



United States Department of Agriculture

Forest Service



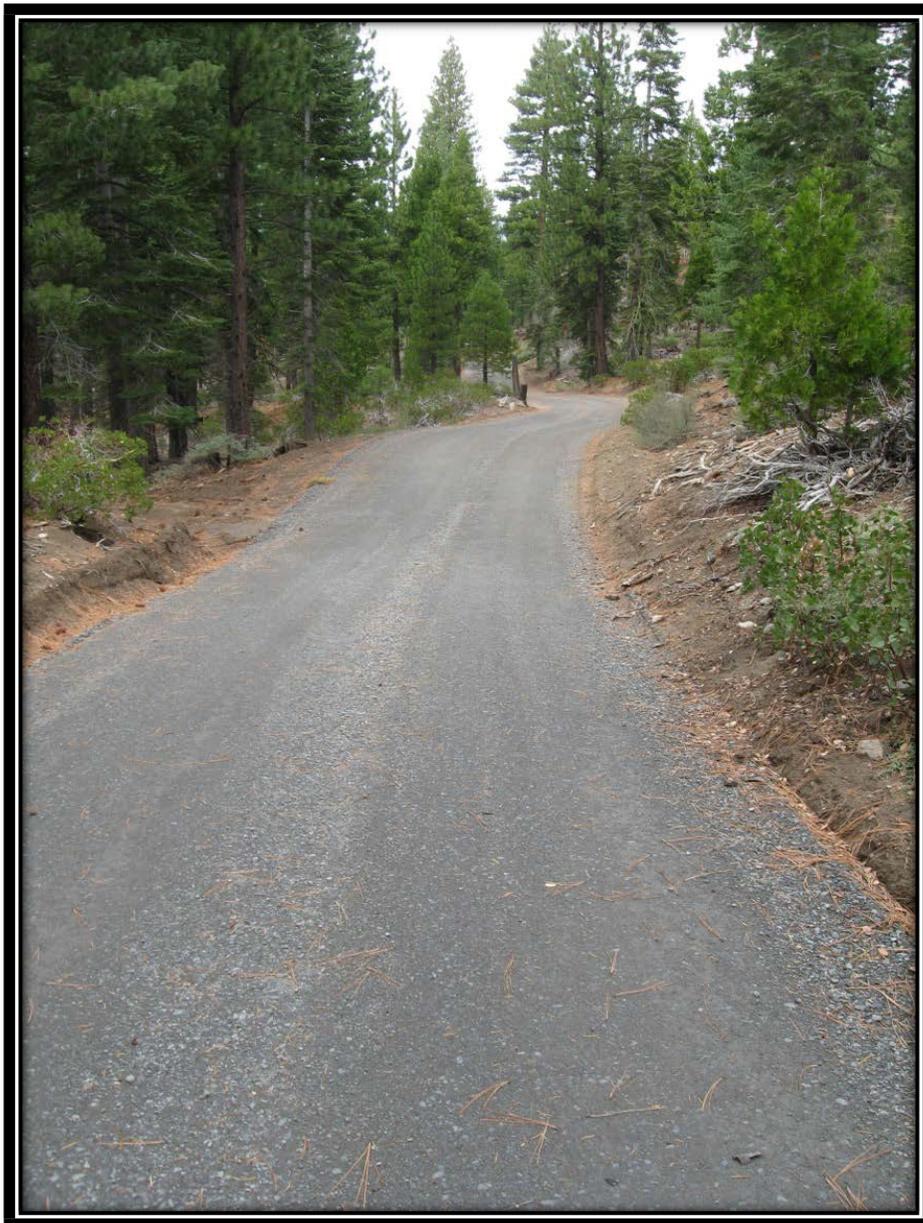
Pacific Southwest Region

June 2015

Tahoe National Forest

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## Travel Analysis Report





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## **Appendices:**

A – References

B – Communication Plan

C – ML 3-5 Roads Analysis Process

D – 2003 RAP, Chapter 6: Summary and Key Findings

E – WO Letter, March 29, 2012

F – ML 1,2 Road Analysis Spreadsheets

G – Public Comments

## Introduction to Travel Analysis Process

The national forest road system of the future must continue to provide public access, as well as support watershed restoration and resource protection to sustain healthy ecosystems. In response to this direction, the Tahoe National Forest (NF) developed the following Travel Analysis Report (TAR) for the Travel Analysis Process (TAP). Agency regulations at 36 CFR 212.5(b)(1) Subpart A, Administration of the Forest Transportation System, direct the Forest Service to identify the minimum road system (MRS) needed for safe and efficient travel as well as for the administration, utilization, and protection of National Forest System (NFS) lands.

### Background and Objectives of the Analysis

The TAP is a science-based process that relies on an integrated, interdisciplinary approach across multiple resource areas. Its role is to assist a national forest in ultimately identifying and maintaining an appropriately-sized and environmentally sustainable transportation system that is responsive to ecological, economic, and social concerns. Travel Analysis is a tool, not a decision. The results are documented in this TAR, which will be used to inform future planning efforts and project level site-specific decisions that include travel management. Therefore, this TAR is not subject to the National Environmental Policy Act (NEPA) and represents an important first step towards the development of a future MRS. As explained in the March 29, 2012 letter (Appendix E), NEPA is required to determine the Minimum Road System.

The Tahoe NF TAP is a broad-scale, comprehensive review of the forest's road network. The results are documented in this Travel Analysis Report (TAR) which includes:

- Information about the analysis as it relates to the criteria found in 36 CFR 212.5(b)(1).
- Maps displaying opportunities for all system roads which differentiate between those roads that will potentially remain and those that may be removed or changed. The maps will be used to inform future proposed actions subject to National Environmental Policy Act (NEPA) compliance.

This report contains information concerning the transportation system, and *does not make road management decisions*. Additional TAPs and subsequent environmental analyses at a more site-specific level would need to be conducted to make road management decisions.

## Scope and Scale of the Analysis

This travel analysis was conducted for the National Forest System roads (NSFR) within the Tahoe NF. It includes analysis at a whole-forest scale of all system roads currently being managed by the Forest Service. In total, 2,905 miles of roads located on four ranger districts and five counties were analyzed.

In January 2003, the Tahoe NF completed a road analysis process (RAP). The RAP encompassed a whole-forest scale roads study for maintenance level (ML) 3-5 system roads. The completed RAP is hereby incorporated with excerpts and by reference into this TAR.

Since 2003, the transportation analysis process has continued. Over 50 project-scale road analyses have been completed.

From these analyses, opportunities have been utilized (see Chapter 5) to reduce the Tahoe transportation system costs by downgrading maintenance levels, road decommissioning (some already implemented and some to be implemented), and roads being removed from the transportation system.

The Tahoe NF TAP includes and has taken into account past project/watershed scale analyses and decisions, along with larger whole-forest scale projects, including the Travel Management Final Environmental Impact Statement (FEIS) completed in 2010 and the Tahoe NF Roads Analysis Process (RAP), and expands on them. As a result, the Tahoe NF TAP includes only detailed analysis of ML 1 & 2 system roads.

It is expected that the Tahoe NF's system of roads will be periodically evaluated and adjusted, particularly as more detailed watershed or landscape-scale analyses are conducted. Some topic areas are best evaluated at the more site-specific scale than at the forest scale. This is because some of the data becomes so diluted at the broad scale that detail is lost that relates to the effects; whereas, at the more site-specific scale, effects can be seen and evaluated. The Tahoe NF TAP has been conducted at a broad forest scale to identify overall trends and to identify priorities for potential future projects.



Figure 1: Tahoe NF Vicinity Map

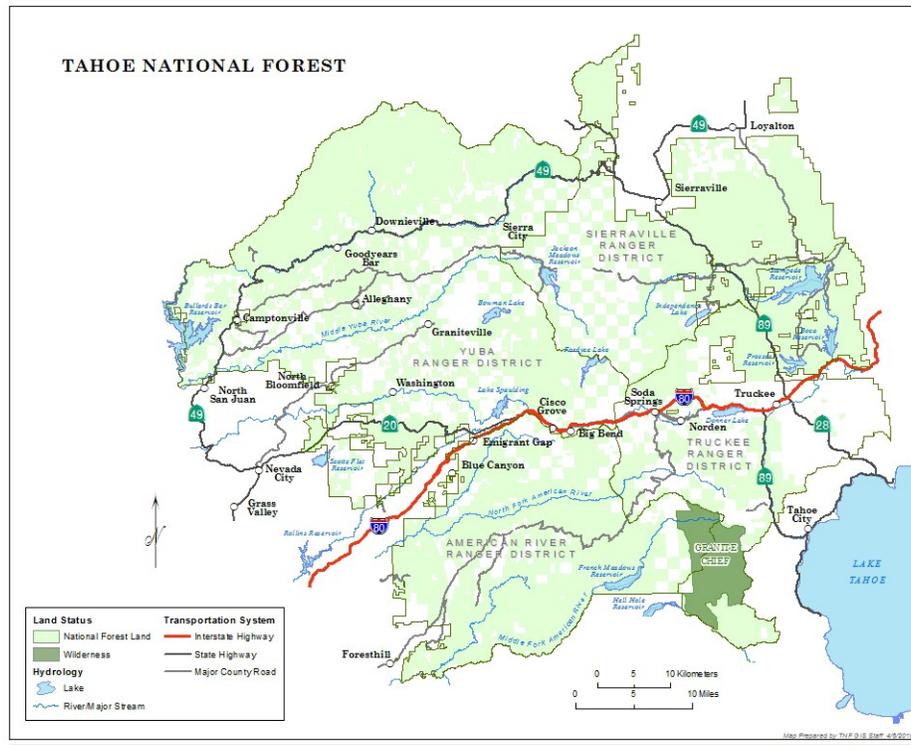


Figure 2: Tahoe NF Overview Map

## Transportation Analysis Report Layout

A uniform, streamlined approach to travel analysis was developed by the Pacific Southwest Region. This analysis approach complemented the agency's travel-analysis direction described in Forest Service Handbook (FSH) 7709.55, Chapter 20, and provided direction specific to the Pacific Southwest Region. The Tahoe NF interdisciplinary team utilized this guidebook to complete the analysis process and the associated report.

The Tahoe NF Transportation Analysis Report is organized as identified in the regional guidebook and in conjunction with FSH 7709.55, Chapter 20:

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

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## Chapter 1 Setting up the Analysis

### Roles and Responsibilities

To complete this Travel Analysis Process, the Tahoe NF Supervisor designated a core team of staff specialists who provided direction and professional expertise for the duration of the analysis.

#### **TAP Core Team Members**

Eli Ilano, Forest TAP Lead  
Christina Sorrels, TAP Team Leader  
Sally Hallowell, Mapping and GIS Specialist

#### **Extended Team**

Terry Brennan – Forest Engineer  
Kevin McCombe – Recreation Program Manager  
Carol Purchase – Watershed Program Manager  
Tina Mark – Botany, Wildlife and Aquatics Program Manager  
Don Thane – Forest Fuels Officer, Fire Advisor  
Michael Woodbridge – Forest Public Affairs Officer  
Karen Hayden – Yuba River District Ranger  
Victor Lyon – American River District Ranger  
Joanne Roubique – Truckee District Ranger  
Quentin Youngblood – Sierraville District Ranger

Many other Forest Service personnel on the Tahoe NF were instrumental in evaluating and analyzing the road-related information at various steps in the process.

### Public Involvement and Collaboration

Public involvement is an important part of the Travel Analysis process. The Tahoe NF prides itself on continuing to have an open dialogue with all people interested in forest management issues. A communication plan was established and followed (Appendix B). Members of Congress and county elected officials were contacted in early October 2014. Shortly after, a news release was issued to local and regional media describing the Travel Analysis process and announcing two public meetings. The news release was also posted on the Tahoe NF website and on the Forest's Facebook and Twitter accounts. A webpage was created on the Tahoe NF website where visitors could find detailed information on the Travel Analysis Process, Subpart A, as well as related documents and resources. The webpage was linked on the Forest's homepage and available throughout the Travel Analysis process.

In addition to face-to-face meetings with counties and organizations, the Forest held two open-house style public meetings. The first meeting was held from 4:00 p.m. to 7:00 p.m. on October 22 in Sierraville on the east side of the Forest. There were approximately 15-20 participants at the meeting. The second meeting was held from 4:00 p.m. to 7:00 p.m. on October 28 in Nevada City on the west side of the Forest. There were approximately 20-25 participants at the meeting. Forest staff conducting the meetings covered a variety of disciplines, including fire, wildlife, recreation, watersheds, and plants, among others.

Public input was solicited throughout the process and a number of comments were received and considered. Public comments have been incorporated into the analysis process and comments are included in Appendix G.

## Data Sources

The unit travel analysis was completed using corporate data *already in existence*. Due to the broad scale of this analysis, the collection of new geospatial data (road location, location of resources, etc.) as part of this process did not occur. Corporate INFRA and SDE Transportation datasets for roads were used as the baseline.

The following sources of information were identified for use in this analysis:

- Geographic Information System (GIS) database information on the transportation system, land ownership, vegetation management, riparian conservation areas, wildlife, botanical resources, cultural resources, aquatics, streams, wetlands, soils, recreation & fire management
- Infra roads database (National Resource Management Infrastructure)
- Road management objectives for each system road
- Budget information for funding allocated to roads in prior years and costs for maintaining the road system to standards
- Wildland fire response plans, vegetation management plans, and fuels treatment plans
- Special Use authorizations
- Public comments related to Transportation Analysis Plan
- Identification of routes brought into forest roads and trails system under Travel Management FEIS in compliance with Subpart B of Travel Management Rule
- Tahoe NF Land and Resource Management Plan (LRMP) as amended by the Sierra Nevada Forest Plan Amendment (SNFPA)
- Identification of potential future vegetation and timber management projects with roaded access needs
- Identification of future fire suppression and fuels management and associated roaded access needs
- Current and planned special use permits and mining claims utilizing roads, system or otherwise
- Existing easements, private access, right-of-ways
- Ongoing project-level transportation analysis for smaller scale projects
- Outstanding access needs
- Motorized trails locations, including dual system use, for analysis in context
- The entire text of the current Travel Management Rule 36 CFR 212 (November 2005)
- Tahoe NF Roads Analysis Report (2003), and associated maps and appendices

## Chapter 2 Describing the Situation

### Physical Environment

The Tahoe NF is located northeast of Sacramento in the central Sierra Nevada mountains and extends from near Lake Tahoe to north of the prominent Sierra Buttes. Several highways, including Interstate Highway 80; State Highways 20, 49, 89, and 267; and Forest roads, provide excellent access to most portions of the Forest. The central Sierra Nevada Mountains offer scenic beauty and an attractive climate that make the area an outstanding year-round center for outdoor recreation.

The TNF includes land in the Counties of Nevada (169,116 acres), Placer (241,229 acres), Plumas (11,313 acres), Sierra (352,222 acres), and Yuba (20,494 acres). The administrative boundary encompasses 1,180,250 acres. Of this total, 340,264 acres are in other.

The TNF is divided into four administrative units called Ranger Districts: Yuba River (466,024 acres), American River (235,510 acres), Sierraville (231,257 acres), and Truckee (247,459 acres).

The elevation of the TNF ranges from approximately 1,200 feet above sea level in the west to more than 9,000 feet along the crest of the Sierra Nevada. Many of the higher slopes and peaks have been glaciated, exposing the hard underlying rock materials with glacial moraines formed along the adjacent slopes and valleys. These landforms are observed in the Sierra Buttes-Gold Lakes Basin area and around Donner Summit. The western two-thirds of the TNF tilts to the west, exhibiting nearly uniform flat ridges dissected by westerly flowing streams

At the lowest elevations on the westside of the Forest, small portions of the Tahoe NF overlap with typical Sierra Nevada foothill area climate, vegetation, and soils. Blue oak, foothill pine interspersed with live oak, chaparral and scattered ponderosa pine are the most common vegetation. Many of the soils have been impacted from historic land-uses. The weather is mild, with little frost occurring. Bedrock is primarily metamorphic. Most of the low elevation portion of the Tahoe, from approximately 2,500 to 5,000 foot elevation is comprised of vegetation, soils, and geology typical of montane, west slopes of the Sierra Nevada. The vegetation is predominately forest, with mixtures of Douglas fir, ponderosa pine, sugar pine, incense cedar, white fir, and black oak characteristic. The soils are mostly moderately deep to deep and productive. Geology is dominated by metamorphic and volcanic rock with some areas of granite and serpentinite. Hillslope erosion processes are dominant, with mass wasting common in the steeper canyons. The dominant form of precipitation is rain, although snow does occur. This is a key zone for rain on snow events.

Above 5,000 feet, the upper montane zone occurs. Forests are dominated by white fir and Jeffrey pine. Red fir becomes increasingly prevalent as elevation increases, particularly above 7,000 feet. Large meadows, rock outcrops, and shrubfields increasingly break up the forest. Granite is increasingly the dominant geologic substrate, although large areas of volcanic rock occur. Hillslope dissection by stream erosion is the dominant geomorphic process. Frost activity increases in this zone. Snow becomes a more important component of annual precipitation, particularly at the higher elevations. Soils shift from mesic to a frigid temperature regime and tend to be less developed. There is increasing evidence of past glacial activity. Granite is the most prevalent bedrock type.

At the highest elevations, the subalpine and alpine zone occurs. The forest turn into scattered pockets

and trees typically occur singly or as very open woodlands. Vegetation is generally sparse, except in wet areas. Soils are mostly shallow and poorly developed. Snow driven processes dominate current geomorphic activity. The vegetation is predominantly a mixture of ponderosa pine, Jeffrey pine, white fir, red fir, lodgepole pine and sagebrush. Jeffrey pine is common in drier areas on shallow and rocky soils. There are a few small patches of Mountain hemlock at the highest elevations. Lodgepole pine prevails on many wet soils and on drier soils where cold air drainage and frost limit the regeneration of other trees. Sedge meadows are common, but they are not extensive. Black cottonwood and aspen are found in riparian areas. Soils are mostly shallow to moderately deep and have low- to-moderate productivity.

Geology is primarily volcanics with common overlying glacial till and outwash deposits. There are small areas of alluvial and lacustrine (lakebed) deposits. Faulting, mass wasting, and fluvial erosion and deposition are the main geomorphic processes. The climate is temperate, semi-arid to subhumid. Most of precipitation falls as snow. Severe thunderstorms can occur during the summer months. The eastside of the Tahoe NF is in the block-faulted part of the Sierra Nevada.

The Jepson Manual (1993) places the Tahoe NF in the “Snowy Parts of the West” climate zone. The climate varies from temperate/humid at lower elevations on the west side of the Sierra crest to cold/humid along the crest to semi-arid to sub-humid on the east side. The TNF experiences a typical Mediterranean-type climate: warm, dry summers alternate with cool, wet winters. Overall precipitation on the TNF is moderate. Average annual precipitation varies from about 50 inches near the TNF's western boundary to 80 inches at the 6,000-foot level. East of the Sierra Nevada crest, precipitation decreases dramatically to approximately 35 inches per year near Truckee and 20 inches per year near the California Nevada State line. Most precipitation occurs between November and May in the form of snow on the east side of the Sierra Nevada crest and above 5,000 feet elevation on the west side. Thunderstorms are common during the summer on the east side of the crest and at higher elevations on the west. The west side has extended drought periods at lower elevations.

The western slope of the TNF contains an old and important mining district called the Northern Mines, which has numerous historic mining sites. The development of these mines and construction of town sites created a demand for sawtimber. In 1869, timber harvesting increased because of the access provided by the Central Pacific Railroad. This early demand for sawtimber resulted in a large portion of the TNF being harvested. Because of this harvesting, much of the TNF is in young growth stands of timber about 80 to 90 years old.

The Tahoe NF lies in the northern portion of the Sierra Nevada Range. Well-known attractions include the Yuba-Donner National Scenic Byway, distinctive rock formations at the higher elevations, and the steep canyon walls of the American River Canyon. The Tahoe NF has a checkerboard ownership pattern due to land grants for the trans-continental railroad through the central Sierra Nevada Mountains of California. The mixed land ownership pattern on the Tahoe NF has resulted in a high percentage of the arterial and collector road system under County, State or Federal jurisdiction.

Recreation use is high on the TNF because many areas of high scenic beauty and recreational appeal are located within a short travel distance of the metropolitan areas of Reno, Sacramento, and San Francisco. An estimated 8 million residents live within a 4-hour drive of the forest. Some features of special

interest that attract visitors to the TNF include: Placer County Grove of Sierra Redwoods, North Fork American Wild River, Granite Chief Wilderness, Donner Camp, the historic emigrant route from Verdi to the Sacramento Valley, and numerous ski areas and reservoirs. Demands for these and other areas creates competition in the TNF for limited camping, picnicking, swimming, off-highway vehicle use, hiking, winter sports, hunting, and fishing.

The proximity to large, spreading urban populations also increases the use of National Forest System lands for rights-of-way for power, phone, and water lines, as well as fuel wood, access roads, and timber harvesting.

## Biological Environment

The Tahoe NF supports diverse terrestrial and aquatic wildlife species that occur year round and seasonally, including nearly 400 species of vertebrates (more than 200 bird species, approximately 80 mammal species, over 20 amphibian and reptile species, and over 20 fish species).

Many special status species occur on the Forest, including threatened, endangered, and sensitive (TES) wildlife species, including Northern goshawk, California spotted owl, Pacific marten, willow flycatcher, sensitive bat species, Greater sandhill crane, bald eagle, and others. TES aquatic species on the Forest include the California red-legged frog, Sierra Nevada yellow-legged frog, foothill yellow-legged frog, western pond turtle, Lahontan cutthroat trout, as well as sensitive aquatic invertebrate species. There are more than 40 species of rare and endemic plant species on the Forest, including the federally endangered Layne's butterweed.

## Access Points

Access points and destinations are basically the places people want roads to go and the reasons for going there. These include private land inholdings, recreation sites and facilities, mining and mineral locations, fire lookouts, areas under special use permits, hydropower and water storage facilities, canals and ditches, power-lines and utility corridors, and land features. Nearly 2,000 of these points, not including the number of private land parcels, have been identified on the Forest as places to access with roads. Land allocations from the Forest Plan also dictate where the roads are and are not allowed.

## Tahoe NF Land Ownership

The Tahoe NF has a higher percentage of private land, much of it in a checkerboard pattern, than many national forests. The mix of private and public land results in a high demand for roads to provide access to private lands. The private land interests cover a wide range of activities from private homes to bed and breakfasts and from commercial timberlands and mines to conservation easements. In other words, private land needs and desires for access will vary widely.

## Recreation Setting

Many public recreation activities and uses on the Tahoe NF depend on forest roads for access. The Forest Plan directs us to manage for a wide range of recreation opportunities. These opportunities range from primitive and semi-primitive recreation to roaded and rural recreation. Toward the primitive and semi-primitive recreation opportunities the lack of roads or very primitive roads provides a setting where people can hike and depend on their skills for recreational pursuits. In the roaded natural and rural settings a more developed facility can be expected, where the users depend on the facilities

and a host of signs and instructions to indicate what is expected. The quality of a road will often determine the kind of use these developed areas receive. In the more remote areas managed for semi-primitive, non-motorized and motorized recreation opportunities the Forest keeps road conditions rough to signal to users that they will need to depend on their own skills of hiking, four-wheel driving, and camping. The Tahoe NF receives a high level of recreation use and demand partly due to its close proximity to Sacramento, the Bay Area, and Reno metropolitan areas. Interstate 80 provides quick and direct access to the middle of the Forest. Recreation demand continues to grow at a rate similar to the population increase in the State of California. This kind of recreation demand results in a desire for all kinds of developed recreation facilities as well as a whole range of primitive and semi-primitive recreation opportunities. Since more than 80% of the Forest is roaded, the Forest Plan concluded the Forest would have more difficulty meeting the demand for semi-primitive recreation opportunities due to the relatively limited acres available.

## **Social, Cultural, Economic and Political Environment**

### **Socioeconomic Setting**

The Forest lies within Sierra, Nevada, Placer, Plumas and Yuba counties of California. The Forest's primary sphere of socioeconomic influence is with these counties. However, some economic aspects such as water and power generation spread beyond the Forest and reach the Sacramento Valley and Reno area. The Forest Plan has shifted the emphasis from commodity production to the sustainability of the social, economic, and natural resources as interdependent aspects of the ecosystem. This shift has resulted in local communities looking to tourism, and other economic activities to replace or augment the dependence on traditional commodities of timber, mining, and grazing. The Forest provides a modest level of commodity production, provides significant water supplies and hydropower, and recreation activities that contribute to the local socioeconomic activities of the five local counties. The road infrastructure is an important aspect of all these activities.

### ***Sense of Place***

The road system can provide access to special places where people appreciate the natural beauty of a river canyon, specific vista, well-known grove of trees with incredible fall color, or remote private place that people use for recreation or spiritual purposes. This idea of "sense of place" varies from person to person but there is recognition that this can be a very strong value for people. Some areas can be valued as a driving experience to see fall color along a road while other opportunities are away from roads. Many of our limited inventoried roadless areas, wilderness, and Wild and Scenic Rivers provide places for remote primitive and semi-primitive recreation experiences. Roads can provide access to an area with the actual experience existing away from a road. Sense of place can be a strong motivation for recreation in the Forest and thus it becomes another aspect of recreation use and tourism that results in jobs and economic activity in local communities.

## **Existing Transportation System**

### **Background**

The National Forest Transportation System (NFTS) on the Tahoe NF has served a variety of resource management and access needs. Over the last 150 years, the system has evolved from emigrant trails to an interstate highway through the Forest. Most roads on the Tahoe NF were originally constructed

for commercial access purposes including grazing, timber, hydropower, and mineral extraction. Others resulted from construction of water storage and transmission projects for municipal water supplies. Improvements to the road system are an ongoing effort to meet the demand for recreational access. Another key aspect to the development of the road system is access to the extensive mixed ownership pattern. Every other section of land was granted to the railroad companies for the development of a route through the Sierra Nevada Range. Railroad logging dominated the land on the eastside of the Sierras while gold mining prevailed on the westside for the first 75 years. Over the past 75 years, an extensive road network has evolved and continues to serve commercial timber, recreation, water storage and transfer, hydroelectric and administrative purposes, as well as provide access to private lands.

### Current Transportation System

The basic forest-wide transportation system for the Tahoe NF is a network of roads comprised of an Interstate Highway, California State Highways, Nevada, Placer, Plumas, Sierra and Yuba county roads, and National Forest System roads. Interstate 80 crosses the Forest in an east to west direction. The state highways, county roads and forest roads link the forest and surrounding communities. Portions of State Highways 49 and 89 form the Yuba-Donner National Scenic Byway.

There are currently 2,905 miles of NSF roads on the Tahoe NF transportation inventory. NFS roads are roads on National Forest System lands and private lands that are under the jurisdiction of the Forest Service. A road is defined as a motor vehicle travelway more than 50 inches wide that is not designated and managed as a trail. The quality of roads varies by number of lanes, surfacing, low/medium/high standard, and functional classification as well as local, collector and arterial (Appendix B), in a general relation to maintenance levels. Each of these road types requires a different level of maintenance for upkeep.

**Table 1: Forest-wide road system that serves the Tahoe NF**

Interstate	172 miles
State Highways	231 miles
County Roads (5 Counties)	692 miles
National Forest System Arterial Roads	114 miles
National Forest System Collector Roads	520 miles
National Forest System Local Roads	2,271 miles

Maintenance levels (ML) are defined by the Forest Service Handbook (FSH) as the level of service provided by and maintenance required for a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria. Roads may be currently maintained at one level and planned to be maintained at a different level at some future date. There are five ML's used by the Forest Service, described in FSH 7709.59 Section 62.32.

The operational maintenance level is the ML currently assigned to a road, considering today's needs, road condition, budget constraints, and environmental concerns. In other words, it defines the level to which the road is currently being maintained.

The objective maintenance level is the ML to be assigned at a future date, considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective

maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment (i.e., conversion to trail or decommissioning).

**Table 2: Road Miles and Percentage by Operational ML**

Operational Maintenance Level	Miles	%
5	118.5	4.1
4	58.8	2.0
3	373.1	12.8
2	1,830.2	63.0
1	508.0	17.5
N/A	16.7	0.6
Level 3-5	550.4	18.9
Level 1-2	2,338.2	80.5
Total	2,905	100

There are other roads on NFS land that have not been classified or inventoried. These are unauthorized roads. The majority of these roads have been created by off-road vehicle traffic, temporary roads not decommissioned after timber sales, mining or special use roads not decommissioned after permit expiration, and roads on lands recently added to the National Forest System. These unauthorized roads have not been analyzed as a part of this TAP and are not included in this report.

**Table 3: Comparison of Objective ML to Operational ML**

Objective Maintenance Level	Mileage Operated Above Objective	Mileage Operated Equal To Objective	Mileage Operated Below Objective	Operational Mtce Level N/A	Total System Miles	% of Mileage Operated At Or Above Objective
5	0.0	113.4	0.4	0.2	113.8	99.6
4	0.2	49.9	23.3	0.0	73.4	68.3
3	7.3	328.8	110.5	0.0	446.6	75.3
2	24.6	1,469.8	24.6	2.0	1,519.0	98.4
1	139.5	425.9	0.0	0.0	565.4	100.0
C	5.4	0.0	0.0	0.0	5.4	100.0
D	159.5	0.0	0.0	0.1	159.5	100.0
N/A	0.0	0.0	0.0	22.2	22.2	0.0
<b>Total:</b>	<b>336.5</b>	<b>2,387.8</b>	<b>158.8</b>	<b>24.5</b>	<b>2,905.3</b>	<b>93.8</b>
Objective Maintenance Level Group	Mileage Operated At Or Above Objective	Total System Miles	% of Mileage Operated At Or Above Objective			
Level 3-5	499.6	633.8	78.8			
Level 2	1,494.4	1,519.0	98.4			
Level 1	565.4	565.4	100.0			
Level C + D	164.9	164.9	100.0			
N/A	0.0	22.2	0.0			
<b>Total:</b>	<b>2,724.3</b>	<b>2,905.3</b>	<b>93.8</b>			

Data gathered from the USDA Forest Service Infrastructure resource information database system (INFRA) in February 2015.

