

Subpart A

Travel Analysis

Sierra National Forest

2015

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Table of Contents

STEP 1: SETTING UP THE ANALYSIS	4
BACKGROUND	4
OBJECTIVES OF SUB PART A.....	5
SCALE OF SUB PART A TRAVEL ANALYSIS.....	5
SCOPE OF TRAVEL ANALYSIS	5
<i>Expressed Concerns Not Evaluated.....</i>	<i>6</i>
<i>Issues Carried Forward.....</i>	<i>7</i>
ANALYSIS TEAM MEMBERS.....	8
TRAVEL ANALYSIS PROCESS	8
PRODUCTS	9
STEP 2: CURRENT SITUATION	10
SIERRA NATIONAL FOREST.....	10
CURRENT MANAGEMENT DIRECTION.....	11
<i>1991 Forest Land and Resource Management Plan (FLRMP).....</i>	<i>11</i>
<i>2005 Roads Analysis Process (RAP).....</i>	<i>13</i>
<i>2010 Motorized Travel Management Plan.....</i>	<i>14</i>
SIERRA NATIONAL FOREST ROAD SYSTEM	14
<i>General Description.....</i>	<i>14</i>
<i>Road Management Activities.....</i>	<i>17</i>
<i>Jurisdiction and Rights-of-Way.....</i>	<i>18</i>
<i>Other Forest Service Road Categories.....</i>	<i>19</i>
<i>Other Transportation Systems.....</i>	<i>20</i>
STEP 3: ISSUES AND CONCERNS.....	23
BENEFITS OF ROADS	23
<i>Administrative Needs for NF Roads</i>	<i>23</i>

<i>Destination Recreation Access</i>	25
<i>Dispersed Recreational Uses of NF Roads</i>	27
RISKS FROM ROADS.....	28
<i>Non-motorized Recreation Disturbance</i>	28
<i>Heritage and Cultural Conflicts</i>	28
<i>Watershed Affects</i>	28
<i>Risks to Terrestrial and Avian Species</i>	29
<i>Risks to Aquatic and Riparian Species</i>	30
<i>Effects on Wildfire Protection</i>	31
<i>Effects on Air Quality</i>	31
<i>Risks to Botanical Resources</i>	31
ROAD SYSTEM MANAGEMENT	32
STEP 4: ASSESSING RISKS AND BENEFITS	34
BENEFITS OF ROADS	34
<i>Administrative Needs for NF Roads</i>	34
<i>Destination Recreation Access Roads</i>	35
<i>Dispersed Recreational Uses of NF Roads</i>	35
RISKS FROM ROADS.....	36
<i>Non-motorized Recreation Disturbance</i>	36
<i>Heritage and Cultural Conflicts</i>	37
<i>Watershed Affects</i>	38
<i>Risks to Terrestrial and Avian Wildlife</i>	39
<i>Risks to Aquatic and Riparian Species</i>	39
<i>Effects on Wildfire Protection</i>	40
<i>Risks to Botanical Resources</i>	41
ROAD SYSTEM SUSTAINABILITY	41

<i>Financial Resources</i>	41
<i>Current Annual Road Maintenance Program</i>	42
<i>Reduced Road Mileage Strategy</i>	43
<i>Two Tiered High Clearance Road System</i>	44
STEP 5: RECOMMENDATIONS AND OPPORTUNITIES	46
RESOURCE SPECIFIC RECOMMENDATIONS	46
ROAD SYSTEM MANAGEMENT	46
STEP 6: REPORTING	48
ANALYSIS PRODUCTS	48
<i>Roads Likely Not Needed in the Future</i>	48
<i>Roads Likely Needed in the Future</i>	48
<i>Interactive Maps</i>	Error! Bookmark not defined.
<i>Sustainability Analysis</i>	49
APPENDIX A: LIST OF ROADS LIKELY NOT NEEDED IN THE FUTURE	50
APPENDIX B: LIST OF ROADS LIKELY NEEDED IN THE FUTURE	61
APPENDIX C: MAP OF ROAD LIKELY NEEDED OR NOT NEEDED IN THE FUTURE .	101
APPENDIX D: SUSTAINABILITY ANALYSIS	103

STEP 1: SETTING UP THE ANALYSIS

BACKGROUND

In 2005, the Forest Service issued the final Travel Management Rule (36 CFR 212). The Travel Management Rule revised Forest Service directions concerning the management, use, and maintenance of the National Forest Transportation System. In order to designate a sustainable transportation system, halt cross country motorized travel and to provide consistent over snow motorized use the Travel Management Rule was broken down into three subparts:

Subpart A Identify the minimum road system needed for safe and efficient travel as well as for the administration, utilization, and protection of National Forest System (NFS) lands.

