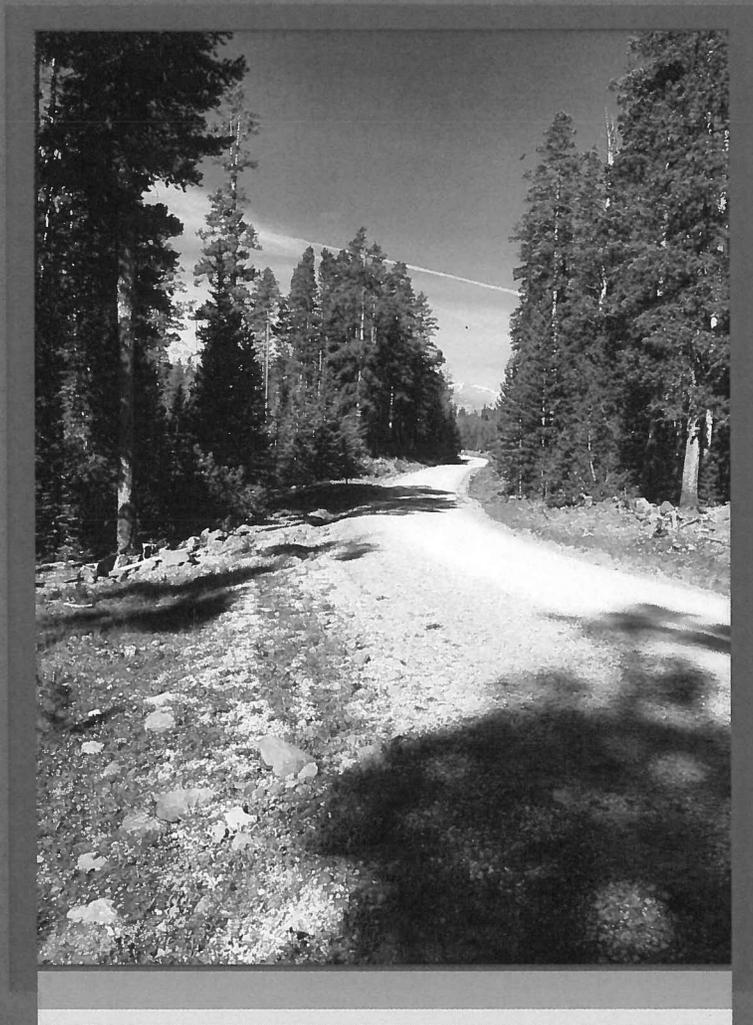


Ashley National Forest
September 2015



TRAVEL ANALYSIS REPORT

Introduction

Every unit in the National Forest System is required to identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of lands within that unit (36 CFR §212.5 (b)(1), in Subpart A of the Travel Rule). To aid in this determination a science-based roads analysis and, to the degree practicable, public involvement must be conducted. Specific direction for performing the travel analysis process (TAP) is provided for in Forest Service Manual 7712 and Forest Service Handbook 7709.55-Chapter 20: including the requirements to use a six step interdisciplinary, science-based process. The goal is to describe the road system that will support resource and other management objectives, satisfy statutory and regulatory requirements, align with long-term funding expectations, and minimize adverse environmental impacts associated with road construction, operation, and maintenance.

In accordance with these regulations the Ashley National Forest has completed the six-step travel analysis process described in FSH 7709.55, culminating in this Travel Analysis Report (TAR). Information presented here was compiled from previous transportation system analyses (primarily the 2009 travel planning process and the 2005 roads analysis) as well as a thorough review of the Ashley's current GIS and Infra route data.

This Transportation Analysis Report is intended to inform future transportation system decisions. Although it includes some management recommendations, it does not make decisions or allocate National Forest System lands for specific purposes (FSM 7712; FSH 7709.55, sec. 21).

Summary of analysis steps

STEP 1. SET UP THE ANALYSIS

The analysis methods used are to be matched to the complexity of the issues being considered. Interdisciplinary teams are to conduct the analysis in as simple and cost-effective a manner as possible, while still providing sufficient information to guide future decision-making. Prior analyses and management decisions are to be considered where applicable. (FSH 7709.55 Sections 21.1, 21.11 21.13).

In 2005, the Ashley conducted a Roads Analysis that evaluated all roads with a maintenance level of 3 or higher (i.e. roads classified as suitable for travel by a standard passenger vehicle). High-clearance roads were not addressed. The 2005 analysis used an interdisciplinary team and considered a broad range of ecological, social and economic issues that were important to the public and to land managers. The issues considered were identified internally as well as externally through informal and formal scoping processes for a variety of resource projects. The analysis process was science-based, meaning it considered relevant existing scientific literature, disclosed limitations on the available information, and documented any assumptions made during the analysis. The analysis was done in accordance with 36 CFR Part 212; Forest Service Manual (FSM) 7700; Forest Service Handbook (FSH) 7709; and *Roads Analysis: Informing Decisions About Managing the National Forest Transportation System*. The team utilized existing information and data. Key sources of information and data included: Forest transportation management system database (INFRA); Forest Geographic Information System (GIS); Road condition surveys; 1986 FEIS and Forest Plan; Ranger District Travel Opportunity Guides; and professional knowledge and experience of Forest personnel.

In 2009, the Ashley National Forest completed travel management planning and issued a decision that designated roads and trails for public motorized use. This was a lengthy planning process that encompassed all existing roads and motorized trails, was conducted using a 12-person interdisciplinary team, and used extensive public involvement to identify issues and develop management proposals. The FEIS analyzed over 1200 proposals on existing or new motorized routes, based on internal and external discussions.

The Travel Analysis Report (TAR) documents the Travel Analysis Process (TAP) by summarizing previous roads analysis and travel management decisions. Significant Public Involvement was included within these previous activities. Information in the 2005 and 2009 documents has been reviewed for accuracy and pertinence to the current analysis process. Our transportation system is adjusted annually as needed to resolve database or mapping errors, address environmental impacts, or modify management to respond to social or economic issues. Due to these types of adjustments, road mileages by route category in this TAR do differ somewhat from mileages shown in the prior analysis documents. However the overarching social, economic and ecological issues addressed in 2005 and 2009 are still pertinent and the findings of those reports are applicable to the current report.

Collectively, these prior analyses and ongoing implementation practices address all the analysis criteria listed in 36 CFR §212.5 (b)(1). Specific portions of each prior analysis that pertain to the current travel analysis process (as outlined in FSH 7709.55) are summarized below, with emphasis on the 2009 travel plan since it was completed relatively recently, relied on detailed route analyses, and included extensive public involvement.

STEP 2. DESCRIBE THE SITUATION

Existing Road System. The current Forest transportation system is summarized as follows:

- A table listing all Likely Needed for Future Use Ashley NF system roads (Maintenance Level 1 to 5) and their assigned maintenance level is provided in Appendix A.
- A table listing all Likely Not Needed for Future Use Ashley NF system roads (Maintenance Level 1 to 5) and their assigned maintenance level is provided in Appendix B.
- All routes open to motorized use by the public are also displayed on a Motorized Vehicle Use Map (MVUM) that is produced annually and distributed to the public in both paper and digital formats. The current MVUM is available on the Ashley's external web page.

In addition to routes designated as open for public motorized use, our transportation system includes some routes that are needed to provide administrative access to permittees and managers. Collectively, the roads in Appendices A and B comprise the Forest's existing road system. This is the system necessary to meet utilization (including recreation), protection, and administration needs on the Ashley NF.

The Ashley's road system includes over 1470 miles of roads providing access to 1.1 million acres of national forest, as well as private tracts, special use permits, Bureau of Reclamation withdrawn lands, and mining claims. The road system takes into account prior travel management decisions and patterns of use, public desire for both motorized and non-motorized recreation opportunities, consistency with the Forest Plan, compliance with other laws, regulations and policies, potential environmental impacts, administrative access needs, and economic considerations including impacts on local businesses as well as the ability of Forest Service personnel to properly maintain designated routes given current and anticipated budgets. Refer to the

2009 Motorized Travel Plan FEIS, Volumes I and II, for more information on the analysis factors considered in the planning process.

Roads on the Forest range from double lane paved roads to single lane native surface roads. On the Forest, there are approximately 1472 miles of roads of which 555 miles are maintained for use by passenger cars (Maintenance Level 3 to 5) and the rest are maintained for high clearance vehicles (Maintenance Level 2) or roads placed in storage between intermittent use (Maintenance Level 1).

Road Maintenance Levels. (see Table 1) Operational ML describes the existing condition of the road in terms of current maintenance activities. Objective road ML prescribes the upkeep and restoration work necessary to retain a desired service level. The operational and objective levels are often different due to funding constraints and transportation planning desired conditions. ML 1 is the lowest standard and is physically closed to motor vehicle traffic, while preserving the investment in the road template. ML 2 through 5 are for roads open to vehicular traffic. ML 2 is for high-clearance vehicles, such as trucks and four-wheel drive vehicles. Passenger car traffic is discouraged on ML 2 roads. User comfort and convenience improves as the maintenance level increases up to ML 5, which is normally a double paved facility. (Note: Any functional class could be placed in any maintenance level, based on management direction.) Table 2 shows miles of road by operational maintenance level on the Ashley NF.

Table 1 - Road Classifications in Current Use

Maintenance Level	Maintenance Level Description
Level 5	Passenger vehicles - dust free; possibly paved
Level 4	Passenger vehicles - smooth surface
Level 3	Passenger vehicles - surface not smooth
Level 2	High clearance vehicles
Level 1	Closed more than one year

Table 2 - Miles of Road by Operational Maintenance Level

ML	Operational (Miles)
5	85
4	154
3	316
2	898
1	19
Total Miles	1472

Roads with Forest Service/County Maintenance Agreements. (see Appendix C) The Forest currently has maintenance agreements on various roads within the Utah counties of Daggett, Duchesne and Uintah, and the Wyoming county of Sweetwater. Maintenance of these roads is shared based on miles of jurisdiction and project activities. These agreements are between the Forest and counties with the premise that each year the counties will maintain the roads to Forest Service Standards.

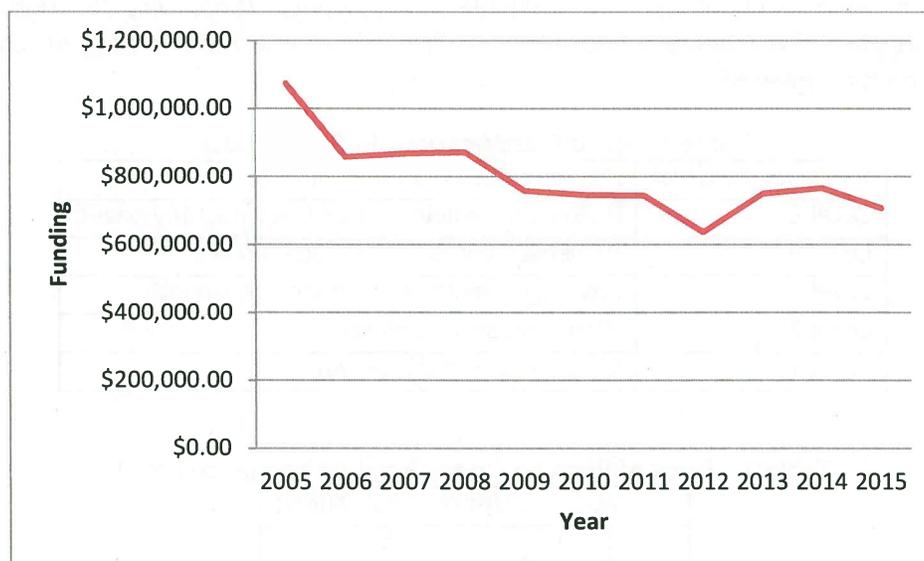
Cost of Operating and Maintaining the Forest Roads and Bridges. Annual maintenance of a road is the act of keeping road features in acceptable conditions. It includes preventative, annual and cyclical activities needed to preserve the road so it continues to provide acceptable service and achieves expected life. Deferred maintenance occurs when required and scheduled maintenance activities are not performed and delayed until

a later date. A Forest Service road is considered fully maintained when the road meets established RMO standards.

The Ashley NF maintains its road system with funding provided through the annual Congressional Appropriations, through County Road Agreements and other agreements/funding sources. The majority of the maintenance is performed through Congressional Appropriations funding and County Road Agreements. Currently 412 miles of road are under a County maintenance agreement which equates to approximately 28% of the Ashley NF road system. Of the 412 miles under agreement, 329 miles are passenger car roads (ML 3 to 5) which is approximately 59% of the passenger car system.

For the Ashley NF, the annual roads budget (CMRD) has decreased from approximately \$1.07 Million in 2005 to \$706k in 2015 (34% Reduction)(see Chart 1). Approximately 52% of the 2015 CMRD budget was used for overhead to manage the road system which covers items such as engineering, maintenance personnel, equipment, administrative services, contract preparation and administration, status or monetary reporting as well as input from other specialists in hydrology, archeology, wildlife, recreations, etc.

Chart 1. Ashley NF Road Funding Trend



Road Maintenance Estimated Costs. The primary components of road maintenance on the Ashley NF include: Blading and shaping; Culvert cleaning and drainage improvement; Sign maintenance and replacement; Cattleguard cleaning; and Resurfacing (Gravel placement, slurry/chip seal, etc.). Typical unit costs for the primary road maintenance activities are estimated for each maintenance level on Table 3.

Bridge Maintenance and Reconstruction Estimated Costs. The Ashley NF has 50 road bridges/major culverts that require inspection on a minimum 2-year cycle per Federal Highway Administration (FHWA) guidelines. The inspection carries an average cost of \$460/bridge. Currently 7 of the 50 bridges are on the deficient bridge list. Typical bridge replacement costs for the Ashley NF are \$250/SF of Travel Way.

Total Overall Estimated Annual Cost. The total overall estimated cost includes annual road maintenance, fixed costs to operate and manage the road system including engineering, specialists, etc., and replacement of deficient bridges (see Table 3).

Table 3 - Summary of Needed Funds for Road Maintenance and Operation

Item	Number	Unit	Total
Fixed Costs Operations and Management	1	\$367,500	\$367,500
Maintenance Level 1 Roads	18.9	\$118	\$2,230
Maintenance Level 2 Roads	898.0	\$602	\$540,588
Maintenance Level 3 Roads	316.5	\$5,320	\$1,683,567
Maintenance Level 4 Roads	154.5	\$10,564	\$1,631,715
Maintenance Level 5 Roads	84.6	\$14,593	\$1,234,028
Replacement of Deficient Bridges	1 per 2 years, 35' Avg. Length	\$61,250	\$61,250
	TOTAL ANNUAL \$'S NEEDED		\$5,520,879

STEP 3. IDENTIFY ISSUES

The key issues identified in this TAR were developed in previous planning efforts. This TAR relies heavily on information gathered from public input to previous planning efforts and recent project proposals involving management of roads and trails. Because it was relatively recent, included extensive public involvement, and addressed all roads regardless of maintenance level, the Motorized Travel Planning process was the primary reference for issues related to road management. The issues identified through that planning process are located at:

<O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\04-IDT adiminstration\04-Development of issues\ISSUE SORTING TABLES.pdf>

The 2009 travel planning team grouped the analysis issues into six main categories: Recreation, Soil and Water, Wildlife, Wilderness Potential, Social and Economic Resources, and Cultural Resources. Specialists evaluated each issue based upon identified indicators for each proposed alternative including Alternative A, the existing road and trail system.

Category #1: Recreation

Analysis of benefits and risks to recreation relied on the Forest Recreation Site Facility Master Plan (RSFMP), which guides the Forest in providing a quality, sustainable recreation program. The RSFMP includes the broad vision for the Forest recreation program, and uses "Recreation Niche Areas" to describe recreation opportunities by characteristic settings. These niche areas corresponding to four geographic areas on the Forest and include descriptions of who visits the Forest, what draws the majority of visitors to the Forest, and what makes the Forest a recreation destination. These niche areas for the Forest were used to frame the analysis of recreation resources. (Motorized Travel Plan EIS figures 3.1.1 through 3.1.3).

Five issues were examined in depth in regard to the recreation resources.

1. **User conflicts** - Travel route designations affect opportunities for both motorized and non-motorized recreation activities. The types, amount, and characteristics of the routes affect the experience of the forest user. Introducing new recreation activities or restrictions into an area can create conflicts. The travel planning process looked at settings and recreation use patterns to determine where various types of travel would be most appropriate.
2. **Access for Motorized Dispersed Camping** - Limiting motorized dispersed camping to 150 feet from designated routes may affect the experience and/or reduce the availability of areas to camp. The travel plan considered locations of traditional camping sites and ability to meet public demand when determining if and where new routes were needed to support dispersed camping.
3. **Safety** - The amount, location, and designation of motorized and non-motorized routes and trails may affect the safety of Forest Visitors. For example, roads that are open to mixed traffic allow for travel by large vehicles pulling trailers, as well as All Terrain Vehicles ridden by potentially inexperienced operators, such as children over the age of eight who have completed a safety course. Therefore roads were evaluated by the Forest roads engineer to determine where mixed use could safely be allowed.
4. **Cost** - Travel management affects road and trail program costs. Implementing and managing a transportation system requires signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities was considered when deciding whether to add new routes or retain certain existing routes that require high maintenance or mitigation costs.
5. **Enforcement** - Identifying designated routes will not necessarily accomplish the goals of the Travel Management Plan unless user compliance concerns are considered. The travel planning process considered whether enforcement of management designations would be feasible based on route location and terrain.

Category #2: Soil and Water

Two issues were examined in depth in regards to soil and water resources, focusing on soil productivity and soil erosion and sediment delivery. Soil productivity is “the inherent capacity of soil under management to support the growth of specified plants, plant communities, or a sequence of plant communities. Roads are a total soil resource commitment, which means that there is diminished soil productivity in the area the roads courses. Roads remove organic matter, alter soil properties, change the microclimate, and accelerate erosion. Roads can concentrate, divert and intercept water flow from rainfall and subsurface flows affecting the hydrologic function of areas. Motorized vehicles can damage soils directly from impact from surface traffic and indirectly by hydrologic modifications, soil transport, and deposition. The soil and water issues analyzed in depth were:

1. Open areas, such as alpine and meadows which are close to or traversed by motorized vehicles are susceptible to off route use because of their openness. This can lead to resource damage, vegetation damage, and spread of noxious weeds.
2. The type, extent, and location of travel routes on the Forest has the potential to adversely affect water resources by contributing to accelerated soil erosion and increased sediment delivery to lakes and streams. Wetlands and riparian areas are particularly vulnerable to rutting and damage from motored traffic. Their proximity to water further increases the likelihood of accelerated stream sedimentation, bank instability, and channel head cutting from travel route related damage. Human use is often concentrated in and near these

areas where terrain and gradient often provided the easiest relative access. Water quality can in turn be adversely affected by these point and non-point sources of pollution.

While these effects can occur with both motorized and non-motorized roads and trails (depending on surface type, slope, alignment, and proximity to streams) generally the majority of sediment production occurs from unpaved motorized roads and Off Highway Vehicle trails.

Category #3: Wildlife

Three issues were examined in depth in regards to wildlife resources. Forest roads and motorized trails have the potential to affect wildlife and their habitat depending on the mode of motorized travel, type (width and surfacing) and location of the road, traffic volume and spread of travel, and the season of use by both animal and vehicle. Roads influence wildlife in numerous ways including a direct loss of habitat, changes in the quality and or effectiveness of the adjacent habitats, increasing habitat fragmentation, alteration of wildlife movements, and direct mortality from vehicle collisions. Travel management-related impacts on wildlife vary with the volume, timing, and type of travel; the species of wildlife in the area; the habitats involved; time of day or season of year; and a myriad of other factors.

1. Disturbance - Motorized travel on roads and trails may adversely affect threatened, endangered and Forest Service Species (TES) through displacement due to disturbance.

2. Habitat Loss, Fragmentation - Designating new or unauthorized routes for motor vehicle may result in changes to, or loss, of habitat due to construction or maintenance needs (widening the track, surfacing the route) of these routes.

3. Big Game Habitat and Disturbance - Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season. Roads left open to vehicular traffic may adversely affect use of the area by elk, and to a lesser extent, by deer.

Category #4: Wilderness Potential

The analysis area included all Ashley National Forest Lands inventoried in 2004 and 2005, and evaluated for wilderness potential in 2005 to 2008. The 2005 Potential Wilderness Inventory best represents lands on the Forest with potential for wilderness designation.

Changes to motorized travel opportunities within inventoried potential wilderness areas could affect the attributes and wilderness potential (Wilderness potential could be improved, maintained, reduced, or removed.)

Category #5: Social and Economic Resources

The analysis areas for economics include Daggett, Duchesne, Summit, and Uintah Counties in Utah, and Sweetwater County in Wyoming. This is because these counties have National Forest Lands within their boundaries, and travel management proposals could have economic effects. Estimates of the area

contribution of the Ashley National Forest were developed with an input-output modeling tool called IMPLAN. The IMPLAN database describes the economy in 509 sectors using federal data from 2006.

1. OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.
2. Travel Management has the potential to affect overall economics of communities.

Category #6: Cultural Resources

Cultural resources may be identified as those resources either directly or indirectly related to the material life ways of a cultural group or groups as specified by the Code of Federal Regulations (CFR), 36 CFR 296.3. Cultural resources may refer to sites, areas, buildings, structures, districts, and objects which possess scientific, historic, and social values. The National Register of Historic Places (NRHP) Program provides eligibility criteria to help federal agencies determine the significance of cultural resources and subsequent management guidance.

1. **Direct effects to cultural resource sites** - Designating new routes for motor vehicle use may result in adverse effects to cultural resources. Effects are a result of motor vehicle use, road construction, and road maintenance on cultural resource sites. Direct effects may occur when a designated route intersects with a cultural resource site.
2. **Indirect effects to cultural resource sites** - Designating new routes for motor vehicle use may increase access to cultural resource sites. Increased access to cultural resource sites may lead to adverse effects, such as vandalism, unauthorized collecting, and increased erosion. Designating new routes also increases the number of cultural resources adversely affected by dispersed camping activities (excavation of fire pits, excavation of latrines, excavation for site landscaping, etc.). Indirect effects may occur when designated routes are within 150 of a cultural resource site.