### Budget - Sustainability Including Fiscal Capacity

#### Maintenance Costs

National Forest System roads require administration and maintenance to safely accommodate their intended use and to avoid problems that can arise when routes fall into disrepair. Forest roads incur costs associated with annual maintenance that should be performed routinely to maintain the system to its current assigned standard and costs of needed maintenance that have not been completed for various reasons, also known as deferred maintenance. Additional costs may be operations, management, enforcement, mitigation of safety or resource issues, decommissioning, and improvements associated with proposed changes to the NFTS. Implementation costs may be for constructing new routes that could be added to the NFTS, safety improvements, or increasing maintenance levels.

Maintenance costs may differ based on the designated road maintenance level. Figures 3 and 4 show the percent of roads by ML on the Forest.

Figure 3: Percent of Tahoe NF Roads by Operational Maintenance Level

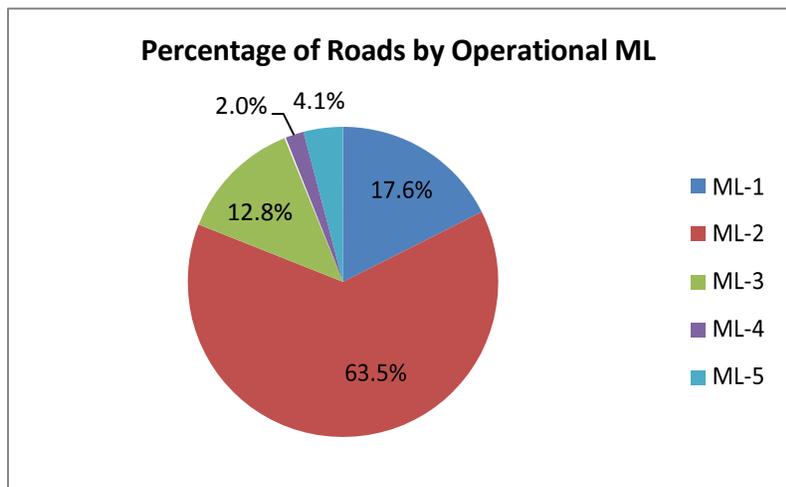
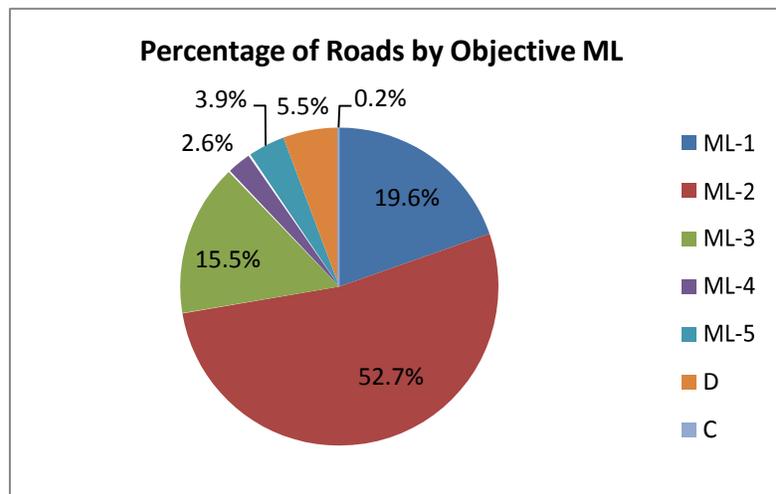


Figure 4: Percent of Tahoe NF Roads by Objective Maintenance Level



Estimates of the annual maintenance costs for the existing road system are included in the following table. Average costs per-mile to maintain each maintenance level were developed and applied to the road system to calculate the estimated total cost. The average unit costs per mile were developed on a regional level (Pacific Southwest Region). Some maintenance activities need to be performed annually while others are performed on a less frequent cycle. The costs shown reflect the annualized costs of performing all needed maintenance activities on their required cycle.

**Table 4: Existing Average Annual Maintenance Needs (Based on Operational Maintenance Level)**

Maintenance Level	Cost/Mile	Miles	Total Annual Maintenance
1	\$103	508	\$52,324
2	\$593	1830.2	\$1,085,309
3	\$2,355	373.1	\$878,650
4	\$9,078	58.8	\$533,786
5	\$9,078	118.5	\$1,075,743
<b>Total</b>			<b>\$3,625,812</b>

Each year, the Tahoe NF prepares a road maintenance plan, which identifies the road operation and maintenance priorities for the year, as well as maintenance that needs to be done. Resource protection and public safety are maintenance priorities. Needed maintenance that is not completed increases the deferred maintenance backlog.

Maintenance is completed by Forest Service maintenance crews, contractors, commercial users, volunteers, user groups, cooperators, and others.

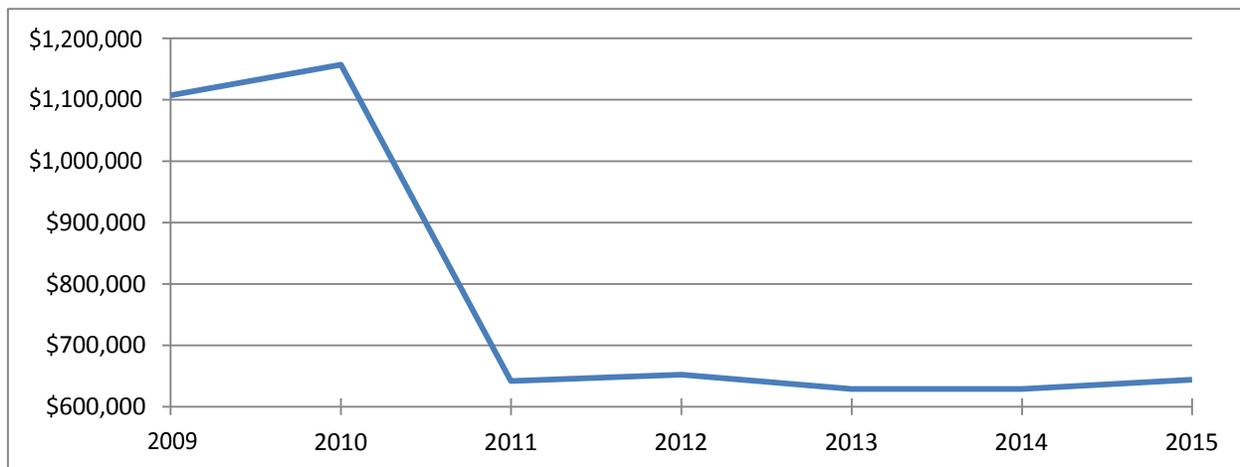
Road funding includes both routine maintenance and other related maintenance activities. Additional maintenance may be accomplished using other funding sources, agreements, partnerships, and other methods. Accomplishments may vary from year to year depending on how the work is accomplished and what gets accomplished. For example, if a mile of road needs blading and vegetation removal, but only vegetation removal is completed, the mile of road is still claimed for maintenance credit. Most of the maintenance to the road system is being done through grants, agreements, and partnerships, and with the priority towards ML 3, ML 4 and ML 5 roads. The majority of the maintenance done is vegetation clearing and minor surface repair (pothole patching, slough removal), whereas surface blading and asphalt repair get left out due to the high cost. In the following table, miles maintained means at least one maintenance activity was performed. It does not indicate that every road mile reported was fully maintained to standard.

**Table 5: Road System Appropriated Funding and Maintenance**

Road Activity	2010	2011	2012	2013	2014
Roads (CMRD)	\$1,157,000	\$642,000	\$652,000	\$629,000	\$629,000
Miles Maintained (ML 3-5)	320	24	89	11.5	48
Miles Maintained (ML 1-2)	231	6	9	0	13

Data gathered from 2010, 2011 & 2012 RAR report and 2013, 2014 Performance Accountability System (PAS) report. Miles represent only mileage of roads maintained using CMRD funds.

Figure 5: Road Funding through CMRD Budget Code (2009-2015)



In addition, safety standards have become more stringent. Existing warning and regulatory signs placed on ML 3-5 are now required to meet new standards for retro-reflectivity set by the Manual on Uniform Traffic Control Devices (MUTCD). In addition to the higher cost of the signs themselves, a monitoring strategy must be in place to ensure signs are still meeting retro-reflectivity requirements, which increases costs. Increased concern over liability requires engineering studies to be performed on roads to be able to enforce posted warning and regulatory signs.

The resources needed to maintain the entire National Forest Transportation System (NFTS) are significant. The Forest Service has estimated that, at best, the agency has received approximately 13 percent of the actual funding needed for annual maintenance (Chapter 5). The management response has been to prioritize road safety issues and defer certain maintenance-related items to a later time and not accomplish some much-needed capital improvements.

The most recent estimate of deferred maintenance needs for roads in the Tahoe NF is \$115,000,000 for roads as recorded in the USDA Forest Service infrastructure resource information (INFRA) database system for maintenance.

Deferred maintenance is broken up in the following categories:

- Health and Safety (clearing along roadsides, repairing potholes, replacing signs, etc.)
- Resource Protection (installing water bars, rolling dips, and overside drains to prevent or reduce sediment from entering streams; installing larger culverts for aquatic organism passage; closing roads to protect sensitive plant species and to encourage animal migration)
- Forest Service Mission (providing safe access on roads for fire protection and vegetation management)

In terms of resource protection, most drainage structures (culverts) in the Tahoe NF system roads were designed for a 25-year storm event. Culverts in the arterial and collector roads were often designed for a 50-year storm event. Current management direction is to upgrade all culverts to pass a 100-year storm event, as they are replaced. Also, the larger size culverts should provide for unimpeded passage of aquatic organisms (USDA 2001, USDA 2012). This culvert replacement direction is part of the deferred maintenance cost estimate.

In recent years, the Forest Service has become more aware of a deteriorating road system. This Travel Analysis Process is a starting point to identify priority projects as well as which routes may no longer need to be a part of the Tahoe NFTS road system.

## Chapter 3 Identifying Issues

### Purpose

Identification of key issues helped set the framework for the investigative step in the travel analysis process: analyzing potential road risks and benefits. The Tahoe NF addressed key resources affected by its NFTS roads including recreation, wildlife, watershed and aquatics, heritage, and botany. A description of risks and benefits associated with these key resources are described below. In addition to these primary resource categories, the Tahoe NF TAP and district TAP teams also considered the effects of roads on access and wildland fire management.

### Identifying Risks

#### Recreation and Wilderness Resources

Many people participate in unroaded recreation activities in order to escape from noise and other distractions and disturbances in the world. The length and intensity of the disturbance are often the determining factors in evaluating effects on a user's experience. In some cases, if the disturbance is too long users may leave the area or modify their path of travel to avoid the disturbances. A negative experience may result in users never returning to the same area again. Noise and disturbances may result in people not achieving their recreation goals of solitude and primitive/semi-primitive recreation opportunities. The result may be dissatisfaction for users and in some cases official or unofficial complaints to Forest officers.

#### Wildlife Resources

Several scientific papers and literature reviews have been written on the interaction between roads and wildlife. Most of the research has focused on wide-ranging carnivores and ungulates (hoofed animals). Trombulak and Frissell (2000) broadly describe road effects to wildlife as direct mortality from vehicle collisions, modification of behavior, and habitat alteration. Most commonly, interactions included displacement and avoidance where animals were reported as altering their use patterns in response to roads. Disturbance at specific sites are also commonly reported, such as disruption at breeding (i.e. nest abandonment) or wintering sites. Animal collision with vehicles is another common report. Edge effects and habitat fragmentation is another commonly identified impact of roads. Roads can increase the temperature of the ground surface, which can create heat "islands" around roads. As a result, small birds and snakes are attracted to warm roads and increase their risk of mortality from vehicle collision.

The Tahoe NF LRMP as amended by the SNFPA Record of Decision 2004, identifies wildlife-related land allocations that can be used as risk indicators. In particular, land allocations such as Protected Activity Centers for the California spotted owl and the Northern goshawk as well as nesting sites for bald eagles, were mapped as risk indicators where they overlapped with roads.

#### Botanical Resources

Sensitive plants and their habitats are subject to habitat loss and degradation from roads and associated motor vehicle use. Motorized vehicle use impacts native plant communities (including threatened, endangered, and sensitive plants) by reducing vegetative cover, creating disturbed soils that are subject to erosion, and introducing non-native plants.

Roads facilitate dispersal of non-native plants (weeds) via alteration of native habitats, facilitation of weed invasion through removal of native species, and increasing movement of non-native plant seed via human or other means. In addition, motorized vehicle use disturbs native plant communities and makes them more suitable for non-native plant growth by reducing native plant cover. Disturbed areas within and adjacent to roads provide habitat for non-native seed to be deposited.

### **Cultural/Heritage Resources**

Cultural resources are defined as an object or definite location of human activity, occupation, or use identifiable through field survey, historical documentation, or oral evidence. Cultural resources are prehistoric, historic, archaeological, or architectural sites, structures, places, or objects and traditional cultural properties. Cultural resources include the entire spectrum of resources for which the Heritage Program is responsible, from artifacts to cultural landscapes, without regard to eligibility for listing on the National Register of Historic Places.

Roads can be a direct or indirect source for adverse effects to cultural resources. Road use and maintenance can adversely affect cultural resources by causing damage to fragile, non-renewable prehistoric, historic, archaeological, or architectural sites. Roads can also provide easy access to areas containing vulnerable prehistoric or historic sites where vandalism and illicit artifact collection can more easily occur. Noise related to road uses can also have an adverse effect on cultural resources that have values associated with contemporary traditional or ceremonial practices at sites important to Native American tribes.

The value of cultural resources is defined by the National Register of Historic Places criteria (36 CFR 60.4). The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location design, setting, workmanship, feeling and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may likely yield information important in history or prehistory

Any undertaking or action that may alter, directly or indirectly, any of the characteristics of a cultural resource that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association is an adverse effect (36 CFR 800.5). Any action(s) that could destroy, damage, alter, remove, change the character, introduce visual, atmospheric or audible elements, neglect, or transfer out of Federal ownership are examples of adverse effects.

Proximity to a road is an indicator to use in determining if a cultural resource may be directly at risk from adverse effects associated with road use or maintenance. The mere co-occurrence of cultural resources and roads, however, does not necessarily mean a cultural resource is at risk. Soil type and characteristics (e.g., erosion risk and rutting capacity) and road surface (natural or hardened) can be useful secondary indicators in identifying whether a cultural resource is at risk. Some cultural resources may be at risk of being adversely affected in an indirect manner when roads provide easy access to areas containing cultural resources that have a history of vandalism or illicit artifact collecting.

Cultural resources that are vulnerable to vandalism include specific sites or areas where vandalism or illicit artifact collection or excavation has been documented, and may include areas with site characteristics or features that are often attractive to vandals or illegal collectors (e.g., caves and rock shelters, prehistoric rock art, Gold Rush mining sites, cemeteries, etc.).

Areas of traditional and cultural importance to Native American tribes or traditional cultural practitioners are identified by tribes or traditional practitioners, by forest Tribal Relations specialists, in ethnographic studies or forest cultural resource overviews. Sacred sites are identified by Native American tribes (Executive Order 13007 – Indian Sacred Sites).

### **Watershed Resources**

The impacts of roads upon watersheds, aquatic organisms, and their habitat include sediment delivery, increases in peak flows, channel and floodplain alteration, and reduced habitat connectivity. Roads produce more than 90% of sediment in forested watersheds (McDonald, et al, 2004). Roads can extend the stream network, increasing peak flows from rainstorm events by 50%. For example, a 25-year rainstorm event can produce a peak flow similar to a 100-year flood event due to road hydrologic connectivity (Wemple and Jones, 2003, Toman, 2004).

### **Riparian Zones**

Roads that run adjacent to streams and rivers can reduce large woody debris input and reduce shading, which can increase the water temperature. These roads can simplify channels and riparian and in-stream habitat, alter hydrologic processes, and prevent natural channel adjustments. At culverts, excessive flow velocities, insufficient water, excessive culvert heights, and the absence of pools all can impede migration of aquatic biota.

## **Identifying Benefits**

### **Access Factors**

Access factors were developed to address the various access needs of private property owners, the visiting public, permittees, other agencies and organizations, and Forest Service personnel. These important benefits of the road system are essential to fulfilling the Forest Service mission.

### **Fire Protection**

Roads are useful in multiple ways for wildfire suppression operations during initial attack and extended attack on wildfires. Roads can limit fire spread under low and moderate conditions and can be used for burn out operations, indirect line construction, or holding a slow advancing wildfire. Roads have often been used as foundations for fuel-breaks and have value in isolating and breaking up the continuity of fuel-beds.

Roads have different values for fire suppression due to the position on slope. Ridgetop roads tend to be most useful for firebreaks and defensible fire-lines, while mid-slope roads have limited value.

Public and commercial road access are known to lead to increased ignitions. If there are known corridors that trend to high fire incidence, the value of closing or restricting public access to the road may be considered.

During emergency situations, good passable roads are key elements to safe fire suppression operations. Roads that access communities are used by firefighters to access or suppress a fire. Roads that are narrow and not well maintained may slow resources or entrap firefighting resources in extreme fire conditions. In general, roads are used as escape routes in a wildfire situation; however, the usefulness of the roads as a control line depends on the amount of vegetation adjacent to the roadway. The type of road (i.e., gravel or pavement) is not more important to firefighter and public safety as much as how well they are maintained.

There are numerous risks and benefits that exist related to other resource areas and NFTS roads that are not discussed in this report. Those not identified and analyzed in this TAP will be identified and thoroughly reviewed during subsequent project scale transportation analysis processes.

## Chapter 4 Assessing Risks, Problems, and Benefits

### Methodology

Using the Pacific Southwest Region (Region 5) Travel Analysis Guidebook, the Tahoe NF Core Team identified resource risk and benefit metrics for the Forest's Transportation Analysis Process.

The categories and indicator metrics simply enabled the Tahoe Forest TAP Team to delineate areas where roads may pose a potential risk or benefit. The indicators do not inherently demonstrate that an impact exists; they only indicate that the possibility for an effect exists. The Forest's TAP Team used other information and the process of district level interdisciplinary team (IDT) meetings to collaborate and include local knowledge and public outreach comments to evaluate if the potential risk or benefit exists and to consider options in managing the road system if it does exist.

#### Stage 1 Analysis: Risk and Benefit Identification Process

The Core Forest TAP team identified a list of metrics for analysis and utilized a basic science-based risk/benefit analysis method. This method utilized an automated process using existing corporate geographic information system data and GIS geoprocessing models with a 'yes' or 'no' documentation approach. Using this procedure, roads were identified as a risk or benefit to a particular resource area if a road crossed an identified resource metric GIS polygon, line or point. Roads were not segmented; rather a whole road approach was utilized. If a risk or benefit was shown at one location on the road, the entire road was determined to present a risk or benefit. Each road's risk or benefit was documented in a spreadsheet format (Appendix F). A total of eight resource areas were analyzed and included: watershed, cultural/heritage, wildlife, aquatics, recreation/lands, fire management, fuels management and botany.

### Risks to Watershed

#### Riparian Zone-Stream Proximity

##### *Indicator used to Identify Risk*

This indicator was developed to address the issues of hydrologic connections between the road and the streams, sediment delivery from roads, effects to wetlands, constraints to channel migration, shading and other effects to riparian plant communities, and movement of aquatic species.

Riparian zones include all designated riparian protection zones on NFS lands, including riparian conservation areas (RCA) under the Sierra Nevada Framework Planning Amendment, riparian habitat conservation areas for Quincy Library Group (QLG) forests.

##### *Unit of Indicator*

For this factor, riparian zones are defined as the area bordering a stream with potential for streamside habitat. The riparian zone is 300 feet wide on each side of a perennial or intermittent stream, meadow, wetland or lake; and/or are within 100 feet of an ephemeral stream were determined to present a risk.

The species potentially affected include California red-legged frogs, Sierra Nevada yellow-legged frogs, Lahontan cutthroat trout, or Western pond turtles.

### *Data Sources*

The data comes from the SNFPA guidelines used to buffer the perennial and intermittent stream layer, which is then overlaid with the travel routes.

## **Soils**

### *Indicator Used to Identify Risk*

Hydric soils are present in wetland and meadow areas. Roads in or adjacent to hydric soils may alter or concentrate the flow of subsurface flow, which could dry out wetland areas. Additionally, roads bring subsurface flow to the surface, which, when concentrated, can create gullies through wetland and meadow areas.

### *Unit of Indicator*

This indicator is based on the forest roads that intersect hydric or partially hydric soils.

### *Data Sources*

The data source was the Natural Resources Conservation Service soils database (SSURGO), which contains the soil descriptions for the Tahoe NF and other forests in California. Soil map units with a hydric soil component were overlaid with the travel routes to identify roads that cross hydric or partially hydric soils.

## **Risks to Wildlife Resources**

### **California spotted owl and Northern goshawk Protected Activity Centers (PACs)**

#### *Indicator used to Identify Risk*

For the California spotted owl and the Northern goshawk, disturbance from roads has the potential to effect reproductive status. The indicator of disturbance was analyzed two ways: Disturbance to the Protected Activity Center (PAC) and disturbance within ¼ mile of an Activity Center (i.e., nest site or nest stand).

#### *Unit of Indicator*

- 1) PAC: This indicator is based on the occurrence of overlap between California spotted owl and Northern goshawk PAC layers and road layers.
- 2) Nest Site or Nest Stand: This indicator is based on the occurrence of roads that fell within ¼ mile of a spotted owl or goshawk Activity Center (i.e., nest site or nest stand).

#### *Data Sources*

Tahoe NF GIS and NRIS Wildlife database

### **Proximity to Bald Eagle Nest Sites**

#### *Indicator used to Identify Risk*

The bald eagle was listed by the U.S. Fish and Wildlife Service as a federally Endangered species under the Endangered Species Act in 1978, reclassified to Threatened status in 1995, and delisted in 2007.

Although they are delisted, bald eagles are still protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. These Acts require some measures to prevent bald eagle “take” resulting from human activities. Following delisting, the bald eagle was placed on the Region 5 Regional Forester’s Sensitive Species List.

### *Units of Indicator*

This indicator is based on the occurrence of roads within ½ mile of bald eagle nest sites.

### *Data Sources*

Tahoe NF GIS and NRIS Wildlife database

## **Meadow and Riparian Habitat Degradation**

### *Indicator used to Identify Risk*

The willow flycatcher is a Forest Service Sensitive Species that breeds in meadow/riparian habitats. The Forest Plan prohibits vehicle travel off of designated routes. Routes that traverse occupied willow flycatcher habitat have the potential to directly and indirectly affect willow flycatcher and its habitat, and as such were included as a risk. In addition, wet meadows intersected by roads were also considered at risk. Roads can compact meadows, increase erosion, and can result in loss of herbaceous and woody riparian habitat.

### *Units of Indicator*

This indicator is based on the overlap between occupied willow flycatcher habitat, meadows and road layers.

### *Data Sources*

Tahoe NF GIS and NRIS Wildlife database

## **Disturbance, Mortality, Habitat Fragmentation: Roads within Deer Habitat**

### *Indicator used to Identify Risk*

Road-associated factors have the potential to impact mule deer populations directly and indirectly, including mortality from vehicle-collisions, modification of behavior (avoidance or flight), mortality from hunting and poaching, habitat fragmentation, edge effects of roads and trails, and others. Roads can result in the disturbance or disruption of individuals in a deer population. Deer inhabiting areas near roads and trails may move away from the area when disturbed by humans. Several factors affect the degree to which trail and road associated human activities disrupt deer. However, deer are particularly susceptible to disturbance within deer critical winter habitat, fawning habitat, and holding areas.

Displacement or Avoidance: Several studies have found that mule deer avoid areas in proximity to roads. Deer avoid primary roads more than secondary or tertiary roads and also avoid roads more in open habitats as opposed to areas with vegetative or topographic cover (deVos et al. 2003).

Main roads were found to reduce deer use up to 0.5 miles (800 m), whereas secondary and primitive roads reduced deer densities from between 200 to 400 meters in these studies. Additional variables such as the amount and frequency of traffic, and the spatial distribution of roads in relation to deer use, influence the degree of negative effects that roads have on deer use in forested habitats (Perry and

Overly 1977, Johnson et al. 2000, deVos et al. 2003). Where disturbance causes deer to avoid areas within preferred habitats (i.e., critical winter range, fawning habitat, holding areas, etc.), animals may be forced into less preferred or lower quality habitats. Such shifts, particularly if repeated, can result in adverse impacts to the energy balance of individual deer and ultimately can decrease population productivity, especially on winter ranges (deVos et al. 2003).

Thomas et al. (1979) used Perry and Overly's data to develop a habitat effectiveness model based on road densities. The model indicated that a 20% loss in habitat effectiveness occurred when road densities were about 2 miles/mi<sup>2</sup> for summer range habitat. At road densities of 6 miles/mi<sup>2</sup>, habitat effectiveness declined by 50-95% depending on the type of road.

Hunting and Poaching: Greater human access can increase opportunities for hunting as well as poaching of deer. During the hunting season, deer may become more wary of humans, and disturbance to deer is greater when being hunted.

Collision with Vehicles: Vehicle collisions with deer can contribute considerably to direct deer mortality. Deer are probably the most frequently-killed large mammal along North America's roads. Romin and Bissonette (1996), conservatively estimated that the U.S. national deer road kill in 1991 totaled at least 500,000 deer. Deer road kills vary considerably by region and by season. In California, mule deer road kill along a three mile stretch of secondary highway was estimated at 3.7 and 4.8 per kilometer per year during spring and fall migrations, respectively (Jalkotzy et al. 1997).

There are little to no data on deer road kills along Forest roads, however roads maintained at a higher standard for passenger vehicle (Maintenance Levels 4 and 5), where vehicle speeds are greatest, have the most potential to contribute to deer-vehicle collisions. Deer-vehicle collisions on roads and trails which are maintained for high clearance vehicles (ML 2) are probably not appreciable in number due to the lower speeds and the amount of use received by these roads.

Summary of road associated impacts to mule deer:

1. Mortality from hunting or trapping as facilitated by motorized road and trail access
2. Increased illegal take of animals as facilitated by trails and roads
3. Mortality or injury resulting from a motorized vehicle colliding with an animal
4. Loss and resulting fragmentation of habitat due to the establishment of roads, trails, or networks, and associated human activities
5. Increased mortality of animals (euthanasia or shooting) due to increased contact with humans, as facilitated by road and trail access
6. Interference with dispersal or other movements as posed by a road or trail itself or by human activities on or near roads, trails, or networks
7. Spatial shifts in populations or individual animals away from human activities on or near roads, trails, or networks
8. Displacement of individual animals from a specific location that is being used for reproduction and rearing of young
9. Increase in heart rate or stress hormones when near a road or trail or network of roads or trails.

### ***Units of Indicator***

Overlap between roads and mule deer critical winter habitat, fawning habitat, and holding areas

### ***Data Sources***

Tahoe NF GIS Library, California Department of Fish and Wildlife

*Note: Road Density: Wildlife species and habitat quality can be affected in areas with high road density and use. Potential influencing factors include: direct road related mortality; species road aversion and other behavioral modification; habitat loss, fragmentation and isolation of populations. The type of road (i.e., maintenance level) further contributes to the scale of effects to wildlife. Thomas et al (1979, figure 74) assessed the impacts of traveled roads on the potential effectiveness of summer deer habitat utilizing both road density and maintenance levels (adapted from Perry and Overly 1977).*

## **Risks to Cultural/Heritage Resources**

### ***Indicator Used to Identify Risk***

This factor is based on the extent of risk to recorded cultural sites either directly or indirectly related to the road segment.

### ***Units of Indicator***

Maps for each district were generated with cultural resource sites and polygons within a 10 meter buffer of roads identified during the analysis. The 10 meter buffer is based on the Region 5 TAP guidelines. It also considers whether the road itself, because of its' history of development and use, might also be classified as a cultural resource. Dust, traffic noise and the intrusion of other visitors is considered to have potential adverse effect on Native American spiritual rituals and use of places of religious importance. Data gaps exist. Some roads have never been surveyed for the presence of cultural resources, or had historic value determinations made on them (i.e., is the road a cultural resource). Conservative risk assessments were made for road segments with little or no cultural resource data. Overall, road segments were rated on the potential that road maintenance/reconstruction, human use, or vandalism could affect sites.

### ***Data Sources***

The data was interpreted by the forest and district archaeologists using the cultural GIS polygon and point site layers overlaid with the travel routes, past site documentation, and field knowledge of recorded sites. Any site that has been determined ineligible for inclusion in the National Register of Historic Places was not included.

## **Aquatic Species Habitat Degradation**

### ***Indicator used to Identify Risk***

Aquatic species habitats are at risk from a number of factors. Road crossings may fragment stream habitat by acting as barriers to movement of fish and amphibians. Long term barriers can prohibit migration and create isolation in aquatic species, and ultimately reduce distribution and productivity of a population. Stream crossings may also degrade stream and riparian habitat depending on the location of the crossing and the type of substrate.

