exist	Provides new loop opportunities on the backside of Manual Peak
New Construction Or Reroute	NEW-017	0.05	Planned, Does Not Exist	Connects trails to provide a loop
New Construction Or Reroute	NEW-018	0.38	Planned, Does Not Exist	Provides single track connectivity and loop option between Avery Lookout and the upper Fullen Rd access point
New Construction Or Reroute	NEW-019	0.47	Planned, Does Not Exist	Provides alternate connector from Avery towards the Sunset Loop TH and Arnold
New Construction Or Reroute	NEW-020	1.01	Planned, Does Not Exist	Provides additional loop option from Avery Lookout and better connectivity from San Domingo to the rest of the system
New Construction Or Reroute	NEW-021	0.58	Planned, Does Not Exist	Old road bed in good condition, with more sustainable alignment than fall line trail
New Construction Or Reroute	NEW-022	0.45	Planned, Does Not Exist	Provides safer and more sustainable reroute of P9
New Construction Or Reroute	NEW-023	0.14	Planned, Does Not Exist	Connector for loop opportunity
New Construction Or Reroute	NEW-024	0.27	Planned, Does Not Exist	Reroutes off of private
New Construction Or Reroute	NEW-025	0.53	Planned, Does Not Exist	Provides east west connection
New Construction Or Reroute	NEW-026	0.05	Planned, Does Not Exist	Allows longer descent from Reroute 005
Obliterate/Restore	RESTORE-001	0.3	Authorized, Existing	No evidence of trail on the ground, no use shown on Strava heatmap, likely a relic of prior motorized system
Obliterate/Restore	RESTORE-002	0.19	Authorized, Existing	Steep unsustainable trail, prior attempted reroute was poorly built and is at too low of grade
Obliterate/Restore	RESTORE-003	0.59	Authorized, Existing	Very little evidence of route on the ground, very steep often fall line, not sustainable
Obliterate/Restore	RESTORE-004	0.2	Unauthorized, Existing	Too steep an alignment, planned to be replaced by new construction
Obliterate/Restore	RESTORE-005	0.11	Authorized, Existing	Reroute was created previously but old route was not restored.
Obliterate/Restore	RESTORE-006	0.2	Authorized, Existing	This segment was rerouted and closed at some point in the last 15 years. This route has potential aquatic concerns and is unsustainably steep near creek.
Obliterate/Restore	RESTORE-008	0.25	Unauthorized, Existing	Steep fall line trail that will result in costly maintenance and erosion issues.
Obliterate/Restore	RESTORE-009	0.25	Unauthorized, Existing	Steep fall line trail that will result in costly maintenance and erosion issues.
Obliterate/Restore	RESTORE-010	0.07	Unauthorized, Existing	Steep fall line trail that will result in costly maintenance and erosion issues. Alternative connector to FS Road 14E06 planned.
Obliterate/Restore	RESTORE-011	0.09	Unauthorized, Existing	Connects to private with no legal public access, even though homeowner has verbally given permission.
Obliterate/Restore	RESTORE-012	0.38	Unauthorized, Existing	Steep fall line trail that will result in costly maintenance and erosion issues.
Obliterate/Restore	RESTORE-013	0.2	Unauthorized, Existing	Reroute provides better experience with a more maintainable alignment, moves route out of sight of Timber Trails property.
Obliterate/Restore	RESTORE-014	0.13	Unauthorized, Existing	Redundant
Obliterate/Restore	RESTORE-015	0.43	Unauthorized, Existing	Scratched into mastication, too many stacked switchbacks, reroute provides a better climbing/descending experience.
Obliterate/Restore	RESTORE-016	0.61	Authorized, Existing	Reroute (blue west) provides better experience, alleviates aquatic bio concerns, lessens number of creek crossings, moves trail off old road bed adjacent to creek with erosion concerns.
Obliterate/Restore	RESTORE-017	0.31	Authorized, Existing	Prior approved reroute needs to be rerouted again to move trail off old road bed with major erosion issues.
Obliterate/Restore	RESTORE-018	0.31	Authorized, Existing	Proposed reroute offers better experience and less impact
Obliterate/Restore	RESTORE-019	0.27	Authorized, Existing	NFST identified as high priority for reroute by community, essential connector to/from the Sunset Loop TH
Obliterate/Restore	RESTORE-020	0.24	Unauthorized, Existing	Steep fall line trail that is resulting in costly maintenance and erosion issues.
Obliterate/Restore	RESTORE-021	0.49	Unauthorized, Existing	Reroute provides better climbing/descending.
Obliterate/Restore	RESTORE-022	0.13	Unauthorized, Existing	Old trail that has a new reroute but was never obliterated, duplicate redundant trails in the area
Obliterate/Restore	RESTORE-023	0.14	Unauthorized, Existing	Rerouted to create less confusing intersection, remove fall line section of trail
Obliterate/Restore	RESTORE-024	0.11	Authorized, Existing	Rerouted to create a better climbing/descending experience, already decommissioned as part of 2023 4N40 reroute
Obliterate/Restore	RESTORE-025	0.1	Unauthorized, Existing	Fall line, replaced by new construction to north
Obliterate/Restore	RESTORE-026	0.52	Unauthorized, Existing	Steep fall line trail that will result in costly maintenance and erosion issues. Route to north and reroute to south provide more sustainable alignments.
Obliterate/Restore	RESTORE-027	0.1	Unauthorized, Existing	Reroute provides better connectivity, moves trail away from private property viewshed
Obliterate/Restore	RESTORE-028	0.08	Unauthorized, Existing	Reroute provides less confusing intersection
Obliterate/Restore	RESTORE-029	0.36	Unauthorized, Existing	Reduce trail density
Obliterate/Restore	RESTORE-028	0.22	Unauthorized, Existing	Parallel to existing route
Obliterate/Restore	RESTORE-029	0.3	Unauthorized, Existing	Reduces trail density, provides more room to sustainably align Reroute 009
Obliterate/Restore	RESTORE-030	0.08	Unauthorized, Existing	Redundant
Obliterate/Restore	RESTORE-031	0.89	Unauthorized, Existing	May be able to use pieces, but unsustainable grades and location through lava/cap and meadows
Obliterate/Restore	RESTORE-032	0.27	Authorized, Existing	On private
Obliterate/Restore	RESTORE-033	0.06	Authorized, Existing	Prior approved reroute needs to be rerouted again to move trail off old road bed with major erosion issues
Obliterate/Restore	RESTORE-034	0.07	Unauthorized, Existing	Redundant
Obliterate/Restore	RESTORE-035	0.12	Unauthorized, Existing	Resource concerns
Obliterate/Restore	RESTORE-036	0.17	Authorized, Existing	Prior approved reroute, NEPA status unknown, part of Sunset Loop
Obliterate/Restore	RESTORE-037	0.04	Unauthorized, Existing	New direction minimizes crossings
Obliterate/Restore	RESTORE-038	0.02	Unauthorized, Existing	Reroute provides better experience and access with less road crossings.



PROPOSED ACTION
Arnold Rim Area
Non-Motorized Trail Project
11/24/2025

- Adopt As Is, Some Reconstruction Needed (3.5 MILES)
- Reroutes Needed (3 MILES)
- Obliterate/Restore (9 MILES)
- New Construction Or Reroute (15.5 MILES)
- Existing System Trail (28 MILES)
- Existing Admin Road (closed to public motorized use, open to non-motorized use, 17 MILES)



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Miles