STEP 4. ASSESS BENEFITS, PROBLEMS, RISKS

The 2009 Travel Management Analysis analyzed the existing road and trail system in relation to the goals, objectives, and standards and guidelines contained in 1986 Ashley National Forest Land and Resource Plan (Forest Plan, p. IV-1). The Forest Plan defines the direction of the forest-wide management and describes conditions to be maintained or achieved through management activities.

Effects from all existing roads to Plants/Botany, Fisheries, Wildlife, Air Quality, Recreation, Soil and Water, Inventoried Roadless Areas/Wilderness Potential Areas, Cultural Resources, and Environmental Justice and Economics were analyzed in Alternative A (No Action Alternative) in the Motorized Travel Plan EIS and in the resource specialist reports. All resource specialist reports analyzed the existing conditions and the effects to the resource from "no action" at a coarse scale, and some reports evaluated the effects at a finer scale. In general the Action alternatives were analyzed in greater detail.

Plants/Botany - Analyzed in the plants BA/BE, which looked at each plant occurrence in relation to existing roads and discussed the threat, if there was one, of the road/s to each plant species. The Plant BA/BE is located at the following link:

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Fisheries - Analyzed the effect to fisheries from existing conditions under Alternative A (No Action Alternative). The Fisheries Specialist Report also analyzes stream crossings per alternative. The Fisheries BA/BE and the Specialist report are located at the following links:

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O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\05-Fisheries\254-Aquatic_Resources_Specialist_Report.pdf

Wildlife - The effects to wildlife from existing conditions (which included level 2 roads) were analyzed under Alternative A (No Action Alternative) in the EIS, BA/BE, and the Specialist Report. The amount of roads (miles of roads) and acres of habitat affected were analyzed for all wildlife species and their habitats discussed. In addition, the effects of road density (including level 2 roads) were analyzed in greater detail for elk and deer. The links to the BA/BE and Wildlife Specialist Report are below:

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O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\13-BA_BE\446-BE_WL_Travel_Plan.pdf

Air Quality - Analyzed existing conditions (all roads) in Alternative A (No Action Alternative). This is outlined in a table in the Specialist Report.

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Recreation - Analyzed in detail existing conditions (all roads) in Alternative A (No Action Alternative) and evaluated the effects based on the ROS. This analysis was done in both the EIS and in the Specialist Report. The link to the Recreation Specialist report is provided below.

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Soil & Water - Analyzed existing conditions (all roads) in Alternative A (No Action Alternative) in EIS and in the Specialist Report. The link to the Specialist Report is provided below.

<O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\06-Hydrology and Soils\290-Soil and Water Report.pdf>

Inventoried Roadless Areas/Wilderness Potential Areas - Analyzed existing conditions (all roads) in Alternative A (No Action Alternative) in EIS and in the Specialist Report. The analysis was done for each potential wilderness area. The link to the Specialist Report is provided below:

O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\11-Inventoried Roadless\336_Resource Report.pdf

Cultural Resources - Analyzed existing conditions (all roads) in Alternative A (No Action Alternative) in EIS and in the Specialist Report. The link to the Specialist Report is provided below.

<O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\03-Cultural Resources\215-Cultural Resources Report.pdf>

Environmental Justice & Social/Economic - The EIS and the Reports include all Alternatives in the discussion, affected environment, and conclusion. The Reports can be found at the following link:

<O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\09-Social\319-Environmental Justice Report.pdf>

<O:\NFS\Ashley\Project\SO\7710Travel PlanEIS2009\TravelManagement\PlanningRecord\05-Resources\08-Economic\317-Economics Report.pdf>

Throughout the analysis Forest specialists proposed changes to the existing travel system based upon their resource areas. These proposals, as well as proposals from the public, cooperating agencies, and other state and federal agencies were further analyzed through a risk/benefit table. The Risk/Benefit Table was developed using the issues previously identified by Forest personnel and public comments. Each proposed change to the existing road and trail system was assigned a High, Moderate, or Low rating to show the degree of risk it posed to Wildlife, Hydrology, Wild and Scenic Rivers, Inventoried Roadless Areas, Fisheries, Engineering/Transportation, Soils, Wetlands, Recreation, Lands, Fire, Botany, and Cultural Resources. Twenty-four indicators were assessed including 3 indicators that involved potentially fatal flaws. The fatal flaws were 1) Proposed motorized road in an Inventoried Roadless Areas and 2) Route crosses other jurisdiction and proposed designation is prohibited in that jurisdiction, and 3) Route would require an easement and no current easement exists. The ratings were converted to numerical indices so that the numerical values could be added together to produce a Total Risk Rating. The criteria utilized to assign the risk/benefit ratings and indices are described below.

Wild and Scenic Rivers (suitable segments):

A rating of 5 (**High**) was assigned to roads or trails which parallel river corridor (within 2 miles) or the road crosses the river.

A rating of 1 (**Low**) was assigned to roads or trails

Inventoried Roadless Areas:

A rating of 999 (**Fatal**) was assigned to any proposed road within an IRA

A rating of 5 (**High**) was assigned to proposed motorized trails with an IRA

A rating of 3 (**Moderate**) was assigned to increasing existing motorized use with an IRA (ATV use to OHV or Mixed Use.)

A rating of 1 (**Low**) was assigned to proposals outside of an IRA

Crossing other Jurisdiction(s):

A rating of 999 (**Fatal**) was assigned to any proposal where the proposed designation would conflict with prohibited uses on adjacent ownership.

A rating of 5 (**High**) was assigned to proposed designation changes on roads or trails that cross other jurisdictions.

A rating of 3 (**Moderate**) was assigned to roads or trails that cross other jurisdictions.

A rating of 1 (**Low**) was assigned to roads or trails that are entirely within Forest Service ownership.

Current Status of Use:

A rating of 5 (**High**) was assigned to user created routes outside of the hatched areas, opening routes currently closed to public motorized use, and opening non-motorized to motorized.

A rating of 3 (**Moderate**) was assigned to changes in designated public motorized use and designating user created routes outside of the hatched areas.

A rating of 1 (**Low**) was assigned to maintaining the current status.

Transportation - Trails:

A rating of 5 (**High**) was assigned to proposals that include new trail construction

A rating of 3 (**Moderate**) was assigned to adoption of user created trails

A rating of 1 (**Low**) was assigned to changing the motorized classification

Roads Safety Assessment:

A rating of 5 (**High**) was assigned to any road allowing mixed use on paved roads

A rating of 1 (**Low**) was assigned to any road allowing mixed use of low speed native surface roads.

Big Game Critical Range

A rating of 5 (**High**) was assigned to High Road Density and/or areas previously identified as critical winter of summer range

A rating of 3 (**Moderate**) was assigned to Moderate Road Density and/or areas previously identified as year round range.

A rating of 1 (**Low**) was assigned to Low Road Density and/or areas not defined as critical range or not range at all.

Threatened, endangered, candidate and proposed (TECP) species:

TECP Species Risk was rated on:

Black-footed Ferret Habitat

Canada Lynx Habitat
Mexican Spotted Owl Habitat
Yellow-billed Cuckoo Habitat

A rating of 5 (**High**) was assigned to road or trail proposals occurring within known and/or potential TECP species habitat.

A rating of 3 (**Moderate**) was assigned to road or trail proposals occurring within marginal habitat for TECP species and/or no known occurrences of TECP habitat.

A rating of 1 (**Low**) was assigned to road or trail proposals occurring in areas with no habitat for TECP species.

Sensitive Wildlife Species:

Sensitive Species Risk was rated on:
USFS R4 Sensitive Species List

A rating of 5 (**High**) was assigned to any proposal within known or potential sensitive species habitat.

A rating of 3 (**Moderate**) was assigned to any proposal within marginal habitat for sensitive species.

A rating of 1 (**Low**) was assigned to any proposal within no habitat for sensitive species.

Riparian Habitat:

A rating of 5 (**High**) was assigned to roads or trails occurring within 300 feet of perennial streams.

A rating of 1 (**Low**) was assigned to roads or trails occurring greater than 300 feet of perennial streams.

Intermittent/ephemeral streams:

A rating of 5 (**High**) was assigned to roads or trails occurring within 50 feet of Intermittent/Ephemeral streams

A rating of 1 (**Low**) was assigned to roads or trails occurring greater than 50 feet of Intermittent/Ephemeral streams

Type of Stream Crossing:

A rating of 5 (**High**) was assigned to stream crossings in a wet streambed.

A rating of 3 (**Moderate**) was assigned to stream crossing in a dry streambed.

A rating of 1 (**Low**) was assigned to stream crossing with a structure that keeps vehicles out of the streambed.

Number of Stream Crossings:

A rating of 5 (**High**) was assigned to 4 or more stream crossings

A rating of 3 (**Moderate**) was assigned to 2 to 3 stream crossings

A rating of 1 (**Low**) was assigned to 1 or fewer stream crossings

Road/Route Grade:

A rating of 5 (**High**) was assigned to roads or routes with a grade greater than 15%.

A rating of 3 (**Moderate**) was assigned to roads or routes with a grade between 6 to 15%.

A rating of 1 (**Low**) was assigned to roads or routes with a grade less than 6%.

Fisheries:

Risk was evaluated for Colorado River cutthroat trout populations and recreational fisheries.

A rating of 5 (**High**) was assigned to routes that ford a stream that contains a population of Colorado River cutthroat trout.

A rating of 3 (**Moderate**) was assigned to routes that ford a stream that contains suitable Colorado River cutthroat trout habitat and recreational fisheries.

A rating of 1 (**Low**) was assigned to routes that ford an intermittent and/or disappearing stream.

Soils:

A rating of 5 (**High**) was assigned to routes within critical soil types.

A rating of 1 (**Low**) was assigned to routes not within critical soil types.

Wetlands and Riparian Areas:

A rating of 5 (**High**) was assigned to roads or trails crossing a riparian area or a wetland.

A rating of 3 (**Moderate**) was assigned to roads or trails that are adjacent to or within 150 feet of a riparian area or wetland.

A rating of 1 (**Low**) was assigned to roads or trails that are greater than 150 feet from a riparian area or a wetland.

Dispersed Recreation:

A rating of 5 (**High**) was assigned to remote, infrequently used dispersed camping routes.

A rating of 1 (**Low**) was assigned to commonly used dispersed camping routes in the front country.

Social and Traditional Uses:

A rating of 5 (**High**) was assigned to proposals with potential for conflict between user groups.

A rating of 3 (**Moderate**) was assigned to proposals for designating user created routes currently being used.

A rating of 1 (**Low**) was assigned to proposals for maintaining use or adding to current use (mixed use route, ATV to OHV).

Recreation Opportunity Spectrum (ROS):

A rating of 5 (**High**) was assigned to proposals within ROS Semi-Primitive Non-Motorized.

A rating of 3 (**Moderate**) was assigned to proposals within ROS Semi-Primitive Motorized.

A rating of 1 (**Low**) was assigned to proposals within ROS Roded Natural

Right of way for Utilities and/or Canals:

A rating of 5 (**High**) was assigned to proposals utilizing existing right of ways.

A rating of 3 (**Moderate**) was assigned to proposals crossing a canal or utility right of way.

A rating of 1 (**Low**) was assigned to proposals that do not cross or use a right of way.

Easements:

A rating of 999 (**Fatal**) was assigned to proposals crossing non Forest Service lands where no current easements for crossing exist.

A rating of 5 (**High**) was assigned to proposals that would impact existing users and/or landowners or cause conflicts with adjacent landowners where current easements exist.

A rating of 0 (**Low**) was assigned where no conflicts or current easements

Fire Risk:

A rating of 5 (**High**) was assigned for an increase of motorized use in the grass fuel model

A rating of 3 (**Moderate**) was assigned for an increase of motorized use in the brush fuel model.

A rating of 1 (**Low**) was assigned for an increase of motorized use in the timber fuel model.

Noxious Weeds:

A rating of 5 (**High**) was assigned for proposals that include construction of new trails or roads

A rating of 3 (**Moderate**) was assigned for proposals that change route designations from non-motorized to motorized.

A rating of 1 (**Low**) was assigned for proposals that change motorized route designations or adding user created routes currently in use.

Threatened, Endangered and Sensitive (TES) Plants:

A rating of 5 (**High**) was assigned for proposals within TECP known and potential habitat.

A rating of 3 (**Moderate**) was assigned for proposals within marginal habitat for TECP and/or no known occurrences of TECP

A rating of 1 (**Low**) was assigned for proposals where no habitat for TECP habitat occurs.

Cultural Resources:

A rating of 5 (**High**) was assigned for proposals that would impact NRHP Eligible or unevaluated sites or areas with high potential for archaeological sites.

A rating of 3 (**Moderate**) was assigned for proposals that would indirectly impact eligible or unevaluated sites or areas with moderate potential for archaeological sites.

A rating of 1 (**Low**) was assigned for proposals within existing survey areas with no eligible or unevaluated sites or a change in road designation.

STEP 5. DESCRIBE OPPORTUNITIES AND SET PRIORITIES

After reviewing the 2005 and 2009 travel analyses and doing a thorough assessment of the current transportation system information in both GIS and INFRA, a meeting with line officers and forest specialists was held to discuss findings and recommendations. The recommendations are provided in the next section of this TAR.

STEP 6. REPORT FINDINGS

This TAR accomplishes Step 6.

Findings and Recommendations

Likely Needed and Not Needed Roads System. The minimum road system of the future on the Ashley National Forest must continue to provide safe access for recreational use, commercial use, private land owners, water resources, mineral resources, range allotments, and healthy ecosystems. At the current budget levels, additional deferred maintenance will accrue each year based on an annual maintenance fund requirement of \$5.6 Million/yr. Priority maintenance is currently based on amount of use and access needs. This typically equates to funds being spent on passenger car roads and high clearance roads are primarily maintained for safety and resource concerns. County road agreements are used to help bridge the maintenance gap. However, as road surfaces degrade, maintenance levels may be lowered and if roads become unsafe they will be closed if other options are not available. As opportunities allow, jurisdiction and maintenance costs will continue to be considered for transfer to local counties.

As part of this travel analysis report, roads were classified as likely needed for future use or likely not needed for future use. The roads in each category are listed in Appendix A and B of this document along with a map showing green roads as likely needed and red roads as likely not needed (Appendix D). The review process and findings are summarized as follows:

1. Forest personnel compiled a list of all roads currently on the transportation system, including roads that were added or extended during the 2009 travel planning process and subsequent annual reviews of the Motor Vehicle Use Map.
2. Findings of the 2005 Roads Analysis and 2009 Motorized Travel Plan were reviewed and roads specifically determined to be needed in those analysis were carried forward.
3. Roads not specifically addressed in prior planning processes and/or roads for which new information is now available were reviewed to determine whether or not any should be classified as likely not needed for future use.

As a result of this review process, about 11 miles of road were determined to be likely not needed for future use (Table 4). None of the 11 miles of roads likely not needed are currently open to the public for motorized use. Roads were added to this list based on inaccessibility due to private lands and changes in connector roads, inaccessibility due to non-use, no locations listed in GIS and no knowledge of the road location, and safety

concerns. The remaining 1462 miles of road are likely needed for future use (Table 3). Note, while significant effort has been made to accurately identify the miles of existing system road, not every road segment was verified in the field so this number is intended to be approximate only.

The lists of roads generated for Appendix A and B are not intended to be a final list of needed or not needed roads on the Ashley NF. This document is not a decision making document but is intended to inform future roads decisions. As such additional analysis must be conducted in the future prior to adding or removing any roads. The Forest recognizes that although some roads have been listed as likely not needed at this time, there may be others which have not yet been identified. Therefore, a continuous effort and evaluation of need to the overall road system makeup will be utilized to inform future decisions and projects, with the goal of providing a financially sustainable road system that meets public and administrative needs for the future.

Table 3 - Likely Needed Road System by Operational Maintenance Level

ML	Operational (Miles)
5	84
4	154
3	315
2	891
1	17
Total Miles	1462

Table 4 - Likely Not Needed Road System by Operational Maintenance Level

ML	Operational (Miles)
5	0
4	0
3	1.1
2	7.5
1	2.3
Total Miles	10.9*

*None of these roads are currently open to the public for motorized use.

Subsequent Actions. Since the 2009 travel plan was completed the Forest has accomplished additional analyses and system improvements. In 2011 the watershed condition framework was completed which utilized road densities and determined priority watersheds. Interdisciplinary teams have been and will be utilized to analyze these priority watersheds and create watershed restoration action plans. Of significance is the Cart Creek Watershed which has been analyzed and identified for road relocations and closures to improve the watershed. Also, in 2012 the road system was analyzed as part of a roads reduction strategy to help produce a more manageable road system. At that time, various roads maintenance levels were reduced and each county was consulted on roads to be added to their county road agreements.

Next Steps.

- Information from this TAR and the previous 2009 Travel Plan and 2005 TAP will be used to inform future NEPA decisions to improve watershed health, provide needed access, and achieve a financially sustainable road system. Prior to implementing TAP recommendations, responsible officials will engage in further Public Involvement at watershed, project, or ranger district level scale through the NEPA process.
- As opportunities allow, jurisdiction and maintenance costs will continue to be considered for transfer to local counties.
- Road maintenance levels will be continually evaluated and changed as necessary to more realistically represent current road conditions and maintenance budgets.
- Roads affecting meadows and wetlands will continue to be analyzed for relocation in order to reduce environmental impacts.
- Road densities have been analyzed using the watershed condition framework (WCF). Priority watersheds were identified and will be analyzed by interdisciplinary teams to determine actions necessary to improve watershed health.
- Unauthorized routes will be closed on a yearly basis as funding allows.

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Ashley National Forest

9/30/2015
Date

Appendices

- A. List of Likely Needed for Future Use Roads, with mileage and maintenance level
- B. List of Likely Not Needed for Future Use Roads, with mileage and maintenance level
- C. List of Roads with Forest Service/County Maintenance Agreements
- D. Map of Likely Needed and Not Needed for Future Use roads

Appendix - A
List of Likely Needed for Future Use Roads

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10001	SPIRIT LAKE	0	6.9	3 - SUITABLE FOR PASSENGER CARS
10002	SPIRIT LAKE DAM ACCESS	0	0.05	2 - HIGH CLEARANCE VEHICLES
10003	SPIRIT LAKE CG	0	0.23	4 - MODERATE DEGREE OF USER COMFORT
10003A	SPIRIT LAKE CG SPUR A	0	0.08	4 - MODERATE DEGREE OF USER COMFORT
10004	CARTER MILITARY	1.36	3.35	2 - HIGH CLEARANCE VEHICLES
10005	UTE MTN LOOK OUT	0	1.35	3 - SUITABLE FOR PASSENGER CARS
10006	HALFMOON PARK SH AREA	0	0.7	3 - SUITABLE FOR PASSENGER CARS
10006A	HALF MOON PARK SH SOUTH	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10007	LOST SPRING	0	1.19	2 - HIGH CLEARANCE VEHICLES
10008	CART CREEK DISPERSED	0	0.27	2 - HIGH CLEARANCE VEHICLES
10009	SHEEP CR LAKE	0	0.76	3 - SUITABLE FOR PASSENGER CARS
10010	CANAL	0	1.18	3 - SUITABLE FOR PASSENGER CARS
10011	ANTELOPE SWIM BEACH	0	0.30	3 - SUITABLE FOR PASSENGER CARS
10012	RADIO FACILITY	0	1.02	2 - HIGH CLEARANCE VEHICLES
10012A	MICROWAVE SITE	0	0.08	2 - HIGH CLEARANCE VEHICLES
10013	LAKE CREEK	0	0.82	2 - HIGH CLEARANCE VEHICLES
10014	LONG PARK RESERVOIR	0	2	3 - SUITABLE FOR PASSENGER CARS
10015	LODGEPOLE CR	0	8.9	2 - HIGH CLEARANCE VEHICLES
10016	SOLS CANYON	0	1.9	2 - HIGH CLEARANCE VEHICLES
10017	MARSH BENCH	8.82	10.63	3 - SUITABLE FOR PASSENGER CARS
10017	MARSH BENCH	0	8.825	4 - MODERATE DEGREE OF USER COMFORT
10017A	MARSH BENCH SPUR A	0	0.769	2 - HIGH CLEARANCE VEHICLES
10017B	MARSH BENCH SPUR B	0	0.479	2 - HIGH CLEARANCE VEHICLES
10017C	MARSH BENCH SPUR C	0	0.752	2 - HIGH CLEARANCE VEHICLES
10018	RED CLOUD LOOP	3.65	9.17	3 - SUITABLE FOR PASSENGER CARS
10018	RED CLOUD LOOP	3.33	3.65	4 - MODERATE DEGREE OF USER COMFORT
10018	RED CLOUD LOOP	9.17	36.32	4 - MODERATE DEGREE OF USER COMFORT
10018	RED CLOUD LOOP	0	3.33	5 - HIGH DEGREE OF USER COMFORT
10019	COLTON G S	0	3.22	3 - SUITABLE FOR PASSENGER CARS
10020	EAST PARK	5.231	17.26	4 - MODERATE DEGREE OF USER COMFORT
10020	EAST PARK	0	5.23	5 - HIGH DEGREE OF USER COMFORT
10021	NORTH EAST PARK	0	3.13	4 - MODERATE DEGREE OF USER COMFORT
10022	EAST PARK C.G.	0	1.15	3 - SUITABLE FOR PASSENGER CARS
10023	COYOTE NORTH	0	1.44	2 - HIGH CLEARANCE VEHICLES
10023A	COYOTE NORTH SPUR A	0	1.35	2 - HIGH CLEARANCE VEHICLES
10024	OAKS PARK	0	2.07	3 - SUITABLE FOR PASSENGER CARS
10024A	OAKS PARK JUNCTION SPUR	0	0.08	3 - SUITABLE FOR PASSENGER CARS
10025	OAKS PARK SH AREA	0	0.62	3 - SUITABLE FOR PASSENGER CARS
10026	SUMMIT PARK	0	2.91	3 - SUITABLE FOR PASSENGER CARS
10027	ASHLEY-TWIN LAKES LOOP	0	0.73	4 - MODERATE DEGREE OF USER COMFORT
10027	ASHLEY-TWIN LAKES LOOP	0.73	5.1	2 - HIGH CLEARANCE VEHICLES
10028	BIG LAKE CUTOFF	0	1.75	3 - SUITABLE FOR PASSENGER CARS
10029	UPPER LITTLE BRUSH CREEK	0	3.6	3 - SUITABLE FOR PASSENGER CARS
10030	DRY FORK MTN	0	2.61	3 - SUITABLE FOR PASSENGER CARS
10030	DRY FORK MTN	2.61	6.00	2 - HIGH CLEARANCE VEHICLES
10031	HORSESHOE PARK	0	1.75	4 - MODERATE DEGREE OF USER COMFORT
10031	HORSESHOE PARK	1.75	6.82	2 - HIGH CLEARANCE VEHICLES
10032	COYOTE W SPURS	0	1.21	3 - SUITABLE FOR PASSENGER CARS
10033	TIMBER RIDGE	0	1.24	2 - HIGH CLEARANCE VEHICLES
10034	IRON SPRING C G	0	0.3	3 - SUITABLE FOR PASSENGER CARS
10035	ANDERSON CREEK	0	2.99	2 - HIGH CLEARANCE VEHICLES
10036	SIMS PEAK	0	2.13	2 - HIGH CLEARANCE VEHICLES
10037	CENTER CR	0	2.14	3 - SUITABLE FOR PASSENGER CARS
10037	CENTER CR	2.14	5.24	2 - HIGH CLEARANCE VEHICLES
10038	TROUT CREEK PEAK	0	3.3	3 - SUITABLE FOR PASSENGER CARS
10039	RANGER POINT	0	0.6	2 - HIGH CLEARANCE VEHICLES
10040	TROUT CR G S	0	0.22	4 - MODERATE DEGREE OF USER COMFORT
10042	LOST PARK	0	0.44	3 - SUITABLE FOR PASSENGER CARS
10043	LEIDY PEAK	0	9.09	3 - SUITABLE FOR PASSENGER CARS