Subpart B Designate the NF Transportation System; roads, motorized trails and areas.

Subpart C Designate an over snow vehicle system.

This Travel Analysis Report addresses the concerns of Subpart A, identifying roads not likely needed in the future. The overall goal is to provide a financially and environmentally sustainable road system, to meet the expectation for utilization for the National Forest Lands and to maintain a safe road system for all users of the Sierra National Forest.

The Sierra NF completed Subpart B in 2010,
<http://www.fs.usda.gov/detail/sierra/landmanagement/planning/?cid=stelprdb5326018>

Subpart C has not been initiated on the Forest yet.

OBJECTIVES OF SUB PART A

The objective of this analysis is to inform future decisions for a sustainable, safe road system. The primary goal is to list roads likely not needed for future use and suggest recommendations for a sustainable road system.

This objective is slightly different than the original published Regulation and was changed by the Chief of the Forest Service on December 17, 2013.

SCALE OF SUB PART A TRAVEL ANALYSIS

The scale for this Sub Part A Travel Analysis is the Sierra NF road system where the Forest Service has primary jurisdiction. This does not include private roads (permitted private use or privately owned roads), State highways, county roads, and other Federal agency roads such as National Park Service and Bureau of Indian Affairs. However, if there are historic or obvious opportunities for sharing rights-of-ways, these situations will be noted.

SCOPE OF TRAVEL ANALYSIS

The scope of this analysis will utilize the existing spatial and natural resource data available in the current corporate Geographic Information System (GIS). No added refinements will be created and no field verification is expected.

The scope of this Travel Analysis is to document the issues and concerns as they are identified by external publics and internal staff analysis. This Forest-wide analysis does not lend itself to identifying site specific conditions.

The issues identified for this Travel Analysis came from several sources including: a Sub Part A public meeting in 2011, concerns expressed during the Forest Plan Revision Assessment and public involvement, concerns brought up during the 2010 Travel

Management Plan analysis, and collected general public concerns expressed over the years.

The interdisciplinary evaluation team synthesized the expressed concerns from public involvement to recommend which concerns needed further analysis in order to inform the recommendations to this report. Forest Management (Forest Line Officers) verified the issues to be addressed in this Travel Analysis. In conjunction with the concerns carried forward is a list of concerns not carried forward follows and rationale for not being included.

Expressed Concerns Not Evaluated

- Desire to have gates on all closed roads.
Gating closed roads is a tool to restricting travel on some roads, but is not a necessary expense in all cases. We also utilize barricades and dirt berms.
- Reduce roads in order to increase unroaded areas (potential Wilderness)
Designating unroaded and primitive areas is a land management planning allocation process, not a travel analysis process.
- The Forest should allow mixed use on all FS roads.
Some of the Sierra NF's roads need to be maintained for passenger cars which exclude their consideration for unlicensed use under California State Vehicle Code and Forest Service policy and regulation. In California the concept of combined use under CVC 38026 is a possible alternative. However, this would be a road by road or project level decision.
- All closed maintenance level one roads should be decommissioned.
Maintenance level one (ML1) roads were constructed to provide specific access for the utilization of National Forest Lands. Their closures are to reduce maintenance costs, protect a valuable resource or protect the public from a safety concern. ML1 roads need to be evaluated individually for their future necessity.
- How is this process to be used to inform the Minimum Road System?
- Is this a good use of the taxpayer's money?
- Will this lead anywhere?
This travel analysis will help identify areas for further project analysis to directly implement work towards the any changes in the National Forest Road System.
- Can the public help develop the dispersed recreation road network?
- Want recreation broken down more: terminal facilities, driving for pleasure, OHV.
- Better accessibility so that elders and people with disabilities can also enjoy them.

The public will be able to see and comment on the road system needed to support recreation activities.

- This TA should be a more in depth analysis rather than the 30,000 foot look.
The analysis during this phase of the Travel Analysis Process does not require a detail, ground truthed result; it needs to direct where future project activities should be considered towards a sustainable road system.
- Use the percentage of a road within a polygon, instead of the actual length.
Both will be part of the final data set.
- When can the public start mitigating the affects so we do not lose access?
This TAP does not directly lead to decision or actual field work. However, the public is always welcome to assist the Forest with necessary work they would like to be part of.
- Need to have an internet presence.
Yes, there is an internet presence on the Forest's homepage, www.fs.usda.gov/sierra/.
- Use weight factors to compare and contrast risks and benefits.
Travel Analysis is a science based analysis. Weighting factors are value judgements which are the purview of Responsible Line Officers. The results of this, or project level, travel analysis may easily have weighting factors added to the data at the discretion of a Deciding Official.
- Use Subpart B public input to develop what the OHV community wants
Public Subpart B comments have been used as input to this process.
- How will the Forest close the gap between maintenance needs and anticipated maintenance budgets?
- The Forest should consider reducing maintenance levels, where appropriate, to reduce road maintenance costs.
Future management of the road system will be informed by the recommendations of this Analysis and a second level, project level travel analysis. Any reductions in maintenance level will go through the NEPA process and the public will have an opportunity to participate.

