ADDITIONAL ROADS ANALYZED FOR INCLUSION IN THE MINIMUM ROAD SYSTEM

							RISK									BENEFITS							
ROUTE NO.	ROAD NAME	SEGMENT LENGTH	CURRENT OPER. MTC. LEVEL	CURRENT OBJ. MTC. LEVEL	RECOMMENDED RISK / BENEFIT CAT. R	B	HUMAN CAUSED FIRE	WILDLIFE / RARE PLANTS	SEDIMENT DELIVERY	PRODUCTIVITY SOIL	CULTURAL RESOURCES	INVASIVE PLANT SPECIES	TRIBAL USE/TCP	OVERALL RISK TOTAL	OVERALL RISK	RESOURCE ACCESS	TRIBAL ACCESS	MOTORIZED RECREATION	RECREATION ACCESS	EMERGENCY ACCESS	OVERALL BENEFIT TOTAL	OVERALL BENEFIT	MINIMUM ROAD
126		2.9	1	2	**M**	**L**	1	1	3	2	3	1	1	**12**	**M**	2	1	1	1	1	**6**	**L**	**x**
322		1.5	1	D	**H**	**M**	3	2	3	1	3	3	2	**17**	**H**	1	2	1	1	3	**8**	**M**	**x**
104G		1.3	2	D	**L**	**L**	1	1	1	2	2	1	1	**9**	**L**	2	1	1	1	1	**6**	**L**	**x**
126E		0.8	2	D	**L**	**L**	1	1	1	2	3	1	1	**10**	**L**	1	1	1	1	1	**5**	**L**	**x**
126F		0.9	2	2	**M**	**L**	1	1	2	2	3	1	1	**11**	**M**	1	1	1	1	1	**5**	**L**	**x**
131AD		1.1	2	D	**M**	**M**	1	1	2	1	3	2	1	**11**	**M**	2	1	2	2	1	**8**	**M**	**x**
131B		1.3	2	D	**M**	**M**	1	1	2	1	3	2	1	**11**	**M**	3	1	2	2	1	**9**	**M**	**x**
131C		1.6	2	D	**M**	**M**	1	1	2	1	3	2	1	**11**	**M**	3	1	2	2	1	**9**	**M**	**x**
133A		0.6	2	D	**M**	**M**	1	2	2	2	3	2	1	**13**	**M**	3	1	1	1	1	**7**	**M**	**x**
133AB		0.8	2	D	**M**	**M**	1	2	2	2	3	2	1	**13**	**M**	3	1	1	1	1	**7**	**M**	**x**
133B		1.8	2	D	**M**	**M**	1	2	2	2	3	2	1	**13**	**M**	3	1	1	1	1	**7**	**M**	**x**
161LC		1.1	2	D	**M**	**L**	1	1	3	2	2	2	1	**12**	**M**	2	1	1	1	1	**6**	**L**	**x**
167B		1.3	2	2	**M**	**L**	1	1	1	1	3	3	1	**11**	**M**	2	1	1	1	1	**6**	**L**	**x**
167J		2.5	2	D	**L**	**L**	1	1	1	1	3	2	1	**10**	**L**	2	1	1	1	1	**6**	**L**	**x**
321P		0.9	2	D	**H**	**H**	3	3	2	2	2	2	2	**16**	**H**	3	2	2	2	3	**12**	**H**	**x**
422F		1.0	2	2	**M**	**M**	1	2	1	1	3	3	2	**13**	**M**	3	2	1	1	1	**8**	**M**	**x**
422F2		0.3	2	2	**M**	**M**	1	2	1	1	3	3	2	**13**	**M**	3	2	1	1	1	**8**	**M**	**x**
422NO		1.3	1	1	**L**	**M**	1	1	1	1	3	1	2	**10**	**L**	3	2	1	1	1	**8**	**M**	**x**
422P		3.5	2	D	**H**	**M**	1	2	3	2	2	3	2	**15**	**H**	3	2	1	1	1	**8**	**M**	**x**

525A		0.5	2	D	**H**	**M**	1	3	1	2	3	3	2	**15**	**H**	3	2	1	1	1	**8**	**M**	**x**