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10044	TAYLOR MOUNTAIN	0	9.34	3 - SUITABLE FOR PASSENGER CARS
10045	EAST MCKEE	0	4.3	2 - HIGH CLEARANCE VEHICLES
10046	DEER LODGE	0	1.48	4 - MODERATE DEGREE OF USER COMFORT
10047	GRIZZLY RIDGE	0	2.66	2 - HIGH CLEARANCE VEHICLES
10047D	GRIZZLY RIDGE LOOPD	0	1.12	2 - HIGH CLEARANCE VEHICLES
10048	DIAMOND MOUNTAIN	3.3	4.64	4 - MODERATE DEGREE OF USER COMFORT
10048	DIAMOND MOUNTAIN	0	1.81	5 - HIGH DEGREE OF USER COMFORT
10048	DIAMOND MOUNTAIN	1.81	3.3	4 - MODERATE DEGREE OF USER COMFORT
10049	GREEN DRAW	0	2.95	2 - HIGH CLEARANCE VEHICLES
10049A	GREENS DRAW SPUR A	0	0.1	2 - HIGH CLEARANCE VEHICLES
10050	BARKER SPRING LOOP	0	2.2	2 - HIGH CLEARANCE VEHICLES
10051	BUCKBOARD RIDGE	0	1.8	2 - HIGH CLEARANCE VEHICLES
10052	LITTLE BRUSH CR EXCLOSU*	0	1.5	2 - HIGH CLEARANCE VEHICLES
10053	MARVIN SPRING LOOP	0	2.96	2 - HIGH CLEARANCE VEHICLES
10054	MCKEE SPRING CUTOFF	0	5.31	2 - HIGH CLEARANCE VEHICLES
10055	EAST PARK RESERVOIR ROAD	0	0.31	3 - SUITABLE FOR PASSENGER CARS
10056	RELAY TOWER	0	1.3	2 - HIGH CLEARANCE VEHICLES
10058	NORTH SLOPE - THORNBURG	0	3.04	3 - SUITABLE FOR PASSENGER CARS
10059	BIG PARK - HIGH LINE	0	0.62	3 - SUITABLE FOR PASSENGER CARS
10059	BIG PARK - HIGH LINE	0.62	3.67	2 - HIGH CLEARANCE VEHICLES
10060	BURNT CABIN GORGE OVERLOOK	0	2.41	2 - HIGH CLEARANCE VEHICLES
10061	CART CREEK	0	5.38	4 - MODERATE DEGREE OF USER COMFORT
10061A	CART CREEK	0	0.94	3 - SUITABLE FOR PASSENGER CARS
10061B	CART CREEK LOOP B	0	1.48	3 - SUITABLE FOR PASSENGER CARS
10061C	CART CREEK LOOP C	0	0.37	3 - SUITABLE FOR PASSENGER CARS
10062	CART CREEK CUTOFF	0	1.8	2 - HIGH CLEARANCE VEHICLES
10063	CUTOFF	0	1.82	3 - SUITABLE FOR PASSENGER CARS
10065	CENTER CREEK SOUTH	0	0.3	2 - HIGH CLEARANCE VEHICLES
10066	BANJO SPRINGS	0	2.53	2 - HIGH CLEARANCE VEHICLES
10067	NORTH LITTLE FOSSIL RIDGE	0	0.28	2 - HIGH CLEARANCE VEHICLES
10068	NORTH FK ASHLEY	0	0.3	2 - HIGH CLEARANCE VEHICLES
10070	TRAIL RIDGE	0	1.4	2 - HIGH CLEARANCE VEHICLES
10071	AVINTIQUIN RIDGE	0	1.9	2 - HIGH CLEARANCE VEHICLES
10072	LITTLE HOLE OVERLOOK	0	0.13	5 - HIGH DEGREE OF USER COMFORT
10073	FLAT RIDGE SPRING	0	0.4	2 - HIGH CLEARANCE VEHICLES
10074	MILL HOLLOW RIDGE	0	2.39	2 - HIGH CLEARANCE VEHICLES
10075	LITTLE HOLE	0	5.94	5 - HIGH DEGREE OF USER COMFORT
10076	CHICKEN SPRINGS RIDGE	0	0.7	2 - HIGH CLEARANCE VEHICLES
10078	DUTCH JOHN SPRINGS	0.71	0.85	2 - HIGH CLEARANCE VEHICLES
10079	LITTLE HOLE - DAY USE AREA	0	0.27	5 - HIGH DEGREE OF USER COMFORT
10079A	MANNS SPRING	0	0.1	2 - HIGH CLEARANCE VEHICLES
10080	DRIPPING SPRING C G	0	0.46	5 - HIGH DEGREE OF USER COMFORT
10080A	DRIPPING SPRINGS LOOP A	0	0.32	5 - HIGH DEGREE OF USER COMFORT
10081	CAT PEAK	0	2.8	2 - HIGH CLEARANCE VEHICLES
10082	LINE RIDGE	0	0.66	2 - HIGH CLEARANCE VEHICLES
10083	SHEEP CREEK BAY BOAT RAMP PARK	0	0.26	5 - HIGH DEGREE OF USER COMFORT
10084	OSTLER SPRINGS RIDGE	0	0.9	2 - HIGH CLEARANCE VEHICLES
10085	FLAT RIDGE OVERLOOK	0	0.5	2 - HIGH CLEARANCE VEHICLES
10086	PEOPLES CANAL	2.76	4.06	2 - HIGH CLEARANCE VEHICLES
10087	BARE TOP MTN EXT.	0	1.7	1 - BASIC CUSTODIAL CARE (CLOSED)
10088	BARE TOP	0.40	7.6	1 - BASIC CUSTODIAL CARE (CLOSED)
10088	BARE TOP	0	0.40	2 - HIGH CLEARANCE VEHICLES
10089	HOWARD SPRINGS RIDGE	0	0.3	2 - HIGH CLEARANCE VEHICLES
10090	LITTLE HORSE RIDGE	0	1.7	2 - HIGH CLEARANCE VEHICLES
10090A	LITTLE HORSE RIDGE LOOP A	0	0.91	2 - HIGH CLEARANCE VEHICLES
10091	STEER RIDGE	0	1	2 - HIGH CLEARANCE VEHICLES
10092	SHEEP CR BAY	0	1	5 - HIGH DEGREE OF USER COMFORT
10093	SHEEP CREEK MOUNTAIN	0	3.77	3 - SUITABLE FOR PASSENGER CARS
10094	DOWDS MOUNTAIN	0	4.32	3 - SUITABLE FOR PASSENGER CARS
10095	RED CANYON	0	2.68	5 - HIGH DEGREE OF USER COMFORT

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10096	BROWNE LAKE	0	2.31	3 - SUITABLE FOR PASSENGER CARS
10097	NORTH STEER RIDGE	0	1.2	2 - HIGH CLEARANCE VEHICLES
10098	FIRST CANYON RIDGE	0	0.3	2 - HIGH CLEARANCE VEHICLES
10100	RESERVE CANYON RIDGE	0	0.5	2 - HIGH CLEARANCE VEHICLES
10101	LITTLE TUB RIDGE	0	1.8	2 - HIGH CLEARANCE VEHICLES
10102	LITTLE POT RIDGE	0	0.59	2 - HIGH CLEARANCE VEHICLES
10102A	LITTLE POT RIDGE CONNECTION	0	0.01	2 - HIGH CLEARANCE VEHICLES
10103	LITTLE FOSSIL RIDGE	0	3	2 - HIGH CLEARANCE VEHICLES
10104	MOSBY MOUNTAIN	10.2	12.9	3 - SUITABLE FOR PASSENGER CARS
10104	MOSBY MOUNTAIN	0	10.2	4 - MODERATE DEGREE OF USER COMFORT
10104	MOSBY MOUNTAIN	12.9	16.91	2 - HIGH CLEARANCE VEHICLES
10105	CHEPETA TRAILHEAD	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10106	FISHER RANCH	0	0.6	3 - SUITABLE FOR PASSENGER CARS
10107	CANAL ROAD	0	1.6	2 - HIGH CLEARANCE VEHICLES
10108	RESERVE OVERLOOK	0	0.5	2 - HIGH CLEARANCE VEHICLES
10109	WEST FK TRAIL HEAD	0	0.69	3 - SUITABLE FOR PASSENGER CARS
10110	WEST FK-WHITEROCKS	0	10.88	3 - SUITABLE FOR PASSENGER CARS
10111	LITTLE MUD SPRINGS	0	1	2 - HIGH CLEARANCE VEHICLES
10112	LYMAN SPRING	0	1.4	2 - HIGH CLEARANCE VEHICLES
10113	MILL CANYON	0.39	1.5	2 - HIGH CLEARANCE VEHICLES
10114	INDIAN CANYON RIDGE ROAD	0	2.1	2 - HIGH CLEARANCE VEHICLES
10115	MOSBY PARK	0	1.9	2 - HIGH CLEARANCE VEHICLES
10116	WHITEROCKS C G	0	0.5	4 - MODERATE DEGREE OF USER COMFORT
10116A	WHITEROCKS C G LOOP A	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10117	ELKHORN LOOP	6.30	24.32	3 - SUITABLE FOR PASSENGER CARS
10117	ELKHORN LOOP	0	6.30	4 - MODERATE DEGREE OF USER COMFORT
10118	UINTA RIVER	2.20	3.66	4 - MODERATE DEGREE OF USER COMFORT
10118	UINTA RIVER	0.23	2.20	5 - HIGH DEGREE OF USER COMFORT
10119	YELLOWSTONE LOOP	0	8.68	3 - SUITABLE FOR PASSENGER CARS
10119	YELLOWSTONE LOOP	8.68	11.18	4 - MODERATE DEGREE OF USER COMFORT
10119A	YELLOWSTONE SWIFTCREEK JUNCT	0	0.03	3 - SUITABLE FOR PASSENGER CARS
10120	JACKSON PARK	0	4.1	2 - HIGH CLEARANCE VEHICLES
10121	DIGMORE MINE	0	0.5	2 - HIGH CLEARANCE VEHICLES
10122	DRY GULCH	0	5.36	2 - HIGH CLEARANCE VEHICLES
10123	LIMEKILN	0	1.95	2 - HIGH CLEARANCE VEHICLES
10124	UPPER YELLOWSTONE	0	2.76	3 - SUITABLE FOR PASSENGER CARS
10124	UPPER YELLOWSTONE	2.76	3.73	4 - MODERATE DEGREE OF USER COMFORT
10125	SWIFT CREEK C G	0	0.5	4 - MODERATE DEGREE OF USER COMFORT
10125A	SWIFT CREEK CG LOOP A	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10125B	SWIFT CREEK CG SPUR B	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10126	RESERVOIR C G	0	0.13	4 - MODERATE DEGREE OF USER COMFORT
10126A	RESERVOIR C G FISHING PIER	0	0.13	4 - MODERATE DEGREE OF USER COMFORT
10127	RIVERVIEW C G	0	0.4	4 - MODERATE DEGREE OF USER COMFORT
10127A	RIVERVIEW CG LOOP A	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10127B	RIVERVIEW CG LOOP B	0	0.02	4 - MODERATE DEGREE OF USER COMFORT
10128	ROAD HOLLOW	0	1.8	2 - HIGH CLEARANCE VEHICLES
10129	YELLOWSTONE C G	0	0.2	4 - MODERATE DEGREE OF USER COMFORT
10129A	YELLOWSTONE CG LOOP A	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10129B		0	0.01	4 - MODERATE DEGREE OF USER COMFORT
10130	YELLOWSTONE G S	0	0.2	3 - SUITABLE FOR PASSENGER CARS
10131	MOON LAKE	0	5.3	5 - HIGH DEGREE OF USER COMFORT
10132	DEEP CREEK C G	0	0.26	4 - MODERATE DEGREE OF USER COMFORT
10132A	DEEP CREEK CG SPUR A	0	0.07	4 - MODERATE DEGREE OF USER COMFORT
10133	PIGEON WATER	1.04	1.47	2 - HIGH CLEARANCE VEHICLES
10133	PIGEON WATER	2.24	5.5	2 - HIGH CLEARANCE VEHICLES
10134	ROCK CREEK-BLIND STREAM	0	8.99	5 - HIGH DEGREE OF USER COMFORT
10135	BLIND STREAM	4.25	16.35	3 - SUITABLE FOR PASSENGER CARS
10136	UPPER MANILA PARK	0	1.3	3 - SUITABLE FOR PASSENGER CARS
10137	MINERS GULCH C.G.	0	0.23	5 - HIGH DEGREE OF USER COMFORT