Issues Carried Forward

The following are concerns the Forest Management Team considers critical to be analyzed during this Travel Analysis Process to inform for future sustainable road analysis and decision support:

- Which roads are critical for the general administration of the Forest? This would include fire prevention and suppression, ecological restoration planning and management, and workforce support and access.
- What roads are necessary to support the developed recreation use of the Forest? This would include primarily public use of campgrounds, trailheads, Scenic Byways, and day use areas.
- What roads would be needed to support dispersed recreation use of the Forest such as dispersed camping, OHV and ATV use, and hunting?
- Are any roads causing damage to heritage resources or facilitating access to unprotected cultural or heritage sites?
- Do any roads cause damage to water quality?
- Do roads conflict with the survival of any terrestrial or avian species? Which roads?
- Do any roads conflict with aquatic or riparian species?
- How should the Forest proceed to the next phase of travel analysis?
- How can the Forest make the current road system more sustainable?

ANALYSIS TEAM MEMBERS

The Core Analysis Team listed below was designated by the Forest Supervisor.

Tom Lowe	Transportation & Team Leader
Cliff Raley	Water Quality and Watershed
Alan Gallegos	Soils and Geology
Alexander Wilkens	Aquatics
Andy Hosford	Road System Management
Greg Schroer	Wildlife
Denise Tolmie	Fire and Fuels
Lisa Bonilla	Engineering GIS Analyst
Susan Burkindine	Recreation and Public Uses
Iveth Hernandez	Public Affairs and Web Master

TRAVEL ANALYSIS PROCESS

The proposed Minimum Road System is determined using the Forest Service Travel Analysis Process (TAP). Travel Analysis Process does not lead to a management NEPA decision. It is intended to inform and focus future detailed analysis towards making site specific road decisions. The TAP is a six-step process. These steps are designed to be sequential with the understanding at the process may require feedback and iteration

among steps over time as an analysis matures. The amount of time and effort spent on each step differs by the scope and scale based on specific situations and available information. The following six steps guide the process.

Step 1: Setting up the analysis

Step 2: Describing the situation

Step 3: Identifying the issues

Step 4: Assessing benefits, problems and risks

Step 5: Describing opportunities and setting priorities

Step 6: Reporting

Each step is represented by a chapter of this document. Step 6 which is represented by this document itself and is not listed separately.

PRODUCTS

The products of this TAP shall be:

- 1) A report documenting the results of the 6 steps
- 2) A list of the roads likely not needed for future use
- 3) A list of the roads likely needed for future use
- 4) An interactive map of the results (PDF)
- 5) ArcMap shape files to inform future travel management decisions.

STEP 2: CURRENT SITUATION

SIERRA NATIONAL FOREST

The Sierra National Forest is located on the western slope of the central Sierra Nevada Range 50 miles east of Fresno, California. Its 1.3 million acres extend from Yosemite National Park and the Merced River to the north to Kings Canyon National Park and the Kings River to the south. The San Joaquin River splits the Forest into the Bass Lake Ranger District to the north and High Sierra Ranger District to the south. Forest terrain ranges from gently rolling oak-covered foothills along the San Joaquin Valley to the rugged majestic snowcapped peaks of the Sierra Nevada.

The Sierra Forest Reserve was placed under federal protection and management in 1893. Since then these lands have met public needs for wood, water and outdoor recreation for more than a century. Today, the Forest's many developed recreation areas, and its rugged wilderness make it one of the most popular National Forests in the United States.

The Forest is within easy driving distance of the Fresno and Madera Metropolitan areas, and within 3 hours of Sacramento or Bakersfield. The Forest may be accessed by State Highways 41, 49, 140 and 168. Due to its proximity to large population centers, the Sierra is considered an "urban" Forest.

The Sierra National Forest has 11 hydroelectric reservoirs, 528,000 acres of designated wilderness, over 60 campgrounds, two Wild and Scenic Rivers, and 1,100 miles of trails. Recreation destinations include Bass Lake, featured in movie sets such as "The Great Outdoors" and "The Giant from Thunder Mountain"; Huntington Lake, with unique high Sierra sailing regattas; winter skiing and sports; one of the premiere National jeep trials, Dusy-Ershim OHV Route.

Congress has given special designation to the Kings River Special Management Area located in the upper Kings River Drainage. This Special Management Area (SMA) includes 49,000 acres within the Sierra and Sequoia National Forests. It is the third such area nationwide to be given special recognition and management. The other two areas are Lake Tahoe and Mono Lake.