Roads can change the hydrology of slopes and stream channel characteristics which result in changes to surface-water habitats that may be detrimental to aquatic dependent species. Roads in floodplains may redirect water, sediment and nutrients, causing degradation to wetland and riparian habitats. Roads may alter surface or subsurface flow and can destroy and create wetland habitats. Erosion through channel down cutting, gully formation or head cuts may result when high concentration of runoff on hillslopes is caused by changes in routing of shallow groundwater and surface flow. These processes can be detrimental to aquatic species far downstream for a long period of time. In addition, chronic effects from fine sediment transported from unpaved roads to streams, lakes, and wetlands, increases turbidity, reducing productivity and survival or growth of fishes.

Bury (1980) reported that motorized vehicles crossing creeks pose some risk of gas and oil leaks into the creek. Oil and gas have been shown to have negative effects to the growth and survival in several frog species (Pollet and Bendell-Young 2000; Irwin et al. 1999, Lefcorte et al. 1997).

#### *Units of Indicator*

Road crossings and/or roads occurring within 300 feet of sensitive aquatic species habitats (California red-legged frog, Sierra Nevada yellow-legged frog, foothill yellow-legged frog, Lahontan cutthroat trout, western pond turtle).

#### *Data Sources*

Tahoe NF GIS Library and NRIS database

### **Risks to Botanical Resources**

#### **Habitat Degradation: Threatened, Endangered, and Sensitive Plants and Fungi and Non-native Invasive Plant Occurrences**

##### *Indicator used to Identify Risk*

Sensitive plants and their habitats are subject to habitat loss and degradation from roads and associated motor vehicle use. Motorized vehicle use impacts native plant communities (including threatened, endangered, and sensitive plants) by reducing vegetative cover, creating disturbed soils that are subject to erosion, and introducing non-native plants.

##### *Units of Indicator*

Roads occurring within 100 feet of TES Plants or weed occurrences

##### *Data Sources*

Tahoe NF GIS Library, NRIS TES Plants Database, FACTS Invasive Weed Database

### **Risks to Recreation and Wilderness Resources**

#### **Disruption to Quiet Recreation-Proximity to Selected Trails and Granite Chief Wilderness Area**

##### *Indicator used to Identify Risk*

For the purposes of the Travel Analysis Process, the presence of a nationally significant non-motorized trails are deemed the priority for identifying segments of the NFTS that could place quiet recreation “at

risk” for these trails.

A ½ mile buffer (½-mile on each side of a trail) could mitigate the sound of motorized vehicles. Use of a ½ mile threshold was determined through a literature review of sound studies and reports. These include (1) Martin (2005) “California Off-Highway Vehicle Noise Study: A Report to the California Legislation as Required by Public Resources Code Section 5090.32(0);” (2) Pilcher and Turina (2006) Protecting Natural Sounds in National Parks: Soundscape Workshop Visitor Experience and Soundscapes; and (3) Ouren et al (2007), “ Environmental Effects of Off- Highway Vehicles on Bureau of Land Management Lands: A Literature Synthesis, Annotated Bibliographies, Extensive Bibliographies and Internet Resources.”

**Pacific Crest National Scenic Trail (PCT)** was designated a National Scenic Trail under the National Trails System Act of 1968. Spanning from Canada to Mexico, the PCT traverse some of the highest and most pristine landscapes in California.

**National Recreation Trails (NRTs)** were authorized under the National Trails System Act of 1968 Public Law 90-543) specifically for existing trails that contribute to the United States’ health, conservation, and recreation goals.

**National Historic Trails (NHTs)** were authorized under the National Parks and Recreation Act of 1978 Public Law 95-625), and designated to protect the remains of significant overland or water routes to reflect the history of the nation.

**Wilderness Degradation:** The Chief initiated the 10-Year Wilderness Stewardship Challenge in 2005. Under this challenge, units are to ensure that forest plan direction is adequate to prevent the degradation of the Wilderness resource; and that Wilderness character is protected or restored (Element 8).

### *Units of Indicator*

This indicator is based on forest roads that are within ½ mile of the Pacific Crest Trail, National Historic Trail, Research Natural Areas and the Granite Chief Wilderness.

### *Data Sources*

The data for this indicator came from the Forest Service corporate NRIS and FACTS databases as the primary source for existing NRTS roads and personal knowledge of the staff on the particular district.

## **Benefit of Access**

### **Private/Non-recreation Public Access**

#### *Indicator used to Identify Benefit*

This indicator addresses the issues of access to non-recreation special use permits, special forest products, range management, private inholdings, hydroelectric power sources, impoundments and distribution canals, and culturally significant places or properties

### *Units of Indicator*

This indicator is based on known uses of a road.

### ***Data Sources***

The data comes from the Road Management Objective Worksheet, Meaningful Measures database, Special Uses Permitted sites, private inholdings, known accesses that do not have public ROW, firewood cutting areas and other non-recreation uses associated with specific travel routes, and review of 7.5-minute quadrangles. Some of the data was gathered in discussions with other agencies or organizations during the public involvement process.

### **Recreation Public Access**

#### ***Indicator used to Identify Benefit***

This indicator addresses the issues of access to various destinations both for developed and dispersed recreation activities. It includes access to unroaded recreation area destinations, road-related recreation, including off-highway vehicles and over snow vehicles, and annual special use recreation events.

#### ***Units of Indicator***

This indicator is based on known uses of a road.

### ***Data Sources***

The data comes from various sources associated with specific travel routes, review of 7.5-minute quadrangles, Road Management Objective Worksheet, Motor Vehicle Use Maps (MVUM) and Forest Recreation Map. Also individual interviews with District personnel familiar with the road access issues.

### **Benefit to Fire Protection**

#### ***Indicator used to Identify Risk***

This indicator addresses the issues of access for protecting fire fighters, private citizens, administrative sites, and private facilities from wildfires.

#### ***Units of Indicator***

This indicator is based on fire susceptibility in terms of fire history, slopes, and urban intermix.

### ***Data Sources***

The data comes from the local suppression knowledge of district personnel.

### **Stage 2 Analysis: Risk and Benefit refinement**

The initial benefit and risk results from the GIS exercise were used as a starting point for the stage 2 review. Stage 2 analysis consisted of an interdisciplinary team (IDT) examination of the roads GIS benefit and risk evaluation for each ranger district. During these IDT meetings, specialists reviewed this GIS data and brought forward their concerns about specific roads. To evaluate the list of roads the ID team met and used the following tools: a display of the data in the benefit/risk spreadsheets, a mapping visual display of GIS data, their expert knowledge of resource information, and resource-specific database information. In this manner they worked as a team to refine the results of the initial GIS analysis. Team comments were captured and the effort developed the second stage interim recommendations.

### Stage 3 Analysis: Roads “likely not needed in the future” Recommendation

Later stages of the process built on the interim IDT recommendations. The next stage included review of the IDT work by field and management staff and concurrently, the opportunity for review and comment by the public. Field staffs familiar with road conditions and uses included timber Crews, fire prevention technicians, and trail crews. As described in Chapter 1, the TNF outreached to the public to gather information about the uses of the roads according to their particular interests and the condition of the roads they frequently used. The public was encouraged to provide road specific information, since it could be more readily incorporated into this road-specific Travel Analysis. In this manner, as much local knowledge of road uses and conditions as possible was incorporated into the results. Throughout these later stages of the process, new information received from field staff or the public was evaluated and incorporated into the assessment as acquired. Public comments received are included in Appendix G.

Roads were preliminarily identified as “likely not needed in the future” during Stage 1 & 2 of the TAP if a road had three or more risks associated with it. Each District Ranger reviewed this list of roads and in some cases determined that these “likely not needed in the future” roads would be “likely needed in the future” for one or more of the following reasons:

1. Wildland Fire and Vegetation Management
  - a. Managing fuel breaks and/or timber stands
  - b. Fighting Wildland fires
2. Access
  - a. Access to private property via special use permits, road use permits, mining, etc.
  - b. Public access to dispersed or developed recreation sites
  - c. Administration and cooperators access to administration sites, seed orchard, grazing, cooperator/partner access, heritage, etc.
3. MVUM
  - a. Roads previously analyzed during the Travel Management, Subpart B process
4. Prior analysis and decision

The final TAP road spreadsheets, Appendix F, show the analysis metrics and corresponding risk/benefit identifier for roads analyzed as part of the process (Objective ML 1-2 roads).

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## Chapter 5 Describing Opportunities and Setting Priorities

This portion of the report identifies the management opportunities in terms of risks and benefits, establishes priorities and formulates technical recommendations for the existing and future road system. These opportunities and priorities were developed in response to the issues, benefits, problems and risks identified throughout this report. Economics is a significant influence on opportunities and priorities.

### Economic Analysis

The tables below present an economic analysis and comparison of the existing and recommended NFS road networks. Using existing and recommended mileage, broken out by objective maintenance level, this comparison provides an analysis based on long-term funding expectations. Unit costs per mile were provided by the Region 5 TAP Guidebook, and reflect the estimated annual costs to manage the road in full accordance with the assigned maintenance level. These annual costs are significantly higher than what the Forest is currently spending per mile.

Table 8 compares the portion of the existing road system to the portion of the recommended road system that can be supported by appropriated Forest Service road maintenance funding. It can be seen that this funding is only sufficient to cover a very small percentage of the road system forest-wide. It also shows the reduction of road maintenance funding that would occur if the roads identified by this TAP as “Likely Not Needed in the Future” were decommissioned and consequently require no maintenance.

The road recommendations are consistent with a long-term need to reduce annual costs. The recommended reductions in overall system size and road standards changed only slightly the overall economic situation. Based on these results, it will be important for the Forest to take advantage of other funding opportunities when they arise to supplement the limited expected annual road maintenance appropriations. It is also recommended that the Forest take advantage of road stabilization techniques such as storm-proofing, to help reduce the frequency of maintenance needs, especially on the majority of the road network managed for high clearance vehicles (Operational Maintenance level 2), and to continually reassess the road system on a project level scale to determine if there are more opportunities to decrease annual costs.

This economic analysis is one of many tools used to assess the Forest Transportation System. It does not reflect the cost of implementing recommendations made in this travel analysis, nor does it directly correlate with the current physical condition of the road network. It does provide a tool to assess how the Travel Analysis recommendations can affect the long-term financial sustainability (increase or decrease) of the Forest Transportation System.

**Table 8: Annual Road Maintenance Costs for Existing and Recommended Transportation System**

<b>Objective Maintenance Level</b>	<b>Cost to Maintain/Mile</b>	<b>Existing Miles</b>	<b>Total Annual Cost</b>	<b>Recommended Miles</b>	<b>Total Annual Cost</b>
5 – High Degree of User Comfort	\$9078	113.8	\$1,033,076	113.51	\$1,033,076
4 – Moderate Degree of User Comfort	\$9078	73.4	\$666,325	73.53	\$666,325
3 – Passenger Cars	\$2355	446.6	\$1,051,743	445.65	\$1,051,743
<b>Total Primary Roads</b>		<b>633.8</b>	<b>\$2,751,144</b>	<b>632.69</b>	<b>\$2,751,144</b>
2 – High Clearance Vehicles	\$593	1519.0	\$900,767	1496.8	\$887,573
1 – Basic Custodial Care	\$103	565.4	\$58,236	537.9	\$55,408
C – Convert Use	\$103	159.5	\$16,428	-	-
D - Decommission	\$103	5.4	\$556	-	-
<b>Total Secondary &amp; Other</b>		<b>2,882.8</b>	<b>\$975,987</b>	2029.56	\$942,981
<b>Total Annual Road Maintenance Costs</b>			<b>\$3,727,131</b>		<b>\$3,694,125</b>
CMRD FY 2014 Allocation to Forest			<b>\$629,000</b>		<b>629,000</b>
Estimated Percentage of Allocation Available for Road Maintenance			<b>75%</b>		<b>75%</b>
Estimated Total Funds Available for Annual Road Maintenance			<b>\$471,750</b>		<b>\$471,750</b>
Road System Supported using Annual Road Maintenance Costs			<b>12.65%</b>		<b>12.7%</b>

*Note: These tables are not intended to analyze or include associated costs to add roads, decommission roads, convert roads to trails, change maintenance levels, put roads in storage, or to acquire needed Right of Way for access. Deferred maintenance is not included. These tables are intended to show the Tahoe NF’s ability to sustain a road system of the size shown within expected funding levels.*

## Future Transportation Trends

To support the existing road system with current and projected appropriated maintenance funding (CMRD) and non-appropriated maintenance funding, routine maintenance is being reduced, maintenance cycles are extended, and selective repairs are made to ensure public safety and prevent significant resource damage. Major repairs are funded by special appropriations outside of the annual forest budget. Current and projected funding levels do not cover deferred maintenance, which means that the deferred maintenance backlog grows annually (e.g., roads that are to be maintained once every 5 years may be maintained only once every 10 years). Over time, roads may develop severe public safety or resource damage issues, and may need to be evaluated for closure to public motorized vehicular use.

The lack of maintenance due to limited available funding, particularly on the lower priority roads (ML 1 and 2), is causing deterioration of the roadways. Some roads and trails have become overgrown with brush and trees, and are impassible to vehicular traffic. Other roads are causing resource damage in the form of sedimentation, as culverts and other drainage structures no longer function properly. The highest priority for road maintenance is expected to be on maintenance levels 3 to 5 roads for public and administrative access, and reasonable access to private property. Other roads that provide access to important fire protection features, administrative sites, special use permitted areas, and recreation areas are also expected to be priorities to maintain. This means that ML 1 and 2 roads may receive no annual maintenance.

Road maintenance in the Tahoe NF is essential for managing recreation opportunities. Appropriated dollars alone (CMRD) will not be enough to fully fund the operation and maintenance of roads. As the population grows and urban development expands, the continuous use of NFS roads is expected to increase, as is the demand for a variety of recreation uses in both motorized and non-motorized settings. Maintenance Level 3 to 5 roads that connect to recreation areas will experience the most increases in day use traffic, particularly on weekends. This traffic adds to the road maintenance work required.

## TAP Recommendation Options

The Tahoe NF transportation system was evaluated and opportunities to reduce the miles of road and therefore the cost of maintenance of the roads are identified. The opportunities to reduce

road costs include removal of road(s) from transportation system, partnerships for maintenance funding, reduction in maintenance level and/or conversion to trail(s). These opportunities can be accomplished by the following methods:

- **Convert:** *“Recommend road segment be removed from Forest transportation system and converted to another use such as NFS trail.*
- **Decommission:** *The stabilization and restoration of unneeded roads to a more natural state. The routes are then removed from the FTS.*
- **Store:** *“Roads .. placed in storage for a year.. The period of storage must exceed 1 year” These roads are considered to be operational maintenance level 1 roads and are closed for motorized*

*travel without written permission, except in case of emergencies.*

Or in cases where a road has been determined to remain in the transportation system, a decision to keep is identified.

- **Keep:** Routes recommended “needed for long term management and remain as NFSR”. Available for public or administrative use. In this Forest TAP these recommendations apply to operational maintenance level 2, 3, or 4 roads.

**Table 6: Definitions of TAP detailed recommendations**

<b>Opportunity</b>	<b>Simplified Description</b>	<b>Definition</b>
<b>Convert:</b>		
Convert to Motorized Trail	Convert to Motorized Trail	Trails will be open to motorized vehicles as specified in the future NEPA route designation document.
Convert to Non-Motorized Trail	Convert to Non-Motorized Trail	Trails may be open to pedestrian, equestrian, or bicycle traffic as identified in the future project NEPA document.
<b>Decommission:</b>		
Decommission – Natural	Decommission	After a NEPA decision, the route will be allowed to “self-decommission” to a more natural state, there are no known drainage problems.
Decommission – with Drainage Work	Decommission	After a NEPA decision, the route will be obliterated and drainage restored to a more natural function.
Keep – then Decommission Post-Project	Decommission	The route is currently needed for a project in the planning or implementation stage, but likely will not be needed in the future. The NEPA document will define how and when the road is to be decommissioned as described above.
<b>Store:</b>		
Store	Store	Roads recommended for or are already in “storage” as maintenance level one road.
Store – then Decommission Post-Project	Store	Roads that should be put into storage as soon as possible for resource protection, then later used for a project in the planning or implementation stages, and likely will not be needed after the project. The NEPA document will define how and when the road is to be decommissioned.
Store – with Mitigation	Store	After a NEPA decision, put the road into “storage” to be closed with remedies for drainage problems.
<b>Keep:</b>		
Add to the system	Add to the system	Within an OHV concept area, there are several unauthorized routes which may be brought forward for NEPA analysis. They are included in this TAP to facilitate the NEPA proposal development process.
Keep – Increase Maintenance Level	Keep	Upgrade the route to a higher standard of service for safety, resource protection, or other reasons. This may or may not require NEPA.
Keep – Reconstruct (repair or relocate)	Keep	Keep the road, but remedy problems with the location, surface, or drainage.
Keep – Reduce Maintenance Level	Keep	Reduce the service level of the road. This may affect OHV designation and may require an engineering analysis and NEPA.

Keep – Restrict Use (administrative use only)	Keep – admin only	Road is for administrative use only. Public use is by written permission only. New administrative use designations will require NEPA.
Keep – Restrict Use (seasonal closure)	Keep – seasonal	Road use is limited to prevent resource damage. NEPA is required for new seasonal closures.
Keep – Retain As is	Keep	Retain the road for public and administrative use.

All of these activities will require site-specific planning and analysis, including the opportunity for additional public involvement prior to decision and implementation. The actual process for road actions will be integrated into the Forest program of work for all planning activities and therefore may not chronologically follow the order of the priorities identified above.

Additional roads can be added to the “likely not needed in the future” list as project level analysis continues on the forest in the immediate and more distant future.

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## Chapter 6 Reporting

The minimum road system needed for safe and efficient travel and for administration, utilization, and protection of the National Forest System land within the Tahoe NF strikes a balance between the benefits of public access and the resource impacts. Consideration for public safety, affordability, and management efficiency must also be weighed with ecosystem values.

Listed below are the roads, listed by District, that are recommended through this broad scale Transportation Analysis Process as being “Not likely needed in the future”.

<b>DISTRICT</b>	<b>Route No</b>	<b>Objective ML</b>	<b>GIS Miles</b>
American River	0016-046-08-06	1	0.24
American River	0043-006	2	0.37
American River	0044-022-09-06	1	0.12
American River	0044-022-16	2	0.23
American River	0045-006-01	2	0.01
American River	0057-018	1	0.38
American River	0088-049	2	0.01
American River	0096-024	2	1.05
American River	0096-034-03	2	0.25
American River	0096-049-04	2	0.08
American River	3127-010	2	1.52
American River	3127-010-02	2	0.33
American River	3127-010-16	2	1.07
<b>Total American River Ranger District</b>			<b>5.67</b>
Sierraville	0860-020-01-02	1	0.01
Sierraville	0860-033-15	1	0.63
Sierraville	0860-033-15	D	1.11
<b>Total Sierraville Ranger District</b>			<b>1.75</b>
Truckee	0011-005	2	0.92
Truckee	0011-005-02	2	0.49
Truckee	0011-006-07	1	0.93
Truckee	0011-008-02	1	0.23
Truckee	0860-020-01-02	1	0.23
Truckee	0886-004-02	2	0.52
Truckee	0889-030-04	2	0.91
Truckee	0894-004	2	0.10
Truckee	0894-010	2	0.57
Truckee	886B-005-05	2	0.54
<b>Total Truckee Ranger District</b>			<b>5.44</b>

<b>DISTRICT</b>	<b>Route No</b>	<b>Objective ML</b>	<b>GIS Miles</b>
Yuba River	0008-002	1	0.30
Yuba River	0009-005-01	1	0.42
Yuba River	0009-015-01-02	1	1.53
Yuba River	0009-019-01	1	0.76
Yuba River	0009-020	1	0.26
Yuba River	0009-022	1	1.30
Yuba River	0009-022-01	1	0.15
Yuba River	0014-004	2	1.58
Yuba River	0014-004-05	2	0.01
Yuba River	0014-005	2	0.44
Yuba River	0018-002	2	1.01
Yuba River	0020-011	2	0.19
Yuba River	0025-002	1	3.07
Yuba River	0025-004	2	4.14
Yuba River	0025-004-01	2	0.29
Yuba River	0025-004-02	1	3.15
Yuba River	0025-004-02-01	1	0.42
Yuba River	0025-004-02-01-01	1	0.26
Yuba River	0025-004-03	1	0.11
Yuba River	0025-004-04	1	0.75
Yuba River	0025-004-04-01	1	0.43
Yuba River	0025-004-06	1	0.90
Yuba River	0025-004-09	2	0.01
Yuba River	0025-004-12	2	0.01
Yuba River	0025-004-13	2	0.01
Yuba River	0025-004-14	2	0.01
Yuba River	0025-011-02	1	0.46
Yuba River	0025-029-02	1	1.36
Yuba River	0025-029-02-01	1	0.33

<b>DISTRICT</b>	<b>Route No</b>	<b>Objective ML</b>	<b>GIS Miles</b>
Yuba River	0028-003	2	0.58
Yuba River	0029-002-02-02	2	0.29
Yuba River	0030-002	2	0.79
Yuba River	0030-002-01	1	0.16
Yuba River	0030-002-02	1	0.84
Yuba River	0041-008-01	2	0.89
Yuba River	0041-020-15	2	0.54
Yuba River	0041-020-18	2	0.78
Yuba River	0047-009	1	0.29
Yuba River	0049-022	2	0.66
Yuba River	0050-010	1	1.54
Yuba River	0093-003-02	1	0.41
Yuba River	0093-003-04	1	0.33
Yuba River	0093-003-05	1	0.47
Yuba River	0119-001-02	1	0.03
Yuba River	0125-013-02	1	1.06
Yuba River	0157-001	1	0.65
Yuba River	0158-006	1	0.35
Yuba River	0158-008	1	0.89
Yuba River	0180-014-01	1	0.16
Yuba River	0301-006-05	2	0.11
Yuba River	0301-008-01-02	1	0.52
Yuba River	0329-014-01	2	0.57
Yuba River	0522-008-01	1	0.52
Yuba River	0613-008-02	1	0.16
Yuba River	0637-004	1	0.21
Yuba River	0721-002	2	0.36
Yuba River	0721-002-05	2	0.02
Yuba River	5307-005	1	0.12
<b>Total Yuba River Ranger District</b>			<b>37.96</b>

Future project proposals will be able to utilize the recommendations as a starting point to consider changes to the transportation system to meet the desired future condition and minimum road system. As a reminder, this analysis does not make any decisions; rather, Travel Analysis process (TAP) recommendations provide information for future management proposals and subsequent decisions.

Any changes recommended here would need to go through a site-specific, environmental analysis before final decisions are made. Once decisions are made, changes on the ground may then be physically implemented.

The recommendations will provide options for modifying the transportation system that would achieve

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Forest land management goals and objectives and comply with laws, regulations, and policy which set desired future conditions and guide our land management effort

## Glossary

**Administrative NFS Road:** Any NFS road that is not a public road.

**Closure:** Restriction of motor vehicle use on a travelway by means of elimination or prohibition. Closures may be permanent or temporary depending on management objectives.

**Decommissioning:** is defined as activities that result in the stabilization and restoration of unneeded roads to a more natural state (FSM 7703.2(1)). Decommissioning includes applying various treatments, which may include one or more of the following:

1. Reestablishing former drainage patterns, stabilizing slopes, and restoring vegetation;
2. Blocking the entrance to a road; installing water bars;
3. Removing culverts, reestablishing drainage-ways, removing unstable fills, pulling back road shoulders, and scattering slash on the roadbed;
4. Completely eliminating the roadbed by restoring natural contours and slopes; or other methods designed to meet the specific conditions associated with the unneeded roads.

**Deferred Maintenance:** Maintenance activities that can be delayed without critical loss of facility serviceability until the work can be economically or efficiently performed.

**Designated road, trail, or area:** A NFS road, a NFS trail, or an area on NFS lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 on a motor vehicle use map.

**Forest road or trail:** A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources.

**Forest transportation atlas:** A display of the system of roads, trails, and airfields of an administrative unit.

**Forest transportation system:** The system of NFS roads, NFS trails, and airfields on NFS lands.

**Functional class:** The grouping of roads by the character of service they provide.

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

**Collector:** An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities. Provides service to smaller land areas than an arterial road. It usually connects forest arterial roads to local forest roads or terminal facilities.

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

**Maintenance:** The upkeep of the entire forest transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization.

**Maintenance Levels:** Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria.

**LEVEL 1:** These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate" all traffic. These roads are not shown on motor vehicle use maps.

Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic but may be available and suitable for nonmotorized uses.

**LEVEL 2:** Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 "No Traffic Signs," may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to:

- a. Discourage or prohibit passenger cars, or
- b. Accept or discourage high clearance vehicles.

**LEVEL 3:** Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations.

Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

**LEVEL 4:** Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

**LEVEL 5:** Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage."

**Motor vehicle:** Any vehicle which is self-propelled, other than: (1) A vehicle operated on rails; and (2) Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area.

**Motor vehicle use map:** A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the NFS.

**National Forest System road:** A forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority.

**Objective Maintenance Level:** The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment.

**Operational Maintenance Level:** The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained.

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

**Public Road:** A road under the jurisdiction of and maintained by a public road authority and open to public travel.

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

**Reconstruction (road or trail):** Improvement and/or realignment of a travelway.

**Road:** A motor vehicle route over 50 inches wide, unless identified and managed as a trail.

**Road improvement:** Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function.

**Storage:** Used to describe an intermittent use road during the time it is closed to vehicular use. When referring to a NFS road, storage is synonymous with a Maintenance Level 1.

**Temporary road:** A road necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road or a forest trail and that is not included in a forest transportation atlas.

**Trail:** A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail.

**Unauthorized Road or Trail:** A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas.

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## Appendix B-Communication Plan

### Tahoe NF Travel Management Subpart A

#### Communication Plan

October 3, 2014

#### **ISSUE:**

The Tahoe National Forest (TNF) must complete Subpart A of the 2005 Travel Management Rule, an analysis of the Forest's road system. Public involvement is an important part of this process. However, this is not a decision document and any NEPA will occur later, when a specific project occurs.

#### **BACKGROUND:**

The Travel Management Rule from 2005 established three subparts: Subpart A – Administration of the Forest Transportation System; Subpart B – Designation of Roads, Trails and Areas for Motor Vehicle Use; and Subpart C – Use by Over-Snow Vehicles.

The Tahoe National Forest completed Subpart B in 2010. The culmination of this was the Motor Vehicle Use Map (MVUM), released in 2014. We have prided ourselves on continuing to have an open dialogue with Forest visitors, including recreational off-highway vehicle (OHV) users.

We are now turning our attention to Subpart A of the Travel Analysis process. While our extensive network of roads provides access to numerous areas of the forest, we are continuing the process of reviewing our current road system, including impacts to natural and cultural resources and fiscal responsibility. An analysis has been initiated to take a whole-forest look at our road system and the risks and benefits to users and resources.

The Travel Analysis Report must be completed by October 2015. This process provides a mechanism that will allow us to identify opportunities to adjust the road system in support of relevant land management objectives. This is an ongoing and living process, which begins through these initial steps. The resulting Travel Analysis Report will provide a foundation as discussion and input continues in the years to come.

#### **GOALS:**

- Educate federal, state, and local government officials, organizations, and the general public on what Subpart A is and why we're doing it.
- Gain insight and useful information from external constituencies to inform our analysis of the TNF road system (i.e., "How'd we do?").

#### **KEY MESSAGE:**

- The TNF is conducting an analysis of its road system as part of Subpart A of the USFS 2005 Travel Management Rule. There is no decision being made and no NEPA process involved. Any NEPA would take place later, for a specific project.

**TALKING POINTS:**

- The Tahoe National Forest is currently working on completing Subpart A of the 2005 Travel Management Rule. Subpart A is a forest-wide roads analysis.
- A team was established that is developing the Forest Travel Analysis Report, which must be completed before October 2015. This process provides a mechanism that will allow us to identify opportunities to adjust the road system in support of relevant land management objectives.
- Forest roads must provide safe access for users, in a financially sustainable manner, without creating environmental harm.
- In order to move closer to a sustainable road system, we will conduct a whole-forest analysis of the forest road system.
- This is an ongoing and living process, which is beginning through these initial steps. The resulting Travel Analysis Report will provide a foundation as discussion and input continues in the years to come.
- Public involvement is a key part of this. The Tahoe National Forest is hosting two open houses in communities across the Forest this October to share what our team has pulled together so far and to gather input from the public about the current Forest road system.
- The first open house will be held in Sierraville, Wednesday, October 22, from 4:00 to 7:00 p.m. at the Sierraville District Ranger Station, 317 South Lincoln Street. The second meeting will be held in Nevada City, Tuesday, October 28, from 4:00 to 7:00 p.m. at the Tahoe National Forest Headquarters, 631 Coyote Street.
- To be clear, this transportation analysis process is not a proposal or decision, but is intended to help inform possible future road planning. Before any future actions are taken, the Forest Service will provide additional opportunities for the public to participate in the decision making process.
- This is a chance for the Tahoe NF to get your involvement earlier in the process than we typically have in the past. It's an opportunity to get your ideas ahead of any specific projects and to help you provide informed input when those projects come up in the future.
- This is not a resurrection of Subpart B. Subpart A is a non-decisional analysis of the forest roads system.
- At a later time (March 2015), we will hold public meetings on Subpart C of the Travel Management Rule. Subpart C is a separate process that involves a proposal and decision specifically related to Over-Snow Vehicle program management on the Forest.
- We encourage everyone who uses forest roads, or benefits from a national forest, to share ideas for a sustainable road system. Please join us as we enter this phase of the travel management process. Your continued participation is important as we move forward on this analysis.