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10137A	FISHERMAN PARKING	0	0.07	5 - HIGH DEGREE OF USER COMFORT
10138	YELLOWPINE FLAT C G	0	1	5 - HIGH DEGREE OF USER COMFORT
10138A	YELLOWPINE DUMP STATION	0	0.13	5 - HIGH DEGREE OF USER COMFORT
10138B	YELLOWPINE EXIT LOOP	0	0.05	5 - HIGH DEGREE OF USER COMFORT
10139	CORNER SPRINGS	0	1	2 - HIGH CLEARANCE VEHICLES
10140	THE SLOPE	0	4.19	2 - HIGH CLEARANCE VEHICLES
10141	ROCK CREEK VISITORS CENTER	0	0.2	5 - HIGH DEGREE OF USER COMFORT
10141A	ROCK CREEK VC SPUR A	0	0.04	5 - HIGH DEGREE OF USER COMFORT
10141B	ROCK CREEK VC BOR YARD	0	0.04	5 - HIGH DEGREE OF USER COMFORT
10142	ROCK CREEK RANCH	0	0.2	5 - HIGH DEGREE OF USER COMFORT
10143	SOUTH FORK ROCK CREEK	0	2.8	3 - SUITABLE FOR PASSENGER CARS
10143	SOUTH FORK ROCK CREEK	2.8	4.56	2 - HIGH CLEARANCE VEHICLES
10144	NORTH FORK DUCHESNE	5.43	8.32	4 - MODERATE DEGREE OF USER COMFORT
10144	NORTH FORK DUCHESNE	0.89	5.43	5 - HIGH DEGREE OF USER COMFORT
10145	ANTELOPE FLAT	0	5.1	4 - MODERATE DEGREE OF USER COMFORT
10146	LUCERNE	0	2.07	5 - HIGH DEGREE OF USER COMFORT
10147	RESERVATION RIDGE	1.15	27.37	3 - SUITABLE FOR PASSENGER CARS
10147B		0	0.05	2 - HIGH CLEARANCE VEHICLES
10148	LONG RIDGE	0	11.18	2 - HIGH CLEARANCE VEHICLES
10149	TIMBER CANYON	0	11.5	4 - MODERATE DEGREE OF USER COMFORT
10150	PIPELINE WEST	0	0.219	3 - SUITABLE FOR PASSENGER CARS
10151	L FK RHODES CANYON	0	2.43	2 - HIGH CLEARANCE VEHICLES
10152	SOWERS CANYON	0	13.03	3 - SUITABLE FOR PASSENGER CARS
10154	LEFT FORK ANTELOPE CANYON	0	10.00	3 - SUITABLE FOR PASSENGER CARS
10155	PALISADE PARK P.A.	0	0.1	5 - HIGH DEGREE OF USER COMFORT
10156	RED SPRINGS C.G.	0	0.26	3 - SUITABLE FOR PASSENGER CARS
10157	TRAIL CREEK	0	1.51	3 - SUITABLE FOR PASSENGER CARS
10157	TRAIL CREEK	1.51	1.80	2 - HIGH CLEARANCE VEHICLES
10158	SWETT RANCH	0	1.92	4 - MODERATE DEGREE OF USER COMFORT
10158A	SWETT RANCH	0	0.4	4 - MODERATE DEGREE OF USER COMFORT
10159	EAGLE BASIN RANCH	0	1.21	3 - SUITABLE FOR PASSENGER CARS
10159	EAGLE BASIN RANCH	1.21	2.34	2 - HIGH CLEARANCE VEHICLES
10161	SO. TWIN HOLLOW RIDGE	0	1.1	2 - HIGH CLEARANCE VEHICLES
10162	NO. TWIN HOLLOW RIDGE	0	1.2	2 - HIGH CLEARANCE VEHICLES
10163	ANTHRO MOUNTAIN	0	11.16	2 - HIGH CLEARANCE VEHICLES
10164	NUTTERS SPRING	0	2.8	2 - HIGH CLEARANCE VEHICLES
10165	ALLEN CREEK	0	0.1	5 - HIGH DEGREE OF USER COMFORT
10166	ARCH DAM C.G.	0	0.54	3 - SUITABLE FOR PASSENGER CARS
10166A	ARCH DAM CG SITE 1	0	0.25	3 - SUITABLE FOR PASSENGER CARS
10166B	ARCH DAM 10166 CUTOFF	0	0.04	3 - SUITABLE FOR PASSENGER CARS
10166C	ARCH DAM CG SITE 3	0	0.10	3 - SUITABLE FOR PASSENGER CARS
10167	LITTLE CHOCKCHERRY	0	0.76	2 - HIGH CLEARANCE VEHICLES
10168	WATER HOLLOW	0	4	2 - HIGH CLEARANCE VEHICLES
10169	COUNTY LINE ROAD	0	0.79	2 - HIGH CLEARANCE VEHICLES
10171	HEADACHE ROAD	0	3.09	2 - HIGH CLEARANCE VEHICLES
10172	LANCE CANYON	0	2.5	2 - HIGH CLEARANCE VEHICLES
10174	RHODES CANYON	1.20	8.65	3 - SUITABLE FOR PASSENGER CARS
10175	RIGHT FORK LAKE CANYON	2.49	4.7	3 - SUITABLE FOR PASSENGER CARS
10176	DRILL HOLE	0	1	2 - HIGH CLEARANCE VEHICLES
10177	BOWDEN DRAW	0	3	2 - HIGH CLEARANCE VEHICLES
10178	FIREFIGHTERS LAGOONS	0	0.31	3 - SUITABLE FOR PASSENGER CARS
10179	HORSE RIDGE	0	4.84	2 - HIGH CLEARANCE VEHICLES
10180	TRAIL HOLLOW	0	3.58	2 - HIGH CLEARANCE VEHICLES
10181	GRIZZLY RIDG REFLECTOR	0	1.82	2 - HIGH CLEARANCE VEHICLES
10182	FLAMING GORGE OVERLOOK	0	2	2 - HIGH CLEARANCE VEHICLES
10183	CEDAR SPRINGS ACCESS	0	0.84	5 - HIGH DEGREE OF USER COMFORT
10184	MUSTANG BOAT RAMP	0	2.86	5 - HIGH DEGREE OF USER COMFORT
10185	ANTELOPE SWIM BEACH BORROW PIT	0	0.09	2 - HIGH CLEARANCE VEHICLES
10186	BEAR WALLOW	2.48	6.8	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10187	GREENDALE C G	0	0.34	5 - HIGH DEGREE OF USER COMFORT
10188	FLAMING GORGE ACRES	0	1.14	4 - MODERATE DEGREE OF USER COMFORT
10189	FLAMING GORGE PINES	0	0.52	4 - MODERATE DEGREE OF USER COMFORT
10191	RT.FK. ANTELOPE CANYON	0	7.03	2 - HIGH CLEARANCE VEHICLES
10192	THE WEST SLOPE	0	1.7	2 - HIGH CLEARANCE VEHICLES
10193	CARMEL C G	0	0.18	4 - MODERATE DEGREE OF USER COMFORT
10193A	CARMEL CG LOOP A	0	0.14	4 - MODERATE DEGREE OF USER COMFORT
10194	NAVAJO CLIFFS PARKING AREA	0	0.5	3 - SUITABLE FOR PASSENGER CARS
10195	FIREFIGHTERS MEMORIAL C*	0	0.61	5 - HIGH DEGREE OF USER COMFORT
10195A	FIREFIGHTERS CG LOOP A	0	0.38	5 - HIGH DEGREE OF USER COMFORT
10195B	FIREFIGHTERS MEMORIAL CG LOOPB	0	0.47	5 - HIGH DEGREE OF USER COMFORT
10195C	FIREFIGHTERS CG LOOP C	0	0.05	5 - HIGH DEGREE OF USER COMFORT
10196	PETTY CREEK-HELLS CANYON	1.14	13.15	3 - SUITABLE FOR PASSENGER CARS
10197	LOG HOLLOW	0	4.01	2 - HIGH CLEARANCE VEHICLES
10198	MCAFFEE BASIN	0	1.83	3 - SUITABLE FOR PASSENGER CARS
10198	MCAFFEE BASIN	2.21	6.58	2 - HIGH CLEARANCE VEHICLES
10199	BIG RIDGE	0	4.58	2 - HIGH CLEARANCE VEHICLES
10200	TWELVE HUNDRED DOLLAR R*	0	5.66	2 - HIGH CLEARANCE VEHICLES
10201	ALKALI CANYON	0	4.2	2 - HIGH CLEARANCE VEHICLES
10202	GILSONITE DRAW CUT-OFF	0	2.5	2 - HIGH CLEARANCE VEHICLES
10203	BOUNDARY	0	1.4	2 - HIGH CLEARANCE VEHICLES
10204	SOUTH FRANCIS CREEK	0	1.42	2 - HIGH CLEARANCE VEHICLES
10205	MOUSE RIDGE	0	0.7	2 - HIGH CLEARANCE VEHICLES
10206	SNOW SHOE RIDGE	0	0.68	2 - HIGH CLEARANCE VEHICLES
10207	EAST CORNER	0	1.6	2 - HIGH CLEARANCE VEHICLES
10208	JUG HOLLOW	0	0.5	3 - SUITABLE FOR PASSENGER CARS
10209	SPRING CR CROSSING	0	0.5	3 - SUITABLE FOR PASSENGER CARS
10210	FRENCHS PARK	0	0.6	2 - HIGH CLEARANCE VEHICLES
10211	OAKS PARK C G	0	0.26	3 - SUITABLE FOR PASSENGER CARS
10212	DITCH ACCESS	0	0.35	3 - SUITABLE FOR PASSENGER CARS
10213	UINTA CANYON SH AREA	0	0.04	3 - SUITABLE FOR PASSENGER CARS
10215	SCOUT CAMP LOOP	0	0.68	3 - SUITABLE FOR PASSENGER CARS
10216	IRON MINE C G	0	0.45	4 - MODERATE DEGREE OF USER COMFORT
10216A	IRON MINE CG SOUTH SPUR A	0	0.09	4 - MODERATE DEGREE OF USER COMFORT
10216B	IRON MINE CG SOUTH SPUR B	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10216C	IRON MINE CG JUNCTION SPUR C	0	0.03	4 - MODERATE DEGREE OF USER COMFORT
10217	RANGE STUDY LOOP	0	7.94	2 - HIGH CLEARANCE VEHICLES
10218	SHEEP CR GEOLOGIC LOOP	0	1.23	5 - HIGH DEGREE OF USER COMFORT
10218	SHEEP CR GEOLOGIC LOOP	2.86	12.96	5 - HIGH DEGREE OF USER COMFORT
10219	POWERHOUSE ACCESS	0	1.14	5 - HIGH DEGREE OF USER COMFORT
10220	BRIDGE C G	0	0.2	3 - SUITABLE FOR PASSENGER CARS
10220A	BRIDGE CG SPUR A	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10220B	BRIDGE CG SPUR B	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10221	HICKERSON PARK-BIRCH CR*	0	17.27	4 - MODERATE DEGREE OF USER COMFORT
10222	BEAR LAKE	0	4.3	2 - HIGH CLEARANCE VEHICLES
10223	SPILLWAY BOAT RAMP	0	0.29	5 - HIGH DEGREE OF USER COMFORT
10224	ROCK CREEK GROUP CAMPGROUND	0	0.23	5 - HIGH DEGREE OF USER COMFORT
10225	DRY RIDGE	0.4	2.5	2 - HIGH CLEARANCE VEHICLES
10225	DRY RIDGE	2.89	13.2	2 - HIGH CLEARANCE VEHICLES
10226	DRY CANYON A & B	0	1.94	2 - HIGH CLEARANCE VEHICLES
10227	HELLS CANYON - FISH CRE*	0	9.01	3 - SUITABLE FOR PASSENGER CARS
10228	WILDHORSE RIDGE A & B	0	2	1 - BASIC CUSTODIAL CARE (CLOSED)
10229	YOUNGS PARK	0	1.01	2 - HIGH CLEARANCE VEHICLES
10229A	YOUNGS PARK WEST	0	0.19	2 - HIGH CLEARANCE VEHICLES
10231	MUD SPRINGS	0	2.04	2 - HIGH CLEARANCE VEHICLES
10232	BURNT MILL SPRINGS	0	2.03	3 - SUITABLE FOR PASSENGER CARS
10233	LOWER MANILA PARK	0	1.96	3 - SUITABLE FOR PASSENGER CARS
10234	CHARLEYS PARK	0	3.67	2 - HIGH CLEARANCE VEHICLES
10235	RASMUSSEN	0	2.3	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10236	3 TROUGH SPRING	0	0.85	2 - HIGH CLEARANCE VEHICLES
10237	RED PINE	0	0.33	3 - SUITABLE FOR PASSENGER CARS
10237	RED PINE	0.33	2.46	2 - HIGH CLEARANCE VEHICLES
10238	EAST ASHLEY-GRASSHOPPER	0	6.5	2 - HIGH CLEARANCE VEHICLES
10239	SINGLE TROUGH	0	1.6	2 - HIGH CLEARANCE VEHICLES
10240	BRUSH CREEK O L	0	2	2 - HIGH CLEARANCE VEHICLES
10241	GARTELL	0	2.91	2 - HIGH CLEARANCE VEHICLES
10242	PINE HOLLOW	0	3.38	2 - HIGH CLEARANCE VEHICLES
10243	VAULT ACCESS	0	0.24	3 - SUITABLE FOR PASSENGER CARS
10244	YELLOWSTONE TH PARKING LOT	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10245	GIBSON SPRINGS	0	1.09	3 - SUITABLE FOR PASSENGER CARS
10245	GIBSON SPRINGS	1.09	3.33	2 - HIGH CLEARANCE VEHICLES
10246	DODDS HOLLOW	0	0.86	2 - HIGH CLEARANCE VEHICLES
10247	ROARING FORK	0	1.72	3 - SUITABLE FOR PASSENGER CARS
10247	ROARING FORK	1.72	2.6	2 - HIGH CLEARANCE VEHICLES
10248	RANGE LOOP	0	3	2 - HIGH CLEARANCE VEHICLES
10249	KANE HOLLOW	0	0.88	3 - SUITABLE FOR PASSENGER CARS
10249	KANE HOLLOW	0.88	2.35	2 - HIGH CLEARANCE VEHICLES
10249A	DYER MINE GRAVEL PIT	0	1	3 - SUITABLE FOR PASSENGER CARS
10250	TRANSFER SPRINGS JEEP RD	0	0.16	2 - HIGH CLEARANCE VEHICLES
10251	LOCO CREEK	0	1.7	2 - HIGH CLEARANCE VEHICLES
10252	PARSON CITY SPRING	0	1.87	2 - HIGH CLEARANCE VEHICLES
10253	GRAVEL PIT	0	0.5	4 - MODERATE DEGREE OF USER COMFORT
10253	GRAVEL PIT	0.5	1.5	2 - HIGH CLEARANCE VEHICLES
10254	MCKEE RIDGE	0	1.5	2 - HIGH CLEARANCE VEHICLES
10255	EAST DRAW	0	5.66	2 - HIGH CLEARANCE VEHICLES
10256	POTHOLE	0	1.24	2 - HIGH CLEARANCE VEHICLES
10257	LIMESTONE RIDGE	0	2.5	2 - HIGH CLEARANCE VEHICLES
10258	ROARING FORK NORTH	0	1	2 - HIGH CLEARANCE VEHICLES
10259	LOOKOUT	0	0.3	2 - HIGH CLEARANCE VEHICLES
10260	ASPEN SCENIC BYWAY	0	0.1	2 - HIGH CLEARANCE VEHICLES
10261	BIG MEADOW	0	1.5	2 - HIGH CLEARANCE VEHICLES
10262	HACKING LAKE	0	0.2	2 - HIGH CLEARANCE VEHICLES
10264	BRUSH CREEK OL A	0	0.41	2 - HIGH CLEARANCE VEHICLES
10265	BRUSH CREEK OL B	0	0.27	2 - HIGH CLEARANCE VEHICLES
10266	CROW CANYON A-B	0	2.1	2 - HIGH CLEARANCE VEHICLES
10267	DUMPLAND ACCESS	0	1.4	2 - HIGH CLEARANCE VEHICLES
10268	BRUSH CREEK OL C	0	0.46	2 - HIGH CLEARANCE VEHICLES
10270	MUD SPRINGS (WEST)	0	1.75	2 - HIGH CLEARANCE VEHICLES
10270A	MUD SPRING WEST CUT-THROUGH	0	0.966	2 - HIGH CLEARANCE VEHICLES
10274	LOWER STILLWATER PONDS	0	0.42	2 - HIGH CLEARANCE VEHICLES
10275	77 FLAT ROAD	0	2.497	2 - HIGH CLEARANCE VEHICLES
10276	BURNT MILL	0	0.09	2 - HIGH CLEARANCE VEHICLES
10277	NO 5 DRAW	0	1.5	2 - HIGH CLEARANCE VEHICLES
10278	LITTLE BRUSH CREEK	0	0.72	3 - SUITABLE FOR PASSENGER CARS
10279	BASSETT SPRINGS	0	0.9	2 - HIGH CLEARANCE VEHICLES
10280	POLE MTN COMPLEX B	0	0.8	2 - HIGH CLEARANCE VEHICLES
10281	RED SPRINGS WATER TANK	0	0.46	2 - HIGH CLEARANCE VEHICLES
10282	BUCK RIDGE	0	1.96	2 - HIGH CLEARANCE VEHICLES
10283	LODGEPOLE TREATMENT PLA*	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10285	ASPEN FLAT	0	1.2	1 - BASIC CUSTODIAL CARE (CLOSED)
10285A	ASPEN FLAT NORTH	0	0.1	2 - HIGH CLEARANCE VEHICLES
10286	LODGEPOLE C G	0	0.53	5 - HIGH DEGREE OF USER COMFORT
10287	IRON SPRING NORTH	0	0.26	2 - HIGH CLEARANCE VEHICLES
10288	DARK CANYON	0	2.56	2 - HIGH CLEARANCE VEHICLES
10289	HARMSTON CANYON	0	1.6	2 - HIGH CLEARANCE VEHICLES
10290	HARMSTON OVERLOOK	0	1.62	2 - HIGH CLEARANCE VEHICLES
10291	POLE MOUNTAIN	0	0.84	2 - HIGH CLEARANCE VEHICLES
10292	POLE MTN COMPLEX A	0	0.3	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10293	POLE MTN - COMPLEX C	0	0.8	2 - HIGH CLEARANCE VEHICLES
10294	PARADISE PEAK	0	1.5	2 - HIGH CLEARANCE VEHICLES
10295	PARADISE C.G.	0	0.60	3 - SUITABLE FOR PASSENGER CARS
10296	BLANCHETT PARK	0	2.94	2 - HIGH CLEARANCE VEHICLES
10297	PARADISE PEAK BP	0	0.53	2 - HIGH CLEARANCE VEHICLES
10298	ICE CAVE PEAK	0	1.5	2 - HIGH CLEARANCE VEHICLES
10301	BEAVER SPRINGS	0	1.2	2 - HIGH CLEARANCE VEHICLES
10302	SPRING HOLLOW	0	0.2	2 - HIGH CLEARANCE VEHICLES
10303	PETERSON HOLLOW	0	0.6	2 - HIGH CLEARANCE VEHICLES
10304	WIDE HOLLOW	0	0.4	2 - HIGH CLEARANCE VEHICLES
10305	BENNION PK-LITTLE BASIN*	0	1.7	2 - HIGH CLEARANCE VEHICLES
10305A	BENNION PK-LITTLE BASIN SPUR A	0	1.32	2 - HIGH CLEARANCE VEHICLES
10306	WEST FORK	0	2.5	2 - HIGH CLEARANCE VEHICLES
10307	BEAVER POND CAMPGROUND	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10308	GRAVEL BOWDEN CONNECT	0	1.93	2 - HIGH CLEARANCE VEHICLES
10309	LITTLE HORSE RIDGE LOOP A WEST	0	0.20	2 - HIGH CLEARANCE VEHICLES
10310	LAKE FORK CANAL C G	0	0.11	3 - SUITABLE FOR PASSENGER CARS
10311	PAINT MINE	0	5.14	2 - HIGH CLEARANCE VEHICLES
10312	HADES CREEK	0	1.3	3 - SUITABLE FOR PASSENGER CARS
10313	MOON LAKE GROUP	0	0.24	4 - MODERATE DEGREE OF USER COMFORT
10313A	MOON LAKE GROUP A	0	0.13	4 - MODERATE DEGREE OF USER COMFORT
10313B	MOON LAKE GROUP B	0	0.11	4 - MODERATE DEGREE OF USER COMFORT
10314	WEST LARVAE LAKE	0	0.20	2 - HIGH CLEARANCE VEHICLES
10315	HADES CANYON	0	5.87	3 - SUITABLE FOR PASSENGER CARS
10316	EAST RESERVE CANYON	0	0.40	2 - HIGH CLEARANCE VEHICLES
10317	LIGHTNING RIDGE	0	1.56	2 - HIGH CLEARANCE VEHICLES
10318	MILL FORK	0	1.65	2 - HIGH CLEARANCE VEHICLES
10319	PIPELINE EAST	0	4.5	3 - SUITABLE FOR PASSENGER CARS
10320	COTTONWOOD	0	3.12	2 - HIGH CLEARANCE VEHICLES
10321	SOUTH GLADES	0	2.4	2 - HIGH CLEARANCE VEHICLES
10322	GARDNER MILL (SOUTH)	0	1.3	2 - HIGH CLEARANCE VEHICLES
10323	FLAT RIDGE	0	4.6	2 - HIGH CLEARANCE VEHICLES
10324	WILBUR BENCH	0	2.82	2 - HIGH CLEARANCE VEHICLES
10325	GARDNER MILL COMP A-B	0	1.3	2 - HIGH CLEARANCE VEHICLES
10326	FOSSIL RIDGE	0	5.9	2 - HIGH CLEARANCE VEHICLES
10327	TUB RIDGE	0	2.72	2 - HIGH CLEARANCE VEHICLES
10328	LEFT FK LAKE CANYON	0.89	4.5	2 - HIGH CLEARANCE VEHICLES
10329	BEAR GULCH	1.87	3.4	2 - HIGH CLEARANCE VEHICLES
10330	R FK INDIAN CANYON	0	5	2 - HIGH CLEARANCE VEHICLES
10331	COTTONWOOD RIDGE	10.51	16.25	2 - HIGH CLEARANCE VEHICLES
10332	WIRE FENCE RIDGE	0	5.2	2 - HIGH CLEARANCE VEHICLES
10333	NUTTERS RIDGE	0	9.37	3 - SUITABLE FOR PASSENGER CARS
10335	R FK ANTELOPE RIDGE	0	11.05	2 - HIGH CLEARANCE VEHICLES
10336	CHOKECHERRY	0	4.18	2 - HIGH CLEARANCE VEHICLES
10337	GILSONITE RIDGE	0	7.59	2 - HIGH CLEARANCE VEHICLES
10338	GILSONITE A & B	0	5.14	2 - HIGH CLEARANCE VEHICLES
10339	ASPEN GROVE C G	0	0.73	4 - MODERATE DEGREE OF USER COMFORT
10339A	ASPEN GROVE CG SPUR A	0	0.10	4 - MODERATE DEGREE OF USER COMFORT
10339B	ASPEN GROVE CG SPUR B	0	0.03	4 - MODERATE DEGREE OF USER COMFORT
10341	SPRING CR.	1.94	4.69	3 - SUITABLE FOR PASSENGER CARS
10342	GILSONITE NORTH	0	1.75	2 - HIGH CLEARANCE VEHICLES
10343	ANTELOPE FLAT C G & P A	0	0.15	5 - HIGH DEGREE OF USER COMFORT
10343A	ANTELOPE FLAT CG & PA LOOP A	0	0.17	5 - HIGH DEGREE OF USER COMFORT
10343D	ANTELOPE FLAT CG & PA LOOP D	0	0.37	5 - HIGH DEGREE OF USER COMFORT
10343E	ANTELOPE FLAT SPUR E VIS INFO	0	0.09	5 - HIGH DEGREE OF USER COMFORT
10343F	ANTELOPE HOST SITE	0	0.04	5 - HIGH DEGREE OF USER COMFORT
10343G	ANTELOPE FLAT CG GROUP SOUTH	0	0.05	5 - HIGH DEGREE OF USER COMFORT
10343H	ANTELOPE FLAT CG GROUP NORTH	0	0.07	5 - HIGH DEGREE OF USER COMFORT
10344	DISPERSED CHEPETA	0	0.06	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10345	SOUTH WEST FORK FARM CREEK	0	0.11	2 - HIGH CLEARANCE VEHICLES
10347	HADES C G	0	0.30	4 - MODERATE DEGREE OF USER COMFORT
10348	DEFA DUDE RANCH	0.28	0.51	2 - HIGH CLEARANCE VEHICLES
10348	DEFA DUDE RANCH	0.62	1	2 - HIGH CLEARANCE VEHICLES
10349	COMPLEX C SOUTH	0	0.05	2 - HIGH CLEARANCE VEHICLES
10350	ELKHORN LOOP DISPERSED B	0	0.10	2 - HIGH CLEARANCE VEHICLES
10353	UINTA CANYON DISPERSED A	0	0.08	3 - SUITABLE FOR PASSENGER CARS
10354	UINTA CANYON DISPERSED B	0	0.04	3 - SUITABLE FOR PASSENGER CARS
10356	UINTA CANYON DISPERSED D	0	0.19	3 - SUITABLE FOR PASSENGER CARS
10358	SHOTGUN	0	1.2	2 - HIGH CLEARANCE VEHICLES
10359	UINTA CANYON DISPERSED E	0	0.14	3 - SUITABLE FOR PASSENGER CARS
10360	WEST DRILL HOLE	0	0.37	2 - HIGH CLEARANCE VEHICLES
10361	UINTA CANYON DISPERSED F	0	0.06	3 - SUITABLE FOR PASSENGER CARS
10363	DEATH VALLEY	0	4	2 - HIGH CLEARANCE VEHICLES
10364	SUMMIT G S	0	0.69	3 - SUITABLE FOR PASSENGER CARS
10365	LUCERNE GRAVEL PIT	0	0.5	3 - SUITABLE FOR PASSENGER CARS
10366	SCRAPER SPRING	0	1.6	2 - HIGH CLEARANCE VEHICLES
10367	UPPER YELLOWSTONE DISPERSED A	0	0.05	2 - HIGH CLEARANCE VEHICLES
10369		0	0.06	3 - SUITABLE FOR PASSENGER CARS
10370	POLE CREEK SINK AB	0	1.4	2 - HIGH CLEARANCE VEHICLES
10371	GREENS LAKE C.G.	0	0.88	5 - HIGH DEGREE OF USER COMFORT
10372	W GREEN LAKE	0	0.78	3 - SUITABLE FOR PASSENGER CARS
10373	CANYON RIM O L AND C G	0	0.52	5 - HIGH DEGREE OF USER COMFORT
10374	RED CANYON C.G.	0	0.22	5 - HIGH DEGREE OF USER COMFORT
10375	RED CANYON A S	0	0.25	5 - HIGH DEGREE OF USER COMFORT
10376	ALABAMA FLAT	0	0.31	2 - HIGH CLEARANCE VEHICLES
10379	BEAVER POND CG ACCESS	0	0.17	3 - SUITABLE FOR PASSENGER CARS
10380	WEST BULL ELK CREEK	0	1.5	2 - HIGH CLEARANCE VEHICLES
10381	TRAIL SPRING	0	0.2	1 - BASIC CUSTODIAL CARE (CLOSED)
10382	MOON LAKE DISPERSED D	0	0.08	3 - SUITABLE FOR PASSENGER CARS
10383	WEST DARK CANYON SALE A*	0	1.13	2 - HIGH CLEARANCE VEHICLES
10385	POISON LAKE	0	0.42	2 - HIGH CLEARANCE VEHICLES
10386	GREENS LAKE	0	0.2	2 - HIGH CLEARANCE VEHICLES
10387	MOON LAKE DISPERSED E	0	0.07	3 - SUITABLE FOR PASSENGER CARS
10388	DEER RUN C G	0	0.38	5 - HIGH DEGREE OF USER COMFORT
10389	LAKESHORE O L AND C G	0	0.4	1 - BASIC CUSTODIAL CARE (CLOSED)
10390	CEDAR SPRINGS P A	0	0.31	5 - HIGH DEGREE OF USER COMFORT
10391	CEDAR SPRS BOAT RAMP	0	0.06	5 - HIGH DEGREE OF USER COMFORT
10392	CEDAR SPRINGS C G	0	0.95	5 - HIGH DEGREE OF USER COMFORT
10393	CEDAR SPRINGS TRAILER D*	0	0.12	5 - HIGH DEGREE OF USER COMFORT
10394	SULPHUR SPRINGS	0	1.5	2 - HIGH CLEARANCE VEHICLES
10395	MUSTANG RIDGE C G	0	1.08	5 - HIGH DEGREE OF USER COMFORT
10395A	MUSTANG RIDGE CG A	0	0.07	5 - HIGH DEGREE OF USER COMFORT
10395B	MUSTANG RIDGE CG B	0	0.34	5 - HIGH DEGREE OF USER COMFORT
10395C	MUSTANG RIDGE CG C	0	0.1	5 - HIGH DEGREE OF USER COMFORT
10396	MOON LAKE RESERVOIR ROAD	0	1.00	2 - HIGH CLEARANCE VEHICLES
10397	SKULL CR C G	0	0.45	5 - HIGH DEGREE OF USER COMFORT
10398	PIGEON WATER LOOP	0	0.28	2 - HIGH CLEARANCE VEHICLES
10399	FARM CREEK CANAL	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10400	FARM CREEK GAUGE	0	0.8	2 - HIGH CLEARANCE VEHICLES
10401	ELKHORN SANITATION STAT*	0	0.1	2 - HIGH CLEARANCE VEHICLES
10402	BULL PASTURE ROAD	0	1.3	2 - HIGH CLEARANCE VEHICLES
10403	GRAVEL PIT	0	0.2	2 - HIGH CLEARANCE VEHICLES
10404	WEST FORK FARM CREEK	0	0.8	2 - HIGH CLEARANCE VEHICLES
10405	GRANT SPRINGS	0	0.2	2 - HIGH CLEARANCE VEHICLES
10406	PAINT MINE	0	3.2	2 - HIGH CLEARANCE VEHICLES
10407	PIGEON WATER DISPERSED A	0	0.07	2 - HIGH CLEARANCE VEHICLES
10408	MAIN JACKSON HOLLOW	0	0.1	2 - HIGH CLEARANCE VEHICLES
10412	TRAIL HOLLOW WEST	0	3.79	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10412A	TRAIL HOLLOW WEST SPUR A	0	0.1	2 - HIGH CLEARANCE VEHICLES
10415	LITTLE POND ROAD	0	1	2 - HIGH CLEARANCE VEHICLES
10416	BURNT RIDGE	0	6.5	2 - HIGH CLEARANCE VEHICLES
10417	ROCK LAKE	0	1.96	2 - HIGH CLEARANCE VEHICLES
10419	GRASS HOLLOW	0	1.625	2 - HIGH CLEARANCE VEHICLES
10420	LITTLE BRUSH CREEK RIDGE	0	1.82	2 - HIGH CLEARANCE VEHICLES
10421	LITTLE BRUSH CREEK ACCE*	0	0.79	2 - HIGH CLEARANCE VEHICLES
10422	RED CLOUD	0	0.5	2 - HIGH CLEARANCE VEHICLES
10423	KANE HOLLOW RIDGE	0	1.13	2 - HIGH CLEARANCE VEHICLES
10425	SOUTH FORK ROCK CREEK SPUR A	0	0.12	2 - HIGH CLEARANCE VEHICLES
10426	GIRLS CAMP	0	0.28	3 - SUITABLE FOR PASSENGER CARS
10427		0	0.07	3 - SUITABLE FOR PASSENGER CARS
10429	RED MTN. SOUTH	0	0.5	2 - HIGH CLEARANCE VEHICLES
10430	HEAD OF LAKE CREEK	0	1.04	3 - SUITABLE FOR PASSENGER CARS
10430A	HEAD OF LAKE CREEK SPUR A	0	0.68	3 - SUITABLE FOR PASSENGER CARS
10431	EAST END SPRING	0	1	2 - HIGH CLEARANCE VEHICLES
10432	DRY FORK BOUNDARY	0	1	2 - HIGH CLEARANCE VEHICLES
10433	DRY FORK BDRY NORTH	0	0.8	2 - HIGH CLEARANCE VEHICLES
10434	MERKLEY SPRINGS	0	0.3	2 - HIGH CLEARANCE VEHICLES
10435	DRY FORK FACE COMPLEX	0	4	2 - HIGH CLEARANCE VEHICLES
10436	TAYLOR FACE A-B	0	1.7	2 - HIGH CLEARANCE VEHICLES
10437	RED MTN COMPLEX A-B	0	2	2 - HIGH CLEARANCE VEHICLES
10438	SINGLE TROUGH SPR	0	0.89	2 - HIGH CLEARANCE VEHICLES
10439	TOBS ROAD	0	0.7	2 - HIGH CLEARANCE VEHICLES
10440	ICE CAVE SALE ROAD	0	0.9	2 - HIGH CLEARANCE VEHICLES
10441	GROUSE CREEK OVERLOOK	0	2.2	2 - HIGH CLEARANCE VEHICLES
10442	GROUSE CREEK	0	2.4	2 - HIGH CLEARANCE VEHICLES
10443	BURTON SEEP	0	1.3	2 - HIGH CLEARANCE VEHICLES
10444	WHITEROCKS RIVER ROAD	0	0.60	2 - HIGH CLEARANCE VEHICLES
10445	RED PINE CANYON	0	1.5	2 - HIGH CLEARANCE VEHICLES
10446	OIL WELL ROAD A-B	0	1.5	2 - HIGH CLEARANCE VEHICLES
10447	TRAIL CANYON OVERLOOK	0	0.8	2 - HIGH CLEARANCE VEHICLES
10448	BILL'S PARK	0	0.3	2 - HIGH CLEARANCE VEHICLES
10449B	BILLS PARK COMPLEX B	0	0.38	2 - HIGH CLEARANCE VEHICLES
10449C	BILLS PARK COMPLEX C	0	0.91	2 - HIGH CLEARANCE VEHICLES
10449D	BILLS PARK COMPLEX D	0	1	2 - HIGH CLEARANCE VEHICLES
10449E	BILLS PARK COMPLEX E	0	1.34	2 - HIGH CLEARANCE VEHICLES
10450	MASSEY CAVE	0	0.9	2 - HIGH CLEARANCE VEHICLES
10451	CORRAL	0	0.16	2 - HIGH CLEARANCE VEHICLES
10452	POLE CREEK LAKE C.G.	0	0.25	4 - MODERATE DEGREE OF USER COMFORT
10453	LOWER FLAT SPRING	0	0.9	2 - HIGH CLEARANCE VEHICLES
10454	UINTA CANYON C G	0	0.47	4 - MODERATE DEGREE OF USER COMFORT
10455	MITCHELL CAMP	0	0.36	3 - SUITABLE FOR PASSENGER CARS
10456	UINTA PARK GS-PA A-B	0	0.4	4 - MODERATE DEGREE OF USER COMFORT
10456A	UINTA PARK GS-PA SPUR A	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10456B	UINTA PARK GS-PA SPUR B	0	0.1	4 - MODERATE DEGREE OF USER COMFORT
10457	UINTA TRAIL HEAD	0	0.3	4 - MODERATE DEGREE OF USER COMFORT
10459	JOHNSON CREEK	0	0.42	2 - HIGH CLEARANCE VEHICLES
10459	JOHNSON CREEK	1.8	6.15	2 - HIGH CLEARANCE VEHICLES
10460		0	0.08	3 - SUITABLE FOR PASSENGER CARS
10462		0	0.33	3 - SUITABLE FOR PASSENGER CARS
10464	JULIUS PARK	0	0.3	2 - HIGH CLEARANCE VEHICLES
10467	MURRAY PARK SALE	0	1.5	2 - HIGH CLEARANCE VEHICLES
10468	SKI AREA ROAD	0	0.7	2 - HIGH CLEARANCE VEHICLES
10469	STRINGHAM CABIN	0	0.26	3 - SUITABLE FOR PASSENGER CARS
10470	SHEEP CAMP A-B	0	0.05	2 - HIGH CLEARANCE VEHICLES
10471	CART CREEK ACCESS	0	0.3	2 - HIGH CLEARANCE VEHICLES
10472	BRUNDAGE RIDGE	0	3.41	2 - HIGH CLEARANCE VEHICLES
10473	YOUTH FOR ROAD	0	0.4	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10474	SPLIT CR	0	1.1	2 - HIGH CLEARANCE VEHICLES
10478	MOON LAKE C.G.	0	0.50	5 - HIGH DEGREE OF USER COMFORT
10478A	MOON LAKE CG LOOP A	0	0.075	5 - HIGH DEGREE OF USER COMFORT
10478D	MOON LAKE CG SPUR D	0	0.01	5 - HIGH DEGREE OF USER COMFORT
10480	BOAT RAMP OVERFLOW	0	0.14	3 - SUITABLE FOR PASSENGER CARS
10481	TRAIL HEAD	0	0.3	4 - MODERATE DEGREE OF USER COMFORT
10484	DRY CANYON RIDGE	0	0.5	2 - HIGH CLEARANCE VEHICLES
10485	UPPER STILLWATER C.G.	0	1	5 - HIGH DEGREE OF USER COMFORT
10488	GAGING STATION	0	0.3	2 - HIGH CLEARANCE VEHICLES
10489	BROAD HOLLOW	0	0.9	2 - HIGH CLEARANCE VEHICLES
10490	COTTONWOOD GUZZLER	0	1.3	2 - HIGH CLEARANCE VEHICLES
10491	WILD HORSE RIDGE	7.15	14.44	2 - HIGH CLEARANCE VEHICLES
10492	WHITEROCKS	5.31	9.13	3 - SUITABLE FOR PASSENGER CARS
10492	WHITEROCKS	1.21	5.31	4 - MODERATE DEGREE OF USER COMFORT
10494	KALER HOLLOW CG	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10496	CORRAL HOLLOW	0	1.23	2 - HIGH CLEARANCE VEHICLES
10497	BADLANDS	0	0.6	2 - HIGH CLEARANCE VEHICLES
10498	CLEM RIDGE	0	1.2	2 - HIGH CLEARANCE VEHICLES
10499	WATERLINE	0	0.6	2 - HIGH CLEARANCE VEHICLES
10500	LODGE ROAD	0	0.2	3 - SUITABLE FOR PASSENGER CARS
10500A	MOON LAKE LODGE ROAD	0	0.1	3 - SUITABLE FOR PASSENGER CARS
10502	GREEN DALE OVERLOOK	0	0.1	5 - HIGH DEGREE OF USER COMFORT
10503	SHEEP CR BAY OVERLOOK	0	0.14	5 - HIGH DEGREE OF USER COMFORT
10504	SHEEP CR BAY C.G.	0	0.53	3 - SUITABLE FOR PASSENGER CARS
10506	SOUTH FORK	0	0.5	2 - HIGH CLEARANCE VEHICLES
10508	ROPER MINE	0	2.7	2 - HIGH CLEARANCE VEHICLES
10509	CHARLEYS PARK CUTOFF	0	2.1	2 - HIGH CLEARANCE VEHICLES
10513	RIDGE TOP	0	1.2	2 - HIGH CLEARANCE VEHICLES
10516	AVINTAQUIN C G	0	0.49	4 - MODERATE DEGREE OF USER COMFORT
10516A	AVINTAQUIN CG LOOP A	0	0.13	3 - SUITABLE FOR PASSENGER CARS
10516B	AVINTAQUIN CG LOOP B	0	0.12	4 - MODERATE DEGREE OF USER COMFORT
10516C	AVINTAQUIN CG LOOP C	0	0.06	3 - SUITABLE FOR PASSENGER CARS
10517	AVINTAQUIN G S	0	0.5	2 - HIGH CLEARANCE VEHICLES
10518	RED CANYON LODGE	0.1	0.2	4 - MODERATE DEGREE OF USER COMFORT
10518	RED CANYON LODGE	0	0.1	5 - HIGH DEGREE OF USER COMFORT
10519	RED CANYON V C	0	0.01	5 - HIGH DEGREE OF USER COMFORT
10520	WILLOW CREEK C.G.	0	0.5	2 - HIGH CLEARANCE VEHICLES
10521	CASTLE ROCK ROAD	0	0.6	2 - HIGH CLEARANCE VEHICLES
10522	DAM VISTA POINT	0	0.38	5 - HIGH DEGREE OF USER COMFORT
10523	SHEEP CR OVERFLOW CAMP	0	0.12	4 - MODERATE DEGREE OF USER COMFORT
10524	MANN C G	0	0.5	2 - HIGH CLEARANCE VEHICLES
10525	BIG BUCK SALE	0	0.8	2 - HIGH CLEARANCE VEHICLES
10526	CARTER CR ACCESS	0	0.15	4 - MODERATE DEGREE OF USER COMFORT
10528	CART CR O L	0	0.2	2 - HIGH CLEARANCE VEHICLES
10529	EAGLE CREEK	0	0.97	2 - HIGH CLEARANCE VEHICLES
10530	SUNNY COVE	0	0.08	4 - MODERATE DEGREE OF USER COMFORT
10531	GREENDALE EAST CG	0	0.47	4 - MODERATE DEGREE OF USER COMFORT
10532	MOENKOPI C.G.	0	0.2	1 - BASIC CUSTODIAL CARE (CLOSED)
10533	LUCERNE C.G.	0	0.41	5 - HIGH DEGREE OF USER COMFORT
10533A	LUCERNE GC	0	0.24	5 - HIGH DEGREE OF USER COMFORT
10533B	LUCERNE CG	0	0.29	5 - HIGH DEGREE OF USER COMFORT
10533C	LUCERNE CG	0	0.28	5 - HIGH DEGREE OF USER COMFORT
10533D	LUCERNE CG	0	0.28	5 - HIGH DEGREE OF USER COMFORT
10533E	LUCERNE CG	0	0.28	5 - HIGH DEGREE OF USER COMFORT
10533F	LUCERNE CG	0	0.28	5 - HIGH DEGREE OF USER COMFORT
10533G	LUCERNE CG	0	0.33	5 - HIGH DEGREE OF USER COMFORT
10534	LUCERNE GROUP C.G.	0	0.71	5 - HIGH DEGREE OF USER COMFORT
10534A	LUCERNE GROUP CG LOOP A	0	0.22	5 - HIGH DEGREE OF USER COMFORT
10535	LUCERNE SERVICE	0	0.24	4 - MODERATE DEGREE OF USER COMFORT