There are approximately 120,000 acres of land outside of designated Wildernesses that do not have roads. These areas currently provide a wide variety of recreation in a primitive or non-motorized environment.

The San Joaquin River is known as the "hardest working water in the world" for its hydropower generation. Southern California Edison has 23 generating units, six major reservoirs and a pump back unit to combine for a generating capacity of about 1,000 megawatts in the upper San Joaquin River Basin. Pacific Gas and Electric located in the

Kings River drainage is host to one of the largest pump-back storage hydropower generation systems in the world.

The Sierra National Forest is home to more than 315 different animal species and 31 different species of fish (8 are native). Some of the more commonly seen animals include mule deer, squirrels, chipmunks, rabbits, beavers and marmots. More elusive mammals are black bears, coyotes, mountain lions, bobcats, gray foxes and porcupines. Fish found in forest lakes and streams include rainbow, golden, brown and eastern brook trout, bass, crappie and bluegill.

Weather conditions in the Sierra National Forest vary locally with elevation and exposure. Weather changes more rapidly and severely in the Forest's higher elevations. In general, temperatures in the Sierra Nevada drop 3 degrees with each 1,000' of elevation gain. Summer weather is generally hot and dry, with lower elevation high temperatures ranging from 90 degrees to more than 100 degrees. At higher elevations, temperatures are cooler and afternoon thundershowers are common. The forest receives most of the precipitation in winter. While the snow pack at 8000' may be 25 feet deep in the winter, foothill elevations may receive only 20 inches of rain all year. Winter temperatures are relatively moderate, with daytime highs usually ranging from 20 to 50 degrees.

CURRENT MANAGEMENT DIRECTION

1991 Forest Land and Resource Management Plan (FLRMP)

The Sierra National Forest is currently managed under the 1991 Forest Land and Resource Management Plan as amended. This Plan addressed the NF road system in the following ways:

- S&G 14 Increase road construction to facilitate dispersed recreation
- S&G 17 Open all ML1 and ML2 roads for OHV.
 ML 3, 4 5 roads are closed to OHVs unless designated as Combined Use
- S&G 26c Roads are to be constructed subordinate to surrounding landscape.
- S&G 39e No dust abatement with petroleum products with 200' of a stream.
- S&G 43 Maintain 1.5 cfs downstream flows during drafting.
- S&G 44 Minimize vehicular travel in deer population centers.
- S&G 45 Minimize management activities during deer holding season.
- S&G 46 Keep vehicular travel low in deer winter ranges.
- S&G 48 Reduce disturbance in key deer areas with vegetation screening.
- S&G 77 Locate new roads outside streamside zones except at crossings.

- S&G 78 Relocate roads outside meadows and riparian areas.
- S&G 124 Implement BMPs to protect water quality.
- S&G 127 Apply erosion prevention measures on high erosion hazard soils.
- S&G 173 Acquire permanent easements for all system roads.
- S&G 206 Improve all ML 3-4 roads for safety, economic efficiency and resource protection.
- S&G 208 Build transportation system to standards for planned use.
- S&G 209 Assign all roads one of five maintenance levels and file in RMOs.
- S&G 210 Close roads to protect resources, safety and facilities.
- S&G 211 Restrict roads use to posted weight limits.
- S&G 212 Encourage mass transportation.
- S&G 213 Develop all arterials to an all-weather standard.
- S&G 217 Mitigate fugitive dust on all construction projects.
- S&G 242 Construct additional winter parking at Fish Camp area.
- S&G 266 Mammoth Dam road shall remain closed from May 1 to June 15.
- S&G 282 Improve Edison and Florence Lake Roads for user safety.
- S&G 304 Increase primitive and semi-primitive acreage by closing unneeded roads.
- S&G 314 Close unneeded roads to public use; consider as OHV routes.
- S&G 324 Close unneeded roads south of Rancheria Creek.
- S&G 326 Front Country: Closed unneeded roads to create trails and OHV use.
- S&G 327 Maintain primitive and semi-primitive non-motorized by closing project roads when not in use.

Since the 1991 Plan was put into place the Forest has implemented most of the recommendations to varying degrees. The Forest has not gone counter to any S&G, but has not been able to implement some to their fullest extent due to lack of opportunities or resources (time and funding). Recommendations not utilized at all are (1) acquiring easement (S&G 173) due to lack of road funding, (2) encouraging mass transportation (S&G 212) because no feasible opportunity presented itself, and (3) closing roads to

create primitive area (S&G 304) because this is a land allocation issue and none were proposed.