**KEY CONSTITUENCIES:**

- Senator Dianne Feinstein (CA)
- Senator Barbara Boxer (CA)
- Representative Doug LaMalfa (CA-1)
- Representative Tom McClintock (CA-4)
- Sierra County
- Nevada County
- Placer County
- Plumas County
- Yuba County
- Sierra Club
- Wilderness Society
- Pacific Crest Trail Association

- Forest Issues Group
- Public Employees for Environmental Responsibility
- Sierra Forest Legacy
- Forest Users

**ACTION PLAN:**

- Oct. 6: Contact Reps. McClintock and LaMalfa and Sens. Boxer and Feinstein (*Tom/Chris*)
- Oct. 6: Contact BOSs for Nevada, Placer, Yuba, and Plumas counties (*Rangers*)
- Oct. 8: Issue News Release announcing meetings (*Michael*)
- Oct. 8: Alert LEOs about meeting dates and locations (*Michael*)
- Oct. 17: Post reminders for meetings on website, Facebook and Twitter (*Michael*)
- Oct. 21: In-person meeting with Sierra County BOS (*Quentin*)
- Oct. 21: In-person meeting with Sierra Club; Wilderness Society; etc. (*Tom*)
- Oct. 21: Post Draft maps, fact sheet, etc., on website (*Michael*)
- Oct. 22: Conduct first public open house in Sierraville (*see Participants List*)
- Oct. 22: Post meeting reminder on Facebook and Twitter (*Michael*)
- Oct. 28: Conduct second public open house in Nevada City (*see Participants List*)
- Oct. 29: Conduct Internal After Action Review—during FLT meeting (*all public meeting participants*)
- Dec. 31: Requested due date for input from the public informing the analysis
- Oct. 2015: Complete Travel Analysis Report (TAR)

## Appendix C

### ML 3-5 Roads Analysis Process

The tables below list all of the primary Tahoe National Forest System Roads (ML 3-5) that were previously analyzed in the 2003 Tahoe National Forest Roads Analysis Process (Tahoe NF 2003 RAP).

#### Arterial Functional Class Roads

<i>Road No.</i>	<i>Name</i>	<i>Length Miles</i>	<i>Surface Type</i>	<i>Maint. Level</i>	<i>Lanes</i>
0007	Fiberboard	14.99	Asphalt	5	2
0012	Yuba Pass- Webber Lake	16.96	Aggregate	4	2
0018	Bowman Lake	14.50	Bituminous/Aggregate	5 / 4	1
0021	Washington-Gaston	10.30	Aggregate	3	2
0022	Soda Springs Riverton	1.00	Asphalt	5	2
0025	Eureka	12.34	Bituminous/Aggregate	5 / 4	2
0096	Mosquito Ridge	38.60	Asphalt	5	2
	<i>Totals</i>	108.70			

#### Collector Functional Class Roads

<i>Road No.</i>	<i>Name</i>	<i>Length Miles</i>	<i>Surface Type</i>	<i>Maint. Level</i>	<i>Lanes</i>
0001	Jackass Point	2.30	Native	2	1
0002	Jackson - Woodcamp	2.04	Asphalt/Aggregate	5	1
0003	Barker Pass	3.62	Native	3	1
0004	Bear Valley	6.42	Aggregate	3	1
0005	Treasure Mountain	10.60	Aggregate	3	1
0006	Sawtooth	10.28	Aggregate	3	1
0009	Haskell Peak	14.60	Aggregate / Native	3	1
0010	Sugarpine	4.90	Bituminous	4	2
0011	Sagehen	5.10	Native	3	1
0013	American Hill	9.60	Bituminous/Native	4 / 2	1
0014	Grouse Ridge	5.80	Native	4	1
0015	Nichols Mill	8.15	Native	3	2
0016	Spruce Creek	6.00	Aggregate	3	1
0017	Carr - Lindsey	3.90	Aggregate	4	1
0019	Mears	19.50	Bit./Agg./Nat.	4 / 3 / 2	2 / 1

0023	Blacksmith Flat	2.17	Bituminous	5	2
0024	Brimstone	4.90	Bituminous/Aggregate	3 / 5 / 3	1 / 2
0025	Eureka	10.30	Aggregate / Native	3	1
0026	Elliot Ranch	5.70	Native	2	1
0027	Fiddle Eureka	9.90	Aggregate / Native	3	1
0028	Church Creek	2.65	Native	3	1
0029	Omega	4.00	Aggregate	3	1
0030	Alpha Colony	4.70	Native	3	1
0031	Starverville	1.00	Native	2	1
0032	Chalk Bluff	2.10	Aggregate	3	1
0033	Peavine	9.30	Aggregate	3	1
0035	Cal Ida Scales	17.20	Bituminous/Aggregate	5 / 3	2 / 1
0036	Relief Hill	7.50	Aggregate	3	1
0037	Grizzly Ridge	3.50	Aggregate	3	1
0038	Huysink	3.10	Native	2	1
0041	Pinoli Ridge	16.95	Aggregate / Native	3	1
0042	Red Star	2.23	Bit./Agg./Nat.	5 / 2	2 / 1
0043	Robinson Flat	5.80	Aggregate / Native	3 / 2	1
0044	Cavanah Deep	14.20	Bit./Agg./Nat.	3 / 2	1
0047	Long Point Access	6.20	Bituminous/Aggregate	4	1
0048	Chipmunk Ridge	4.80	Native	3	2
0050	Hoosier	7.20	Native	2	1
0051	French Meadows	6.84	Aggregate / Native	2	1
0052	Chapman Calpine	3.90	Native	3	1
0054	Williams Creek	11.90	Bituminous/Native	4 / 3	1
0055	Rocky Point	2.70	Aggregate	3	1
0057	Red Star Ridge	5.30	Native	3	1
0064	Squirrel Creek	5.70	Native	3	1
0066	Humbug Canyon	2.00	Aggregate / Native	2	1
0068	Coyote Springs	5.82	Bituminous/Native	3 / 2	2 / 1
0069	Bear Trap Springs	4.90	Native	2	1

0070	Pass Creek Loop	7.18	Native	3	1
0071	Carman Valley	11.41	Native	3	1
0072	Verdi Peak	11.70	Aggregate / Native	3	1
0073	Boca	1.37	Bituminous	4	2
0076	Austin Meadows	2.60	Native	3	1
0084	S. Fork Kanaka Cr.	3.50	Native	3	1
0085	Rattlesnake	11.0	Bit./Agg./Nat.	4 / 3 / 2	1
0086	Meadow Lake	6.67	Aggregate	4	1
0093	Gold Valley	13.10	Bituminous/Aggregate	5 / 3	1
0096	Mosquito Ridge	7.30	Aggregate / Native	3 / 2	1
0098	Banner Mine	8.10	Native	3	1
5688	Bald Ridge	14.41	Aggregate	3	1
5708	Pole Creek	3.15	Bituminous/Aggregate	4 / 3	2 / 1

## Appendix D

### 2003 Roads Analysis Process

#### Chapter 6 – Summary and Key Findings:

##### **1) The funding for road maintenance is inadequate to fully maintain the road system to standards.**

- i) The backlog of deferred road maintenance for the primary roads continues to grow while funding for maintenance continues to decline. The continued negative budget trend may compromise user safety and future access.
- ii) The backlog of deferred road maintenance for the local roads continues to grow while funding levels continue to decline. Very limited amounts of funding goes to maintaining the local roads system. Collectively the local road system poses the highest potential risks to the environment.

##### **2) The existing arterial and collector road system generally meets the needs for access throughout the forest and is consistent with the Forest Plan.**

- i) The functional classification of several roads primary could be changed to better fit the actual conditions as well as changes the operative maintenance levels.
- ii) No new construction or decommissioning of the existing primary Arterial or Collector transportation system appears to be necessary.
- iii) Nine of the primary system roads lack sufficient legal public easement.
- iv) Conflicts exist between the Forest Plan, the public's desire for access and type of access necessary for emergency fire suppression equipment.
- v) The primary road system is an important economic and social link between local communities and National Forest System Lands.
- vi) County Roads of the five California counties within the Tahoe National Forest are a vital component of the primary road system that serves the forest.
- vii) The forest users from the two large population centers on the east and west, Reno and Sacramento, as well as growing local communities generate traffic using open forest roads under nearly every condition. under nearly all conditions on

- viii) The large amount of private land inholdings within the Tahoe National Forest adds considerably to the complexity of managing the road system to accommodate a wide variety of interests and users.

### **3) Of the 108.7 miles of 7 Arterial roads and 404.0 miles of 58 Collector roads that comprise the primary National Forest System Roads on the Tahoe National Forest:**

- i) Generally, the arterial and collector road system has been in place for long enough that the environmental risks associated with those roads are known and have been/ or are being addressed.
  
- ii) Collectively the local road system has higher environmental risks. These risks need to be addressed at the subforest scale.

### **4) The EMDS model**

- i) The EMDS model provides a geospatial analysis of road related aquatic and terrestrial wildlife risks that is cost effective and efficient. The model requires a lot of geospatial data to fully analyze risks. One advantage is that the entire road system can be run in one analysis. The aquatic risk seems to be more useful at multiple scales. The terrestrial risk model requires more information that is currently unavailable on the TNF.

### **5) Future Action Items**

- i) We decided not to set absolute priorities for future action because those priorities for action are highly dependent upon the issues considered.
  
- ii) We need to develop a guidance document for using the Roads Analysis for the Tahoe National Forest at a variety of scales and updating of the EMDS model.
  
- iii) Require the use of this Tahoe NF Roads Analysis for all subforest scale roads analysis through a Forest supplement to the 7700 Manual.
  
- iv) At a minimum re-run EMDS model before Forest Plan Update.

## Appendix E - March 29, 2012 Letter



Forest  
Service

Washington  
Office

1400 Independence Avenue, SW  
Washington, DC 20250

**File Code:** 2300/2500/7700

**Date:** March 29, 2012

**Route To:**

**Subject:** Travel Management, Implementation of 36 CFR, Part 202, Subpart A (36 CFR 212.5(b))

**To:** Regional Foresters, Station Directors, Area Director, IITF Director, Deputy Chiefs and WO Directors

This letter is to reaffirm agency commitment to completing a travel analysis report for Subpart A of the travel management rule by 2015 and update and clarify Agency guidance. This letter replaces the November 10, 2010, letter on the same topic.

The Agency expects to maintain an appropriately sized and environmentally sustainable road system that is responsive to ecological, economic, and social concerns. The national forest road system of the future must continue to provide needed access for recreation and resource management, as well as support watershed restoration and resource protection to sustain healthy ecosystems.

Forest Service regulations at 36 CFR 212.5(b)(1) require the Forest Service to identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System (NFS) lands. In determining the minimum road system, the responsible official must incorporate a science-based roads analysis at the appropriate scale. Forest Service regulations at 36 CFR 212.5(b)(2) require the Forest Service to identify NFS roads that are no longer needed to meet forest resource management objectives.

### Process

Travel analysis requires a process that is dynamic, interdisciplinary, and integrated with all resource areas. With this letter, I am directing the use of the travel analysis process (TAP) described in Forest Service Manual 7712 and Forest Service Handbook (FSH) 7709.55, Chapter 20. The TAP is a science-based process that will inform future travel management decisions. Travel analysis serves as the basis for developing proposed actions, but does not result in decisions. Therefore, travel analysis does not trigger the National Environmental Policy Act (NEPA). The completion of the TAP is an important first step towards the development of the future minimum road system (MRS). All NFS roads, maintenance levels 1-5, must be included in the analysis.

For units that have previously conducted their travel or roads analysis process (RAP), the appropriate line officer should review the prior report to assess the adequacy and the relevance of their analysis as it complies with Subpart A. This analysis will help determine the appropriate scope and scale for any new analysis and can build on previous work. A RAP completed in accordance with publication FS-643, "Roads Analysis: Informing Decisions about Managing the



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Regional Foresters, Station Directors, Area Director, IITF Director, Deputy Chiefs  
and WO Directors

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National Forest Transportation System," will also satisfy the roads analysis requirement of Subpart A.

Results from the TAP must be documented in a **travel analysis report**, which shall include:

- A map displaying the roads that can be used to inform the proposed action for identifying the MRS and unneeded roads.
- Information about the analysis as it relates to the criteria found in 36 CFR 212.5(b)(1).

Units should seek to integrate the steps contained in the Watershed Condition Framework (WCF) with the six TAP steps contained in FSH 7709.55, Chapter 20, to eliminate redundancy and ensure an iterative and adaptive approach for both processes. We expect the WCF process and the TAP will complement each other. The intent is for each process to inform the other so that they can be integrated and updated with new information or where conditions change. The travel analysis report described above must be completed by the end of FY 2015.

The next step in identification of the MRS is to use the travel analysis report to develop proposed actions to identify the MRS. These proposed actions generally should be developed at the scale of a 6<sup>th</sup> code subwatershed or larger. Proposed actions and alternatives are subject to environmental analysis under NEPA. Travel analysis should be used to inform the environmental analysis.

The administrative unit must analyze the proposed action and alternatives in terms of whether, per 36 CFR 212.5(b)(1), the resulting road system is needed to:

- Meet resource and other management objectives adopted in the relevant land and resource management plan;
- Meet applicable statutory and regulatory requirements;
- Reflect long-term funding expectations;
- Ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance.

The resulting decision identifies the MRS and unneeded roads for each subwatershed or larger scale. The NEPA analysis for each subwatershed must consider adjacent subwatersheds for connected actions and cumulative effects. The MRS for the administrative unit is complete when the MRS for each subwatershed has been identified, thus satisfying Subpart A. To the extent that the subwatershed NEPA analysis covers specific road decisions, no further NEPA analysis will be needed. To the extent that further smaller-scale, project-specific decisions are needed, more NEPA analysis may be required.

A flowchart displaying the process for identification of the MRS is enclosed with this letter.

Regional Foresters, Station Directors, Area Director, IITF Director, Deputy Chiefs  
and WO Directors

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### **Timing**

The travel analysis report **must be completed by the end of FY 2015**. Beyond FY 2015, no Capital Improvement and Maintenance (CMCM) funds may be expended on NFS roads (maintenance levels 1-5) that have not been included in a TAP or RAP.

### **Leadership**

The Washington Office lead for Subpart A is Arne Zimmermann, Director of Watershed, Fish, Wildlife, Air and Rare Plants. Working with her on the Washington Office Steering Team are Jim Bedwell, Director of Recreation, Heritage, and Volunteer Resources, and Emilee Blount, Director of Engineering. I expect the Regions to continue with the similar leadership structures which have been established.

Your leadership and commitment to this component of the travel management rule is important. Together, we will move towards an ecologic, economic, and socially sustainable and responsible national road system of the future.

*/s/ James M. Pena (for):*  
LESLIE A. C. WELDON  
Deputy Chief, National Forest System

## Appendix F – ML 1-2 Transportation Analysis Process Risk/Benefit and Recommendation Spreadsheets

### American River Ranger District

Route No	Obj. ML	GIS miles	Risk								Access Benefit			Recommendation	
			TESP Plant	Invasive	Watershed	Wildlife	Aquatics	Recreation	Cultural	Total	Recreation	Fire/Fuels	Lands	Future Use	Justification*
0010-006	2	2.46	1	1	1	1	1	0	0	5	1	1	0	Likely Needed	3
0010-006-04	1	1.09	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	
0010-006-06	1	0.56	0	0	0	1	0	0	0	1	0	0	0	Likely Needed	
0010-008	1	1.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0010-008	2	0.61	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0010-008-02	2	0.80	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0010-012	2	0.87	1	0	1	1	1	0	0	4	1	0	0	Likely Needed	3
0010-014	2	0.53	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3, 2b
0010-014-06	1	0.78	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3, 2b
0010-014-06-02	2	0.51	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3, 2b
0013	2	3.82	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0013-001	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0013-002	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-004	2	1.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-004-02	2	0.87	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-005	2	0.03	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0013-006	1	0.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-006-02	1	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-007	2	0.16	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0013-008	1	0.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-012	1	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-013	1	0.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-014	2	1.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-014-01	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0013-014-02	2	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

\*See page 33 of Tahoe National Forest Travel Analysis Report for justification descriptions.

Only those roads that were determined to be “likely not needed in the future” during Stage1 and determined to be “likely needed in the future” in Stage 3 include a Recommendation Justification

## Appendix F – ML 1-2 Transportation Analysis Process Risk/Benefit and Recommendation Spreadsheets

### American River Ranger District

Route No	Obj. ML	GIS miles	Risk								Access Benefit			Recommendation	
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0010-006-04	1	1.09	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	
0010-006-06	1	0.56	0	0	0	1	0	0	0	1	0	0	0	Likely Needed	
0010-008	1	1.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0010-008	2	0.61	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0010-008-02	2	0.80	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0010-012	2	0.87	1	0	1	1	1	0	0	4	1	0	0	Likely Needed	3
0010-014	2	0.53	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3, 2b
0010-014-06	1	0.78	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3, 2b
0010-014-06-02	2	0.51	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3, 2b
0013	2	3.82	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0013-001	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0013-002	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-004	2	1.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-004-02	2	0.87	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-005	2	0.03	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0013-006	1	0.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-006-02	1	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-007	2	0.16	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0013-008	1	0.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-012	1	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-013	1	0.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-014	2	1.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-014-01	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0013-014-02	2	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

\*See page 33 of Tahoe National Forest Travel Analysis Report for justification descriptions.

Only those roads that were determined to be “likely not needed in the future” during Stage1 and determined to be “likely needed in the future” in Stage 3 include a Recommendation Justification

0013-014-03	2	0.04	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0013-015	1	0.11	0	0	1	1	0	0	1	3	0	0	0	Likely Needed	
0013-016	2	0.44	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-017	2	4.02	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-06	2	3.03	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	1a
0013-017-06-02	1	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-017-06-04	2	0.13	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0013-017-06-06	2	0.45	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0013-017-06-06-04	2	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-017-06-08	2	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-017-06-10	2	0.52	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-06-18	2	0.22	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	2a
0013-017-07	2	0.16	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-08	2	1.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-08-04	2	0.33	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-017-09	2	0.25	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-10	2	1.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-017-10-04	2	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-017-10-04-02	2	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-017-12	2	0.50	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-017-18	2	0.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-018	2	6.09	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3
0013-018-02	2	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-018-04	2	0.38	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0013-018-05	2	1.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3
0013-018-05-04	2	0.22	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3, 1a
0013-018-06	2	1.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-018-06-02	2	0.15	0	0	1	1	0	0	0	2	0	1	1	Likely Needed	

0013-018-06-03	2	1.37	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3, 1a
0013-018-06-04	1	0.68	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0013-018-06-04-02	1	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-018-10	1	0.37	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1a
0013-018-12	1	0.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-018-14	1	0.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-018-16	1	0.59	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-020	2	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-022	2	0.55	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-028	2	0.83	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-036	2	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-038	2	1.03	1	0	1	1	1	0	0	4	0	1	0	Likely Needed	2a, 1a
0013-038-04	2	0.54	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-038-06	2	0.19	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0013-042	2	1.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0013-042-04	2	0.92	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0013-042-10	2	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-008	2	0.43	0	0	1	1	0	0	1	3	0	0	0	Likely Needed	
0016-010	2	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-012	1	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-014	2	1.18	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-014	D	0.56	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-014-02	1	0.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-014-04	1	0.12	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0016-018	1	0.38	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-018-02	1	0.08	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-024	2	1.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-024-04	1	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0016-024-06	1	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-024-06-02	1	0.14	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0016-026	2	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-028	1	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0016-032	2	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-033	2	0.92	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-033-02	2	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-033-04	1	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0016-036	1	0.84	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-036-02	1	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0016-038	1	0.49	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0016-044	2	0.23	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-046	2	2.81	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-046-03	1	0.06	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0016-046-08	2	1.58	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3, 1a
0016-046-08-01	2	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0016-046-08-06	1	0.24	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	2c
0016-046-12	1	0.76	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0016-048	2	0.77	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0019	2	0.29	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	3
0019	Unknown	1.35	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	3
0019-002	1	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-003	2	1.33	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0019-004	2	1.27	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3, 1a
0019-005	2	1.15	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0019-005-01	1	0.98	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-005-01	2	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-005-01-01	2	1.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0019-005-02	1	0.30	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0019-006	2	1.79	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0019-006-01	2	0.53	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0019-006-06	2	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-007	2	0.82	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0019-008	2	0.97	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-009	1	2.13	0	0	1	0	1	0	1	3	0	1	0	Likely Needed	
0019-010	1	0.53	0	0	1	0	1	0	0	2	0	1	0	Likely Needed	
0019-015	2	2.19	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-016	2	6.89	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	3
0019-016-01-03	1	0.45	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-016-01-04	1	0.84	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-016-02	2	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-016-04	2	0.79	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0019-016-06	2	0.79	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3
0019-016-07	1	0.07	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-016-09	2	1.32	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0019-016-10	2	1.01	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-016-12	2	0.21	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-016-50	2	0.48	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-019	2	2.01	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-019-01	2	1.10	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-019-02	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-021	2	0.07	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-022	2	5.20	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3
0019-022-01	1	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-022-02	1	1.67	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-022-02-01	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-022-04	2	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0019-022-07	2	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0019-022-08	2	0.23	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0019-022-10	1	0.41	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0019-022-11	2	1.04	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	3
0019-022-12	1	0.52	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	3
0019-023	2	1.49	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-024	1	0.46	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0019-025	1	1.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-025-01	1	0.55	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-025-02	2	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0019-027	1	0.41	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0019-028	2	3.57	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0022-002	2	0.49	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0024	2	1.66	1	0	1	1	1	0	0	4	1	0	1	Likely Needed	3
0024-004	2	0.27	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0024-006	2	0.31	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0024-009	2	0.57	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0024-012	2	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0024-020	1	1.48	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0024-021	2	0.65	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	3, 2b
0024-021-10-06	2	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-020	1	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0026	2	2.94	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	3
0026-001	1	0.81	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0026-002	2	3.54	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3, 2a
0026-003	2	0.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0026-006	2	2.55	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0026-006-02	2	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0026-006-04	1	1.78	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0026-006-04-02	1	1.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0026-006-04-02-04	1	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0026-009	2	1.74	1	0	1	1	1	0	1	5	1	0	0	Likely Needed	2b, 1a
0026-016	2	1.55	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0026-016-06	2	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0026-019	2	0.40	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0033-002	2	0.07	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0033-004	2	0.53	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-006	1	0.10	0	0	0	1	0	0	0	1	0	0	0	Likely Needed	
0033-006-02	1	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-006-02-02	1	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-006-04	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-006-06	1	0.20	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0033-007	1	1.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-007-04	1	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-007-06	1	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-008	1	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-008-02	1	0.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-008-04	1	0.09	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-012	2	0.37	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-014	2	0.42	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-016	2	0.25	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-018	2	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-022	2	2.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-02	2	0.37	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0033-022-04	1	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-06	2	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-08	2	0.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0033-022-09	2	0.75	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-09-02	2	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-09-04	2	0.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-12	2	0.64	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-022-14	2	0.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-024	2	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-027	2	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-028	1	0.71	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-028-02	1	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-029	2	0.87	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-032	1	0.18	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0033-036	2	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-02	2	1.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-02-02	1	0.49	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-02-04	2	0.16	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-02-06	2	0.24	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-03	2	0.72	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-045-04	2	0.81	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-045-07	2	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-045-08	2	0.19	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1a
0033-045-09	2	0.33	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1a
0033-046	2	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-048	2	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-052	1	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-056	2	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058	2	3.93	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0033-058-04	2	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-058-06	2	0.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058-06-02	2	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0033-058-07	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-058-08	2	0.54	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058-08-02	2	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-058-09	2	1.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058-09-02	2	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-058-09-04	2	0.27	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0033-058-09-06	2	0.14	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058-12	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0033-058-14	1	0.55	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-058-18	1	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0033-060	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0038	2	3.93	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	
0038-001	2	0.82	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0038-003	2	1.83	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0038-003-01	2	0.24	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042	2	3.01	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0042-006	1	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042-010	1	1.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0042-010	D	0.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0042-010-02	1	1.10	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042-012	1	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0042-014	1	0.11	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042-016	1	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042-016	D	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0042-016-02	1	0.52	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0042-017	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0043-001	2	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-001-05	2	0.03	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0043-006	2	0.37	0	0	1	1	1	0	1	4	1	1	0	Not Likely	3, 2c

														Needed	
0043-008	1	1.57	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0043-012	2	1.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-012-02	2	0.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-012-06	2	0.10	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0043-014	1	1.85	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-014-04	1	0.82	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-022	2	0.78	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0043-054	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0043-055	2	0.04	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0044	2	1.05	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0044-002	2	0.93	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-005	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0044-016	2	0.76	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-022-01	2	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-022-02	2	0.59	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0044-022-04	1	0.71	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-06	1	0.66	1	0	1	1	1	1	0	5	0	1	0	Likely Needed	1a, 2a
0044-022-07	1	0.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-08	2	1.13	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-08-01	2	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-022-08-02	2	0.07	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0044-022-09	2	1.87	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3
0044-022-09-01	2	0.02	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0044-022-09-02	2	0.22	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-09-03	2	0.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-09-04	2	0.54	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3, 1a
0044-022-09-06	1	0.12	0	0	1	1	1	1	0	4	0	1	0	Not Likely Needed	

0044-022-12	2	0.37	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-14	2	0.49	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-14-02	2	0.10	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-022-16	2	0.23	0	0	1	1	1	0	1	4	1	0	0	Not Likely Needed	3, 2c
0044-024	2	0.59	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-024	D	0.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-026	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-026-02	2	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-028	1	0.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-028-06	2	0.07	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0044-029	1	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-032	1	1.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-032-08	2	1.53	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-033	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0044-036	2	0.92	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-038	2	3.89	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3, 1a
0044-038-02	2	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-038-02-02	2	1.20	1	0	1	1	1	1	1	6	1	1	0	Likely Needed	3, 1a
0044-038-02-04	2	0.30	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3, 1a
0044-038-02-04	D	0.27	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3, 1a
0044-038-04	2	0.95	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-038-04-02	2	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0044-044	2	0.80	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3, 1a
0044-046	2	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-046	D	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-048	2	1.41	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-048	D	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-048-02	2	0.56	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0044-048-02	D	0.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-048-02-02	2	0.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-052	2	0.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-052	D	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-052-06	2	0.38	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-052-06	D	0.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-052-06-02	2	0.12	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0044-054	2	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-056	2	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-056	D	0.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0044-057	2	0.20	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0044-058	2	0.76	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0044-059	2	0.01	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0045	2	6.39	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0045-001	2	2.75	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0045-002	1	0.97	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-004	1	2.68	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0045-004-01	2	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-004-02	1	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-004-03	2	1.08	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-005	2	0.79	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-006	2	0.86	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-006-01	2	0.01	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	2c
0045-007	2	0.78	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-007-01	1	0.67	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-008	2	0.24	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-009	2	1.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-010	1	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0045-011	1	0.16	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0045-012	1	0.44	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-013	2	1.33	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-013-01	2	1.37	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-013-02	1	0.18	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-013-03	1	0.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-014	1	0.70	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-015	2	0.84	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-016	1	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0045-017	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0045-018	1	0.24	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0048-002	1	1.85	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-004	1	0.41	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0048-004-04	1	0.40	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0048-006	1	4.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-008	2	2.74	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0048-008-04	1	0.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-008-04	D	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-008-04-01	1	0.33	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0048-008-04-04	1	1.69	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-008-08	1	0.64	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-012	1	1.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0048-012-04	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0048-014	2	0.22	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3
0048-014-02	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0048-014-04	1	0.85	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0048-014-06	1	0.46	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0051	2	0.71	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b, 1b
0051	D	0.00	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b, 1b

0051-002	2	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0051-002-02	2	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0051-004	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0051-006	1	0.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0051-016	1	1.01	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0051-016-04	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0057	2	5.23	0	1	1	1	1	0	1	5	1	1	1	Likely Needed	3
0057-005	1	2.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0057-007	2	0.41	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0057-009	1	3.69	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0057-009-04	1	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0057-011	1	0.07	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0057-014	1	0.49	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a,b
0057-014	D	0.65	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a,b
0057-016	1	1.20	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a
0057-018	1	0.38	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	2c
0057-025	2	0.62	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0066	2	4.24	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0066-006	2	0.53	0	0	1	1	0	0	1	3	0	1	0	Likely Needed	
0066-016	2	0.52	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3, 2b
0066-018	2	1.93	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0066-018-05	2	0.03	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	
0066-020	2	0.59	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0066-024	2	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0066-028	2	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0066-030	1	0.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0066-034	1	0.44	0	0	1	1	0	0	1	3	0	0	0	Likely Needed	
0066-037	2	0.43	0	0	0	0	0	0	0	0	0	1	0	Likely Needed	

0066-041	2	0.02	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0068	2	4.52	1	0	1	1	1	0	0	4	0	0	0	Likely Needed	
0068-010	2	0.30	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0068-011	1	0.64	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0068-012	2	3.20	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0068-012	D	0.48	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0068-012-20	2	1.28	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0068-022	2	0.87	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0068-028	1	1.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0068-028-08	1	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0068-028-10	1	0.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0068-030	2	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-003	2	0.46	0	1	1	1	1	0	0	4	1	0	1	Likely Needed	3, 1a
0088-004	1	0.34	1	1	1	1	0	0	0	4	0	0	0	Likely Needed	1a
0088-004-02	1	0.17	0	1	1	1	0	0	0	3	0	0	0	Likely Needed	
0088-006	1	0.80	1	1	1	1	1	0	0	5	0	0	1	Likely Needed	2c
0088-006-02	1	0.99	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
0088-006-04	1	0.89	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-011-08	2	2.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0088-013	2	1.51	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	3
0088-013-05	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0088-013-07	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0088-015	2	1.63	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	3
0088-015-07	2	0.15	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0088-017	2	1.65	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0088-017-04	2	0.12	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0088-018	D	0.15	0	0	1	1	1	0	1	4	0	0	0	Decom	
0088-020	2	0.60	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0088-022	2	0.20	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3