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10535A	LUCERNE SERVICE A	0	0.44	4 - MODERATE DEGREE OF USER COMFORT
10536	LUCERNE BEACH	0	0.4	4 - MODERATE DEGREE OF USER COMFORT
10537	LINWOOD ROAD	1.97	2.5	3 - SUITABLE FOR PASSENGER CARS
10539	DEEP CREEK	0	6.41	3 - SUITABLE FOR PASSENGER CARS
10541	BROWNE LAKE C. G.	0	0.17	3 - SUITABLE FOR PASSENGER CARS
10542	RIFLE RANGE	0	1.7	3 - SUITABLE FOR PASSENGER CARS
10544	TROUT CREEK PLATEAU	0	0.89	3 - SUITABLE FOR PASSENGER CARS
10545	WINDY PARK	0	1.67	3 - SUITABLE FOR PASSENGER CARS
10546	ROUND PARK - NORTH	0	0.5	2 - HIGH CLEARANCE VEHICLES
10547	ROUND PARK COMPLEX A-C	0	0.98	3 - SUITABLE FOR PASSENGER CARS
10547	ROUND PARK COMPLEX A-C	0.98	1.8	2 - HIGH CLEARANCE VEHICLES
10549	TAYLOR MOUNTAIN OVERLOOK EAST	0	0.5	2 - HIGH CLEARANCE VEHICLES
10550	COLTON HOLLOW A-B	0	0.6	2 - HIGH CLEARANCE VEHICLES
10551	KABELL HOLLOW	0	0.63	2 - HIGH CLEARANCE VEHICLES
10552	PINE HOLLOW LOOP	0	1.30	2 - HIGH CLEARANCE VEHICLES
10553	PINE RIDGE	0	0.7	2 - HIGH CLEARANCE VEHICLES
10554	PINE HOLLOW EXCLOSURE	0	1.2	2 - HIGH CLEARANCE VEHICLES
10555	PARADISE SPRING LOOP	0	2.41	2 - HIGH CLEARANCE VEHICLES
10556	STATE LINE (WYO-UT)	0.9	1.61	2 - HIGH CLEARANCE VEHICLES
10557	IRON MINE - PARSON CITY	0	1.5	2 - HIGH CLEARANCE VEHICLES
10558	KANE HOLLOW LOOP	0	0.81	2 - HIGH CLEARANCE VEHICLES
10559	PARSON CITY SPRING	0	1	2 - HIGH CLEARANCE VEHICLES
10560	PARSON MINE	0	0.55	2 - HIGH CLEARANCE VEHICLES
10561	BRUSH CR KNOB	0	0.5	2 - HIGH CLEARANCE VEHICLES
10562	WEST SHEEP TRAIL	0	0.99	2 - HIGH CLEARANCE VEHICLES
10563	DAVIS CAMP	0	0.6	2 - HIGH CLEARANCE VEHICLES
10564	GRASSHOPPER COMP A & B	0	1.8	2 - HIGH CLEARANCE VEHICLES
10565	LIMEKILN ROAD	0	0.5	2 - HIGH CLEARANCE VEHICLES
10566	GRASSHOPPER SALE	0	0.8	2 - HIGH CLEARANCE VEHICLES
10567	FENCE LINE SPUR	0	0.8	2 - HIGH CLEARANCE VEHICLES
10568	FENCE LINE	0	1.7	2 - HIGH CLEARANCE VEHICLES
10569	SHIPPEE SALE A-B	0	0.77	2 - HIGH CLEARANCE VEHICLES
10570	THREE TROUGH CUTOFF	0	0.91	2 - HIGH CLEARANCE VEHICLES
10571	MERKLEY UNIT	0	1.3	2 - HIGH CLEARANCE VEHICLES
10572	POINT SPR A-B	0	1.2	2 - HIGH CLEARANCE VEHICLES
10573	SHELMADINE	0	1.12	2 - HIGH CLEARANCE VEHICLES
10574	POWER LINE	0	1.5	2 - HIGH CLEARANCE VEHICLES
10575	LITTLE MAN MINE	0	1.18	2 - HIGH CLEARANCE VEHICLES
10576	SOUTH SHIPPEE SALE	0	0.8	2 - HIGH CLEARANCE VEHICLES
10577	ASPEN SPRING	0	0.2	2 - HIGH CLEARANCE VEHICLES
10578	BULL SPRING A & B	0	2.75	2 - HIGH CLEARANCE VEHICLES
10579	BASSETT CR	0	3.90	2 - HIGH CLEARANCE VEHICLES
10580	NORTH POINT SPUR	0	0.67	2 - HIGH CLEARANCE VEHICLES
10581	BURNT CABIN	0	0.62	2 - HIGH CLEARANCE VEHICLES
10582	DUTCH CHARLES CUTOFF (SOUTH)	0	0.69	2 - HIGH CLEARANCE VEHICLES
10583	BARKER RIDGE	0	0.65	2 - HIGH CLEARANCE VEHICLES
10585	READER CREEK	0	0.7	2 - HIGH CLEARANCE VEHICLES
10588	LOWER BURNT CREEK SALE	0	0.29	2 - HIGH CLEARANCE VEHICLES
10590	CUB CR .	0	0.7	2 - HIGH CLEARANCE VEHICLES
10591	MOOSE POND	0	0.2	2 - HIGH CLEARANCE VEHICLES
10592	WILDCAT BASIN	0	1.1	2 - HIGH CLEARANCE VEHICLES
10593	BURNT CREEK BORROW PIT	0	0.1	2 - HIGH CLEARANCE VEHICLES
10593A	BURNT CREEK SPUR A	0	0.05	2 - HIGH CLEARANCE VEHICLES
10595	DEATH VALLEY EXCLOSURE *	0	0.8	2 - HIGH CLEARANCE VEHICLES
10596	WINDY RIDGE	0	0.5	2 - HIGH CLEARANCE VEHICLES
10599	COW SPRING	0	2	2 - HIGH CLEARANCE VEHICLES
10600	SPILLWAY RESERVOIR LOOP	0	1.37	2 - HIGH CLEARANCE VEHICLES
10603	EAGLE CR SALE COMPLEX A*	0	2.15	2 - HIGH CLEARANCE VEHICLES
10603A	EAGLE BASIN RANCH WEST	0	0.1	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10603D	EAGLE CREEK COMPLEX SPUR D	0	0.006	2 - HIGH CLEARANCE VEHICLES
10604	ALLEN CREEK SALE NO. 1	0	0.6	2 - HIGH CLEARANCE VEHICLES
10606	ROSS SPRINGS SERVICE ROAD	0	0.41	3 - SUITABLE FOR PASSENGER CARS
10607	WEST EAGLE CR	0	0.8	2 - HIGH CLEARANCE VEHICLES
10608	GASLINE 2	0	1.92	2 - HIGH CLEARANCE VEHICLES
10609	Y CANYON SPUR A	0	0.359	2 - HIGH CLEARANCE VEHICLES
10610	PIPE CREEK COMPLEX A-D	0	6.8	2 - HIGH CLEARANCE VEHICLES
10612	DOWD MTN. (SOUTH)	0	0.3	2 - HIGH CLEARANCE VEHICLES
10613	DOWD EXCLOSURE	0	5.883	2 - HIGH CLEARANCE VEHICLES
10614	DOWD MTN. (LINK)	0	0.8	2 - HIGH CLEARANCE VEHICLES
10615	Y CANYON	0	0.671	2 - HIGH CLEARANCE VEHICLES
10616	LOST SPRING DISPERSED B	0	0.072	2 - HIGH CLEARANCE VEHICLES
10617	TEPEE CREEK DISPERSED A	0	0.09	2 - HIGH CLEARANCE VEHICLES
10618	JUG HOLLOW COMPLEX A-B	0	0.6	2 - HIGH CLEARANCE VEHICLES
10619	SPRING CR COMPLEX AB	0	1.4	2 - HIGH CLEARANCE VEHICLES
10622	CHOCKECHERRY	0	2.2	2 - HIGH CLEARANCE VEHICLES
10623	BOARS TUSK	0	3.8	1 - BASIC CUSTODIAL CARE (CLOSED)
10624	MOGENSEN CUTOFF	0	0.318	2 - HIGH CLEARANCE VEHICLES
10625	MOGENSEN RD	0	0.657	2 - HIGH CLEARANCE VEHICLES
10626	BROWNIE LAKE CG LOOP	0	0.36	3 - SUITABLE FOR PASSENGER CARS
10627	TEPEE CREEK	0	0.47	2 - HIGH CLEARANCE VEHICLES
10628	LOST SPRING-SPURS	0	2.56	2 - HIGH CLEARANCE VEHICLES
10629	DEEP CREEK COMPLEX A-B	0	1.8	2 - HIGH CLEARANCE VEHICLES
10629A	DEEP CREEK SPUR A	0	0.1	2 - HIGH CLEARANCE VEHICLES
10631	NORTH SHEEP CR	0	1.2	2 - HIGH CLEARANCE VEHICLES
10633	MAHOGANY DRAW	0	3.29	2 - HIGH CLEARANCE VEHICLES
10634	COW HOLLOW T.S.	0	3	2 - HIGH CLEARANCE VEHICLES
10636	HIGHWAY Y CUTOFF A-B	0	0.6	2 - HIGH CLEARANCE VEHICLES
10637	HIGHWAY CUTOFF	0	0.5	2 - HIGH CLEARANCE VEHICLES
10638	NORTH HICKERSON RT FORK	0	1.2	2 - HIGH CLEARANCE VEHICLES
10639	NORTH HICKERSON LOOP	0	1.9	2 - HIGH CLEARANCE VEHICLES
10640	GUZZLER RIDGE	0	1.4	2 - HIGH CLEARANCE VEHICLES
10643	DITCH ROAD	0	0.7	2 - HIGH CLEARANCE VEHICLES
10644	WEST SHEEP CREEK CANAL	0	0.123	3 - SUITABLE FOR PASSENGER CARS
10647	NORTH FORK CUTOFF	0	0.556	2 - HIGH CLEARANCE VEHICLES
10647A	NORTH FORK CUTOFF SOUTH	0	0.845	2 - HIGH CLEARANCE VEHICLES
10648	MIDDLE FORK ROAD	0	0.900	2 - HIGH CLEARANCE VEHICLES
10649	SHEEP CAMP	0	0.4	2 - HIGH CLEARANCE VEHICLES
10651	RHODES CANYON DISPERSED A	0	0.56	2 - HIGH CLEARANCE VEHICLES
10655	PINE HOLLOW	0	1.4	2 - HIGH CLEARANCE VEHICLES
10656	MINNIE CREEK	0	0.463	2 - HIGH CLEARANCE VEHICLES
10657	WIRE FENCE CANYON	0.8	5.83	2 - HIGH CLEARANCE VEHICLES
10658	BAD LAND CLIFF ROAD	0	2.24	2 - HIGH CLEARANCE VEHICLES
10660	PETTY CK HELLS CAN DISPERSED A	0	0.053	2 - HIGH CLEARANCE VEHICLES
10663	PETTY CK HELLS CAN DISPERSED B	0	0.12	2 - HIGH CLEARANCE VEHICLES
10664	PETTY CK HELLS CAN DISPERSED C	0	0.127	2 - HIGH CLEARANCE VEHICLES
10464A	JULIUS PARK RESERVOIR	0	0.1	2 - HIGH CLEARANCE VEHICLES
10665	PETTY CK HELLS CAN DISPERSED D	0	0.038	2 - HIGH CLEARANCE VEHICLES
10666	LAMBSON DRAW	0	3.5	2 - HIGH CLEARANCE VEHICLES
10667	BEAR PARK	0	0.115	2 - HIGH CLEARANCE VEHICLES
10668	PETTY CK HELLS CAN DISPERSED E	0	0.194	2 - HIGH CLEARANCE VEHICLES
10669	COYOTE SPUR (EAST)	0	0.456	3 - SUITABLE FOR PASSENGER CARS
10670	MOON LAKE DAM A-C	0	0.06	2 - HIGH CLEARANCE VEHICLES
10671	ALTONAH CENTRAL DISPOSAL	0	0.737	2 - HIGH CLEARANCE VEHICLES
10672	POWER PLANT	0	0.5	4 - MODERATE DEGREE OF USER COMFORT
10673	SOUTH LONESOME PARK	0	0.759	3 - SUITABLE FOR PASSENGER CARS
10674	WEST ANDERSON CREEK	0	1.153	3 - SUITABLE FOR PASSENGER CARS
10675	MILL PARK DISPERSED B	0	0.804	2 - HIGH CLEARANCE VEHICLES
10676	TOOL BOX PARK	0	0.7	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10677	LAKE FORK GAUGING STATI*	0	0.35	2 - HIGH CLEARANCE VEHICLES
10678	OLD MILL A-C	0	3.17	3 - SUITABLE FOR PASSENGER CARS
10679	INTERCANAL	0	2.258	3 - SUITABLE FOR PASSENGER CARS
10680	UPPER ANDERSON CREEK	0	0.998	3 - SUITABLE FOR PASSENGER CARS
10681	SPRING CREEK BAY NORTH	0	0.4	2 - HIGH CLEARANCE VEHICLES
10682	SPRING CREEK BAY SOUTH	0	0.2	3 - SUITABLE FOR PASSENGER CARS
10683	SPRING CREEK CROSSING N*	0	0.4	2 - HIGH CLEARANCE VEHICLES
10686	MILL PARK	0	0.847	2 - HIGH CLEARANCE VEHICLES
10688	LUCERNE MARINA PARKING	0	0.38	4 - MODERATE DEGREE OF USER COMFORT
10689	CEDAR SPRINGS LAGOON	0	0.3	4 - MODERATE DEGREE OF USER COMFORT
10690	TROUT CR	0	0.5	2 - HIGH CLEARANCE VEHICLES
10692	FARNSWORTH CANAL HEADGA*	0	0.34	2 - HIGH CLEARANCE VEHICLES
10693	MOON LAKE HORSE TRANSFER	0	0.309	4 - MODERATE DEGREE OF USER COMFORT
10694	RED RIDGE	0	1	2 - HIGH CLEARANCE VEHICLES
10695	DUTCH JOHN DRAW	0	1.12	4 - MODERATE DEGREE OF USER COMFORT
10696	MILL PARK DISPERSED A	0	0.064	2 - HIGH CLEARANCE VEHICLES
10697	LOG HOLLOW DISPERSED A	0	0.047	2 - HIGH CLEARANCE VEHICLES
10698	LOG HOLLOW DISPERSED B	0	0.085	2 - HIGH CLEARANCE VEHICLES
10700	LOG HOLLOW DISPERSED C	0	0.069	2 - HIGH CLEARANCE VEHICLES
10702	BIG RIDGE DISPERSED A	0	0.281	2 - HIGH CLEARANCE VEHICLES
10703	BEAR LAKE DISPERSED A	0	1.055	2 - HIGH CLEARANCE VEHICLES
10704	DRY RIDGE DISPERSED A	0	0.100	2 - HIGH CLEARANCE VEHICLES
10706		0	1.83	1 - BASIC CUSTODIAL CARE (CLOSED)
10709		0	0.59	1 - BASIC CUSTODIAL CARE (CLOSED)
10710	HARMSTON OL DISPERSED A	0	0.057	2 - HIGH CLEARANCE VEHICLES
10713		0	0.59	2 - HIGH CLEARANCE VEHICLES
10714	LAKE FORK CANAL SPUR A	0	0.044	3 - SUITABLE FOR PASSENGER CARS
10715	MOON LAKE RESERVOIR ACCESS	0	0.189	2 - HIGH CLEARANCE VEHICLES
10717		0	0.11	2 - HIGH CLEARANCE VEHICLES
10719	COTTONWOOD DISPERSED A	0	0.654	2 - HIGH CLEARANCE VEHICLES
10720		0	0.16	1 - BASIC CUSTODIAL CARE (CLOSED)
10721	WILBUR BENCH DISPERSED A	0	0.436	2 - HIGH CLEARANCE VEHICLES
10729	WHITEROCKS RIV RD DISPERSED A	0	0.102	2 - HIGH CLEARANCE VEHICLES
10730	WHITEROCKS DISPERSED A	0	0.133	2 - HIGH CLEARANCE VEHICLES
10731	ICE CAVE PEAK DISPERSED A	0	0.065	2 - HIGH CLEARANCE VEHICLES
10732	ICE CAVE PEAK DISPERSED B	0	0.095	2 - HIGH CLEARANCE VEHICLES
10736	AVINTAQUIN GS DISPERSED A	0	0.148	2 - HIGH CLEARANCE VEHICLES
10738	MINNIE CREEK DISPERSED A	0	0.137	2 - HIGH CLEARANCE VEHICLES
10739	MOON LAKE DAM SPUR D	0	0.120	2 - HIGH CLEARANCE VEHICLES
10740	COTTONWOOD DISPERSED B	0	0.396	2 - HIGH CLEARANCE VEHICLES
10741		0	0.063	2 - HIGH CLEARANCE VEHICLES
10742	MOON LAKE DISPERSED C	0	0.127	3 - SUITABLE FOR PASSENGER CARS
10745	PETTY CK HELLS CAN DISPERSED F	0	0.028	2 - HIGH CLEARANCE VEHICLES
10746	ELKHORN LOOP DISPERSED B	0	0.071	2 - HIGH CLEARANCE VEHICLES
10747	ICE CAVE PEAK DISPERSED C	0	0.256	2 - HIGH CLEARANCE VEHICLES
10748	MOSBY MTN DISPRESED A	0	0.095	2 - HIGH CLEARANCE VEHICLES
10750	MOSBY MTN DISPERSED B	0	0.052	2 - HIGH CLEARANCE VEHICLES
10751	MOSBY MTN DISPERSED C	0	0.076	2 - HIGH CLEARANCE VEHICLES
10752		0	0.14	2 - HIGH CLEARANCE VEHICLES
10753	MOSBY MTN DISPERSED D	0	0.24	2 - HIGH CLEARANCE VEHICLES
10754	JOHNSON BENCH NORTH ACCESS	0	0.47	2 - HIGH CLEARANCE VEHICLES
10758	ROPER MINE DISPERSED A	0	0.22	2 - HIGH CLEARANCE VEHICLES
10759		0	0.13	2 - HIGH CLEARANCE VEHICLES
10760	CHARLEYS PARK DISPERSED A	0	0.29	2 - HIGH CLEARANCE VEHICLES
10761	CHARLEYS PARK DISPERSED B	0	0.08	2 - HIGH CLEARANCE VEHICLES
10762	CHARLEYS CONNECT	0	0.54	2 - HIGH CLEARANCE VEHICLES
10764	CHARLEYS PK CUTOFF DISPERSED B	0	0.08	2 - HIGH CLEARANCE VEHICLES
10765	CHARLEYS PK CUTOFF DISPERSED A	0	0.18	2 - HIGH CLEARANCE VEHICLES
10766	CHARLEYS PARK DISPERSED C	0	0.15	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10767	DRY FORK MTN DISPERSED A	0	0.06	2 - HIGH CLEARANCE VEHICLES
10768	DRY FORK OL	0	0.09	2 - HIGH CLEARANCE VEHICLES
10769	ASHLEY TWIN LK LP DISPERSED A	0	0.16	2 - HIGH CLEARANCE VEHICLES
10770	SOUTH FORK DISPERSED	0	0.09	2 - HIGH CLEARANCE VEHICLES
10771	NORTH FK ASHLEY CR DISPERSED	0	0.12	2 - HIGH CLEARANCE VEHICLES
10772	LEIDY PEAK CUTOFF	0	0.65	2 - HIGH CLEARANCE VEHICLES
10776		0	0.31	2 - HIGH CLEARANCE VEHICLES
10777	LEIDY PEAK DISPERSED A	0	0.05	2 - HIGH CLEARANCE VEHICLES
10780	TROUT CREEK PARK DISPERSED B	0	0.17	2 - HIGH CLEARANCE VEHICLES
10781		0	0.23	2 - HIGH CLEARANCE VEHICLES
10782	TROUT CREEK PARK DISPERSED A	0	0.63	2 - HIGH CLEARANCE VEHICLES
10783		0	0.5	2 - HIGH CLEARANCE VEHICLES
10784		0	0.16	2 - HIGH CLEARANCE VEHICLES
10785		0	0.07	2 - HIGH CLEARANCE VEHICLES
10786		0	0.25	2 - HIGH CLEARANCE VEHICLES
10790	RED PINE DISPERSED A	0	0.56	2 - HIGH CLEARANCE VEHICLES
10791	MINE ROAD	0	0.87	2 - HIGH CLEARANCE VEHICLES
10792		0	0.19	2 - HIGH CLEARANCE VEHICLES
10793		0	0.11	2 - HIGH CLEARANCE VEHICLES
10794	BRUSH CREEK OL DISPERSED A	0	0.90	2 - HIGH CLEARANCE VEHICLES
10795	MARVIN SPRING LOOP DISPERSED A	0	0.18	2 - HIGH CLEARANCE VEHICLES
10796	MCKEE SPR CUTOFF DISPERSED A	0	0.38	2 - HIGH CLEARANCE VEHICLES
10797	MCKEE MARVIN CUTOFF DISPERSE A	0	0.54	2 - HIGH CLEARANCE VEHICLES
10798	MCKEE SPRING CUTOFF DISPERSE B	0	0.22	2 - HIGH CLEARANCE VEHICLES
10799	MCKEE MARVIN CONNECT	0	0.16	2 - HIGH CLEARANCE VEHICLES
10800		0	0.19	2 - HIGH CLEARANCE VEHICLES
10801	LUCERNE GRAVEL PIT DISPERSED A	0	0.24	3 - SUITABLE FOR PASSENGER CARS
10802	PEOPLES CANAL DISPERSED A	0	0.28	2 - HIGH CLEARANCE VEHICLES
10803	PEOPLES CANAL DISPERSED B	0	0.15	2 - HIGH CLEARANCE VEHICLES
10805		0.47	0.81	2 - HIGH CLEARANCE VEHICLES
10806		0	0.08	2 - HIGH CLEARANCE VEHICLES
10808		0	0.17	2 - HIGH CLEARANCE VEHICLES
10809	INTERCANAL DISPERSED A	0	0.05	2 - HIGH CLEARANCE VEHICLES
10810	HICKERSON PK BIRCH CK DISP A	0	0.09	2 - HIGH CLEARANCE VEHICLES
10811	LODGEPOLE CR DISPERSED A	0	0.19	2 - HIGH CLEARANCE VEHICLES
10812	LODGEPOLE CR DISPERSED B	0	0.07	2 - HIGH CLEARANCE VEHICLES
10813	LONG PK RESERVOIR DISPERSED C	0	0.10	2 - HIGH CLEARANCE VEHICLES
10814	LONG PARK RES DISPERSED B	0	0.20	2 - HIGH CLEARANCE VEHICLES
10815	LONG PARK RES DISPERSED A	0	0.15	2 - HIGH CLEARANCE VEHICLES
10816		0	0.64	2 - HIGH CLEARANCE VEHICLES
10817	MOON LAKE DISPERSED A	0	0.04	2 - HIGH CLEARANCE VEHICLES
10818	MOON LAKE DISPERSED B	0	0.09	3 - SUITABLE FOR PASSENGER CARS
10819		0	0.09	2 - HIGH CLEARANCE VEHICLES
10820	GREENS LAKE WEST	0	0.12	5 - HIGH DEGREE OF USER COMFORT
10822	LANDING STRIP	0.14	0.8	2 - HIGH CLEARANCE VEHICLES
10825	DAVENPORT DRAW NORTH	4.41	4.9	2 - HIGH CLEARANCE VEHICLES
10826	DAVENPORT DRAW	0.4	0.679	2 - HIGH CLEARANCE VEHICLES
10835	BASSETT-RELAY CONNECT	0	0.67	2 - HIGH CLEARANCE VEHICLES
10838		0	0.31	2 - HIGH CLEARANCE VEHICLES
10839		0	0.15	2 - HIGH CLEARANCE VEHICLES
10857		0	0.57	2 - HIGH CLEARANCE VEHICLES
10861	WHITE CLOUD DISPERSED A	0	0.07	2 - HIGH CLEARANCE VEHICLES
10862	WHITE CLOUD DISPERSED B	0	0.27	2 - HIGH CLEARANCE VEHICLES
10863	ROUND PARK NORTH CONNECT	0	0.30	2 - HIGH CLEARANCE VEHICLES
10864	ROUND PARK DISPERSED A	0	0.15	2 - HIGH CLEARANCE VEHICLES
10865		0	0.14	2 - HIGH CLEARANCE VEHICLES
10866	IRON - PARSON DISPERSED A	0	0.05	2 - HIGH CLEARANCE VEHICLES
10867	IRON - PARSON DISPERSED B	0	0.15	2 - HIGH CLEARANCE VEHICLES
10868	IRON SPRING NORTH DISPERSED A	0	0.22	2 - HIGH CLEARANCE VEHICLES