The Forest is in the process of replacing the 1991 Forest Plan with a new, revised Forest Plan. This Forest Plan revision process is expected to publish a draft EIS during 2016 with the final EIS and Forest Plan expected in 2017. Though the revised Forest Plan is expected to make few changes involving the transportation system, this Transportation Analysis should be validated and/or revised after the new Forest Plan is implemented to assure the road system meets the intent and needs of the new Forest direction.

2005 Roads Analysis Process (RAP)

The original RAP was revised in 2005, and included the Highway Safety Act roads (ML 3-5) and a few significant ML 2, high clearance roads. The following recommendations were identified:

- Perform road condition/ hydrological connectivity surveys
- Eliminate road aquatic species conflicts.
- Incorporate roads analysis as part of watershed analysis.
- Use GIS to identify road conflict with highly erosive areas.
- Improve road drainage in highly erosive areas.
- Develop an intensive inventory of wildlife resources.
- Restrict road use during critical wildlife seasons.
- Use vehicle cleaning and weed free aggregate.
- Insure transportation planning is part of fuels reduction projects.
- Identify access restrictions such as deficient bridges.
- Improve traveler information such as maps and recreation opportunity guides.
- Develop use of the two scenic byways as economic generators.
- Better identify road/heritage conflicts.
- Complete Access Travel Management Plan
- Use Fireshed and economic analysis when doing travel planning.
- Get the Sierra's road system loaded into the USGS National system.
- Finalize road exchange with Mariposa County.
- Complete the Forest Highways Beaver Slide project near Big Creek.
- Add FH widening project with CXT around Huntington Dam.
- Bring Sierra Vistas NSB to a double lane, paved road (5S07, 6S10 and 6S10X)
- Encourage Resource Advisory Council (RAC) project to improve roads.
- Include road access needs as part of Recreation Master Plan.
- Utilize INFRA to track road maintenance backlog and annual planning.

Most of these recommendations were implemented to a certain extent. Particularly, accomplished was the Access Travel Management Plan (Sub Part B). The FH Beaver Slide was not completed because Fresno County changed their mind and the Mariposa County road exchange was deferred. The Forest has accomplished several projects and has several more in the final design stage to double lane, pave the Sierra Vista NSB.

2010 Motorized Travel Management Plan

The most significant recent direction regarding the road system has been the 2010 Motorized Travel Management Plan. The 2010 Travel Plan was an outgrowth of the 2005 Travel Rule to restrict motorized travel to a designated transportation system (Sub Part B).

The 2010 Travel Plan designated the type of use and the season of use for all roads and motorized trails on the Forest. The results of the Record of Decision have been documented in Road Management Objectives (RMO) and Trail Management Objectives (TMO), and the annually published Motor Vehicle Use Map (MVUM). The Record of Decision specified the following provisions:

- Closed the Sierra NF to cross country motorized travel.
- Added 67 miles of motorized trails.
- Added 15 miles of roads.
- Changed 181 miles of roads from ML 1 (closed) to ML 2 (mixed use).
- Changed 178 miles of roads from ML 3 (passenger car) to ML 2 (mixed use).
- Converted 12 miles of roads to motorized trails.
- Changed 22 miles of roads to combined use (CVC 38026) for both cars and OHVs.

The 2010 Travel Management Plan has been implemented. All the mitigation work to put the motorized trails into service has been completed. The Combined Use segments have been signed. And the Motor Vehicle Use Maps are being published annually.

SIERRA NATIONAL FOREST ROAD SYSTEM

General Description

The Forest Service road system is a part of the larger access system used for people to move about working and recreating. The global transportation system needs to be seamless and provide the proper access for the public's needs, regardless of the road jurisdiction agency. The Forest Service is just one piece of this mosaic of access to the southern Sierra Nevada Mountains.

Most of the road network on the Sierra National Forest was created in support of timber harvest activities beginning as far back as the late 1800s railroad logging. A resurgence of timber harvest in the early 1960s thru the late 1980's resulted in access roads if the Forest.

Much of the road system was upgraded through timber sales and hydroelectric projects to support additional multiple uses including general safe public access.

At the peak of timber harvest activities, in the 1980s, as many as 100 miles of road were being constructed each year. By the late 1980s most of the necessary access roads were in place, and priorities were shifted towards reconstruction and higher design standards to improve public safety and access. The level of timber harvest traffic has declined significantly since implementation of the California Spotted Owl Sierran Province Interim Guidelines in 1993.

Public use of the road system, however, has grown steadily. In 1950, the nationwide average ratio of recreation to timber traffic on Forest Service roads was 10 to 1. In 1975, the ratio was 25 to 1. In 1996, the ratio was estimated at 120 to 1. Driving for pleasure has become the single largest recreational use of Forest Service managed lands. (SNFPA Chapter 3, p. 443) Almost all National Forest visitors travel on National Forest System Roads. Forest roads provide access for campgrounds, day use areas, research, OHV use, Wilderness backpacking, fish and wildlife habitat management, grazing, timber harvesting, hunting and fishing, fire suppression, fuels reduction, mining, insect and disease control and use of private land.