0088-023	2	1.56	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0088-023-02	2	0.25	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0088-024	2	0.85	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-024-04	2	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-026	2	3.08	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0088-026-02	2	1.16	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-026-02-01	1	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-026-03	2	1.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0088-032-02	1	0.09	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0088-036	2	0.25	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3, 2b
0088-037	2	0.87	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0088-038	2	0.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0088-039	2	3.48	1	0	1	1	1	0	1	5	1	1	0	Likely Needed	3
0088-039-01	1	1.21	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	2b
0088-039-16	2	0.40	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0088-041	1	0.84	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0088-041	Unknown	0.81	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0088-044	1	0.84	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0088-044-01	1	0.84	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0088-045	2	2.08	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0088-045-07	1	0.22	0	0	1	0	1	0	0	2	0	1	0	Likely Needed	
0088-045-11	2	0.17	0	0	1	0	1	0	0	2	0	1	0	Likely Needed	
0088-045-12	1	0.39	0	0	1	0	1	0	0	2	0	0	0	Likely Needed	
0088-049	2	0.01	1	0	1	0	1	0	1	4	1	0	0	Not Likely Needed	
0088-050	2	0.03	0	0	1	0	0	0	0	1	1	1	0	Likely Needed	
0088-051	2	0.02	0	0	0	0	0	0	0	0	1	1	0	Likely Needed	
0088-054	2	0.03	0	0	1	0	0	0	0	1	1	1	0	Likely Needed	
0088-057	2	0.02	0	0	1	0	0	0	0	1	1	1	0	Likely Needed	

0088-058	1	1.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096	2	4.15	1	1	1	1	1	1	1	7	1	1	1	Likely Needed	3
0096-001	2	0.32	0	1	1	1	1	0	0	4	0	0	0	Likely Needed	2a
0096-004	1	0.43	1	1	1	1	1	0	0	5	0	1	1	Likely Needed	2a
0096-006	2	1.56	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a
0096-006-06	2	0.18	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	3, 2a
0096-009	1	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-010	2	2.94	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0096-010-02	2	1.05	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-010-06	2	0.59	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-010-10	2	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-012	1	1.18	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0096-012	2	2.92	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0096-012-02	1	0.08	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0096-012-06-06	1	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-012-12	2	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-012-12-04	2	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-012-12-06	2	0.19	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0096-012-14	1	0.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-012-16	2	0.37	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0096-012-20	2	0.31	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0096-014	2	0.29	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0096-015	2	0.39	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0096-016	2	0.27	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0096-018	2	1.49	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-021	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-021-04	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-022	1	1.29	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0096-023	1	0.62	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0096-024	2	1.05	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	
0096-024-02	1	0.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-024-06	1	0.01	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-025	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0096-026	2	2.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-026-02	1	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-026-06	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-026-08	2	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-026-08-04	1	0.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-029	2	0.05	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-029-02	2	0.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-031	2	0.10	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-034	2	1.54	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0096-034-01	2	0.05	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	
0096-034-02	2	1.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-034-03	2	0.25	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	2c
0096-034-04	2	0.83	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0096-034-04	D	0.19	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0096-038	2	1.86	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0096-038-04	2	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-040	2	2.64	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-040-05	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0096-040-06	2	1.81	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-040-18	2	0.24	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-040-20	2	0.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-042	2	0.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-045	2	1.66	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-046	2	1.70	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	

0096-046-02	2	1.13	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-046-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0096-046-06	2	0.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-046-06-01	2	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-046-10	2	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-046-14	2	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-046-14-01	2	0.17	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0096-049	2	2.91	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	3
0096-049-04	2	0.08	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	2c
0096-049-08	2	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-049-12	2	0.84	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-052	2	2.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-054	2	2.24	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0096-054-05	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0096-054-15	2	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-057	2	4.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-057-06	1	1.04	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-057-06-04	1	0.53	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-062	2	0.03	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0096-063	2	2.83	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-063-08	1	0.83	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-067	2	1.23	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3, 1a
0096-067-06	2	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-069	1	0.32	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0096-070	2	0.19	0	1	1	1	1	0	1	5	0	0	1	Likely Needed	2a
0096-070	D	0.56	0	1	1	1	1	0	1	5	0	0	1	Likely Needed	2a
0096-071	1	0.11	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-073	1	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0096-075	1	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-076	2	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-077	1	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-079	1	1.28	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0096-083	1	1.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0096-087	1	0.21	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0096-092	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0096-098	2	0.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-106	1	0.93	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-110	2	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-110	D	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0096-114	1	1.89	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3001-002	2	2.50	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
3001-006	2	1.49	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3001-008	2	1.90	1	1	1	1	1	0	0	5	1	1	1	Likely Needed	3
3004-006	1	0.78	1	1	1	1	1	0	0	5	1	1	1	Likely Needed	2b, 2a
3004-006-02	1	0.14	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3004-010	1	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3127-004	1	0.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
3127-008	2	1.09	1	0	1	1	1	0	0	4	0	0	1	Likely Needed	2a
3127-008-01	1	0.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3127-008-01-01	1	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
3127-008-02	2	0.73	1	0	1	1	1	0	0	4	0	0	1	Likely Needed	2a
3127-008-02-01	2	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
3127-008-02-02	2	1.13	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
3127-008-02-05	2	0.54	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
3127-008-06	2	0.12	1	0	1	1	1	0	0	4	0	0	1	Likely Needed	2a
3127-010	2	1.52	1	0	1	1	1	0	0	4	0	1	1	Not Likely Needed	

3127-010-02	2	0.33	1	0	1	1	1	0	0	4	0	0	1	Not Likely Needed	
3127-010-10	2	0.81	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2a
3127-010-10-02	2	0.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
3127-010-10-04	2	0.26	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
3127-010-14	2	0.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
3127-010-16	2	1.07	1	0	1	1	1	0	0	4	0	0	0	Not Likely Needed	
4140-004	2	0.21	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
4140-008	2	0.16	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
4140-009	2	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
4140-010	1	0.87	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2a
5001K-002	2	1.19	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a
5001K-004	1	1.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6001-010	2	0.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6001-011	2	1.34	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6001K-001	2	1.83	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	2b
6001K-003	2	0.98	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6001K-003-01	2	0.70	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6149-010	1	2.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6149-010-02	1	1.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6149-010-04	1	0.52	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6149-010-06	1	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6149-010-08	1	0.09	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
6149-010-10	1	0.17	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
6149-010-12	1	0.14	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
6149-013	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6149-015	1	1.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6149-015-04	1	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6149-015-06	1	0.27	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	

6149-015-08	1	0.27	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
6149-019	1	0.09	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
6149-023	1	0.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6149-026	2	3.05	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6149-026-04	1	0.75	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6149-031	2	1.06	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	3
6149-031-04	2	1.06	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b,c
6149-031-04-06	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
6149-031-05	2	0.01	0	0	1	1	0	0	1	3	1	1	0	Likely Needed	
9100-001	1	1.01	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
9100-001-01	1	0.37	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1a
9100-001-02	2	0.23	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a

## Sierraville Ranger District

Route No	Obj. ML	GIS miles	Risk								Access Benefit			Recommendation	
			TESP Plant	Invasive	Watershed	Wildlife	Aquatics	Recreation	Cultural	Total	Recreation	Fire/Fuels	Lands	Future Use	Justification
0004-002	2	1.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0004-002-02	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0004-002-10	2	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0004-010	2	0.47	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0004-020	2	2.45	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0004-020-10	2	0.93	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0004-020-10-10	1	0.33	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0004-020-20	2	0.51	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0004-020-40	2	0.49	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0004-020-50	2	0.34	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0004-025	1	1.70	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0004-027	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0004-048	2	1.15	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0004-048-05	2	0.43	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0004-048-05-10	2	0.28	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0004-050	2	5.93	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	3
0004-050-06	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0004-050-07	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely	2b

														Needed	
0004-050-08	2	0.75	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0005-002	1	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0005-005	1	1.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0005-010	1	0.79	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0005-012	1	0.70	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0005-015	1	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0005-017	1	1.04	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0005-020	1	1.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0005-020-20	2	0.91	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-025	2	2.98	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0005-025-30	2	1.25	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0005-035	2	0.99	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-035-20	1	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0005-035-40	2	1.73	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0005-035-40-10	2	0.20	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-035-40-10	D	1.05	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-035-40-10-05	2	0.63	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-035-40-30	2	0.18	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0005-037	1	1.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0005-038	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0005-044	2	0.21	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-050-10	2	0.75	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0005-050-10-05	2	0.78	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-060	1	1.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0005-065	1	0.46	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1
0005-070	1	2.15	1	0	1	1	1	0	1	5	0	0	0	Likely Needed	1
0005-070-05-10	2	0.33	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0005-070-20	2	0.26	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0005-080-05	2	0.28	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0007-010-01	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0007-010-02	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0007-010-05	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0007-010-10	1	1.29	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1
0007-010-10-10	2	0.47	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0007-010-10-20	1	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-010-10-20	2	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-010-15	2	1.98	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0007-010-50	1	0.76	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-030-05	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b

0007-030-07	2	0.32	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0007-030-07-05	2	0.04	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0007-030-07-07	2	0.03	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0007-030-10	1	3.83	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0007-030-20	1	1.05	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0007-030-30	2	1.43	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	3
0007-030-30-20	2	0.19	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0007-030-45	2	1.06	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0007-040	2	1.05	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0007-040-10	2	0.60	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0007-040-10-05	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0007-040-20	2	0.90	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0007-040-30	2	0.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0007-040-30-04	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0007-040-50	2	0.66	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0007-040-50-05	2	0.01	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	2b
0007-040-51	2	0.87	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0007-040-60	2	0.58	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0007-040-60-20	2	0.42	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0007-040-70	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b

0007-050-05	2	1.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0007-050-05-05	2	0.18	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0007-050-05-20	2	1.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0007-050-07	2	0.02	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0007-050-08	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0007-050-45	2	0.41	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1
0007-055-30	2	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-055-40	2	0.42	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-070	2	0.38	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	1; 2c
0009-015	2	2.70	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	2a
0009-015-01	2	1.12	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0009-015-01-05	1	0.62	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-015-02	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0009-015-03	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0009-015-10	2	0.76	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0009-015-40	2	0.25	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0012-005	1	0.65	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-007	2	0.37	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-008-05	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0012-008-10	2	0.32	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c

0012-008-10-05	2	0.43	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0012-008-12	1	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0012-008-15	2	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0012-010	2	0.44	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0012-010-10	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0012-012	2	0.48	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-012-05	2	0.04	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0012-014-05	2	0.25	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-014-10	2	0.23	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-014-12	2	0.78	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-014-20-05	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0012-014-25	2	1.80	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-014-25-15	1	0.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-014-25-15	2	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-014-25-15-05	2	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-014-25-25	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2c
0012-015	2	0.31	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0012-017	2	0.64	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-017-05	2	0.28	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0012-017-15	2	0.18	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b

0012-022	2	0.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0012-028-07	2	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-028-15	1	0.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-028-20	2	0.88	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0012-028-20-10	1	2.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0012-028-20-10-15	2	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-028-20-15	1	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-028-30	1	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-030	2	0.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-030-05	2	0.18	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	2c
0012-035	2	1.09	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-045-05	2	0.30	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0012-045-05	D	0.55	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0012-045-13	2	0.40	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0012-045-15	2	0.41	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0012-045-20	2	1.45	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0012-045-30	2	1.51	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-045-35	2	0.52	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-045-45	1	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-045-50	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0012-045-55	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-045-60	2	0.79	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0012-045-60-05	2	0.69	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0012-045-60-20	2	0.22	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0012-045-70	2	0.90	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-045-80	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-045-90	1	0.43	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-055	2	1.36	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-055-15	2	2.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0012-055-20	1	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0012-055-30	1	0.25	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0012-059	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0012-060	2	0.85	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0012-065	2	0.70	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0012-068	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0012-075	2	2.27	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0012-075-20	1	0.46	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-090	2	0.30	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0012-099-50	2	0.18	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0012-099-60	2	0.14	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b

0012-099-70	2	0.15	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	2b
0012-099-80	2	0.16	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	2b
0015-005	2	0.52	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0015-020	2	0.84	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0015-030	2	3.35	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0015-030-30	2	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0015-030-35	2	0.39	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0015-031-10	1	2.08	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0015-035	2	0.04	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0015-045	1	0.72	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0015-045-10	2	0.12	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0015-055	1	0.44	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0015-060	2	2.14	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0031	2	1.02	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0041-018	2	0.28	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0041-020	2	0.67	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3
0041-020-04	1	0.01	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2a
0041-020-05	2	0.17	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1
0041-020-10	2	1.93	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	3
0041-020-10-02	2	0.02	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b

0041-020-10-05	2	0.02	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0041-021	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0049-075	1	0.84	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0049-075-05	1	0.65	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0049-100	2	1.36	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2c
0049-100-05	2	0.83	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	1
0049-110	2	0.51	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0049-150	2	2.01	0	0	1	0	1	0	0	2	0	1	1	Likely Needed	1
0052	2	5.94	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	3
0052-015	2	1.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	1
0052-025	2	1.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0052-025-15-01	2	0.05	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0052-025-25	1	1.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0052-033	2	2.95	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0052-035	2	1.14	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0052-035-07	2	1.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0052-070	2	0.07	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0052-090	2	0.11	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0052-095	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-018	2	1.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c

0054-025	2	1.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0054-025-20	2	0.31	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0054-025-30-20	2	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0054-030-30	2	0.69	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-030-35	2	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0070-020	2	3.02	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0070-020-10	2	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0070-030	1	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0070-040	2	4.37	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2c
0070-040-20	2	0.34	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3
0070-040-20-05	2	0.01	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	2b
0070-040-20-07	2	0.17	0	0	1	1	0	1	0	3	1	1	0	Likely Needed	2b
0070-040-40	2	2.15	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	2c
0070-040-50	2	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0070-040-60	2	0.80	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1
0070-050	2	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0070-058	2	0.53	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0070-060	2	0.71	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	3
0070-065	2	0.68	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3
0070-065-10	2	0.51	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	3

0070-070	2	0.16	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0070-071	2	0.02	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0070-080-10	2	0.80	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0071	2	4.06	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	1
0071-010	2	0.13	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0071-011	2	0.14	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0071-012	2	0.73	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0071-017	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0071-020	2	0.14	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1
0071-025	2	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0071-041	2	5.01	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	3
0071-041-45	1	1.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0071-041-50	2	0.64	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0071-041-65	1	3.96	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1; 2c
0071-041-65-10	1	1.05	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0071-041-65-50	2	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0071-046	1	1.01	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0071-050	2	0.19	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	2b
0085	2	2.93	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b
0085-010	1	0.15	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3

0085-014	2	2.33	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0085-016	2	0.09	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	2b
0085-017	2	0.46	0	0	1	0	1	0	0	2	1	0	0	Likely Needed	3
0085-019	2	0.17	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	2b
0085-021	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0086-018	2	0.03	0	0	1	0	1	1	0	3	1	0	1	Likely Needed	2b
0086-019	2	0.02	0	0	1	0	1	1	0	3	1	0	1	Likely Needed	2b
0086-030	2	0.37	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	2b
0086-030-05	2	0.02	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	
0086-040	2	2.83	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	2c
0086-040-05	2	0.01	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	2b
0086-040-30	2	0.31	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1
0086-040-30-05	2	0.02	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0086-050	2	0.50	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	3
0086-050-10	2	0.80	0	0	1	0	1	0	0	2	1	0	1	Likely Needed	3
0086-070	2	5.24	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0086-070-01	2	2.08	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0086-070-01-10	2	1.06	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0086-070-01-20	2	0.69	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0086-070-30	2	0.56	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c

0089-040-20-10	2	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-047	2	0.19	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0089-055-015	2	0.13	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0089-055-015-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0089-055-02	2	0.07	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0089-055-04	2	2.47	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-065	2	5.00	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3
0089-065-02	2	0.01	0	1	1	1	1	0	0	4	1	0	1	Likely Needed	2b
0089-065-05	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-065-10	1	0.94	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-065-40	1	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-065-50	1	0.58	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-070-10-05	2	0.08	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0089-085	2	0.87	1	0	1	1	1	0	0	4	1	0	1	Likely Needed	3
0089-085-10	2	0.28	1	0	1	1	1	0	0	4	1	0	1	Likely Needed	3
0089-087	2	0.66	1	0	1	1	1	0	1	5	1	0	1	Likely Needed	3
0089-088-010	2	0.13	1	0	1	1	1	0	0	4	0	0	1	Likely Needed	1
0089-088-08	1	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	1
0089-088-08	Unknown	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	1
0089-089	2	1.47	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1

0089-099	1	1.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-099-06	1	0.22	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0260-045	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0260-050	2	1.71	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0260-050-05	2	0.02	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0301-035	2	1.02	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0301-035-01	1	0.21	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-035-08	1	0.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0301-035-09	1	0.09	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	2c
0301-035-22	2	0.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-040	2	0.76	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2c
0301-040-25	2	0.61	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2c
0301-042	2	0.33	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0301-043	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0301-044	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0301-045	2	0.01	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0301-046	2	0.01	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0301-050	2	0.98	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2c
0301-050-05	2	0.01	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	2b
0301-050-07	2	0.01	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b

0301-071	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0301-072	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0301-073	1	1.78	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-075	2	2.68	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2b
0301-085	2	0.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-090	1	0.73	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-095	2	0.06	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0350-009	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0350-010	2	1.44	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0350-010-05	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0350-010-09	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0350-011	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0350-018	2	0.97	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0350-025	2	2.78	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0351-010	1	0.53	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-002	2	0.05	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0450-005	2	2.54	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-005-10	2	0.77	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-005-10-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0450-005-12	2	0.24	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3

0450-005-15	2	1.26	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0450-005-15-05	2	1.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-005-15-05-05	2	0.53	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-005-15-10	2	0.19	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-007	2	0.15	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0450-010	2	3.65	1	0	1	1	1	0	1	5	1	1	1	Likely Needed	1; 2b
0450-010-20	1	1.63	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-20-05	1	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-20-05	2	0.88	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-30	2	0.54	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0450-010-50	2	1.13	1	0	1	1	1	0	0	4	1	0	0	Likely Needed	3
0450-010-50-10	1	0.24	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0450-010-50-10-10	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-50-10-15	1	0.32	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0450-010-60	2	0.61	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0450-010-60-10	2	0.62	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-010-60-20	2	0.65	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-015	2	1.54	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0450-015-10	2	1.09	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0450-017	2	2.38	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3

0450-017-30	2	0.99	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0450-018	2	0.82	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1b; 3
0450-020	2	4.08	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1; 2b
0450-020-70	2	0.10	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0450-020-75	2	0.30	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-030	2	0.11	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0450-035	2	0.34	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-035-05	2	0.36	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0450-040	1	0.01	0	1	1	1	1	0	1	5	1	0	1	Likely Needed	2b
0450-040	2	0.44	0	1	1	1	1	0	1	5	1	0	1	Likely Needed	2b
0451-015	2	5.27	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0451-015-10	2	0.51	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0451-023	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0451-025-05	2	0.81	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0451-025-05-05	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0451-038	2	0.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0451-050-20	2	1.25	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0451-050-20-10	2	0.84	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0451-050-30	2	0.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0451-050-50	2	0.09	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0451-050-50	D	0.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0451-050-70	2	0.62	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0451-050-70	D	0.77	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0451-050-90	2	0.50	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0451-080	2	0.23	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0540-020	2	3.37	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0540-020-10	1	3.40	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1
0540-020-10-05	2	0.68	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	3
0540-020-10-20	1	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0540-020-20	1	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0540-020-20-10	2	0.66	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0540-020-30	2	0.58	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0540-020-35	2	0.57	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0540-020-35-10	2	0.22	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0540-020-40	2	0.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0540-020-40-05	1	0.46	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0540-020-40-05-05	2	0.30	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0540-020-40-10	2	1.53	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0540-020-40-15	2	0.33	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0540-020-40-20	2	0.22	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3

0540-020-45	1	0.62	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0540-020-50	2	1.00	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0541-010	2	1.39	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	3
0541-010-10	2	0.64	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0541-010-10	D	0.50	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0541-010-10-05	2	0.04	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0560-018	1	0.28	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	3
0560-018	D	0.36	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	3
0560-019	2	0.01	0	1	0	0	0	0	0	1	1	0	0	Likely Needed	2b
0560-020	2	1.22	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	3
0560-029	2	0.02	0	0	1	0	1	0	1	3	1	0	0	Likely Needed	2b
0560-039	2	0.02	0	1	1	0	1	0	0	3	1	0	0	Likely Needed	2b
0560-040	2	1.39	0	0	1	0	1	1	1	4	1	1	0	Likely Needed	3
0560-040	D	0.68	0	0	1	0	1	1	1	4	1	1	0	Likely Needed	3
0560-040-10	2	0.47	0	0	1	0	1	0	0	2	1	1	0	Likely Needed	3
0560-040-20	2	0.22	0	0	1	0	0	0	0	1	0	1	0	Likely Needed	
0560-045	2	0.22	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0560-045	D	0.33	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0560-048	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0560-049	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b

0560-050	2	2.54	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0640-050-20	2	0.25	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	1
0650-003	2	1.32	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0650-003	D	0.10	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0650-003-03	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0650-003-10	2	1.38	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0650-003-10-10	2	0.92	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0650-003-10-10-05	2	0.23	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0650-003-20	2	1.20	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0650-003-20-05	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0650-010	2	7.11	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	3
0650-010-02	2	0.07	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0650-010-10	2	0.96	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0650-010-30	2	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0650-010-30	D	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0650-010-40	2	0.34	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0650-010-40-05	2	0.10	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0650-039	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0650-040	1	0.40	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0650-040	D	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0650-040-10	1	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0650-043	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0650-048	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0650-050	2	0.14	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0650-055	2	0.14	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0650-056	2	0.05	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0650-057	2	0.02	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0650-060	2	2.48	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0650-065	2	0.31	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0650-070	2	0.14	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0650-072	2	0.70	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0650-073	2	0.19	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0650-075-05	2	0.39	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0650-075-07	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0650-075-07	D	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0650-075-10	2	0.25	0	0	1	1	0	0	1	3	0	1	1	Likely Needed	2c
0650-075-15	2	0.62	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	3
0650-075-70	2	0.65	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0650-075-70-20	2	0.78	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	3
0843-005-20	2	0.75	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c

0843-005-20-05	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-005-20-06	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	2b
0843-005-20-10	2	0.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-005-25	2	0.11	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0843-005-30	2	0.11	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0843-010	2	1.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0843-011	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0843-015	2	1.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0843-015-05	2	0.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-015-05-05	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-015-06	2	2.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0843-015-06-10	2	0.44	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0843-015-06-10-05	2	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-015-06-40	2	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0843-015-06-40-10	2	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0843-015-15	2	0.89	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0843-015-15-15	2	0.15	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2c
0843-015-20	2	2.01	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0843-016	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0843-017	Unknown	0.35	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	

0843-019	1	1.69	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1
0843-020	2	1.62	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0843-021	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0843-025	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0843-027	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0843-029	2	0.82	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0843-032	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0855-010	2	0.23	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0855-015-05	2	0.94	1	0	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0855-015-07	2	0.07	1	0	1	1	1	0	0	4	1	0	1	Likely Needed	3
0855-035	2	0.02	0	0	0	1	0	0	0	1	1	0	0	Likely Needed	2b
0855-040	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-003	2	0.37	0	1	1	1	1	1	1	6	1	1	1	Likely Needed	1b; 2b,c
0860-004	1	0.43	0	1	1	1	0	1	1	5	0	1	1	Likely Needed	1
0860-009	2	0.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-010	2	1.24	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1b; 2b,c
0860-010-10	2	0.34	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1; 2b
0860-010-13	2	0.02	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	2b
0860-013	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-014	2	0.36	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3

0860-016	2	0.16	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-018	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-019	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-020	2	0.09	0	1	1	1	1	0	1	5	1	1	1	Likely Needed	1; 2b
0860-020-01	1	0.45	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	1; 2a
0860-020-01-02	1	0.01	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0860-021	2	0.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-022-05	2	0.24	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3
0860-023	2	1.22	0	1	1	1	1	0	1	5	1	0	0	Likely Needed	3
0860-023-04	2	0.07	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0860-023-05	2	1.83	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-023-05-40	2	2.41	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-023-05-40	D	0.27	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-023-05-40-20-05	2	0.13	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-023-05-40-60	1	0.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-023-10	2	1.52	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-024	1	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-025	2	3.23	0	1	1	1	1	0	1	5	1	0	1	Likely Needed	3
0860-025-05	2	4.05	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3
0860-025-05-05	2	1.15	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3

0860-025-05-09	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
0860-025-05-10	2	3.43	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1; 2b
0860-025-05-10-03	2	0.01	0	1	1	1	1	0	0	4	1	0	1	Likely Needed	2b
0860-025-05-10-05	2	0.58	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-025-05-10-05-05	2	0.02	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b
0860-025-05-10-09	2	0.02	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	2b
0860-025-09	2	0.02	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0860-033	2	4.34	0	1	1	1	1	0	1	5	1	1	1	Likely Needed	3
0860-033-05	2	0.01	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0860-033-10	2	0.33	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-033-15	1	0.63	0	1	1	1	1	0	0	4	0	0	0	Not Likely Needed	
0860-033-15	D	1.11	0	1	1	1	1	0	0	4	0	0	0	Not Likely Needed	
0860-033-15-20	1	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-033-15-20-05	2	0.64	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-033-15-30	2	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-033-16	1	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-033-17	1	0.53	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-033-17-10	2	0.12	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	2b
0860-033-20	1	1.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-033-25	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b

0860-033-30	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-033-30	D	0.07	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-035-015-03	2	0.07	1	1	1	1	1	0	0	5	1	0	0	Likely Needed	2b; 3
0860-035-015-06	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-05	2	2.60	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	3
0860-035-05-02	2	0.24	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-05-05	2	1.16	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-035-05-06	2	0.05	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-05-09	1	0.47	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-035-06	2	0.08	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-09	2	0.03	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	2b
0860-035-10	2	0.56	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-035-15	2	1.39	1	1	1	1	1	0	0	5	1	0	0	Likely Needed	3
0860-035-15-05	2	0.75	0	1	1	1	1	0	1	5	1	0	0	Likely Needed	3
0860-035-15-05-05	2	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-035-25	2	0.36	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-035-25-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-25-10	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-035-30	2	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-035-40	2	0.08	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	2b

0860-037	2	0.50	0	1	1	1	1	0	0	4	1	0	1	Likely Needed	2b
0860-037-05	2	0.02	0	1	1	1	1	0	0	4	1	0	1	Likely Needed	2b
0860-040	2	3.18	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2c
0860-040-01	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-040-15	1	0.47	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0860-040-20	2	0.60	0	1	1	1	1	0	1	5	1	0	0	Likely Needed	3
0860-040-20-02	2	2.06	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-040-20-02-05	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0860-040-20-02-20	2	0.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-20-02-20-10	2	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-20-03	2	3.13	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-040-20-03	D	0.49	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-040-20-03-10	1	0.91	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0860-040-20-03-10-10	1	0.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-20-03-25	2	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-20-03-25	D	0.62	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-20-05	2	1.75	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0860-040-20-05-20	2	1.73	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0860-040-20-05-25	1	1.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0860-040-30	2	0.43	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3

0860-040-40	2	0.42	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-042	2	0.34	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	3
0860-042-05	2	0.01	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0860-115	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
5688	2	12.34	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b,c
5688-008	1	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
5688-008	2	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
5688-009	2	1.20	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
5688-010	2	0.98	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
5688-015	2	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
5688-020	2	3.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
5688-025	2	1.03	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
5688-030	2	0.40	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
5688-035	2	2.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
5688-045	2	0.54	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
5688-060	1	1.51	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1
5688-071	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
5688-080	2	0.69	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
5688-080-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
5688-090	2	0.95	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	3

5688-090-05	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	2b
6843-005	2	0.32	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3

## Truckee Ranger District

Route No	Obj. ML	GIS miles	Risk								Access Benefit			Recommendation	
			TESP Plant	Invasive	Watershed	Wildlife	Aquatics	Recreation	Cultural	Total	Recreation	Fire Fuels	Lands	Future Use	Justification
0001	2	2.96	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2b,c
0001-002	1	0.24	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0001-002-02	1	0.17	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0001-003	2	1.81	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1a,b; 2b
0001-006	2	5.63	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2b,c
0001-006-02	2	1.29	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	1a,b; 2b,c
0001-006-06	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0001-006-12	2	0.29	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0001-008	2	1.94	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2b,c
0001-008-01	2	0.07	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0001-008-02	2	1.26	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0003	2	3.56	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0003-002	2	0.92	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0003-003	2	1.24	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0003-003-05	2	0.02	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	
0003-003-07	2	0.02	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	
0003-004	2	6.44	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b,c
0003-004-01	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely	