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10869	IRON SPRING NORTH DISPERSED B	0	0.07	2 - HIGH CLEARANCE VEHICLES
10870	BIG LAKE - COLTON CONNECT	0	0.27	2 - HIGH CLEARANCE VEHICLES
10871	COLTON DISPERSED A	0	0.19	2 - HIGH CLEARANCE VEHICLES
10872	ASHLEY DRIVEWAY DISPERSED A	0	0.12	2 - HIGH CLEARANCE VEHICLES
10873	ASHLEY DRIVEWAY DISPERSED B	0	0.05	2 - HIGH CLEARANCE VEHICLES
10874	RED CLOUD LOOP DISPERSED A	0	0.13	2 - HIGH CLEARANCE VEHICLES
10875	RED CLOUD - EAST PARK CONNECT	0	0.45	2 - HIGH CLEARANCE VEHICLES
10876	KANE HOLLOW GIRLS CAMP CONNECT	0	0.19	2 - HIGH CLEARANCE VEHICLES
10878		0	1.5	2 - HIGH CLEARANCE VEHICLES
10879	ASHLEY DRIVEWAY DISPERSED C	0	0.21	2 - HIGH CLEARANCE VEHICLES
10881	ASHLEY DRIVEWAY DISPERSED D	0	0.22	2 - HIGH CLEARANCE VEHICLES
10882	BUCKBOARD RIDGE DISPERSED A	0	0.09	2 - HIGH CLEARANCE VEHICLES
10883	WEST RANGE STUDY LOOP DISP A	0	1.15	2 - HIGH CLEARANCE VEHICLES
10884	WEST RANGE STUDY LOOP DISP D	0	0.22	2 - HIGH CLEARANCE VEHICLES
10885	WEST RANGE STUDY LOOP DISP C	0	0.08	2 - HIGH CLEARANCE VEHICLES
10886	RANGE STUDY LOOP DISPERSED A	0	0.06	2 - HIGH CLEARANCE VEHICLES
10887	RANGE STUDY LOOP DISPERSED B	0	0.09	2 - HIGH CLEARANCE VEHICLES
10888	RANGE STUDY LOOP DISPERSED C	0	0.03	2 - HIGH CLEARANCE VEHICLES
10889	RANGE STUDY LOOP DISPERSED D	0	0.24	2 - HIGH CLEARANCE VEHICLES
10890	RANGE STUDY LOOP DISP D	0	0.05	2 - HIGH CLEARANCE VEHICLES
10891	RANGE STUDY LOOP DISPERSED F	0	0.05	2 - HIGH CLEARANCE VEHICLES
10892	RANGE STUDY LOOP DISPERSED G	0	0.11	2 - HIGH CLEARANCE VEHICLES
10893	RANGE STUDY LOOP DISPERSED H	0	0.24	2 - HIGH CLEARANCE VEHICLES
10894	RANGE STUDY LOOP DISPERSED I	0	0.06	2 - HIGH CLEARANCE VEHICLES
10895	DIAMOND MOUNTAIN DISPERSED A	0	0.07	2 - HIGH CLEARANCE VEHICLES
10896	GREENS DRAW DISPERSED A	0	0.14	2 - HIGH CLEARANCE VEHICLES
10901	ALLEN CREEK EAST DISPERSED A	0	0.17	2 - HIGH CLEARANCE VEHICLES
10902	SHEEP CREEK SHALE PIT	0	0.6	2 - HIGH CLEARANCE VEHICLES
10903	HICKERSON PK BIRCH CR DISP A	0	0.70	2 - HIGH CLEARANCE VEHICLES
10904	HICKERSON PK-BIRCH CR DISPR B	0	0.11	2 - HIGH CLEARANCE VEHICLES
10905	RED CLOUD LOOP DISPERSED B	0	0.07	2 - HIGH CLEARANCE VEHICLES
10906	BIG LAKE CUTOFF DISPERSED A	0	0.11	2 - HIGH CLEARANCE VEHICLES
10907	BIG LAKE CUTOFF DISPERSED B	0	0.17	2 - HIGH CLEARANCE VEHICLES
10908	SHEEP CREEK LAKE DISPERSED A	0	0.20	2 - HIGH CLEARANCE VEHICLES
10909	SHEEP CREEK GEOLOG DISPERSED A	0	0.33	3 - SUITABLE FOR PASSENGER CARS
10910	LOST SPRING DISPERSED A	0	0.09	2 - HIGH CLEARANCE VEHICLES
10911		0	1.64	2 - HIGH CLEARANCE VEHICLES
10912	ASHLEY DRIVEWAY DISPERSED D	0	1.09	2 - HIGH CLEARANCE VEHICLES
10913	SCRAPER SPRING DISPERSED A	0	0.08	2 - HIGH CLEARANCE VEHICLES
10914	DEEP CREEK DISPERSED A	0	0.29	2 - HIGH CLEARANCE VEHICLES
10915	DEEP CREEK DISPERSED B	0	0.23	2 - HIGH CLEARANCE VEHICLES
10916	DEEP CREEK DISPERSED C	0	0.17	2 - HIGH CLEARANCE VEHICLES
10917	POWERHOUSE ACCESS DAM VIEW	0	0.08	2 - HIGH CLEARANCE VEHICLES
10918	CARK CREEK ATV ACCESS	0	0.51	2 - HIGH CLEARANCE VEHICLES
60001	ANVIL DRAW	0.7	3.4	4 - MODERATE DEGREE OF USER COMFORT
60002	HAYSTACK SOUTH	1.26	2.9	2 - HIGH CLEARANCE VEHICLES
60003	HAYSTACK BUTTE RD	0	1.88	2 - HIGH CLEARANCE VEHICLES
60003A	HAYSTACK BUTTE ROAD SPUR A	0	0.62	2 - HIGH CLEARANCE VEHICLES
60003D	HAYSTACK BUTTE ROAD SPUR D	0	0.54	2 - HIGH CLEARANCE VEHICLES
60004	HOLMES CROSSING	0	2.7	4 - MODERATE DEGREE OF USER COMFORT
60005	SOUTH HOLMES CROSSING	0	2.3	2 - HIGH CLEARANCE VEHICLES
60006	SOUTH BEND	0.69	4.7	2 - HIGH CLEARANCE VEHICLES
60006A	SOUTH BEND SPUR A	0	0.49	2 - HIGH CLEARANCE VEHICLES
60007	BIG BEND	0.9	1.69	2 - HIGH CLEARANCE VEHICLES
60008	SOUTH BUCKBOARD	0	2.7	3 - SUITABLE FOR PASSENGER CARS
60009	BUCKBOARD CROSSING	0	1.8	5 - HIGH DEGREE OF USER COMFORT
60010	BUCKBOARD C.G.	0	0.73	5 - HIGH DEGREE OF USER COMFORT
60010A	BUCKBOARD LOOP A	0	0.1	5 - HIGH DEGREE OF USER COMFORT
60010B		0	0.06	5 - HIGH DEGREE OF USER COMFORT