The American public no longer uses National Forest lands only as a place to get a remote and wild experience. They are increasingly using their land for day trips and picnics, and those who stay overnight want more conventional access. They expect potable water and sanitation facilities, and a good road system. They are not as content as previous generations to accept dusty, narrow, rough roads as part of their recreational experience. The traveling public generally wants more access over smoother road surfaces. They want predictable and standardized driving conditions, i.e. safe roads. They need adequate striping and signing to keep from getting lost. The public is also more concerned about the affect roads have on the natural environment. The people want to utilize their National Forest, but they expect more from National Forest lands.

In addition to providing access to National Forest lands, roads have effects associated with them. Roads on the Sierra NF, as in any other National Forests, may be sources of sediment into streams. Open roads, and specifically the people and vehicles that travel on them, may also impact some wildlife and aquatic organisms. The existence of roads changes the perception of the value of the surrounding remoteness of land to many people.

The Sierra NF has approximately 2,500 miles of National Forest System Roads (NFSR). Most areas where road access is needed in the foreseeable future have adequate roads. During project planning, small areas will still be identified where minor amounts of new road alignments may be needed.

The Forest Service designates maintenance levels for system roads to guide how they are managed. Definitions of maintenance levels are included in the Glossary. Maintenance level 5 roads are those that are maintained with stable smooth surfaces providing a relatively high degree of user comfort, usually paved roads. Maintenance level 4 roads are managed to provide a moderate level of user comfort. Maintenance level 3 roads are frequently gravel surface and are the lowest level considered suitable for passenger cars. Maintenance level 2 roads are maintained rough graded for high clearance vehicles such as 2WD pickup trucks and 4WD OHV; non-street legal off highway vehicles (OHVs or green sticker vehicles) are generally permitted to drive on them under policy agreement between California Highway Patrol and USDA Region Five. Maintenance level 1 roads are closed to all motor vehicle traffic. The miles of road by maintenance level are listed in Table 1 below.

Objective Maintenance Level	Miles	Percent of System
1. Closed, Basic Custodial Care	225	16%
2. High Clearance Vehicles	2020	57%
3. Suitable for Passenger Cars	225	21%
4. Moderate Degree of User Comfort	170	5%
5. High Degree of User Comfort	0	0%

Table 1: System Road Miles by Operational Maintenance Level

A road may be currently maintained at one maintenance level and but planned to be maintained at a different maintenance level at some future date. The operational maintenance level is the maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. The objective maintenance level is the maintenance level a road would be operated at a future date when future road management expectations, traffic projections and budget opportunities are finally realized.

The miles of road by surface type are listed in Table 2, below. Bituminous surface treatments include roads with chip seals on crushed rock base and roads with semi-permanent deep oil treatments.

Surface Type	Miles	Percent of System
Asphalt	195	6%
Crushed Aggregate or Gravel	365	14%
Bituminous Surface Treatment	105	4%
Native Material	1975	76%

Table 2: System Road Miles by Surface Type

System roads are also categorized by Functional Classification. This classification denotes the relative area served and connectivity to other roads provided by the road. The highest-level roads serving the most area and connecting to other major roads are called arterial roads. Local roads are those serving relatively small areas and often ending in dead ends. Collector roads connect with other roads and access moderately large areas. The miles of system road by Functional Classification are summarized in Table 3, below.

Functional Classification	Miles	Percent of System
Arterial	250	9%
Collector	435	18%
Local	1955	73%

Table 3: System Road Miles by Functional Classification

The great majority of the roads on the Sierra are native surfaced, maintenance level 2, local roads which receive relatively light traffic volumes.

Road Management Activities

There are several activities associated with the roads system which are necessary to provide economical, safe, ecologically benign access to the Sierra NF. This includes the original planning, construction, reconstruction, maintenance and management.

Planning for Roads

While most of the roads needed for management of the Sierra National Forest lands are in place, occasionally new road locations are needed. In some cases logging or ecological

restoration access requires a road where the previous logging systems used obsolete equipment such as steam donkeys, or used methods in steep ground or near streams, which are considered unacceptable by today's standards. Sometimes new roads are needed to replace old roads in unacceptable locations.

When a new road is contemplated a detailed analysis is made of the necessity for the road and what type of road is required. The proposed route is reconnoitered, surveyed, designed and PSE (plans, specifications and estimate) are prepared. The entire project and its relationship to the environment surrounding the area are analyzed through the NEPA process. Finally, a Line Officer (District Ranger or Forest Supervisor) must approve the road before construction may begin.