														Needed	
0003-004-02	2	0.90	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0003-004-03	2	0.03	0	0	1	1	0	1	0	3	1	1	1	Likely Needed	
0003-004-04	1	1.46	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0003-004-05	2	0.02	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0003-004-06	2	0.21	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0003-004-07	2	0.02	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0003-004-08	2	0.25	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0003-004-09	2	0.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0003-004-10	2	0.25	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0003-004-10-05	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0003-004-10-07	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0003-004-10-09	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0003-004-12	2	4.62	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1a,b; 2b
0003-004-12-05	2	0.46	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0003-004-12-06	2	0.31	0	0	0	1	0	0	0	1	0	0	0	Likely Needed	
0003-004-14	2	0.22	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b
0003-004-16	2	0.61	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0003-006-02	2	2.38	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0003-006-02-05	2	0.06	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b

0003-006-02-05-05	2	0.01	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0003-006-04	2	1.43	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0006-001	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0006-002	2	0.26	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0006-003	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0006-004	2	0.90	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0006-006	2	1.00	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0006-006-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0006-008	2	1.02	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0006-008-02	2	1.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0006-010	2	0.05	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0006-011	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0006-012	2	0.18	1	0	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0006-014	2	0.30	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0006-016	2	1.48	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0006-018	2	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0006-022	2	2.66	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0006-024	1	0.49	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0006-026	1	0.72	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0006-028-01	2	0.40	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	

0006-028-04	2	1.50	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0006-028-04-01	2	0.22	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0006-028-04-02	2	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0006-028-04-02-01	2	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0006-028-04-03	2	0.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0006-028-04-04	2	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0007-010-15	2	0.00	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0011-001	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0011-002	1	1.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0011-004	2	0.46	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0011-004-02	2	0.06	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0011-005	2	0.92	0	0	1	1	1	1	0	4	0	0	0	Not Likely Needed	
0011-005-02	2	0.49	0	0	1	1	1	1	1	5	0	0	0	Not Likely Needed	
0011-006	1	3.13	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a,b
0011-006-02	1	0.86	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	4
0011-006-04	1	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0011-006-06	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0011-006-06-02	1	0.37	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0011-006-07	1	0.93	1	0	1	1	1	1	0	5	0	0	0	Not Likely Needed	4
0011-008	2	2.22	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c

0011-008-02	1	0.23	1	0	1	1	1	0	0	4	0	0	0	Not Likely Needed	4
0011-008-04	2	0.13	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	2c
0011-010	2	5.13	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0011-010-02	2	0.91	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	2c
0011-010-05	2	0.13	0	0	0	0	0	0	0	0	0	0	0	Likely Needed	
0040-040	2	0.66	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1b; 2a,b
0051	2	2.50	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1b; 2b
0051-020	2	0.90	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0051-020-05	2	0.19	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0072	2	11.04	0	1	1	1	1	1	1	6	1	1	0	Likely Needed	1a,b; 2b
0072-001	2	4.78	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0072-001-05	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0072-001-06	2	0.51	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0072-001-07	2	0.06	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0072-001-20	1	0.52	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0072-001-20-02	1	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-001-35	1	0.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0072-001-50	2	0.03	0	0	0	1	0	0	0	1	0	0	1	Likely Needed	
0072-002	2	1.47	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0072-002-01	2	0.86	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b

0072-002-01-04	2	0.04	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b
0072-002-01-06	2	0.03	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0072-002-01-10	2	0.01	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0072-002-02	2	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-002-05	2	0.98	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b
0072-004	2	0.45	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0072-006	2	0.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-008	2	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0072-009	2	0.11	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0072-012	2	1.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-018	2	0.70	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0072-022	2	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-024	2	1.12	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0072-025	1	0.27	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0072-028	2	3.10	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0072-028-02	2	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0072-028-06	2	0.39	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0072-034	2	0.26	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	2b
0072-035	2	0.12	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0072-052	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0072-053	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0072-054	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0072-055	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0072-056	2	0.02	0	1	1	1	1	1	0	5	1	1	1	Likely Needed	1b; 2b
0072-058	2	0.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0073-008	2	0.09	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0073-010	2	0.34	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0073-010-02	2	0.08	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0073-016	2	0.14	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0080-020	1	0.11	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0080-020	2	1.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0080-050	2	1.70	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0085-014	2	0.54	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0089-015	1	1.47	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0089-015	2	1.98	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0089-029	2	1.00	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	2b
0089-032-01	2	1.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0089-032-01-05	2	0.21	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0089-032-01-05-01	2	0.27	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0089-032-01-05-03	2	0.18	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	

0089-032-05	2	0.96	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	2b
0089-033	2	3.69	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2b
0089-033-04	2	1.41	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0089-033-04-03	2	0.25	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2b
0089-033-04-04	2	0.97	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-033-04-08	2	0.66	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-033-06	2	1.55	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-033-06-05	2	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-033-10	2	0.91	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-034	2	1.96	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-034-01	1	0.72	0	0	1	1	0	0	1	3	0	0	0	Likely Needed	
0089-034-01-01	2	0.10	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0089-034-02	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-034-02-02	2	0.09	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2c
0089-034-10	2	2.98	1	1	1	1	1	0	1	6	1	1	1	Likely Needed	1a,b; 2a,b
0089-034-10-06	2	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-034-10-10	2	2.03	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0089-034-10-20	2	1.24	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0089-034-16	2	1.47	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-034-20	2	1.76	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0089-034-20-05	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0089-035	2	1.69	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0089-036	2	4.21	1	0	1	1	1	1	1	6	1	1	1	Likely Needed	1a,b; 2b
0089-036-04	2	1.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-036-04-02	2	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-036-04-04	2	1.01	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0089-036-04-06	2	0.57	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-036-04-08	2	0.56	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0089-036-08	2	0.16	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1a
0089-036-10	2	1.22	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0089-036-12	2	1.00	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-036-12-03	2	0.32	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0089-036-12-03-05	2	0.54	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-036-12-10	2	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-038	2	0.70	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0089-040	2	2.67	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0089-040-10	2	0.77	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0089-040-20	2	2.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-040-20-10	2	0.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-040-20-15	2	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0089-040-30	2	1.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-040-30-20	2	0.49	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0089-040-30-20-10	2	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0261-003-02	2	0.21	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0261-005-02	2	1.19	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b,c
0261-007	2	1.30	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0261-007-02	2	0.17	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0261-007-04	2	0.73	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b,c
0261-008	2	4.58	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b,c
0261-008-04	2	0.84	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2a,b,c
0261-008-04	D	0.14	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2a,b,c
0261-008-10	2	0.49	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2a,b,c
0261-009	2	0.74	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
0261-010	2	1.97	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b
0261-010-04	2	0.90	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0261-010-06	2	0.30	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0261-010-08	2	1.77	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0261-014	2	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0267-010	2	1.81	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	2c
0267-010-03	2	0.73	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	2c

0267-010-04	2	0.90	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0270-001	2	1.09	1	0	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0270-001-05	2	0.23	0	0	1	1	0	1	0	3	1	1	0	Likely Needed	1a,b; 2b
0270-002	2	0.88	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0270-002-05	2	0.85	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0270-003	2	0.96	0	1	1	1	1	1	0	5	1	1	1	Likely Needed	1a,b; 2a,b
0270-004	2	1.04	0	1	1	1	1	1	1	6	1	1	1	Likely Needed	1a,b; 2a,b
0270-004-06	2	1.47	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-006	2	1.42	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-006-04	2	0.54	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-006-06	2	0.39	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-006-08	2	0.43	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-007	2	0.51	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-008	2	1.66	1	0	1	1	1	1	1	6	1	1	1	Likely Needed	1a,b; 2a,b
0270-008-01	2	0.74	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-008-01-05	2	0.02	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1b; 2b
0270-008-02	2	0.24	0	0	1	1	0	1	0	3	0	0	0	Likely Needed	
0270-008-03	2	0.02	1	0	1	1	1	1	1	6	1	1	0	Likely Needed	1b; 2b
0270-008-04	2	0.01	1	0	1	1	1	1	0	5	1	1	0	Likely Needed	1b; 2b
0270-008-05	2	0.57	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b

0270-008-06	2	0.57	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-008-07	2	0.01	1	0	1	1	1	1	0	5	1	1	0	Likely Needed	1b; 2b
0270-008-08	2	0.02	1	0	1	1	0	1	0	4	1	1	0	Likely Needed	1b; 2b
0270-010	2	0.18	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1a,b; 2a,b
0270-010-10	2	0.31	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0270-012	2	0.03	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0351-010	1	0.00	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-010	2	1.57	1	0	1	1	1	0	1	5	1	1	1	Likely Needed	1a,b; 2b
0450-010-04	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0450-010-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0450-010-06	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0450-010-50-10-10	1	0.05	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-60	2	1.27	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0450-010-60-10	2	0.40	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3
0450-010-60-10-10	2	0.28	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0450-010-60-30	2	0.37	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-010-70	2	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0450-020	2	0.55	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0450-020-70	2	0.51	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	3
0450-020-75	2	0.12	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	3

0676-008	2	2.56	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0676-008-04	1	0.44	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-008	2	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-008-02	2	1.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-008-03	2	1.51	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-012-02	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-012-06	2	0.37	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2c
0780-012-08	2	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-012-12	2	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0780-012-16	2	0.10	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2a,b
0787-002	1	0.17	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0787-002-02	1	0.43	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	2b
0787-002-02-02	1	0.11	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	2b
0787-004	2	2.68	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0787-004-05	2	0.51	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0787-004-10	2	0.12	0	0	1	1	0	1	0	3	0	0	0	Likely Needed	
0787-004-15	2	0.21	0	1	1	1	0	0	0	3	0	0	0	Likely Needed	
0787-004-20	2	0.74	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	3
0787-010	2	2.00	0	1	1	1	1	1	0	5	1	0	0	Likely Needed	3
0787-010-20	2	0.69	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	

0787-012	2	0.67	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2c, 1b, 2b
0787-016	2	0.18	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2c, 1b, 2b
0787-020	2	0.15	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	2b, 1b
0787-020-05	2	0.04	0	0	0	1	0	1	0	2	1	0	1	Likely Needed	
0860-001	2	0.87	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
0860-002	2	0.45	0	1	1	1	1	1	1	6	1	1	1	Likely Needed	1a,b; 2a,b
0860-003	2	0.23	0	1	1	1	1	1	1	6	1	1	1	Likely Needed	1a,b; 2a,b
0860-004	1	0.72	0	1	1	1	0	1	1	5	0	1	1	Likely Needed	1a, 1b
0860-005	2	0.95	0	1	1	1	1	1	0	5	1	1	1	Likely Needed	1a,b; 2a,b
0860-005-01	2	0.01	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	
0860-005-010	2	0.01	0	1	1	1	0	1	0	4	1	1	0	Likely Needed	1b; 2b
0860-005-011	2	0.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0860-005-012	2	0.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0860-005-02	2	0.02	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0860-005-03	2	0.01	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0860-005-04	2	0.02	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0860-005-05	2	0.27	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0860-005-06	2	0.01	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0860-005-07	2	0.02	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0860-005-08	2	0.07	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	

0860-005-09	2	0.01	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0860-007	2	0.02	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1b; 2b
0860-010	2	0.42	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1a,b; 2a,b
0860-010-10	2	1.17	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0860-010-11	2	0.12	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b
0860-010-11-01	2	0.01	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1b; 2b
0860-010-12	2	0.02	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1b; 2b
0860-012	2	0.66	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
0860-015	2	1.23	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0860-015-06	2	2.62	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0860-015-08	2	0.69	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0860-020	2	6.67	0	1	1	1	1	0	1	5	1	1	1	Likely Needed	1a; 2b
0860-020-01	1	0.30	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	1a,b; 2a
0860-020-01-02	1	0.23	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0860-020-03	2	0.07	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0860-025-05-10	2	0.00	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0878-001	2	1.24	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
0878-002	2	2.54	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	1a,b; 2b
0886-004	2	1.27	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	1a,b; 2b
0886-004-02	2	0.52	1	0	1	1	1	0	1	5	1	0	0	Not Likely Needed	2b

0886-010	2	2.74	0	0	1	1	1	1	1	5	1	0	0	Likely Needed	2b
0886-010-04	1	0.78	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0886-010-09	2	0.02	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1b, 2b
0886-010-20	2	0.87	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0886-018	2	4.12	0	1	1	1	1	1	1	6	1	1	0	Likely Needed	1a,b; 2b
0886-018-02	2	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0886-018-09	2	0.02	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1b, 2b
0886-018-30	2	0.07	1	0	1	1	1	1	0	5	1	1	0	Likely Needed	1b, 2b
0886-020	2	1.93	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b
0886-020-10	1	1.02	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1a,b
0886-020-12	1	0.28	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	1a
0886-023	2	0.69	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0886-023-01	2	0.21	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b
0886-024	2	0.58	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
0889-001	2	0.04	1	0	1	1	1	0	1	5	1	0	0	Likely Needed	2b
0889-003	1	2.81	1	0	1	1	1	1	0	5	1	1	1	Likely Needed	1a,b; 2b
0889-003	2	0.42	1	0	1	1	1	1	0	5	1	1	1	Likely Needed	1a,b; 2b
0889-003-07	2	1.29	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b
0889-003-10	2	2.36	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2a
0889-003-18	2	1.26	1	0	1	1	1	1	0	5	1	1	1	Likely Needed	1a,b; 2b

0889-003-18-05-01	2	0.56	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-003-30	2	0.48	0	1	1	1	1	1	1	6	0	0	0	Likely Needed	4
0889-003-35	2	0.91	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-003-35-20	2	0.01	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-014	2	2.15	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0889-014-02	2	0.68	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-014-20	2	0.50	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-014-25	2	0.67	1	0	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-014-30	2	0.86	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0889-014-30-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0889-020	2	0.48	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-020-10	2	0.22	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2b
0889-030	2	0.56	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0889-030-04	2	0.91	0	0	1	1	1	1	0	4	0	0	0	Not Likely Needed	
0889-033	2	0.76	1	0	1	1	1	1	0	5	0	0	1	Likely Needed	2a
0889-034	2	0.47	1	0	1	1	1	1	1	6	1	1	0	Likely Needed	1a,b; 2b
0890-006	2	2.32	1	1	1	1	1	1	1	7	1	1	0	Likely Needed	1a,b; 2b
0890-006-10	2	1.26	0	1	1	1	1	1	0	5	1	1	0	Likely Needed	1a,b; 2b
0890-006-20	2	0.42	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0890-010	2	0.72	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	3

0890-010-10	2	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0890-014	2	2.27	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b
0890-016	2	1.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0890-016-02	2	0.63	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0890-030	2	1.16	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0894-002	2	1.38	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	1a,b; 2b
0894-002-04	2	0.05	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2b
0894-002-08	2	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0894-002-12	2	0.55	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0894-003	2	0.13	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0894-003	D	0.64	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0894-004	2	0.10	0	1	1	1	1	0	0	4	0	0	0	Not Likely Needed	
0894-005	2	0.33	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	1a,b; 2b
0894-006-01	2	0.05	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	1a,b; 2b
0894-008	2	1.68	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
0894-008-04	2	1.13	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
0894-010	2	0.57	1	0	1	1	1	1	1	6	0	0	0	Not Likely Needed	
3013-022	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
3013-024	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
3013-026	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	

5001-002	2	1.64	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
5001-002-02	2	0.40	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
5001-005	2	2.62	0	1	1	1	1	1	0	5	0	1	1	Likely Needed	2a
5708	2	3.36	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	1a,b; 2a,b,c
5708-001	2	0.22	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
5708-002	2	1.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
5708-002-01	2	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
5708-002-02	2	0.93	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
5708-002-02-01	2	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
5708-004	2	1.78	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
5708-004-01	2	2.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
5708-004-01-02	1	0.62	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
5708-006	1	1.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
5708-011	2	0.08	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
5760-002	2	1.25	0	0	1	1	1	1	1	5	1	1	0	Likely Needed	1a,b; 2b
5760-002-05-03	2	0.89	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a,b; 2b
6001-010	2	1.36	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6001-019	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
6001-020	1	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6001-025	2	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

6001-025-02	2	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6001-035	2	0.99	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
6001-040	2	0.48	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6001-045	1	2.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
6001-045-02	1	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6001-050	1	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6001-060	2	0.57	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
6001-062	2	0.17	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
6001-064	2	0.05	1	0	1	1	0	0	0	3	1	1	0	Likely Needed	
6001-068	2	1.17	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1a,b
6001-070	2	0.43	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
6001-080	2	0.94	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
6149-031-04	2	0.88	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	1a,b; 2a,b
686A-010	2	0.10	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	
886B-001-05	2	0.84	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
886B-005	2	0.89	0	0	1	1	0	0	1	3	0	0	1	Likely Needed	
886B-005-04	2	0.05	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
886B-005-05	2	0.54	1	0	1	1	0	0	1	4	0	0	0	Not Likely Needed	
886E-008	2	1.15	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1a,b; 2b
886E-010	2	0.78	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

886E-012	2	2.74	1	1	1	1	1	1	1	7	1	1	0	Likely Needed	1a,b; 2b
9146-006	2	0.67	1	0	1	0	1	1	0	4	0	1	1	Likely Needed	1a; 2a
9146-014-02	2	0.32	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	1b; 2b

### Yuba River Ranger District

Route No	Obj. ML	GIS miles	Risk								Access Benefit			Recommendation	
			TESP Plant	Invasive	Watershed	Wildlife	Aquatics	Recreation	Cultural	Total	Recreation	Fire Fuels	Lands	Future Use	Justification
0008-001	1	0.32	1	1	1	1	0	0	0	4	1	1	0	Likely Needed	2b
0008-002	1	0.30	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	
0008-007	1	1.38	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0008-010	1	3.06	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a,c
0009-001	1	0.77	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-002	1	0.53	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-003	2	1.26	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2c
0009-003-01	2	2.03	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0009-004	2	1.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-004-01	1	0.88	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0009-004-02	1	0.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-005	2	2.73	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a
0009-005-01	1	0.42	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0009-005-05	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0009-006	2	2.27	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0009-007	1	0.38	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0009-008	1	0.70	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-009	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-010	2	0.89	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-010-01	1	0.81	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-010-01-01	1	0.56	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-011	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0009-012	1	0.86	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-012-01	1	0.14	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	

0009-013	2	4.01	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	1a; 2b
0009-013-01	1	0.24	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-013-02	2	2.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-013-02-02	1	0.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-013-02-04	1	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-013-04	1	0.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-013-04-01	1	0.49	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-014	1	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-015	2	1.47	1	0	1	1	1	0	0	4	1	1	1	Likely Needed	2a
0009-015-01	2	0.80	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	3
0009-015-01-01	1	0.24	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0009-015-01-02	1	1.53	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0009-016	1	0.66	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-018	1	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-019	2	1.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-019-01	1	0.76	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed	
0009-019-04	1	0.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0009-020	1	0.26	0	1	1	1	1	0	0	4	0	0	0	Not Likely Needed	
0009-021	1	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0009-022	1	1.30	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	
0009-022-01	1	0.15	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	
0012-012	2	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0012-014-10	2	2.08	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0014-001-01	2	1.01	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0014-001-	2	0.26	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	

01-01															
0014-001-01-02	2	0.61	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0014-001-02	2	0.05	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0014-001-03	2	2.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0014-001-04	2	0.16	0	0	1	1	0	0	1	3	0	0	0	Likely Needed	
0014-001-05	1	0.54	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0014-001-06	1	0.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0014-002	2	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0014-003	2	0.64	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0014-003-01	2	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0014-004	2	1.58	0	0	1	1	1	1	1	5	0	1	0	Not Likely Needed	
0014-004-05	2	0.01	0	0	1	1	1	0	1	4	1	0	1	Not Likely Needed	
0014-005	2	0.44	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0014-006	1	0.18	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0014-008	2	0.09	0	0	0	1	0	1	0	2	1	1	0	Likely Needed	
0014-010	2	0.07	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0014-015	2	0.07	0	0	0	1	0	0	1	2	1	1	0	Likely Needed	
0014-017	2	0.01	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0014-019	2	0.06	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0014-025	2	0.03	0	0	0	1	0	0	0	1	1	1	1	Likely Needed	
0014-027	2	0.02	0	0	0	1	0	0	0	1	1	0	1	Likely Needed	
0014-030	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0014-035	2	0.01	0	0	0	1	0	0	0	1	1	1	1	Likely Needed	
0014-102	2	0.04	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0014-103	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0014-105	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0017-002	2	0.34	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	

0017-006	1	0.12	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0017-006-02	2	0.32	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0017-006-05	2	0.12	0	0	0	1	0	0	0	1	1	0	0	Likely Needed	
0017-007	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0017-009	2	0.02	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0017-010-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0017-011	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0017-012	1	2.05	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b,c
0017-012-05	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0017-013	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0017-058	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0017-060	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018	Unknown	4.58	0	1	1	1	1	1	0	5	0	1	1	Likely Needed	
0018-002	2	1.01	0	0	1	1	1	0	0	3	0	0	1	Not Likely Needed	
0018-004	2	1.85	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0018-006	2	2.89	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b
0018-006-01	2	0.29	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0018-006-01-02	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018-006-05	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-006-06	2	0.00	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018-008	1	0.20	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0018-010	2	0.59	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0018-012	1	2.26	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a,c
0018-012-01	1	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0018-012-02	1	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0018-012-03	1	0.12	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0018-014	2	3.16	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0018-014-03	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	

0018-014-05	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-014-06	2	0.13	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-014-08	2	0.08	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0018-014-08-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-015	2	0.02	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0018-016	2	0.68	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0018-018	2	1.33	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0018-018-01	2	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0018-018-02	2	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0018-019-02	2	0.04	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018-019-04	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018-019-06	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-019-08	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-019-10	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0018-019-14	2	0.01	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0018-019-15	2	0.01	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0018-019-17	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0018-020	1	3.82	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0018-021	2	1.25	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0018-030	2	1.20	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0018-510	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-001	1	1.72	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	2b
0020-001-01	1	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-002	1	1.59	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-003-01	1	0.81	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-003-01-01	1	0.63	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0020-003-01-02	1	0.71	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0020-003-02	1	0.61	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0020-003-03	2	0.23	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0020-003-04-01	2	0.07	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0020-003-04-01	D	0.24	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0020-003-04-02	1	0.78	0	1	1	1	1	0	1	5	1	0	0	Likely Needed	2b
0020-003-04-02-01	1	0.20	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0020-003-04-02-01	D	0.66	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0020-003-04-04	2	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-003-05	1	1.84	1	1	1	1	1	0	1	6	0	1	1	Likely Needed	2a
0020-003-05-01	1	0.33	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	2b
0020-003-05-02	2	0.99	1	1	1	1	1	0	0	5	0	0	1	Likely Needed	2a
0020-003-05-02-01	2	0.61	1	1	1	1	1	0	0	5	0	0	1	Likely Needed	2a
0020-003-05-02-02	2	0.04	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0020-003-05-02-03	2	0.27	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0020-003-05-03	1	1.15	1	1	1	1	1	0	1	6	0	0	0	Likely Needed	1a
0020-003-05-06	2	0.84	0	1	1	1	1	0	1	5	0	1	0	Likely Needed	2c
0020-003-05-10	2	0.03	0	0	0	1	0	0	0	1	1	0	1	Likely Needed	
0020-003-05-55	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-003-52	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-003-55	2	0.03	1	0	1	1	0	0	0	3	1	0	1	Likely Needed	
0020-005-02	2	0.80	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0020-007	2	0.03	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	
0020-008	2	2.44	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2c

0020-008-01	2	1.37	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-008-01-01	1	0.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-008-01-02	2	0.21	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-008-02	2	0.37	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-008-03	1	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-008-04	1	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-008-05	1	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-008-06	1	0.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-009	2	1.42	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b,c
0020-009-01	1	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-009-02	2	1.51	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b,c
0020-009-03	2	0.40	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b
0020-009-52	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-009-55	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-010	2	0.07	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-011	2	0.19	0	0	1	1	1	0	1	4	0	0	1	Not Likely Needed	
0020-012	2	0.65	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b
0020-012-01-01	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0020-012-01-02	2	0.01	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0020-012-03-01	2	0.24	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-012-03-02	1	0.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-012-04	2	0.09	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-012-05	2	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-012-06	2	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-012-09	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-012-10	1	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0020-012-51	2	0.00	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-012-52	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-012-53	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-012-55	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0020-012-56	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-012-57	2	0.01	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0020-012-58	2	0.01	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	
0020-013	2	1.36	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2b
0020-013-01	2	0.69	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-013-01-01	2	0.74	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0020-013-05	2	0.03	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-014	2	0.47	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	2b
0020-015	2	2.45	0	1	1	1	1	0	1	5	1	1	0	Likely Needed	2b
0020-015-01	2	0.87	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-015-02	2	1.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-015-03	1	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-016-01	2	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-016-02	2	2.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-016-02-03	1	0.55	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0020-016-02-07	1	0.29	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0020-016-04	2	0.41	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0020-016-05	2	0.89	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-016-06	2	0.56	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0020-016-07	2	0.26	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0020-016-08	2	1.40	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-016-55	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-017	2	3.68	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-017-01	2	0.82	0	0	1	1	0	0	0	2	0	1	1	Likely Needed	

0020-017-01-05	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-017-04	1	0.40	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b
0020-017-04	2	1.70	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b
0020-017-04-01	2	1.15	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	2b
0020-017-04-02	2	0.14	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-017-05	1	0.48	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0020-017-55	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0020-018	1	0.32	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0020-090	2	0.04	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0021-001	2	4.42	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a
0021-002	1	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0021-003	1	1.42	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0021-004	2	3.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0021-005	2	3.55	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0021-005-01	1	0.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0021-005-02	1	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0021-005-03	2	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0021-005-04	2	0.22	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0021-006	2	1.02	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0021-007	2	0.53	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0021-007-01	1	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-001	2	2.05	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a
0025-001-01	1	1.02	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0025-002	1	3.07	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0025-002-01	1	0.13	0	1	1	1	1	0	0	4	0	0	0	Likely Needed	2a
0025-002-03	1	1.44	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-003	1	0.38	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0025-004	2	4.14	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed
0025-004-01	2	0.29	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed
0025-004-02	1	3.15	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed
0025-004-02-01	1	0.42	0	0	1	1	0	0	0	2	0	1	0	Not Likely Needed
0025-004-02-01-01	1	0.26	0	0	1	1	0	0	0	2	0	1	0	Not Likely Needed
0025-004-03	1	0.11	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed
0025-004-04	1	0.75	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed
0025-004-04-01	1	0.43	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed
0025-004-06	1	0.90	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed
0025-004-09	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Not Likely Needed
0025-004-12	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Not Likely Needed
0025-004-13	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Not Likely Needed
0025-004-14	2	0.01	0	0	1	1	0	0	0	2	1	0	1	Not Likely Needed
0025-005	1	0.41	0	0	1	1	1	0	0	3	0	1	0	Likely Needed
0025-006-01	1	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed
0025-007	1	0.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed
0025-007-01	1	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed
0025-008	2	5.07	0	0	1	1	1	0	0	3	0	1	0	Likely Needed
0025-008-01	2	0.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed
0025-008-01-01	1	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed
0025-008-01-01-01	1	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed
0025-008-01-02	1	0.09	0	0	1	1	0	0	0	2	0	1	0	Likely Needed

0025-008-01-03	1	0.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-008-01-04	1	0.09	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0025-008-02	1	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-008-04	1	0.42	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0025-008-06	1	1.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-008-08	1	0.75	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-008-08-01	1	0.10	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-008-09	1	0.14	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0025-008-10	1	0.18	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0025-008-11	2	1.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-009	1	1.93	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-009-01	1	1.58	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-009-02	1	0.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-009-03	1	0.67	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0025-011	2	4.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-011-02	1	0.46	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	
0025-011-03	1	0.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-013	1	0.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-014	1	3.86	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-014-01	1	1.16	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0025-014-03	1	0.19	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-015	2	1.47	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2
0025-015-01	1	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-015-02	1	1.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-015-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0025-017	1	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-018	2	3.13	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a

0025-018-01	1	1.07	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a
0025-019	2	1.91	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a
0025-019-01	1	0.28	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0025-019-02	1	1.86	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-020	1	0.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-020-11	2	0.08	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0025-020-12	2	0.22	0	0	1	1	1	0	1	4	1	0	0	Likely Needed	1a
0025-022	1	0.70	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-023	2	2.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-023-01	2	3.12	1	0	1	1	1	0	1	5	0	1	0	Likely Needed	2
0025-023-01-01	2	0.69	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2
0025-023-01-02	2	4.56	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	2b
0025-023-01-02-01	2	1.53	0	0	1	0	1	0	0	2	0	0	1	Likely Needed	
0025-023-01-02-01-01	1	0.42	0	0	1	0	1	1	0	3	0	0	0	Likely Needed	
0025-023-02	2	1.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-024	1	0.62	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-024-01	1	0.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-024-01-01	D	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-025	2	0.66	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0025-026	1	2.65	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-026-02-02	1	0.78	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-028	2	3.81	1	0	1	1	1	0	0	4	0	1	0	Likely Needed	2
0025-028-01	1	1.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-029	2	3.70	1	0	1	1	1	0	1	5	0	1	0	Likely Needed	2
0025-029-01	2	1.88	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2
0025-029-01-01	2	0.02	0	0	0	0	0	0	0	0	1	0	0	Likely Needed	