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
60011	CONFLUENCE	2.98	5.47	2 - HIGH CLEARANCE VEHICLES
60012	LOST DOG	7.15	9.86	2 - HIGH CLEARANCE VEHICLES
60013	WHALEN BUTTE	4.88	5.01	3 - SUITABLE FOR PASSENGER CARS
60013	WHALEN BUTTE	5.01	9.79	2 - HIGH CLEARANCE VEHICLES
60014	WILKINS FIREHOLE	0	2.42	2 - HIGH CLEARANCE VEHICLES
60016	FIREHOLE C.G.	0	0.88	5 - HIGH DEGREE OF USER COMFORT
60016A	FIREHOLE ADMIN SITE	0	0.34	5 - HIGH DEGREE OF USER COMFORT
60016B	FIREHOLE C.G. DUMP STATION	0	0.06	5 - HIGH DEGREE OF USER COMFORT
60017	SAGE CREEK	0	2.29	2 - HIGH CLEARANCE VEHICLES
60018	CURRANT CREEK	1.82	2.9	2 - HIGH CLEARANCE VEHICLES
60019	EAST BUCKBOARD A-B	2.06	3.88	2 - HIGH CLEARANCE VEHICLES
60020	RANGER POINT RD	0	2.1	2 - HIGH CLEARANCE VEHICLES
60020A	RANGER POINT ROAD SPUR A	0	0.1	2 - HIGH CLEARANCE VEHICLES
60021	MARSH CREEK BOAT RAMP	0	2.56	4 - MODERATE DEGREE OF USER COMFORT
60022	BRINEGAR RANCH	0.6	2.73	4 - MODERATE DEGREE OF USER COMFORT
60023	RIVER BEND	0.81	2.02	2 - HIGH CLEARANCE VEHICLES
60024	MIDDLE MARSH SOUTH	0.5	1.85	2 - HIGH CLEARANCE VEHICLES
60025	WILDHORSE DRAW	0.68	2.04	2 - HIGH CLEARANCE VEHICLES
60026	CANYON ROAD	4.04	5.24	2 - HIGH CLEARANCE VEHICLES
60027	SPRINGS DRAW COMPLEX A-D	4.96	5.28	2 - HIGH CLEARANCE VEHICLES
60027	SPRINGS DRAW COMPLEX A-D	5.71	7.22	2 - HIGH CLEARANCE VEHICLES
60027A	SPRINGS DRAW COMPLEX A	0	0.29	2 - HIGH CLEARANCE VEHICLES
60028	MIDDLE BEND ACCESS A-C	0	0.6	2 - HIGH CLEARANCE VEHICLES
60029	RIVER ACCESS	2.26	2.53	2 - HIGH CLEARANCE VEHICLES
60030	WHALEN CUTOFF	0	1.6	2 - HIGH CLEARANCE VEHICLES
60030A	WHALEN CUTOFF SPUR	0	0.72	2 - HIGH CLEARANCE VEHICLES
60031	CORDWOOD CUTOFF	0	0.37	2 - HIGH CLEARANCE VEHICLES
60032	WHALEN BOTTOM COMPLEX A*	1.51	2.21	2 - HIGH CLEARANCE VEHICLES
60033	WEST FIREHOLE COMPLEX A*	1.68	3.88	2 - HIGH CLEARANCE VEHICLES
60034	WEBSTER COMPLEX A-B	0	0.38	2 - HIGH CLEARANCE VEHICLES
60035	UL, FORK COMPLEX A-B	0	1.3	2 - HIGH CLEARANCE VEHICLES
60036	QUARRY ROAD	0	0.2	2 - HIGH CLEARANCE VEHICLES
60038	LINWOOD BAY OVERLOOK	0	0.10	5 - HIGH DEGREE OF USER COMFORT
60039	BLAINE RESERVOIR TWO	0	2.72	2 - HIGH CLEARANCE VEHICLES
60040	BRIDGE COMPLEX A-C	1.4	2.94	2 - HIGH CLEARANCE VEHICLES
60040A	BRIDGE COMPLEX A	0	0.01	2 - HIGH CLEARANCE VEHICLES
60041	LOST DOG RES	0	0.4	2 - HIGH CLEARANCE VEHICLES
60042	LOST DOG COMPLEX A-E	0	1.2	2 - HIGH CLEARANCE VEHICLES
60043	EAST HALFWAY COMPLEX A-C	0	2.02	2 - HIGH CLEARANCE VEHICLES
60044	LOWER SAGE	1.02	4.87	2 - HIGH CLEARANCE VEHICLES
60045	SWIM BEACH NORTH	0	0.82	2 - HIGH CLEARANCE VEHICLES
60046	UPPER CURRANT COMPLEX A*	3.72	5.28	2 - HIGH CLEARANCE VEHICLES
60047	DISPOSAL COMPLEX A-D	1.48	2.04	2 - HIGH CLEARANCE VEHICLES
60047A	DISPOSAL COMPLEX A	0	1.09	2 - HIGH CLEARANCE VEHICLES
60047B	DISPOSAL COMPLEX B	0	1.86	2 - HIGH CLEARANCE VEHICLES
60047C	DISPOSAL COMPLEX SPUR C	0	0.73	2 - HIGH CLEARANCE VEHICLES
60049	NORTH CONFLUENCE	0.99	1.93	2 - HIGH CLEARANCE VEHICLES
60050	HALFWAY HOLLOW	3.26	4.3	2 - HIGH CLEARANCE VEHICLES
60051	BLACKS FORK DISPERSED A	0.97	1.33	2 - HIGH CLEARANCE VEHICLES
60052	FORK ACCESS A-B	3.31	4.44	2 - HIGH CLEARANCE VEHICLES
60052A	FORK ACCESS A	0	0.1	2 - HIGH CLEARANCE VEHICLES
60053	BLACKS FORK DISPERSED B	11.07	11.27	2 - HIGH CLEARANCE VEHICLES
60054	SERVICE ROAD TO LAGOONS	0	0.2	3 - SUITABLE FOR PASSENGER CARS
60055	BUCKBOARD PUMPHOUSE	0	0.4	3 - SUITABLE FOR PASSENGER CARS
60056	BUCKBOARD LIFT STATION	0	0.43	3 - SUITABLE FOR PASSENGER CARS
60057	SOUTH LOWE	0.06	1.31	2 - HIGH CLEARANCE VEHICLES
60057C	SOUTH LOWE DISPERSED C	0	1.14	2 - HIGH CLEARANCE VEHICLES
60058	WEST SOUTH BEND CUTOFF	0	2.2	2 - HIGH CLEARANCE VEHICLES
60059	NORTH LOWE	0.547	1.55	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
60060	WEST WEBSTER COMPLEX	0	1.24	2 - HIGH CLEARANCE VEHICLES
60060A	WEST WEBSTER COMPLEX DISPRS A	0	0.426	2 - HIGH CLEARANCE VEHICLES
60061	BUCKBOARD COMPEX A-D	0	0.73	2 - HIGH CLEARANCE VEHICLES
60061A	BUCKBOARD COMPLEX DISPERSED A	0	0.1	2 - HIGH CLEARANCE VEHICLES
60062	BOYAK FLAT	0.7	1.92	2 - HIGH CLEARANCE VEHICLES
60063	BLACKS FORK DISPERSED D	0	2.14	2 - HIGH CLEARANCE VEHICLES
60064	BEND FLAT COMPLEX	0	0.65	2 - HIGH CLEARANCE VEHICLES
60064A	BEND FLAT COMPLEX SPUR A	0	0.1	2 - HIGH CLEARANCE VEHICLES
60065	SOUTH BEND CUTOFF	0	2.2	2 - HIGH CLEARANCE VEHICLES
60065A	SOUTH BEND CUTOFF SPUR A	0	0.09	2 - HIGH CLEARANCE VEHICLES
60065B	SOUTH BEND CUTOFF SPUR B	0	0.01	2 - HIGH CLEARANCE VEHICLES
60065C	SOUTH BEND CUTOFF SPUR C	0	0.16	2 - HIGH CLEARANCE VEHICLES
60066	HOLMES CROSSING COMPLEX	0	0.44	2 - HIGH CLEARANCE VEHICLES
60066A	HOLMES CROSSING SPUR A	0	0.36	2 - HIGH CLEARANCE VEHICLES
60066B	HOLMES CROSSING SPUR B	0	0.10	2 - HIGH CLEARANCE VEHICLES
60066C	HOLMES CROSSING SPUR C	0	0.43	2 - HIGH CLEARANCE VEHICLES
60066D	HOLMES CROSSING SPUR D	0	0.25	2 - HIGH CLEARANCE VEHICLES
60066E	HOLMES CROSSING SPUR E	0	0.23	2 - HIGH CLEARANCE VEHICLES
60066F	HOLMES CROSSING SPUR F	0	0.26	2 - HIGH CLEARANCE VEHICLES
60069	REFUSE PIT	0	0.2	2 - HIGH CLEARANCE VEHICLES
60070	BLACKS FORK DISPERSED F	2.65	4.24	2 - HIGH CLEARANCE VEHICLES
60071	HENRY'S FORK OVERLOOK	0	0.20	5 - HIGH DEGREE OF USER COMFORT
60072	GASLINE ROAD	0	0.95	2 - HIGH CLEARANCE VEHICLES
60074	GLADES COMPLEX A-M	0	2.7	2 - HIGH CLEARANCE VEHICLES
60074C		0	0.93	2 - HIGH CLEARANCE VEHICLES
60074D		0	0.15	2 - HIGH CLEARANCE VEHICLES
60074G		0	0.08	2 - HIGH CLEARANCE VEHICLES
60075	LUCERNE BEACH NORTH & S*	0	1.1	2 - HIGH CLEARANCE VEHICLES
60075A	STATELINE CG	0	0.1	2 - HIGH CLEARANCE VEHICLES
60075B	SOUTH STATELINE CG	0	0.1	2 - HIGH CLEARANCE VEHICLES
60076	BLACKS FORK DISPERSED E	0	0.32	2 - HIGH CLEARANCE VEHICLES
60077		0	0.42	2 - HIGH CLEARANCE VEHICLES
60078	MIDDLE MARSH NO 2	0	0.5	2 - HIGH CLEARANCE VEHICLES
60079	BLACKS FORK DISPERSED H	0	0.13	2 - HIGH CLEARANCE VEHICLES
60080	BLACKS FORK DISPERSED K	0.72	0.91	2 - HIGH CLEARANCE VEHICLES
60081	BLACKS FORK DISPERSED C	0	0.42	2 - HIGH CLEARANCE VEHICLES
60082	BLACKS FORK DISPERSED G	0	0.55	2 - HIGH CLEARANCE VEHICLES
60084	BLACKS FORK DISPERSED I	0.14	2.34	2 - HIGH CLEARANCE VEHICLES
60085	BADGER BOTTOM COMPLEX A*	0	0.82	2 - HIGH CLEARANCE VEHICLES
60085A	ANVIL DRAW SPUR A	0	0.43	2 - HIGH CLEARANCE VEHICLES
60085B	ANVIL DRAW SPUR B	0	0.24	2 - HIGH CLEARANCE VEHICLES
60085C	ANVIL DRAW SPRUR C	0	0.22	2 - HIGH CLEARANCE VEHICLES
60085D	ANVIL DRAW SPUR D	0	0.21	2 - HIGH CLEARANCE VEHICLES
60085E	ANVIL DRAW SPUR E	0	0.16	2 - HIGH CLEARANCE VEHICLES
60085F	ANVIL DRAW SPUR F	0	0.20	2 - HIGH CLEARANCE VEHICLES
60085G	ANVIL DRAW SPUR G	0	0.09	2 - HIGH CLEARANCE VEHICLES
60085H	ANVIL DRAW SPUR H	0	0.11	2 - HIGH CLEARANCE VEHICLES
60085I	ANVIL DRAW SPUR I	0	0.23	2 - HIGH CLEARANCE VEHICLES
60085J	ANVIL DRAW SPUR J	0	0.35	2 - HIGH CLEARANCE VEHICLES
60085K	ANVIL DRAW SPUR K	0	0.32	2 - HIGH CLEARANCE VEHICLES
60085L	ANVIL DRAW SPUR L	0	0.35	2 - HIGH CLEARANCE VEHICLES
60085M	ANVIL DRAW SPUR M	0	0.52	2 - HIGH CLEARANCE VEHICLES
60085N	ANVIL DRAW SPUR N	0	0.21	2 - HIGH CLEARANCE VEHICLES
60086	PIPELINE COMPLEX A-C.O.*	0	1.1	2 - HIGH CLEARANCE VEHICLES
60086A	PIPELINE COMPLEX A	0	0.1	2 - HIGH CLEARANCE VEHICLES
60087	HALFWAY HOLLOW DISPERSED A	0	0.64	2 - HIGH CLEARANCE VEHICLES
60088	EAST BEND	1.07	3.09	2 - HIGH CLEARANCE VEHICLES
60088A	EAST BEND SOUTH	0	0.1	2 - HIGH CLEARANCE VEHICLES
60089	EAST BUCKBOARD COMPLEX *	0	0.933	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
60090	FORK ACCESS DISPERSED C	1.02	1.26	2 - HIGH CLEARANCE VEHICLES
60091	BLACKS FORK DISPERSED J	0	1.19	2 - HIGH CLEARANCE VEHICLES
60092	FORK ACCESS DISPERSED D	0	0.63	2 - HIGH CLEARANCE VEHICLES
60093	FORK ACCESS DISPERSED E	0	0.29	2 - HIGH CLEARANCE VEHICLES
60095	EAST HALFWAY HOLLOW DISPERSD A	0	0.40	2 - HIGH CLEARANCE VEHICLES
60097	NORTH CONFLUENCE DISPERSED A	0	0.63	2 - HIGH CLEARANCE VEHICLES
60098	NORTH CONFLUENCE DISPERSED B	0	1.07	2 - HIGH CLEARANCE VEHICLES
60099	NORTH CONFLUENCE DISPERSED C	0	0.93	2 - HIGH CLEARANCE VEHICLES
60100	NORTH CONFLUENCE DISPERSED D	0	0.10	2 - HIGH CLEARANCE VEHICLES
60101	NORTH CONFLUENCE DISPERSED E	0	0.29	2 - HIGH CLEARANCE VEHICLES
60102	LOST DOG DISPERSED A	0	1.03	2 - HIGH CLEARANCE VEHICLES
60103	CONFLUENCE DISPERSED A	0	2.09	2 - HIGH CLEARANCE VEHICLES
60104	CONFLUENCE DISPERSED D	0	0.10	2 - HIGH CLEARANCE VEHICLES
60105	CONFLUENCE DISPERSED E	0	0.08	2 - HIGH CLEARANCE VEHICLES
60107	CONFLUENCE DISPERSED F	0	0.08	2 - HIGH CLEARANCE VEHICLES
60108	CONFLUENCE DISPERSED B	0	0.11	2 - HIGH CLEARANCE VEHICLES
60109	CONFLUENCE DISPERSED C	0	0.09	2 - HIGH CLEARANCE VEHICLES
60110	NORTH RIVER BEND DISPERSED A	0	1.13	2 - HIGH CLEARANCE VEHICLES
60111	GREEN RIVER DISPERSED A	0	1.15	2 - HIGH CLEARANCE VEHICLES
60114	SPRINGS DRAW DISPERSED A	0.25	0.47	2 - HIGH CLEARANCE VEHICLES
60116	SPRINGS DRAW DISPERSED B	0.5	0.71	2 - HIGH CLEARANCE VEHICLES
60117	LOWER SAGE DISPERSED A	0	0.08	2 - HIGH CLEARANCE VEHICLES
60118	WEST WEBSTER COMPLEX DISPSD D	0	0.41	2 - HIGH CLEARANCE VEHICLES
60119	LOWER SAGE DISPERSED B	0	0.11	2 - HIGH CLEARANCE VEHICLES
60120	LOWER SAGE DISPERSED D	0	2.58	2 - HIGH CLEARANCE VEHICLES
60121	LOWER SAGE DISPERSED C	0	0.58	2 - HIGH CLEARANCE VEHICLES
60122	LOWER SAGE DISPERSED E	0	0.13	2 - HIGH CLEARANCE VEHICLES
60123	SAGE CREEK DISPERSED A	0	2.16	2 - HIGH CLEARANCE VEHICLES
60124		0	0.33	2 - HIGH CLEARANCE VEHICLES
60127	MARSH CREEK DISPERSED A	0	0.18	2 - HIGH CLEARANCE VEHICLES
60128	MARSH CREEK DISPERSED B	0	0.35	2 - HIGH CLEARANCE VEHICLES
60129	NORTH RIVER BEND DISPERSED B	0	1.45	2 - HIGH CLEARANCE VEHICLES
60130	MIDDLE MARSH NORTH DISPERSED A	0	0.11	2 - HIGH CLEARANCE VEHICLES
60131	MIDDLE MARSH NORTH DISPERSED B	0	0.06	2 - HIGH CLEARANCE VEHICLES
60132	MIDDLE MARSH NORTH DISPERSED C	0	0.23	2 - HIGH CLEARANCE VEHICLES
60133	MIDDLE MARSH NORTH DISPERSED D	0	0.04	2 - HIGH CLEARANCE VEHICLES
60134	SOUTH GLADES TWO	0	0.63	2 - HIGH CLEARANCE VEHICLES
60135		0	0.98	2 - HIGH CLEARANCE VEHICLES
60136		0	0.16	2 - HIGH CLEARANCE VEHICLES
60137	BUCKBOARD LAKE ACCESS	0	0.39	3 - SUITABLE FOR PASSENGER CARS
60138	BUCKBOARD COMPLEX DISPERSED B	0	0.12	2 - HIGH CLEARANCE VEHICLES
60139	BUCKBOARD COMPLEX DISPERSED C	0	0.08	2 - HIGH CLEARANCE VEHICLES
60140	BUCKBOARD COMPLEX DISPERSED D	0	0.53	2 - HIGH CLEARANCE VEHICLES
60141		0	0.49	2 - HIGH CLEARANCE VEHICLES
60142	SOUTH WEST BUCKBOARD DISPRSD A	0	0.31	2 - HIGH CLEARANCE VEHICLES
60144	PIPELINE WEST DISPERSED A	0	0.99	2 - HIGH CLEARANCE VEHICLES
60145	PIPELINE WEST DISPERSED C	0	0.36	2 - HIGH CLEARANCE VEHICLES
60146	LUCERNE	0	2.11	5 - HIGH DEGREE OF USER COMFORT
60147	PIPELINE WEST DISPERSED D	0	0.28	2 - HIGH CLEARANCE VEHICLES
60148	PIPELINE WEST DISPERSED E	0	0.34	2 - HIGH CLEARANCE VEHICLES
60149	PIPELINE WEST DISPERSED B	0	1.21	2 - HIGH CLEARANCE VEHICLES
60150	PIPELINE WEST	0	5.55	3 - SUITABLE FOR PASSENGER CARS
60151	WILDHORSE SOUTH	4.15	5.9	2 - HIGH CLEARANCE VEHICLES
60152	MIDDLE MARSH NORTH	0.47	1.73	2 - HIGH CLEARANCE VEHICLES
60153	LOWE CANYON	0	0.8	2 - HIGH CLEARANCE VEHICLES
60154	EAST BUCKBOARD SOUTH	1.2	2.1	2 - HIGH CLEARANCE VEHICLES
60155	EAST BUCKBOARD NORTH	0.15	1.51	2 - HIGH CLEARANCE VEHICLES
60156	SOUTH WEST BUCKBOARD	0	0.55	2 - HIGH CLEARANCE VEHICLES
60157	BIG BEND NORTH	1.26	2.1	2 - HIGH CLEARANCE VEHICLES