Maintaining Roads

In the past decade, Forest Service road maintenance funding has declined making it more difficult to maintain the road system as it was originally envisioned. This is caused by several key reasons: 1) decline in timber harvest activity, 2) decline in budget, 3) increased public expectation. As a result of the diminished road maintenance capability, many roads are showing signs of lack of maintenance leading to the roads becoming brushed in and washing out. This results in loss of access and environmental degradation.

The priority for maintenance work has generally been on the roads receiving higher use due to National Forest traffic, safety concerns and prevention of resource degradation. The relatively low traffic volume roads have received less maintenance. These roads, primarily maintenance level 2 roads, comprise most of the miles of the road system. The reduced ability to either contract out road maintenance work or do the work with FS road crews is jeopardizing the accomplishment to critical fuels reduction projects, which need road access. In addition, several critical roads and bridges have deteriorated thus compromising access for firefighting equipment.

Jurisdiction and Rights-of-Way

Roads on National Forest lands are under the jurisdiction and responsibility of the National Forest unless they have been assigned to another entity. This usually happens through the granting of a right-of-way easement to a public road agency such as, the State or county. Also, commercial and non-commercial organizations may acquire a special-use-permit or easement for exclusive use roads to their land or facility.

Some public road agencies (primarily counties) maintain roads that predate the existence of the National Forest; and though honored, they have never been recorded as easements. There are many miles of these roads on the Sierra, but they are all readily agreed to. There are currently no known roads in this category that are in dispute between the Sierra National Forest and Fresno, Madera and Mariposa Counties.

There are a few roads crossing private property the Forest depends on for access to National Forest lands. These roads require rights-of-way agreements with the landowner for the Forest Service to properly take responsibility for. Most roads necessary for National Forest access have secure rights-of-way; however, there are approximately 25 miles of roads identified as needing to have the easement acquired.

Other Forest Service Road Categories

The Forest Service has several other categories to enhance the normal operation and recognition of the access opportunities on the Sierra NF.

Primary Routes

The main routes of public travel through the Sierra National Forest on system roads are designated Primary Routes. These are posted with distinctive trapezoidal Primary Route Markers, and shown by their Primary Route numbers on the forest visitor map. The Primary Route numbering system simplifies finding the through route when road numbers change at intersections. The Primary Routes are listed in Table 4.

Primary Route No.	Road Name	Road No.	Termini and Description
5	Stump Springs Road	07S005	Near the town Of Big Creek circling around the Kaiser Wilderness area and ending on the Kaiser Pass Road
7	Beasore Road	05S007	Near Bass Lake, proceeding northeast ending at Minarets Road near Clover Meadow
10	Sky Ranch Road	06S010	Near Batterson Work center proceeding northeast and ending at the Chiquito Lake Vista
40	McKinley Grove Road	11S040	Beginning at Dinkey Creek Road, proceeding east to Wishon Reservoir
80	Kaiser Pass Road	05S080	Beginning at Huntington Lake and proceeding east over Kaiser Pass and ending at Lake Thomas A. Edison
81	Minarets Road	04S081	Beginning near North Fork and proceeding northeast to Beasore Road near Clover Meadow

Table 4: Primary Routes

National Scenic Byways

The Sierra NF has two Forest Service designated National Scenic Byways. There is one on each ranger district. National Scenic Byways (NSB) are designated for road systems which show major natural or cultural significance, and provides an opportunity for the general public to access, learn about and enjoy National Forest lands. These NSB are not federally designated through Federal Highways Administration, which are very limited throughout the State and Federal highway system. Forest Service designation in itself does not qualify these routes for special funding. However, the NSB designation is recognition of their value and this elevates their consideration for attention. In fact, the Sierra Vista National Scenic Byway has been used by the Washington Office as the example to show the importance and necessity of the proposed Public Forest Service Roads program.

The Sierra Vista National Scenic Byway was one of the first fifty designated by the Chief of the Forest Service and it was the first to be entirely on Forest Service roads. This Byway travels a 100 mile loop on the Bass Lake Ranger District in Madera County. It starts near the town of North Fork and follows Minarets Road (Primary Route 81) and Beasore Road (PR 7), to the Sky Ranch Loop Road (6S10X), to Sky Ranch Road (PR 10) and ends at State Route 41 near Oakhurst.

The Sierra Heritage National Scenic Byway is on the High Sierra Ranger District in Fresno County. It starts at the Clovis Museum in Clovis, proceeds up State Route 168, past Shaver Lake, to Huntington Lake, up Kaiser Pass Road (PR 80) and ends at White Bark Vista.