0025-029-02	1	1.36	1	0	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0025-029-02-01	1	0.33	0	0	0	0	0	0	0	0	0	1	0	Not Likely Needed	
0025-029-05	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0025-032	2	3.30	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2
0025-032-02	2	1.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0025-040	2	0.86	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0025-108	2	0.12	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0025-108-01	2	0.08	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0025-110	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0025-115	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0027-001	1	0.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0027-002	1	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0027-003	1	2.00	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a
0027-004	1	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0027-005	1	0.27	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0027-006	2	1.97	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0027-009	1	1.06	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0027-010	1	0.15	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0028	2	2.21	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2
0028-002	2	0.30	1	0	1	1	0	0	0	3	0	0	1	Likely Needed	
0028-002-01	1	0.75	1	0	1	1	0	0	0	3	0	1	0	Likely Needed	
0028-002-01-01	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0028-003	2	0.58	1	0	1	1	1	0	0	4	0	0	1	Not Likely Needed	
0028-004	2	0.97	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0028-005	1	0.16	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0029-001	2	0.48	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0029-001-01	1	0.32	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	

0029-002	2	1.52	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0029-002-01	1	0.62	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0029-002-02	2	0.94	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0029-002-02-01	2	0.16	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0029-002-02-02	2	0.29	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0029-002-03	1	0.36	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0029-003	1	0.90	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0029-004	2	0.92	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a
0029-004-01	1	1.10	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0029-005	1	0.93	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0029-006	1	0.85	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0029-007	2	1.63	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0029-007-01	2	1.02	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0029-011	1	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0030-001	1	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0030-002	2	0.79	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	
0030-002-01	1	0.16	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	
0030-002-02	1	0.84	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	
0030-003	1	0.95	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0030-003-01	1	0.15	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0030-004	1	1.22	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a,c
0030-004-01	1	0.14	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0030-010	2	0.48	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0030-010-05	2	0.76	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0032	2	3.72	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2
0032-001	2	1.97	0	1	1	1	1	0	0	4	1	1	0	Likely Needed	2b
0032-001-01	2	0.58	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0032-002	1	0.66	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2c
0032-003	2	1.16	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
0032-004	2	0.98	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
0032-004-01	1	0.53	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-004-02	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0032-004-03	1	0.28	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
0032-005	2	0.99	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2c
0032-007	2	2.24	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2
0032-007-01	2	1.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-007-01-01	2	0.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-007-03	2	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0032-007-04	2	0.76	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0032-007-06	2	0.39	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0032-007-07	2	0.13	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0032-008	2	1.97	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0032-008-01	1	0.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-010	2	0.79	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0032-011	2	0.29	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-012	2	2.38	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0032-013	2	1.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0032-052	2	0.03	0	1	1	1	0	0	0	3	1	1	1	Likely Needed	
0032-053	2	0.04	0	1	1	1	0	0	0	3	1	1	1	Likely Needed	
0034-001	2	2.21	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	1a
0034-002	2	0.79	0	1	1	1	1	0	1	5	0	0	1	Likely Needed	2a
0034-002-01	1	0.18	0	1	1	1	0	0	0	3	0	0	0	Likely Needed	
0034-002-02	1	0.55	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0034-003	2	2.26	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0034-004	1	0.25	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	

0034-005	1	0.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-005	2	0.55	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-005-02	1	0.13	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0034-006	1	0.41	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0034-007	2	1.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-007-01	1	0.32	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0034-008	1	0.53	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0034-008	2	1.60	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0034-008-01	1	0.19	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0034-008-02	1	0.15	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0034-008-03	2	0.68	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0034-009	1	0.26	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-009-01	1	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-011	1	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0034-012	2	0.58	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0034-013	2	2.00	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-013-01	1	0.54	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0034-015	2	1.51	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0034-015-01	1	0.92	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-015-01-04	1	0.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0034-057	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0034-058	2	0.05	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0035-001	1	0.72	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	2a
0035-002	1	0.79	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-002-01	1	0.18	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0035-003	1	1.83	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-003-01	1	0.77	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-003-01-01	1	0.53	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0035-003-01-02	1	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-003-02	1	0.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-004	1	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-004-01	1	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-006	1	0.84	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0035-007	1	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-008	1	1.56	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-009	1	1.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-010	1	1.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-011	1	0.81	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-013	1	0.69	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-014	1	0.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-016	1	1.09	1	0	1	1	1	0	1	5	0	0	0	Likely Needed	1a
0035-017	1	2.06	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0035-020	2	3.37	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1a
0035-024	1	0.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0035-026	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0035-053	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0035-054	2	0.10	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0036-001-01	2	2.00	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-001-01-02	1	0.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-001-01-02-01	1	0.08	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0036-002	2	1.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-003	2	2.60	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0036-003-01	2	2.74	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0036-003-01-01	1	0.97	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-003-01-02	2	0.46	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	

0036-003-01-03	Unknown	1.06	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-003-01-04	2	1.18	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0036-003-01-05	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0036-003-01-06	2	1.01	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0037-001	2	1.70	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0037-003	1	0.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0037-005	1	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0037-006	1	0.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-005	1	4.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-005-01	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0039-005-02	1	0.43	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-005-03	1	0.24	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0039-005-04	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0039-007	1	0.72	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-008	2	1.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-008-01	1	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0039-009	1	0.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-010	2	1.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0039-012	1	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0039-012-01	1	0.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0041-001	2	1.52	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0041-005	2	0.25	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2c
0041-008	2	2.35	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0041-008-01	2	0.89	0	0	1	1	1	1	0	4	0	0	0	Not Likely Needed	
0041-008-02	2	0.17	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0041-009	2	0.82	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0041-010	1	0.87	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0041-012	1	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0041-013	1	0.62	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0041-014	2	0.05	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0041-015	1	0.39	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0041-016	2	0.87	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0041-017	2	0.03	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0041-020	2	2.47	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	3
0041-020-04	1	0.45	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2a
0041-020-05	2	0.01	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1b
0041-020-15	2	0.54	0	0	1	1	1	1	0	4	0	0	0	Not Likely Needed	
0041-020-18	2	0.78	0	0	1	1	1	0	0	3	0	1	0	Not Likely Needed	
0047-001	2	6.32	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2
0047-001-01	1	0.53	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0047-001-02	2	1.39	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0047-001-03	2	1.79	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	1a
0047-001-04	1	0.10	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0047-001-05	1	0.37	0	1	1	1	1	0	0	4	0	0	0	Likely Needed	1a
0047-001-06	1	0.41	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	1a
0047-003	1	0.84	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0047-004	1	0.37	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	1a
0047-006	1	0.13	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	
0047-007	1	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0047-008	1	1.02	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	1a
0047-008-01	1	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0047-009	1	0.29	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0049-005	2	0.26	1	0	1	1	1	1	0	5	0	0	1	Likely Needed	2a
0049-015	2	0.73	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0049-016	1	0.67	1	0	1	1	1	0	1	5	0	0	0	Likely Needed	

0049-018	2	0.43	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0049-022	2	0.66	0	1	1	1	1	0	0	4	0	0	0	Not Likely Needed	
0049-025	2	0.37	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0049-027	2	1.84	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0049-027-05	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0049-029	1	2.24	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0049-035	2	0.07	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0049-035-01	2	0.04	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0049-036	2	0.15	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0049-039-01	2	0.10	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0049-039-02	2	0.14	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0049-045	2	0.48	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0049-052	2	0.55	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0049-061	2	1.65	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0049-063	2	1.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0050	2	6.30	1	1	1	1	1	0	1	6	0	1	1	Likely Needed	2a
0050-001	1	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-005	2	1.27	1	0	1	1	1	0	0	4	1	0	0	Likely Needed	2b
0050-006	2	1.91	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0050-007	1	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0050-010	1	1.54	1	0	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0050-012-02	1	1.08	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-012-03	2	0.81	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0050-012-03-01	1	0.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-012-06	1	0.87	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-012-06-02	1	0.44	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2c
0050-012-06-03	1	0.56	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0050-012-06-04	1	0.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-012-06-06	1	0.41	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0050-012-08	1	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0050-012-09	1	0.25	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-001	1	0.56	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0054-002	2	1.76	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-002-01	1	0.44	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-002-02	1	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-003	2	1.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-003-01	1	0.38	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0054-003-02	1	0.73	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-003-03	1	0.34	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0054-003-04	1	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-004	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-005	1	0.44	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-005-01	1	0.30	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0054-006	1	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-007	1	0.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-008	1	0.16	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0054-009	1	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0054-010	1	0.41	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0054-011	2	2.46	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0054-011-01	1	0.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-011-02	1	0.12	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0054-012	2	1.55	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0054-012-01	2	0.79	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0054-012-02	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0054-013	1	1.20	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	

0055-001	1	0.30	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0055-002	1	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0064-002	1	0.08	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0069	2	1.85	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0069-001	1	1.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0069-002	1	0.82	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0069-006	1	0.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0069-008	1	0.72	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0076	2	2.12	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0076-001	1	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0076-002	2	1.00	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0076-002-01	1	0.68	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0076-003	2	0.54	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0076-004	2	2.80	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0076-004-01	2	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0084-001	2	0.05	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0084-002	2	0.83	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0084-002-01	1	0.34	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0084-002-02	1	0.33	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0084-003	1	0.91	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0084-003-01	1	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0084-004	1	0.46	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a,c
0084-005	1	0.11	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a,c
0084-006	1	1.07	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0084-007	1	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0085	2	6.21	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b
0085-001	2	0.01	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0085-002-01	2	1.50	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0085-002-	2	1.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

01-01															
0085-002-02	2	2.81	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0085-005	1	0.53	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0085-009	2	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0085-009-01	1	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0085-010	2	1.65	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	3
0085-010-01	1	0.33	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0085-010-02	2	0.26	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0085-010-04	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0085-013-01	2	0.59	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0085-013-01-05	2	0.00	0	0	1	1	0	0	0	2	1	1	1	Likely Needed	
0085-013-02	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0085-014	2	0.41	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	2b
0085-055	2	0.13	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0085-055-05	2	0.04	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0085-056	2	0.16	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0093-001	2	1.43	1	0	1	1	0	1	0	4	1	1	1	Likely Needed	2b
0093-002	2	3.68	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2a,b
0093-002-01	1	0.78	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0093-002-02	2	1.30	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2a,b
0093-002-03	2	0.74	0	0	1	1	1	1	0	4	1	1	0	Likely Needed	2a,b
0093-003	2	3.04	1	0	1	1	1	1	1	6	1	1	1	Likely Needed	2a,b
0093-003-01	1	0.46	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0093-003-02	1	0.41	0	0	1	1	0	1	0	3	0	0	0	Not Likely Needed	
0093-003-03	1	0.96	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0093-003-04	1	0.33	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	
0093-003-05	1	0.47	0	0	1	1	1	0	0	3	0	0	0	Not Likely Needed	

0093-004	2	1.43	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0093-004-01	2	0.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-004-03	1	0.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-004-03-01	1	0.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-005	1	0.37	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-006	1	0.31	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0093-007	2	3.29	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0093-007-02	1	0.47	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0093-007-03	1	0.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-007-04	1	0.33	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-008	1	0.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-011	1	3.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-011-01	1	0.08	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0093-054	2	0.19	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2b
0093-055	2	0.01	0	0	1	1	0	1	0	3	1	0	0	Likely Needed	
0098-001	2	0.93	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0098-002	2	0.70	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0098-003	1	0.89	1	0	1	1	1	0	0	4	0	1	0	Likely Needed	2a,c
0098-003-01	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-004	1	0.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-005	2	2.86	1	0	1	1	1	0	0	4	0	1	0	Likely Needed	2a,c
0098-005-01	1	0.50	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-005-02	1	0.03	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0098-005-03	2	1.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0098-006	2	2.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0098-007	2	1.35	0	0	1	1	0	0	0	2	0	1	1	Likely Needed	
0098-007-01	1	0.82	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0098-007-01-01	1	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0098-008	2	0.66	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0098-009	1	0.56	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-010	2	1.44	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0098-010-01	2	0.72	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0098-010-02	1	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-010-03	1	0.88	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0098-011	1	0.28	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0098-012	2	1.08	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0098-012-01	1	0.11	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0098-012-01-01	1	0.18	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0098-012-02	1	0.71	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0098-013	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0116-006	1	0.30	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0116-008	1	0.12	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0117-001	2	0.11	0	1	0	1	0	0	0	2	0	1	0	Likely Needed	
0117-002	1	0.90	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	
0119-001-01	1	0.30	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0119-001-02	1	0.03	1	1	1	1	0	0	1	5	0	0	0	Not Likely Needed	
0119-001-03	1	0.88	0	1	1	1	1	0	1	5	0	0	1	Likely Needed	2a
0120-006	1	1.23	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0120-006-01	1	0.33	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0120-008	2	0.16	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0120-008	Unknown	0.15	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0120-008-04	2	0.49	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0120-008-05	1	1.04	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0120-008-06	1	0.28	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0120-010	1	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0120-011	1	0.09	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0122-004	2	0.13	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2a
0122-004-05	2	0.03	0	1	1	1	1	0	0	4	1	0	0	Likely Needed	2a
0122-007	2	0.23	0	1	1	1	0	0	0	3	0	0	0	Likely Needed	
0123-002	1	1.56	0	1	1	1	1	0	1	5	0	0	0	Likely Needed	1a
0124-001	1	1.17	0	1	1	1	1	0	0	4	0	1	0	Likely Needed	1a
0125-010	2	0.05	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0125-013	1	1.90	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2c
0125-013	2	0.27	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2c
0125-013-01	1	1.19	0	1	1	1	1	0	1	5	0	1	0	Likely Needed	1a
0125-013-02	1	1.06	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0126-001	1	1.99	0	0	1	1	1	0	0	3	1	1	0	Likely Needed	
0157-001	1	0.65	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0157-002	1	0.05	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0157-003	1	0.87	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0158-004	1	0.43	0	1	1	1	1	0	1	5	0	0	0	Likely Needed	2a
0158-006	1	0.35	0	1	1	1	1	0	1	5	0	0	0	Not Likely Needed	
0158-008	1	0.89	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0160-001	2	0.88	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0180-003	2	1.56	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0180-004	2	2.52	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a,c
0180-004-01	2	0.40	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0180-004-02	2	0.15	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0180-004-03	2	0.97	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0180-004-04	2	0.15	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0180-005	2	0.38	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0180-005-01	1	0.91	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0180-006	2	3.29	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	

0180-006-05	2	0.18	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0180-008	2	2.08	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0180-008-03	1	0.58	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0180-008-04	1	0.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0180-008-05	1	0.52	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0180-009	1	1.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0180-013	2	1.43	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0180-013-01	2	0.65	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0180-013-02	2	2.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0180-013-02-01	1	0.63	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0180-013-02-01-01	1	0.10	0	0	1	1	0	0	0	2	0	0	0	Likely Needed	
0180-014	2	0.89	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	1a
0180-014-01	1	0.16	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0180-016	2	0.06	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0190-001	2	0.23	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0191-030	1	2.02	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0191-030-01	1	0.94	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0191-034	1	0.29	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0200-001	1	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0200-032-10	2	0.96	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0200-32A	2	3.10	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0200-32B	2	3.67	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2
0201-002	1	0.41	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0201-002-01	1	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0201-004	2	1.98	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0201-008	1	0.28	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0201-009	1	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0201-010	1	1.34	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a

0291-001	1	0.21	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0291-002	2	4.73	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0291-002-01	1	0.19	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0291-002-02	1	1.86	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0293-002	2	2.54	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0293-002-02	2	1.76	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0293-002-02-02	1	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-002-03	1	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-002-05	1	1.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0293-004	2	3.41	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b
0293-004-01	2	1.70	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0293-004-04	1	1.22	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-004-08	2	0.91	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2c
0293-004-18	1	0.42	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0293-010	2	1.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-014	2	2.51	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a,c
0293-017	1	0.24	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-018	2	3.86	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0293-018-05	2	1.07	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0293-018-05-01	2	1.97	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0293-018-07	1	0.24	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-018-08	1	1.13	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-019	1	1.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-020	2	1.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0293-020-01	2	1.68	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0294-002	1	0.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0294-004	1	0.68	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0295-015	2	0.04	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b

0295-016	2	0.02	0	0	1	1	1	0	1	4	1	0	1	Likely Needed	2b
0295-020	2	0.03	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0300-002	2	0.05	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0300-004	1	1.34	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0300-006	1	0.59	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0300-008	2	0.06	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b
0300-014	1	0.51	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0300-015	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0300-016	2	0.09	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0300-022	2	0.37	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-002	1	0.67	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-004	2	0.52	0	1	1	1	0	0	1	4	0	1	0	Likely Needed	2a
0301-006	1	0.98	1	0	1	1	1	0	1	5	0	1	0	Likely Needed	2
0301-006-02	1	0.36	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-006-03	1	0.12	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-006-05	2	0.11	1	0	1	1	1	0	1	5	1	0	0	Not Likely Needed	
0301-008	1	3.24	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2c
0301-008-01	2	2.00	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-008-01-02	1	0.52	0	0	1	1	1	0	1	4	0	1	0	Not Likely Needed	
0301-008-01-03	1	0.80	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-008-01-04	1	0.14	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-008-01-05	1	0.32	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-008-02	1	1.60	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-008-04	2	0.21	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-012	1	0.14	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-014	2	2.33	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2c
0301-014-02	1	0.61	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	

0301-014-04	1	0.59	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-020	2	4.82	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0301-020-02	1	1.44	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-020-03	2	1.89	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0301-020-06	1	0.93	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-020-09	1	0.09	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-020-09-01	1	0.33	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-024	2	0.13	0	0	1	1	1	0	1	4	1	1	1	Likely Needed	2b
0301-030	2	1.37	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-030-02	1	0.45	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-031	2	0.85	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-035	2	4.90	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	2c
0301-035-01	1	0.00	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0301-035-02	1	1.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-035-03	1	1.78	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-035-03-01	1	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0301-035-08	1	0.37	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
0301-035-11	1	1.60	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0301-035-11-01	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0302-005	1	0.24	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0302-010	2	0.19	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0302-012	1	0.82	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0302-020	2	0.29	0	0	1	1	0	0	1	3	0	1	0	Likely Needed	
0302-035	1	1.14	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0303-004	1	0.38	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a
0304-005	2	0.21	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0304-010	2	0.11	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0309-002	2	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0309-002-02	2	1.73	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0329-003	1	0.37	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0329-004	1	1.04	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0329-005	1	0.19	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2c
0329-006	1	0.31	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0329-008	1	0.18	0	0	1	1	0	1	0	3	0	1	0	Likely Needed	
0329-009	1	0.90	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0329-014	2	0.95	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0329-014-01	2	0.57	0	0	1	1	1	1	0	4	0	1	0	Not Likely Needed	
0329-016	2	0.67	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0329-018	2	0.21	0	0	1	1	1	1	0	4	0	1	1	Likely Needed	2a
0329-055	2	0.08	0	0	1	1	0	1	0	3	1	0	1	Likely Needed	
0401-001	1	1.47	0	0	1	1	1	0	1	4	0	0	0	Likely Needed	2a,c
0401-002	2	2.73	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2c
0401-002-02	1	0.54	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0401-002-04	1	0.87	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0401-002-06	1	0.64	0	0	1	1	1	0	1	4	0	1	0	Likely Needed	2a
0401-004	1	0.98	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0401-006	1	1.73	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0401-008	1	0.15	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0401-009	1	0.30	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0424-002	2	1.21	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0424-006-02	2	0.18	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0424-006-10	2	1.31	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0424-006-10-04	1	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0424-006-12	2	0.49	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0424-006-12-02	2	1.67	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0424-006-14	1	0.92	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0424-006-14-02	1	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0424-006-14-04	1	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0424-006-14-06	1	0.19	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0424-006-16	1	0.32	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0491-001	1	0.67	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0491-003	1	2.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0491-003-01	1	0.82	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0491-003-01-01	1	0.48	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0491-003-01-02	1	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0491-004-02	1	0.19	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0491-006	2	0.36	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0491-006-05	2	0.08	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0491-006-07	2	0.05	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0505-002	2	0.88	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0509-006	1	0.52	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0509-007	2	3.77	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2a,b
0509-007-02	2	2.78	0	1	1	1	1	0	0	4	1	1	1	Likely Needed	2a,b
0509-007-02-01	1	0.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0509-007-05	1	0.95	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0509-007-05	2	0.35	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0509-007-05-05	2	0.18	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0509-009	2	1.71	0	0	1	1	1	0	1	4	1	1	0	Likely Needed	2a,b
0514-005	2	0.04	0	0	1	0	1	1	0	3	1	0	0	Likely Needed	
0514-008	2	7.41	0	0	1	1	1	1	1	5	1	1	1	Likely Needed	2a,b
0514-010	2	2.01	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2a,b
0522-004	2	0.72	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	

0522-008	1	3.31	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-008-01	1	0.52	0	0	1	1	1	0	1	4	0	0	0	Not Likely Needed	
0522-008-02	2	0.83	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-008-03	2	0.18	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0522-010	1	1.53	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-010-01	1	0.14	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-012	2	0.06	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-014	2	0.29	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0522-016	2	0.63	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-018	2	0.91	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-020	1	0.21	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-022	2	0.20	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0522-024	1	1.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-028	2	0.23	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-030	2	1.75	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-030-01	2	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0522-030-02	2	0.51	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-030-03	1	0.20	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-032	2	2.54	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-034	2	0.76	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-036	1	0.41	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0522-038	2	0.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-040	2	1.22	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-040-01	2	0.17	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-040-02	2	0.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0522-040-03	2	0.98	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0522-042	1	0.02	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-044	2	1.76	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	

0522-044-01	2	0.35	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-044-02	2	1.62	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-044-03	2	0.09	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-044-04	2	0.15	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-044-05	1	0.19	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-046	2	0.27	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-048	2	0.51	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0522-052	2	1.74	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0522-052-04	2	0.47	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0524-001	2	1.09	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2a,b
0524-002-02	2	1.33	0	1	1	1	1	1	0	5	0	0	0	Likely Needed	2a,c
0613-002	2	0.68	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0613-002-01	1	0.30	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0613-004	1	0.47	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
0613-006	1	0.94	0	1	1	1	1	0	0	4	0	1	1	Likely Needed	2a
0613-008-02	1	0.16	0	1	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0613-008-04	1	0.30	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0622-002	2	0.61	0	0	1	1	0	0	0	2	1	1	0	Likely Needed	
0637-002	1	0.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0637-004	1	0.21	1	0	1	1	1	0	0	4	0	1	0	Not Likely Needed	
0654-004	2	0.24	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0654-005	2	1.96	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0654-005-05	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0720-001	1	0.23	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0721-001	2	2.75	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2
0721-001-02	1	0.50	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0721-001-02-01	1	0.39	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0721-002	2	0.36	0	0	1	1	1	0	1	4	0	0	0	Not Likely	

														Needed	
0721-002-05	2	0.02	0	0	1	1	1	0	1	4	1	0	0	Not Likely Needed	2b
0725-001	1	1.55	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0727-001	1	0.08	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0727-001	D	0.42	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0729-001	2	0.10	0	0	1	1	1	1	1	5	0	0	1	Likely Needed	2c
0729-002	1	2.91	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0729-002-04	1	1.77	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0729-002-05	1	0.35	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0729-003	2	2.40	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0729-003-01	1	0.66	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0729-003-02	2	1.61	0	0	1	1	1	1	1	5	0	1	0	Likely Needed	2a,c
0729-003-02-01	2	1.36	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	2a,c
0729-003-02-02	2	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0729-003-03	2	0.14	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0729-003-04	1	1.57	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0729-004	1	0.38	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0729-006	1	0.13	0	0	1	1	0	0	0	2	0	1	0	Likely Needed	
0729-007	2	1.11	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0729-007-01	2	0.30	0	0	1	1	1	0	0	3	0	1	1	Likely Needed	
0738-006	2	3.22	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0738-053	2	0.07	0	1	1	1	1	0	1	5	1	0	0	Likely Needed	2c
0738-054	2	0.06	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0738-055	2	0.04	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0738-056	2	0.03	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0738-057	2	0.08	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0738-058	2	0.04	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	
0823-001	2	0.82	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	

0823-001-01	1	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0825-002	1	1.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0825-002-01	1	1.36	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0825-002-02	1	0.45	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0833-004	1	0.34	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0833-006	2	0.23	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a
0833-006	D	0.31	0	1	1	1	1	0	1	5	0	1	1	Likely Needed	2a
0833-006-02	2	0.10	0	0	1	1	1	0	1	4	0	0	1	Likely Needed	2a
0833-007	2	0.19	0	0	1	1	0	0	0	2	0	0	1	Likely Needed	
0833-008	2	1.29	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0833-010	1	0.57	0	0	1	1	1	0	1	4	0	1	1	Likely Needed	2a
0833-013	1	0.19	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0843-017	Unknown	1.32	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-018	2	1.13	0	0	1	1	1	0	0	3	1	1	1	Likely Needed	2b
0843-031	2	2.76	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0843-031-03	1	1.17	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-033	2	1.70	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-033-01	2	0.46	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-033-02	2	0.44	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-035	2	0.27	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-035-05	2	0.06	0	0	1	1	0	0	0	2	1	0	0	Likely Needed	
0843-037	2	3.47	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b,c
0843-037-03	2	0.02	0	0	1	1	1	0	0	3	1	0	1	Likely Needed	
0843-037-04	2	1.99	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-037-05	2	0.69	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-037-07	2	0.02	0	0	1	1	1	1	0	4	1	0	1	Likely Needed	2b
0843-037-09	2	0.02	0	0	1	1	1	0	0	3	1	0	0	Likely Needed	
0843-041	2	0.10	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-043	2	2.50	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b,c

0843-043-01	2	0.02	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-043-02	2	0.42	0	0	1	1	1	0	0	3	0	1	0	Likely Needed	
0843-043-03	2	0.56	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	
0843-043-04	1	0.99	0	0	1	1	1	1	0	4	0	0	0	Likely Needed	2a,c
0843-043-05	2	0.06	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	
0843-048	2	0.97	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-048-01	1	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-048-05	2	0.02	0	0	1	1	0	0	0	2	1	0	1	Likely Needed	
0843-049	2	0.84	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-049-01	2	0.13	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-049-02	2	0.16	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-049-03	2	0.12	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-050	2	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-051	1	0.29	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-052	1	0.15	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
0843-053	2	0.36	0	0	1	1	1	0	0	3	0	0	1	Likely Needed	
0843-055	1	0.28	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	
2308-001	2	2.49	0	0	1	0	1	1	0	3	0	1	1	Likely Needed	
5307-001	1	0.55	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	2c
5307-002	2	0.64	1	0	1	1	1	0	0	4	0	1	1	Likely Needed	2a
5307-003	1	0.23	0	1	1	1	1	0	0	4	0	0	1	Likely Needed	2a
5307-004	1	0.41	0	1	1	1	0	0	0	3	0	1	0	Likely Needed	
5307-005	1	0.12	0	1	1	1	0	0	1	4	0	0	0	Not Likely Needed	
5688	2	2.06	0	0	1	1	1	1	0	4	1	1	1	Likely Needed	2b,c
5688-045	2	0.03	0	0	1	1	1	0	0	3	0	0	0	Likely Needed	2c
5688-060	1	0.16	0	0	1	1	1	1	0	4	0	1	0	Likely Needed	1b
9140-001	2	1.16	0	0	1	1	1	1	0	4	0	0	1	Likely Needed	2a
9140-002-01	2	0.43	0	0	1	1	1	1	0	4	1	0	0	Likely Needed	2c

## Appendix G: Public Comments

### Comment 1:

#### Tahoe National Forest – Subpart A-Roads Analysis

#### COMMENT FORM

Jeff Blewett CA4WDC

Submitted by:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: 209-240-7880

All maps should include OHV trails so we can see where our trails intersect with problem areas.  
All protected species should be indicated on map with a different color.

Your input will help to inform our analysis of the forest's road system. Please send submissions by Dec. 31, 2014; however, submissions will be accepted any time until October 2015. To provide us your input, please fill out this form and hand it to a U.S. Forest Service employee at one of our two public open houses, or you can send this form to:

Tahoe National Forest  
Attn: Subpart A Comments  
631 Coyote Street  
Nevada City, CA 95959

E-mail: [mjwoodbridge@fs.fed.us](mailto:mjwoodbridge@fs.fed.us)

*Comment 2:*

## Comments to TNF Sub-Part A Roads Analysis

Submitted by: Name: Rick Maddalena

Address: P.o.Box 114, Sierraville, CA 96126

Phone: 530.906.5081

E-Mail: [tk.rick.07@gmail.com](mailto:tk.rick.07@gmail.com)

11/6/14

## SVRD:

Establishing a ¼ mile buffer for the PCT is inconsistent with the L&RMP, PCT Mgt Plan for TNF, and the National Trails Act. All set direction for managing PCT in "harmony with existing uses of the land" Some homework is needed on this topic before sending an inappropriate message that the PCT is some kind of wilderness experience (outside wilderness).

0007-040-50 lacks clear direction on the ground as to where motorized uses should stop. The trail gets more difficult and presents the impression that users can/may go farther than they should. Consider signs or physical barrier at a logical end to this trail.

0007-040-20-05, 040-20, -4—20-07 should be evaluated on the ground for their need and conflict by drawing motorized uses and Mtn Bikes onto the PCT.

0002-025-10 shows as a level 1 road but this is the only road to service the tank and spring development serving the admin site and campgrounds. It is also a popular road to get views of the lake and to hunt deer/quail/grouse—should be kept open

0015- Nichols Cyn Rd: There is a persistent public hazard a short distance about the Treasure Mtn intersection where the road wash off the hill side in the 97 flood. Rock often role onto the road in this area an cause a surprising hazard, primarily in the spring. Spring maint here is critical for safe use.