525L		2.4	1	D	**H**	**M**	1	3	1	2	3	3	2	**15**	**H**	3	2	1	1	1	**8**	**M**	**x**
528A		1.1	2	2	**M**	**M**	1	1	2	1	3	2	2	**12**	**M**	3	2	2	1	1	**9**	**M**	**x**
55JA		2.4	2	1	**H**	**H**	3	3	2	2	2	2	2	**16**	**H**	3	2	2	2	3	**12**	**H**	**x**
55M66		1.2		2	**H**	**M**	3	2	2	1	3	3	2	**16**	**H**	1	2	1	1	3	**8**	**M**	**x**
99I		0.4	2	D	**H**	**L**	3	3	2	1	2	2	1	**14**	**H**	2	1	1	1	1	**6**	**L**	**x**
99J		0.6	2	D	**H**	**L**	3	3	2	1	3	2	1	**15**	**H**	2	1	1	1	1	**6**	**L**	**x**
U_TAJ019		0.7			**H**	**M**	3	2	1	2	3	2	2	**15**	**H**	2	2	1	1	1	**7**	**M**	**x**
U_TAJ064		0.7			**H**	**M**	3	2	3	1	3	3	2	**17**	**H**	1	2	1	1	3	**8**	**M**	**x**
U_TAJ067		0.6			**H**	**M**	3	2	2	1	3	3	2	**16**	**H**	1	2	1	1	3	**8**	**M**	**x**
U_TAJ078		0.4			**H**	**M**	3	2	1	3	1	2	2	**14**	**H**	2	2	1	1	1	**7**	**M**	**x**
U_TAJ123		1.7			**H**	**L**	3	2	3	1	3	2	2	**16**	**H**	1	2	1	1	1	**6**	**L**	**x**
U_TAJ139		0.6			**H**	**M**	3	2	1	1	3	3	2	**15**	**H**	1	2	1	1	3	**8**	**M**	**x**
U_TAJ144		0.7			**H**	**L**	3	2	1	3	2	3	2	**16**	**H**	1	2	1	1	1	**6**	**L**	**x**
U1		0.1			**M**	**L**	1	3	2	2	1	1	2	**12**	**M**	1	1	1	1	1	**5**	**L**	**x**
U10		0.4			**M**	**L**	1	1	3	1	3	2	1	**12**	**M**	2	1	1	1	1	**6**	**L**	**x**
U11		0.0			**L**	**L**	1	1	1	1	3	2	1	**10**	**L**	2	1	1	1	1	**6**	**L**	**x**
U12		0.1			**L**	**L**	1	1	1	2	2	1	1	**9**	**L**	2	1	1	1	1	**6**	**L**	**x**
U13		0.2			**M**	**L**	1	1	1	1	3	3	1	**11**	**M**	2	1	1	1	1	**6**	**L**	**x**
U14		0.1			**H**	**M**	1	2	1	2	3	3	2	**14**	**H**	2	2	2	1	1	**8**	**M**	**x**
U2		0.4			**H**	**M**	2	1	1	2	3	3	2	**14**	**H**	1	2	1	2	2	**8**	**M**	**x**
U3		2.9			**H**	**M**	1	1	3	3	3	2	1	**14**	**H**	3	1	1	2	1	**8**	**M**	**x**
U4		0.0			**M**	**M**	1	1	2	1	3	2	2	**12**	**M**	3	2	2	1	1	**9**	**M**	**x**
U5		1.6			**M**	**L**	1	1	3	1	3	3	1	**13**	**M**	2	1	1	1	1	**6**	**L**	**x**
U6		0.6			**M**	**L**	1	1	2	1	3	3	1	**12**	**M**	2	1	1	1	1	**6**	**L**	**x**
U7		0.1			**L**	**L**	1	1	1	1	3	1	1	**9**	**L**	2	1	1	1	1	**6**	**L**	**x**
U8		1.0			**M**	**M**	1	1	2	1	3	2	1	**11**	**M**	2	1	2	2	1	**8**	**M**	**x**
U9		0.3			**M**	**L**	1	1	2	1	3	2	1	**11**	**M**	2	1	1	1	1	**6**	**L**	**x**
TOTAL Additional Road		**48.4**																					