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
60158	HOLMES CROSSING NORTH	0	0.901	2 - HIGH CLEARANCE VEHICLES
60159	DEADMAN	0.5	1.82	3 - SUITABLE FOR PASSENGER CARS
60160	BADGER WEST	0.32	1.33	2 - HIGH CLEARANCE VEHICLES
60161	MIDDLE BADGER	0	1	2 - HIGH CLEARANCE VEHICLES
60162	BADGER EAST	0	1.2	2 - HIGH CLEARANCE VEHICLES
60163	TWIN BRIDGES	0.67	1.8	2 - HIGH CLEARANCE VEHICLES
60164	PIPELINE ACCESS	2.22	3.4	3 - SUITABLE FOR PASSENGER CARS
60165	SOUTH CONFLUENCE	0.5	2.1	2 - HIGH CLEARANCE VEHICLES
60166	BLACKS FORK	2.44	2.79	2 - HIGH CLEARANCE VEHICLES
60166	BLACKS FORK	3.16	6.57	2 - HIGH CLEARANCE VEHICLES
60167	WHISKEY OVERLOOK	1.9	2.21	2 - HIGH CLEARANCE VEHICLES
60168	LOST DOG LEG	4.26	5.39	2 - HIGH CLEARANCE VEHICLES
60168	LOST DOG LEG	5.74	6.04	2 - HIGH CLEARANCE VEHICLES
60169	FIREHOLE SWIM BEACH	0	0.93	4 - MODERATE DEGREE OF USER COMFORT
60171	CORDWOOD BOTTOM LOOP	0.14	1.29	2 - HIGH CLEARANCE VEHICLES
60173	SLIPPERY JIM LOOP	6.94	10.75	2 - HIGH CLEARANCE VEHICLES
60174	BEND LFAT COMPLEX SPUR B	0	0.06	2 - HIGH CLEARANCE VEHICLES
60175	LAUDER BEND	0	0.9	2 - HIGH CLEARANCE VEHICLES
60176	MIDDLE FIREHOLE BEND	0	0.8	2 - HIGH CLEARANCE VEHICLES
60177	LUCERNE WELL NO. 1	0	0.08	3 - SUITABLE FOR PASSENGER CARS
60178	LUCERNE WELL NO. 2	0	0.3	3 - SUITABLE FOR PASSENGER CARS
60179	VIEWPOINT	0.58	0.99	2 - HIGH CLEARANCE VEHICLES
60180	CORDWOOD BOTTOM	0.43	1.18	2 - HIGH CLEARANCE VEHICLES
60181	SOUTH HOLMES CROSSING DISPRD D	0	0.21	2 - HIGH CLEARANCE VEHICLES
60182	SOUTH HOLMES CROSSING DISPSD F	0	0.34	2 - HIGH CLEARANCE VEHICLES
60184	BIG BEND NORTH DISPERSED A	0	0.53	2 - HIGH CLEARANCE VEHICLES
60185	BEND FLAT COMPLEX SPUR C	0	0.52	2 - HIGH CLEARANCE VEHICLES
60189	HOLMES CROSSING NORTH DISPSD A	0	0.17	2 - HIGH CLEARANCE VEHICLES
60190	SOUTH HOLMES CROSSING DISPSD A	0	0.96	2 - HIGH CLEARANCE VEHICLES
60191	SOUTH HOLMES CROSSING DISPSD B	0	0.20	2 - HIGH CLEARANCE VEHICLES
60192	SOUTH HOLMES CROSSING DISPSD C	0	0.33	2 - HIGH CLEARANCE VEHICLES
60193	SOUTH HOLMES CROSSING DISPSD E	0	0.28	2 - HIGH CLEARANCE VEHICLES
60194	HAYSTACK BUTTE ROAD SPUR C	0	0.14	2 - HIGH CLEARANCE VEHICLES
60195	HAYSTACK BUTTE ROAD SPUR B	0	0.09	2 - HIGH CLEARANCE VEHICLES
60196	SOUTH BEND CONNECT	0	0.32	2 - HIGH CLEARANCE VEHICLES
60197	BRINEGAR RANCH SPUR A	0	0.71	2 - HIGH CLEARANCE VEHICLES
60198	BRINEGAR RANCH SJPUR B	0	0.14	2 - HIGH CLEARANCE VEHICLES
60199	BRINEGAR RANCH SPUR C	0	0.09	2 - HIGH CLEARANCE VEHICLES
60200		0	0.42	2 - HIGH CLEARANCE VEHICLES
60201		0	2.07	2 - HIGH CLEARANCE VEHICLES
60202		0	0.38	2 - HIGH CLEARANCE VEHICLES
60203	DEADMAN SPUR A	0	0.56	2 - HIGH CLEARANCE VEHICLES
60204	DEADMAN SPUR B	0	0.11	2 - HIGH CLEARANCE VEHICLES
60205	DEADMAN SPUR C	0	0.14	2 - HIGH CLEARANCE VEHICLES
60206	ANVIL DRAW SPUR N	0	0.25	2 - HIGH CLEARANCE VEHICLES
60207	PIPELINE COMPLEX B	0	0.50	2 - HIGH CLEARANCE VEHICLES
60208	PIPELINE COMPLEX C	0	0.17	2 - HIGH CLEARANCE VEHICLES
60209	PIPELINE COMPLEX D	0	0.23	2 - HIGH CLEARANCE VEHICLES
60210	EAST BUCKBOARD SOUTH DISPSRD A	0	0.41	2 - HIGH CLEARANCE VEHICLES
60211		0	0.6	2 - HIGH CLEARANCE VEHICLES
60212	GLADES DISPERSED C	0	0.20	2 - HIGH CLEARANCE VEHICLES
60320	GLADES A-BSPURS	0	2	2 - HIGH CLEARANCE VEHICLES
60321	SOUTH GLADES ONE	0	1.79	2 - HIGH CLEARANCE VEHICLES

Appendix - B
List of Likely Not Needed for Future Use Roads

ID	NAME	BMP	EMP	OPER_MAINT_LEVEL
10021A	NORTH EAST PARK SPUR A	0	1.1	3 - SUITABLE FOR PASSENGER CARS
10118	UINTA RIVER	3.66	4.462	1 - BASIC CUSTODIAL CARE (CLOSED)
10153	MILL HOLLOW	0	0.2	2 - HIGH CLEARANCE VEHICLES
10170	WAGON RIDGE ROAD	2	5.2	2 - HIGH CLEARANCE VEHICLES
10173	LARSEN HOLLOW	0	0.4	2 - HIGH CLEARANCE VEHICLES
10428	BISHOP ROAD	0	0.9	2 - HIGH CLEARANCE VEHICLES
10459	JOHNSON CREEK	0.42	1.8	1 - BASIC CUSTODIAL CARE (CLOSED)
10470	SHEEP CAMP A-B	0.05	0.8	2 - HIGH CLEARANCE VEHICLES
10495	SMOKEY SPRINGS PA	0	0.1	1 - BASIC CUSTODIAL CARE (CLOSED)
10507	ROPER CUT	0	0.3	2 - HIGH CLEARANCE VEHICLES
60068	60150 SPUR COMPLEX A-B	0	1.7	2 - HIGH CLEARANCE VEHICLES

Appendix - C
List of Roads with Forest Service/County Agreements

ID	NAME	OPERATION MAINTENANCE LEVEL	MILES	COUNTY
10007	Lost Spring	2 - HIGH CLEARANCE VEHICLES	1.2	Daggett
10015	Lodgepole Creek	2 - HIGH CLEARANCE VEHICLES	4.66	Daggett
10031	Dry Fork Mountain	2 - HIGH CLEARANCE VEHICLES	2.39	Uintah
10035	Anderson Creek	2 - HIGH CLEARANCE VEHICLES	2.3	Uintah
10045	East McKee	2 - HIGH CLEARANCE VEHICLES	1.8	Daggett
10062	Cart Creek Cutoff	2 - HIGH CLEARANCE VEHICLES	0.5	Daggett
10177	Bowden Draw	2 - HIGH CLEARANCE VEHICLES	0.5	Daggett
10202	Gilsonite Draw Cut-Off	2 - HIGH CLEARANCE VEHICLES	2.5	Duchesne
10234	Charleys Park	2 - HIGH CLEARANCE VEHICLES	2.1	Uintah
10296	Blanchett Park	2 - HIGH CLEARANCE VEHICLES	0.5	Uintah
10298	Ice Peak Cave	2 - HIGH CLEARANCE VEHICLES	1.5	Uintah
10337	Gilsonite Ridge	2 - HIGH CLEARANCE VEHICLES	5.5	Duchesne
10338	Gilsonite A & B	2 - HIGH CLEARANCE VEHICLES	1	Duchesne
10366	Scraper Spring	2 - HIGH CLEARANCE VEHICLES	4	Daggett
10464	Julius Park	2 - HIGH CLEARANCE VEHICLES	0.3	Uintah
10547	Round Park complex A - C	2 - HIGH CLEARANCE VEHICLES	0.37	Uintah
10613	Dowd Exclosure	2 - HIGH CLEARANCE VEHICLES	2.3	Daggett
10613	Dowd Exclosure	2 - HIGH CLEARANCE VEHICLES	0.9	Daggett
10614	Dowd Mountain (Link)	2 - HIGH CLEARANCE VEHICLES	0.8	Daggett
10619	Spring Creek Complex AB	2 - HIGH CLEARANCE VEHICLES	1.4	Daggett
10902	Sheep Creek Shale Pit	2 - HIGH CLEARANCE VEHICLES	0.7	Daggett
60011	Confluence	2 - HIGH CLEARANCE VEHICLES	2.5	Sweetwater
60014	Wilkins Firehole	2 - HIGH CLEARANCE VEHICLES	2.4	Sweetwater
60017	Sage Creek	2 - HIGH CLEARANCE VEHICLES	3.4	Sweetwater
60018	Currant Creek	2 - HIGH CLEARANCE VEHICLES	1.0	Sweetwater
60019	East Buckboard A & B	2 - HIGH CLEARANCE VEHICLES	1.8	Sweetwater
60020	Ranger Point Road	2 - HIGH CLEARANCE VEHICLES	2.1	Sweetwater
60023	River Bend	2 - HIGH CLEARANCE VEHICLES	1.2	Sweetwater
60024	Middle Marsh South	2 - HIGH CLEARANCE VEHICLES	1.4	Sweetwater
60025	Wild Horse Draw	2 - HIGH CLEARANCE VEHICLES	1.3	Sweetwater
60026	Canyon Road	2 - HIGH CLEARANCE VEHICLES	1.2	Sweetwater
60045	Swim Beach North	2 - HIGH CLEARANCE VEHICLES	0.8	Sweetwater
60046	Upper Currant Complex	2 - HIGH CLEARANCE VEHICLES	1.5	Sweetwater
60057	South Lowe	2 - HIGH CLEARANCE VEHICLES	2.9	Sweetwater
60059	North Lowe	2 - HIGH CLEARANCE VEHICLES	1.0	Sweetwater
60060	West Webster Complex	2 - HIGH CLEARANCE VEHICLES	1.2	Sweetwater
60062	Boyak Flat	2 - HIGH CLEARANCE VEHICLES	1.2	Sweetwater
60075	Lucerne Beach North & South	2 - HIGH CLEARANCE VEHICLES	1.1	Sweetwater
60078	Middle Marsh #2	2 - HIGH CLEARANCE VEHICLES	0.5	Sweetwater
60088	East Bend	2 - HIGH CLEARANCE VEHICLES	2.0	Sweetwater
60089	East Buckboard Complex	2 - HIGH CLEARANCE VEHICLES	1.8	Sweetwater
60152	Middle Marsh North	2 - HIGH CLEARANCE VEHICLES	1.2	Sweetwater
60153	Lowe Canyon	2 - HIGH CLEARANCE VEHICLES	0.8	Sweetwater
60154	East Buckboard South	2 - HIGH CLEARANCE VEHICLES	0.9	Sweetwater

ID	NAME	OPERATION MAINTENANCE LEVEL	MILES	COUNTY
60155	East Buckboard North	2 - HIGH CLEARANCE VEHICLES	1.3	Sweetwater
60157	Big Bend North	2 - HIGH CLEARANCE VEHICLES	0.8	Sweetwater
60166	Blacks Fork	2 - HIGH CLEARANCE VEHICLES	0.4	Sweetwater
60166	Blacks Fork	2 - HIGH CLEARANCE VEHICLES	3.4	Sweetwater
60173	Slippery Jim Loop	2 - HIGH CLEARANCE VEHICLES	3.7	Sweetwater
60176	Middle Firehole Bend	2 - HIGH CLEARANCE VEHICLES	0.8	Sweetwater
10005	Ute Mountain Lookout	3 - SUITABLE FOR PASSENGER CARS	1.5	Daggett
10006	Half Moon park Summer Home Area	3 - SUITABLE FOR PASSENGER CARS	0.1	Daggett
10009	Sheep Creek Lake	3 - SUITABLE FOR PASSENGER CARS	0.8	Daggett
10010	Canal	3 - SUITABLE FOR PASSENGER CARS	1	Daggett
10014	Long Park Reservoir	3 - SUITABLE FOR PASSENGER CARS	2	Daggett
10019	Colton Guard Station	3 - SUITABLE FOR PASSENGER CARS	3.22	Uintah
10022	East Park CG	3 - SUITABLE FOR PASSENGER CARS	1.5	Uintah
10024	Oaks Park	3 - SUITABLE FOR PASSENGER CARS	2.07	Uintah
10026	Summit Park	3 - SUITABLE FOR PASSENGER CARS	2.9	Uintah
10028	Big Lake Cutoff	3 - SUITABLE FOR PASSENGER CARS	1.75	Uintah
10030	Dry Fork Mountain	3 - SUITABLE FOR PASSENGER CARS	2.61	Uintah
10037	Center Creek	3 - SUITABLE FOR PASSENGER CARS	2	Uintah
10043	Leidy Peak	3 - SUITABLE FOR PASSENGER CARS	9	Uintah
10044	Taylor Mountain	3 - SUITABLE FOR PASSENGER CARS	9.34	Uintah
10055	East Park Reservoir Road	3 - SUITABLE FOR PASSENGER CARS	0.45	Uintah
10058	North Slope - Thornburg	3 - SUITABLE FOR PASSENGER CARS	1	Daggett
10063	Cutoff	3 - SUITABLE FOR PASSENGER CARS	1.82	Uintah
10093	Sheep Creek Mountain (Death Valley Road)	3 - SUITABLE FOR PASSENGER CARS	3.8	Daggett
10094	Dowd Mountain	3 - SUITABLE FOR PASSENGER CARS	5	Daggett
10096	Browne Lake	3 - SUITABLE FOR PASSENGER CARS	2.3	Daggett
10105	Mosby Mountain	3 - SUITABLE FOR PASSENGER CARS	2.7	Uintah
10135	Blind Stream Road	3 - SUITABLE FOR PASSENGER CARS	12.1	Duchesne
10143	South Fork Rock Creek	3 - SUITABLE FOR PASSENGER CARS	2.8	Duchesne
10152	Sowers Canyon	3 - SUITABLE FOR PASSENGER CARS	10.5	Duchesne
10154	Left Fork Antelope Canyon	3 - SUITABLE FOR PASSENGER CARS	10	Duchesne
10157	Trail Creek	3 - SUITABLE FOR PASSENGER CARS	1.2	Daggett
10159	Eagle Basin	3 - SUITABLE FOR PASSENGER CARS	1.2	Daggett
10208	Jug Hollow	3 - SUITABLE FOR PASSENGER CARS	0.5	Daggett
10209	Spring Creek Crossing	3 - SUITABLE FOR PASSENGER CARS	0.5	Daggett
10245	Gibson Spring	3 - SUITABLE FOR PASSENGER CARS	1.1	Uintah
10247	Roaring Fork	3 - SUITABLE FOR PASSENGER CARS	1.7	Uintah
10249	Kane Hollow	3 - SUITABLE FOR PASSENGER CARS	0.5	Uintah
10319	Pipe Line East	3 - SUITABLE FOR PASSENGER CARS	4.5	Daggett
10333	Antro Nutters Ridge	3 - SUITABLE FOR PASSENGER CARS	9.37	Duchesne
10341	Spring Creek	3 - SUITABLE FOR PASSENGER CARS	4.7	Daggett
10365	Lucerne Gravel Pit	3 - SUITABLE FOR PASSENGER CARS	0.5	Daggett
10469	Stringham Cabin	3 - SUITABLE FOR PASSENGER CARS	0.5	Daggett
10492	Whiterocks	3 - SUITABLE FOR PASSENGER CARS	3.82	Uintah
10539	Deep Creek	3 - SUITABLE FOR PASSENGER CARS	6.5	Daggett
10542	Rifle Range	3 - SUITABLE FOR PASSENGER CARS	1.7	Daggett

ID	NAME	OPERATION MAINTENANCE LEVEL	MILES	COUNTY
10545	Windy Park	3 - SUITABLE FOR PASSENGER CARS	1.67	Uintah
10547	Round Park complex A - C	3 - SUITABLE FOR PASSENGER CARS	1.35	Uintah
10679	Intercanal	3 - SUITABLE FOR PASSENGER CARS	2.2	Daggett
60008	South Buckboard	3 - SUITABLE FOR PASSENGER CARS	2.7	Sweetwater
60012	Lost Dog	3 - SUITABLE FOR PASSENGER CARS	2.7	Sweetwater
60150	Pipeline West	3 - SUITABLE FOR PASSENGER CARS	5.6	Sweetwater
60164	Pipeline Access	3 - SUITABLE FOR PASSENGER CARS	1.2	Sweetwater
10001	Spirit Lake	4 - MODERATE DEGREE OF USER COMFORT	7	Daggett
10018	Red Cloud Loop	4 - MODERATE DEGREE OF USER COMFORT	32.99	Uintah
10020	East Park	4 - MODERATE DEGREE OF USER COMFORT	12.03	Uintah
10021	North East Park	4 - MODERATE DEGREE OF USER COMFORT	3.13	Uintah
10027	Ashley - Twin Lakes Loop	4 - MODERATE DEGREE OF USER COMFORT	0.73	Uintah
10031	Horseshoe Park	4 - MODERATE DEGREE OF USER COMFORT	1.75	Uintah
10048	Diamond Mountain	4 - MODERATE DEGREE OF USER COMFORT	1.34	Uintah
10104	Mosby Mountain	4 - MODERATE DEGREE OF USER COMFORT	10.2	Uintah
10118	Uinta River	4 - MODERATE DEGREE OF USER COMFORT	1.46	Duchesne
10119	Yellowstone Loop	4 - MODERATE DEGREE OF USER COMFORT	3.62	Duchesne
10124	Upper Yellowstone	4 - MODERATE DEGREE OF USER COMFORT	0.77	Duchesne
10144	North Fork Duchesne	4 - MODERATE DEGREE OF USER COMFORT	2.07	Duchesne
10145	Antelope Flat	4 - MODERATE DEGREE OF USER COMFORT	4.6	Daggett
10158	Swett Ranch	4 - MODERATE DEGREE OF USER COMFORT	1.9	Daggett
10218	Sheep Creek Geological	4 - MODERATE DEGREE OF USER COMFORT	1	Daggett
10221	Hickerson Park-Birch Creek	4 - MODERATE DEGREE OF USER COMFORT	17.2	Daggett
10457	Uinta Trail Head	4 - MODERATE DEGREE OF USER COMFORT	0.3	Duchesne
10492	Whiterocks	4 - MODERATE DEGREE OF USER COMFORT	5.31	Uintah
10672	Power Plant	4 - MODERATE DEGREE OF USER COMFORT	0.5	Duchesne
60001	Anvil Draw	4 - MODERATE DEGREE OF USER COMFORT	2.7	Sweetwater
60004	Brinegar Ferry Crossing	4 - MODERATE DEGREE OF USER COMFORT	2.7	Sweetwater
60021	Marsh Creek Boat Ramp	4 - MODERATE DEGREE OF USER COMFORT	2.6	Sweetwater
60022	Brinegar Ranch	4 - MODERATE DEGREE OF USER COMFORT	2.1	Sweetwater
60106	County Road 4-33	4 - MODERATE DEGREE OF USER COMFORT	5.7	Sweetwater
60169	Firehole Swim Beach	4 - MODERATE DEGREE OF USER COMFORT	0.9	Sweetwater

ID	NAME	OPERATION MAINTENANCE LEVEL	MILES	COUNTY
10018	Red Cloud Loop	5 - HIGH DEGREE OF USER COMFORT	3.33	Uintah
10020	East Park	5 - HIGH DEGREE OF USER COMFORT	5.23	Uintah
10075	Littlehole	5 - HIGH DEGREE OF USER COMFORT	4.27	Daggett
10092	Sheep Creek Bay	5 - HIGH DEGREE OF USER COMFORT	1	Daggett
10095	Red Canyon	5 - HIGH DEGREE OF USER COMFORT	2.7	Daggett
10118	Uinta River	5 - HIGH DEGREE OF USER COMFORT	2.2	Duchesne
10131	Moon Lake Road	5 - HIGH DEGREE OF USER COMFORT	5.3	Duchesne
10134	Rock Creek - Blind Stream	5 - HIGH DEGREE OF USER COMFORT	8	Duchesne
10144	North Fork Duchesne	5 - HIGH DEGREE OF USER COMFORT	5.43	Duchesne
10145	Antelope Flat	5 - HIGH DEGREE OF USER COMFORT	0.5	Daggett
10146	Lucerne	5 - HIGH DEGREE OF USER COMFORT	2.07	Daggett
10183	Cedar Spring Access	5 - HIGH DEGREE OF USER COMFORT	1.56	Daggett
10184	Mustang Access	5 - HIGH DEGREE OF USER COMFORT	2.83	Daggett
10218	Sheep Creek Geological	5 - HIGH DEGREE OF USER COMFORT	11.96	Daggett
10223	Spillway Access	5 - HIGH DEGREE OF USER COMFORT	0.3	Daggett

Appendix - D
Map of Likely Needed and Not Needed for Future Use Roads

Ashley National Forest Road Risk/Benefit Assessment

Date: 9/29/2015



1:1,250,000



— Likely Not Needed for Future Use
— Likely Needed for Future Use