005-25 Rice Cyn Rd. The large potholes and abrupt edges in the old asphalt are dangerous to many users especially motorcycles and mtn bikes making this a loop ride opportunity. Consider grinding in place and downgrading this road to native surface with spot gravel on the steep pitches.

0015-00 shows as an important fire road but it must be overgrown—consider fire access value of brushing

0015-030 same comment

0089-065 must be misclassified (pink?) that is an important access road for fire access and recreation use as connected to 0451-050

051-050-050 is a major forest access road important for Fire Access (no other choices) hunting, and general recreation. It is in good shape now—please keep it open

03-01-073: there is a private gate on the north end of this road. A fork off this road goes to a private cabin. That road and gate should be authorized by a SUP. I don't think it is and therefore is a trespass.

0007-030-07-05 and 07 both access prime dispersed rec sites--- consider making them available for use

06-50-003-20 and 0650-003 do connect and are intensively used as a motor cyle, mtn bike, jogging route and might be needed on a very bad day to evacuate visitors from the backside of the hot springs area.

TRD:

See not above about PCT. Buffer for Rec Risk of noise for Nat Historic Trail (not hikeable), and PCT, are not founded in logic and become ridiculous considerations when crossing urban areas, transcontinental RR's, and Freeways--- even level 3 roads. THIS NEEDS MAJOR RECONSIDERATION

089-036 with tie to 011-10 road: these are important fire access routes and the only good road tie to Sagehen hills without going up the 11 road. Priority needs to be made to keep these road links brushed out.

089-36-12, 36-04, 36-04-08 and 89-034-20 together: make for good suppression access along a well-defined ridge should fire get established north of Prosser creek. They should be brushed regularly

0450-10-70 (TRD) look for an Osprey nest west of north end of this road.

**Comment 3:**

You replied to this message on 10/23/2014 4:14 PM.

From: [dbeine2@juno.com](mailto:dbeine2@juno.com)  
To: Woodbridge, Michael J -FS  
Cc:  
Subject: BEINE Private Property Response:Re: FW: Tahoe NF Announces Open Houses on Forest Roads Analysis October 22 and 28

Sent: Wed 10/22/2014 7:23 AM

Reference Open Houses on Forest Roads set for 10/22/14 & 10/28/14. Concerns as follows:

1. Just received FIRST notification dated 10/8/14 regarding Public Meeting at USFS on upcoming Forest Roads Analysis. I do want to be involved in your process. (First Notice was received by Juno email (not my primary email) at 6:41 A.M on 10/22/14, and I have other commitments for these dates).
2. I am a private property (owner within the forest) with the only road access being to travel Forest Roads known as the Sagehen Hills Road (USFS #89-36 and #89-36-10). These identified routes currently serve as our "ONLY ACCESS" to our private land located in the NW NW (N 1/2 Lot 2) Sec. 18, T 18N., R 16E MDB&M,- 5 1/2 miles north of Truckee (property shown as Nevada County AP #16-090-01-000).
3. Will you kindly do two things for me?  
(1) add email notification address for my primary email: [dbeine2@gmail.com](mailto:dbeine2@gmail.com)  
(2) Send any copies of maps or correspondence (intended handouts) affecting above private land as shown above? (regarding proposed changes in Forest travel & maintenance) Please send information to:

Dave Beine; 5830 E. McKellips Rd., Unit # 50, Mesa, AZ 85215?

You may reach me by Home Phone # (480) 654-3218, but I am in and out a lot, and the best way to contact me is by my primary email address at: [dbeine2@gmail.com](mailto:dbeine2@gmail.com).

Thanks for the notification and for consideration of performing above request.

Dave Beine  
[dbeine2@gmail.com](mailto:dbeine2@gmail.com) or [dbeine2@juno.com](mailto:dbeine2@juno.com)

---

**Map Your Flood Risk**  
Find Floodplan Maps, Facts, FAQs, Your Flood Risk Profile and More!  
[floodsmart.gov](http://floodsmart.gov)

*Comment 4:*

From: Woodbridge, Michael J -FS  
To: Brennan, Terry J -FS; Sorrels, Christina -FS  
Cc:  
Subject: FW: Attention: Subpart A Roads Analysis Comments (Tahoe National Forest) Sent: Mon 1/5/2015 11:10 AM

I received this comment letter over the holidays for Travel Management Subpart A. Please add it to your collection of public comments.

---

**From:** [sherry.s@comcast.net](mailto:sherry.s@comcast.net) [mailto:[sherry.s@comcast.net](mailto:sherry.s@comcast.net)]  
**Sent:** Wednesday, December 31, 2014 5:24 PM  
**To:** Woodbridge, Michael J -FS  
**Subject:** Attention: Subpart A Roads Analysis Comments (Tahoe National Forest)

Michael Woodbridge, Public Affairs Officer: I wish to submit the following comments on Subpart A of Travel Management.

- \* Any future action on the part of the Forest Service to close OHV trails; or remove already designated OHV trails; or close unauthorized trails, must be backed by sound/unbiased science.
- \* Forest Service should keep in mind that OHV trails have co-existed for decades with various animals and their habitat.
- \* A majority of OHV users are responsible and good land stewards. Any future actions must be backed by unbiased science, along with years of OHV history on public lands.
- \* OHV user groups are willing and able to help the Forest Service staff maintain OHV trails. Lack of funding or volunteers must not be used as a reason for OHV trail closures. OHV individuals and groups would support OHV related grants, and volunteer time.

If there are any questions, feel free to contact me through e-mail ([sherry.s@comcast.net](mailto:sherry.s@comcast.net)) or 209-602-4788. Thanks for allowing the opportunity to make comments. Sincerely, Sherry Stortroen

*Comment 5:*

You replied to this message on 10/27/2014 9:01 AM.

From: [dougbarr@charter.net](mailto:dougbarr@charter.net)  
To: [Woodbridge, Michael J -FS](mailto:Woodbridge, Michael J -FS)  
Cc:  
Subject: Subpart A comments - Sierraville

Sent: Sun 10/26/2014 10:47 AM

**Subpart A Comments**

[MIWoodbridge@fs.fed.us](mailto:MIWoodbridge@fs.fed.us)

Let me start by thanking the Tahoe National Forest for reaching out to the public in order to work in cooperation with the forest users and general public. In order to increase the input from the 'outside' and to get input from a broader source, I would suggest holding these open house sessions on the weekend.

On at least one map, the entire road was labeled as having an issue when in fact it was just one spot along the trail that brought the trail in to question. This issue closed 42 trails in the ENF when upon closer scrutiny only certain sections were at issue. Following on that, after a closer on the ground, only 18 of the 42 trails actually had issues. My suggestion here is that each trail be closely inspected, as soon as possible, with all users groups represented, to insure that only the trail with issues are affected and only the sections with an issue are brought up as a concern.

All forests should strive to have an open and honest process for any project. This would include bringing in all users types for the entire process. By leaving the users out of the loop, trust is eroded. The users can do more than pick up trash. Many have an engineering background or experience in road construction and/or dirt work. Please be open to their ideas and input and include them in the planning and tour as well as a labor force.

The one map that concerned me and actually bothered me was the one half mile special study area around the Pacific Crest Trail and the Granite Chief Wilderness Area. That came across to me as – the PCT and wilderness areas (and hikers) are more important to the TNF than any other area or users group. Why isn't there a special zone around Stampede Reservoir? Why isn't there a half mile buffer around the Rubicon Trail? Why isn't there a buffer around Alpine Meadows and Squaw Valley?

No area is more important than any other area in any national forest. No users group or activity is more important than any other in any national forest. I would suggest dropping this study area all together or find funding to conduct studies on every other area of the forest specific to that area, users group or activity.

In a more general perspective, I am in favor of fuel reduction in any way, shape or form.

Again, thank you for reaching out and hopefully listening to the users of the national forests of this great country.

**Doug Barr**  
2092 Tangerine  
Sparks, NV  
889434  
[dougbarr@charter.net](mailto:dougbarr@charter.net)  
(775) 813-5294

*Comment 6:*

From:  Woodbridge, Michael J -FS  
To:  Woodbridge, Michael J -FS  
Cc:  
Subject: Sbpt A SVRD Mtg Comments Oct. 22

Sent: Mon 10/27/2014 5:02 PM

REC RISKS SVRD MAP:

PCTA/Justin Kooyman:

- 1) 0001-070: PCTA wondering if needed.
- 2) 0070-065-10: goes along PCT; PCTA wondering if needed.

REC RISKS YRRD MAP:

PCTA/Justin Kooyman:

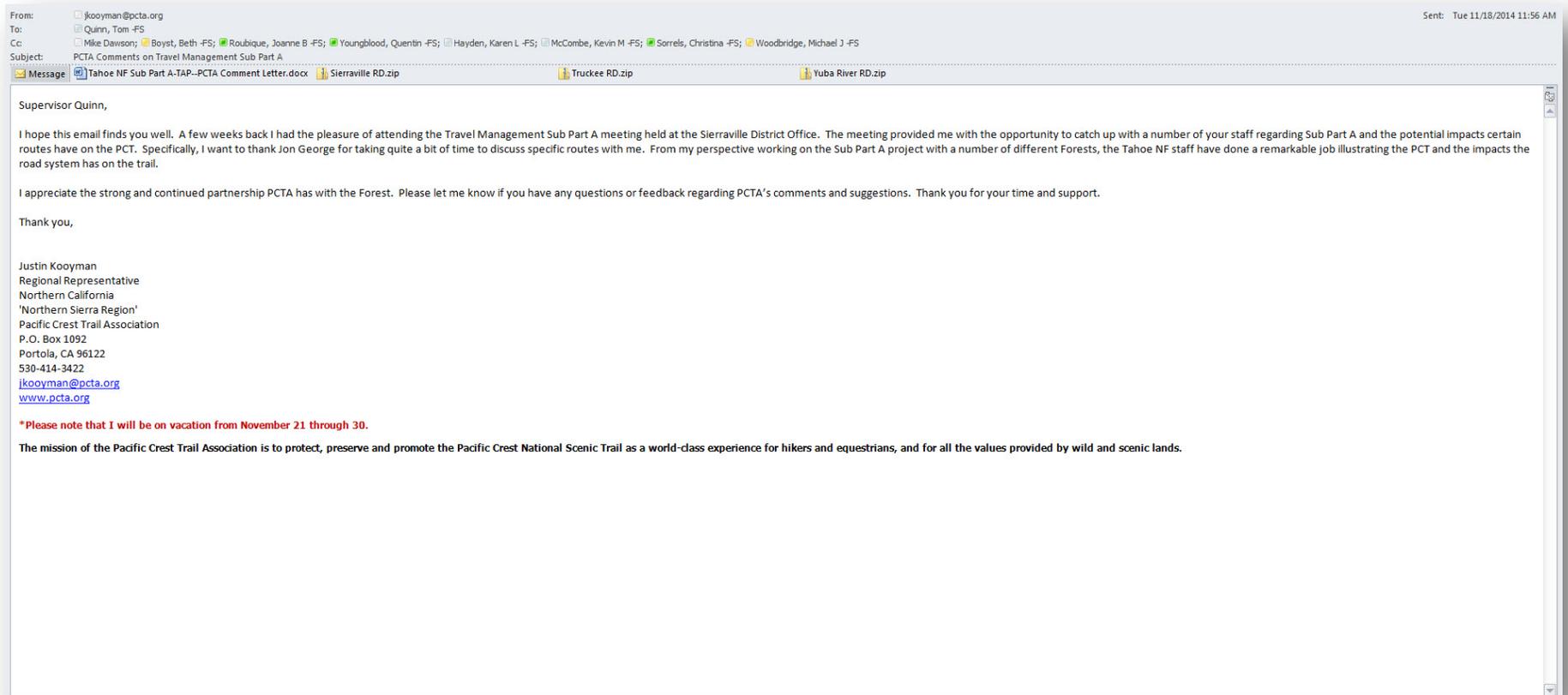
- 1) 0093-003: PCTA concern
- 2) 0093-054 and 0093-055: PCTA: close to PCT

REC RISK TKRD MAP:

Frank Havlik: Wants to keep all routes between Stampede, Boca, and Prosser area for motorized

Deborah Urich and Ashley Kola: want 0089-015 to be administrative use only for aquatic passage and owl and goshawk.

Michael J. Woodbridge  
Public Affairs Officer  
Tahoe National Forest  
631 Coyote Street  
Nevada City, CA 95959  
530.478.6205 (O)  
530.478.6109 (F)  
530.913.1079 (C)

*Comment 7:*

*Comment 8:*

Northern Sierra Regional Trail Operations Office  
P.O. Box 1092 • Portola, CA 96122  
530-414-3422 • [ikoovman@pcta.org](mailto:ikoovman@pcta.org)

Responsible Official:  
Tom Quinn, Tahoe National Forest Supervisor  
631 Coyote Street  
Nevada City, CA 95959

November 17, 2014

**Re: Pacific Crest Trail Association Comments on the Travel Management Sub Part A Travel Analysis Process (TAP)**

Dear Supervisor Quinn,

I am writing on behalf of the 9,800 member Pacific Crest Trail Association (PCTA). PCTA is the Forest Service's primary partner in the management, maintenance and protection of the Pacific Crest National Scenic Trail (PCT). Additionally, PCTA has a strong ongoing partnership with the Tahoe National Forest with the management and maintenance of the PCT.

PCTA commends the excellent job the TNF ~~staff have~~ done in preparing the Sub Part A Travel Analysis Process (TAP) maps. The staff incorporated the guidelines set forth in the 2012 Region Five TAP Guidebook that was distributed to all R5 Forests. The Guidebook calls for additional consideration to be given to the PCT. In Appendix E the Guidebook states, "For the purposes of meeting the Travel Management Rule, Subpart A requirements for identifying a minimum road system, the TAP should assess the NFTS's risk on quiet recreation for visitors using selected non-motorized trails of national importance." The Guidebook continues on E-2, "For the purposes of the TAP, the presence of nationally significant non-motorized trails, which represent the top tier of non-motorized trails in the region, are deemed priority for identifying segments of the NFTS that could place quiet recreation 'at risk' for these trails." The Guidebook also calls for a half mile buffer along the PCT. The TNF ~~staff have~~ carefully illustrated the PCT, the half mile buffer, and all routes within that half mile buffer on the TAP map.

Accompanying this letter are worksheets PCTA has generated to evaluate the roads that are in close proximity to the PCT. PCTA is aware that the Sub Part A is not a project requiring NEPA compliance and no decisions are being made or implemented from this process. Nonetheless, PCTA intends for these worksheets to inform the forthcoming Travel Analysis Report (TAR), which in turn, should inform future project level decisions regarding the Forest's minimum road system. PCTA does not take the position that any and all roads near the PCT should be closed to protect the trail experience. Rather, our recommendations are based on the usefulness of a route to access the PCT for important recreation or administrative purposes vs. the potential negative impacts a route has on the PCT.

Supervisor Quinn, I look forward to any questions you or your staff have regarding PCTA's road analysis worksheets and recommendations. Thank you for your time and support.

Thank you,

Justin Kooyman  
PCTA Northern Sierra Regional Representative

Cc:  
Mike Dawson, PCTA Trail Operations Director  
Beth Boyst, USFS PCT Manager  
Joanne Roubique, Truckee District Ranger  
Quentin Youngblood, Sierraville District Ranger  
Karen Hayden, Yuba River District Ranger  
Kevin McCombe, Recreation Officer  
Christina Sorrels, Civil Engineer  
Michael Woodbridge, Public Affairs Officer

*Comment 9:*

Pacific Crest Trail Association  
**MINIMUM ROAD SYSTEM WORKSHEET**

**National Forest:** Tahoe **Ranger District:** Sierraville

**Road Name:** \_\_\_\_\_ **Road Number:** 0070-040-20-07

**Forest Service Road Maintenance Level (1-5):** 2

**Relation to Pacific Crest National Scenic Trail:**  Intersect  Dead-end  Parallel

---

**Findings**

**Road is:**  Essential  Important  Redundant

**Reasons to Maintain:**

Trailhead user access  Access for maintenance and construction  
 Offers equestrian trailer access/parking

**Reasons to Decommission:**

Litter  Access to trespass from OHVs and bicycles  
 Noise  Impacts on scenery  
 User conflicts  Reduced remoteness  
 Damage to soils, watershed and water  Hiker and equestrian safety

**Comments:**  
This route intersects and dead ends near the PCT. The route negatively impacts the PCT and user experience while providing little needed access to the area. PCTA strongly recommends the Tahoe NF close this route.

---

**PCTA Recommendation**

**Maintain:**  Keep as open  Keep as closed

**Decommission:**  Close, restore to more natural state  Close, convert to non-motorized use

**Partial Decommission:**  
From: \_\_\_\_\_  
To: \_\_\_\_\_

Close, restore to more natural state  
 Close, convert to non-motorized use

---

**Road Review Conducted By**

**Name:** Justin Kooyman **Date:** 11/17/2014  
**Phone Number:** 530-414-3422 **Email Address:** jkooyman@pcta.org

v March 2012

*Comment 10:*

Pacific Crest Trail Association	
<b>MINIMUM ROAD SYSTEM WORKSHEET</b>	
<b>National Forest:</b> _____	Tahoe _____ <b>Ranger District:</b> _____
	Sierraville _____
<b>Road Name:</b> _____	<b>Road Number:</b> _____
	0070-065-10 _____
<b>Forest Service Road Maintenance Level (1-5):</b> _____	
2 _____	
<b>Relation to Pacific Crest National Scenic Trail:</b> _____	
Intersect _____ Dead-end _____ <input checked="" type="checkbox"/> Parallel _____	
<b>Findings</b>	
_____	
<b>Road is:</b> _____	
Essential _____ Important _____ <input checked="" type="checkbox"/> Redundant _____	
<b>Reasons to Maintain:</b>	
_____ Trailhead user access	_____ Access for maintenance and construction
_____ Offers equestrian trailer access/parking	
<b>Reasons to Decommission:</b>	
_____ Litter	<input checked="" type="checkbox"/> Access to trespass from OHVs and bicycles
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Impacts on scenery
<input checked="" type="checkbox"/> User conflicts	<input checked="" type="checkbox"/> Reduced remoteness
_____ Damage to soils, watershed and water	_____ Hiker and equestrian safety
<b>Comments:</b>	
<p>This route closely parallels the PCT and negatively impacts the PCT and the user experience. The route dead ends close to the PCT and does not provide critical access for other resources. PCTA recommends the Tahoe NF close this route.</p>	
<b>PCTA Recommendation</b>	
_____	
<b>Maintain:</b>	<b>Partial Decommission:</b>
_____ Keep as open	From: _____
_____ Keep as closed	To: _____
<b>Decommission:</b>	_____ Close, restore to more natural state
<input checked="" type="checkbox"/> Close, restore to more natural state	_____ Close, convert to non-motorized use
_____ Close, convert to non-motorized use	
<b>Road Review Conducted By</b>	
_____	
<b>Name:</b> _____	Justin Kooyman _____ <b>Date:</b> _____
	11/17/2014 _____
<b>Phone Number:</b> _____	530-414-3422 _____ <b>Email Address:</b> _____
	jkooyman@pcta.org _____
	<small>v. March 2012</small>

*Comment 11:*

Pacific Crest Trail Association  
**MINIMUM ROAD SYSTEM WORKSHEET**

**National Forest:** Tahoe **Ranger District:** Sierraville

**Road Name:** \_\_\_\_\_ **Road Number:** 0086-070

**Forest Service Road Maintenance Level (1-5):** 2

**Relation to Pacific Crest National Scenic Trail:**  Intersect  Dead-end  Parallel

**Findings**

**Road is:**  Essential  Important  Redundant

**Reasons to Maintain:**

Trailhead user access  Access for maintenance and construction

Offers equestrian trailer access/parking

**Reasons to Decommission:**

Litter  Access to trespass from OHVs and bicycles

Noise  Impacts on scenery

User conflicts  Reduced remoteness

Damage to soils, watershed and water  Hiker and equestrian safety

**Comments:**

This route provides access to White Rock Lake for PCT and other Forest recreation users. Additionally, it provides access for PCT maintenance crews.

**PCTA Recommendation**

**Maintain:**  Keep as open  Keep as closed

**Partial Decommission:** From: \_\_\_\_\_ To: \_\_\_\_\_

**Decommission:**  Close, restore to more natural state  Close, convert to non-motorized use

Close, convert to non-motorized use

**Road Review Conducted By**

**Name:** Justin Kooyman **Date:** 11/17/2014

**Phone Number:** 530-414-3422 **Email Address:** jkooyman@pcta.org

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*Comment 12:*

Pacific Crest Trail Association  
**MINIMUM ROAD SYSTEM WORKSHEET**

**National Forest:** Tahoe **Ranger District:** Sierraville

**Road Name:** \_\_\_\_\_ **Road Number:** 0088-060

**Forest Service Road Maintenance Level (1-5):** 2

**Relation to Pacific Crest National Scenic Trail:**  Intersect  Dead-end  Parallel

**Findings**

---

**Road is:**  Essential  Important  Redundant

**Reasons to Maintain:**

Trailhead user access  Access for maintenance and construction  
 Offers equestrian trailer access/parking

**Reasons to Decommission:**

Litter  Access to trespass from OHVs and bicycles  
 Noise  Impacts on scenery  
 User conflicts  Reduced remoteness  
 Damage to soils, watershed and water  Hiker and equestrian safety

**Comments:**

This route dead ends close to the PCT and negatively impacts the trail and user experience. PCTA recommends the Tahoe NF close this route which invites mountain bike and motorized trespass on to the PCT.

**PCTA Recommendation**

---

**Maintain:**  Keep as open  Keep as closed

**Decommission:**  Close, restore to more natural state  Close, convert to non-motorized use

**Partial Decommission:** From: \_\_\_\_\_ To: \_\_\_\_\_

Close, restore to more natural state  
 Close, convert to non-motorized use

**Road Review Conducted By**

---

**Name:** Justin Kooyman **Date:** 11/17/2014  
**Phone Number:** 530-414-3422 **Email Address:** jkooyman@pcta.org

v March 2012

*Comment 13:*

Pacific Crest Trail Association  
**MINIMUM ROAD SYSTEM WORKSHEET**

**National Forest:** Tahoe **Ranger District:** Truckee

**Road Name:** \_\_\_\_\_ **Road Number:** 0003-002

**Forest Service Road Maintenance Level (1-5):** 2

**Relation to Pacific Crest National Scenic Trail:**  Intersect  Dead-end  Parallel

**Findings**

---

**Road is:**  Essential  Important  Redundant

**Reasons to Maintain:**

Trailhead user access  Access for maintenance and construction  
 Offers equestrian trailer access/parking

**Reasons to Decommission:**

Litter  Access to trespass from OHVs and bicycles  
 Noise  Impacts on scenery  
 User conflicts  Reduced remoteness  
 Damage to soils, watershed and water  Hiker and equestrian safety

**Comments:**  
This route closely parallels the PCT without providing access to other recreation areas, as the route dead ends. Further, the route is redundant with other roads providing access to nearby areas. PCTA suggests the Tahoe NF close this route to improve the PCT experience for hikers and horseback riders.

**PCTA Recommendation**

---

**Maintain:**  Keep as open  Keep as closed

**Partial Decommission:**  
From: \_\_\_\_\_  
To: \_\_\_\_\_

**Decommission:**  Close, restore to more natural state  Close, restore to more natural state  
 Close, convert to non-motorized use  Close, convert to non-motorized use

**Road Review Conducted By**

---

**Name:** Justin Kooyman **Date:** 11/17/2014  
**Phone Number:** 530-414-3422 **Email Address:** jkooyman@pcta.org

v March 2012

*Comment 14:*

Pacific Crest Trail Association  
**MINIMUM ROAD SYSTEM WORKSHEET**

**National Forest:** Tahoe **Ranger District:** Yuba River

**Road Name:** \_\_\_\_\_ **Road Number:** 0093-002-01

**Forest Service Road Maintenance Level (1-5):** 2

**Relation to Pacific Crest National Scenic Trail:**  Intersect  Dead-end  Parallel

**Findings**

---

**Road is:**  Essential  Important  Redundant

**Reasons to Maintain:**

Trailhead user access  Access for maintenance and construction  
 Offers equestrian trailer access/parking

**Reasons to Decommission:**

Litter  Access to trespass from OHVs and bicycles  
 Noise  Impacts on scenery  
 User conflicts  Reduced remoteness  
 Damage to soils, watershed and water  Hiker and equestrian safety

**Comments:**

This route comes close to the PCT before coming to a dead end. As this route does not provide any sort of connection to other roads or routes, PCTA suggests the Tahoe NF close this route to improve and protect the PCT experience for trail users.

**PCTA Recommendation**

---

**Maintain:**  Keep as open  Keep as closed

**Decommission:**  Close, restore to more natural state  Close, convert to non-motorized use

**Partial Decommission:** From: \_\_\_\_\_ To: \_\_\_\_\_

Close, restore to more natural state  
 Close, convert to non-motorized use

**Road Review Conducted By**

---

**Name:** Justin Kooyman **Date:** 11/17/2014  
**Phone Number:** 530-414-3422 **Email Address:** jkooyman@pcta.org

v March 2012

*Comment 15:*

Pacific Crest Trail Association	
<b>MINIMUM ROAD SYSTEM WORKSHEET</b>	
<b>National Forest:</b> _____ Tahoe _____	<b>Ranger District:</b> _____ Yuba River _____
<b>Road Name:</b> _____	<b>Road Number:</b> _____ 0093-002-03 _____
<b>Forest Service Road Maintenance Level (1-5):</b> _____ 2 _____	
<b>Relation to Pacific Crest National Scenic Trail:</b> <input checked="" type="checkbox"/> Intersect <input type="checkbox"/> Dead-end <input type="checkbox"/> Parallel	
<b>Findings</b>	
<b>Road is:</b> <input type="checkbox"/> Essential <input checked="" type="checkbox"/> Important <input type="checkbox"/> Redundant	
<b>Reasons to Maintain:</b>	
<input checked="" type="checkbox"/> Trailhead user access	<input checked="" type="checkbox"/> Access for maintenance and construction
<input type="checkbox"/> Offers equestrian trailer access/parking	
<b>Reasons to Decommission:</b>	
<input type="checkbox"/> Litter	<input type="checkbox"/> Access to trespass from OHVs and bicycles
<input type="checkbox"/> Noise	<input type="checkbox"/> Impacts on scenery
<input type="checkbox"/> User conflicts	<input type="checkbox"/> Reduced remoteness
<input type="checkbox"/> Damage to soils, watershed and water	<input type="checkbox"/> Hiker and equestrian safety
<b>Comments:</b>	
<p>This route provides recreation access to the PCT. It is also an important access point for PCT maintenance efforts and crews. PCTA recommends the Tahoe NF keep this route open.</p>	
<b>PCTA Recommendation</b>	
<b>Maintain:</b>	<b>Partial Decommission:</b>
<input checked="" type="checkbox"/> Keep as open	From: _____
<input type="checkbox"/> Keep as closed	To: _____
<b>Decommission:</b>	<input type="checkbox"/> Close, restore to more natural state
<input type="checkbox"/> Close, restore to more natural state	<input type="checkbox"/> Close, convert to non-motorized use
<input type="checkbox"/> Close, convert to non-motorized use	
<b>Road Review Conducted By</b>	
<b>Name:</b> _____ Justin Kooyman _____	<b>Date:</b> _____ 11/17/2014 _____
<b>Phone Number:</b> _____ 530-414-3422 _____	<b>Email Address:</b> _____ jkooyman@pcta.org _____
<small>v March 2012</small>	

*Comment 16:*

Pacific Crest Trail Association	
<b>MINIMUM ROAD SYSTEM WORKSHEET</b>	
<b>National Forest:</b> _____	Tahoe
<b>Ranger District:</b> _____	Yuba River
<b>Road Name:</b> _____	
<b>Road Number:</b> _____	0093-003
<b>Forest Service Road Maintenance Level (1-5):</b> _____ 2 _____	
<b>Relation to Pacific Crest National Scenic Trail:</b> _____ Intersect _____ Dead-end _____ <input checked="" type="checkbox"/> Parallel	
<b>Findings</b>	
<b>Road is:</b> _____ Essential _____ Important _____ Redundant	
<b>Reasons to Maintain:</b>	
_____ Trailhead user access	_____ Access for maintenance and construction
_____ Offers equestrian trailer access/parking	
<b>Reasons to Decommission:</b>	
_____ Litter	<input checked="" type="checkbox"/> Access to trespass from OHVs and bicycles
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Impacts on scenery
<input checked="" type="checkbox"/> User conflicts	<input checked="" type="checkbox"/> Reduced remoteness
_____ Damage to soils, watershed and water	_____ Hiker and equestrian safety
<b>Comments:</b>	
This route comes very close to the PCT and negatively impacts the PCT and the trail experience for hikers and horseback riders. PCTA recommends the Tahoe NF close this route approximately one-quarter mile before it reaches the PCT.	
<b>PCTA Recommendation</b>	
<b>Maintain:</b>	<b>Partial Decommission:</b>
_____ Keep as open	From: _____ one quarter mile of the PCT
_____ Keep as closed	To: _____ the PCT
<b>Decommission:</b>	<input checked="" type="checkbox"/> Close, restore to more natural state
_____ Close, restore to more natural state	_____ Close, convert to non-motorized use
_____ Close, convert to non-motorized use	
<b>Road Review Conducted By</b>	
<b>Name:</b> _____	Justin Kooyman
<b>Phone Number:</b> _____	530-414-3422
<b>Date:</b> _____	11/17/2014
<b>Email Address:</b> _____	jkooyman@pcta.org
<small>v March 2012</small>	