Federal Lands Transportation Program

The Federal Lands Transportation Program (FLTP) is a new program through the FHWA to use Federal gas tax funds on Forest Service roads which have significant passenger car travel. The designated roads on the Sierra NF constituted the Sierra Vista NSB and are Beasore, Minarets, Beasore Loop and Sky Ranch Roads. This program would allow funding for improvements and maintenance; however, the designation of these roads requires a higher level of management of pavements, signs, accidents and traffic monitoring. The Forest is expecting to replace the Upper Chiquito Bridge thru this program in 2016.

Other Transportation Systems

In addition to the National Forest Service roads, other roads also provide access to the Sierra National Forest. These roads are State, county and other Federal roads. Though they are not under the jurisdiction of the National Forest, they are critical to getting to and thru the Forest.

State Highways

The Sierra NF works with both Caltrans District 6 in Fresno and Caltrans District 10 in Stockton regarding state highway issues. State Route 140 goes through the Merced Canyon to provide access to Yosemite National Park. State Route 49 goes over Miami Saddle between the towns of Oakhurst and Mariposa. Neither of these highways carries a significant amount of National Forest traffic. State Route 41 is the southern gateway to the Yosemite National Park and provides the initial access to the general area of the Bass Lake Ranger District. State Route 168 on the other hand is the primary access to most of the High Sierra Ranger District and a high percentage of its traffic in the mountainous area is from National Forest users.

County Roads

The Sierra NF is situated in three California counties: Fresno, Madera and Mariposa. The Sierra has good working relations with all three counties at both the day-to-day operational level and the strategic organizational level. Most of the county road alignments do not have secured rights of ways and are recognized as prescriptive easements. The county road systems and the Sierra National Forest road systems currently blend very well and though there are places to be improved, there are no dysfunctional access issues between the counties and the Sierra NF.

The Sierra NF and Mariposa County has pursued exchanging approximately 15 miles of roads to better serve County residents and National Forest users. The Sierra NF and Madera County have partnered in several Forest Highway project in the last 20 years, including one for which the County paid its commensurate share of the \$5,000,000 construction project.

Other Federal Agencies

The Forest has minor segments of other Federal agency's roads providing access. These short pieces of roads are a half mile each with Yosemite National Park, Bureau of Indian Affairs and Bureau of Land Management, and two miles with the US Army Corps of Engineers.

Private Property Access

In addition to the National Forest System Roads needed for forest management activities and public recreation, there are approximately 200 miles of roads authorized for special uses such as hydroelectric power generation, group camps, or for access to private in-holdings and private properties along the edges of the Forest boundary.

These roads are not open to public use and are for the benefit of the private or commercial entity and are under the jurisdiction of private individuals thru actual land ownership or under exclusive private use permits. These roads are inventoried as part of the forest road

system but control of their use is through Special Use road permits. The maintenance responsibility and control of the traffic lay with the permittee or licensee.

STEP 3: ISSUES AND CONCERNS

This step provides a description of the issues and concerns being evaluated. The actual analysis details are documented in Step 4, “Benefits, Problems and Risks”.

BENEFITS OF ROADS

Administrative Needs for NF Roads

The general administration of the Sierra National Forest requires access to do basic monitoring, planning and protection of the National Forest Lands. These administrative responsibilities are necessary regardless of how the forest is to be utilized or what types of project are implemented.

Fire and Fuels Management

Fire suppression strategy and access needs are important considerations in road management decision. However, not every road is needed for fire suppression access.

Wildfire suppression requires rapid initial attack, and suppression access roads must be in good drivable condition to reach the fire while it is still small. Maintaining good access to known water sources and needed evacuation routes is also critical.

Roads are often used as fuel breaks to stop or slow down a fire. Roads on or near ridge tops and roads in wider open canopy areas with gentle or flat slopes are often used for backfiring. Main roads accessing relatively large areas are important for fire suppression equipment and personnel. However, many short dead end roads that are not located in positions strategic for firefighting are not utilized during fire suppression due to firefighter safety concerns. Closed roads, and even decommissioned roads, can be used for extended attack, since fire suppression bulldozers can easily reopen them during emergencies.

Fuel reduction projects also depend on road access for equipment access. Reducing hazardous fuel accumulations is a major objective of the Sierra National Forest. Often, mastication equipment must be transported by lowbed, and at other times logging equipment and log trucks, or chip vans are needed. Roads used for equipment access for fuel reduction projects can be closed after use for periods of a few years, but would be expected to be used again for maintenance of the fuels loads. In some cases, roads may be left open temporarily for fuel wood gathering, prescribed burn access, and closed after completion of the burn. Completion of prescribed burns may be delayed for a few years due to weather, fuel moisture and air quality conditions, so the road closure timing needs to remain flexible in such cases.

Ecological Restoration

Ecological restoration is the major objective for the Sierra NF in the coming decades. Restoring the forest environment to replicate pre-fire suppression era condition is expected to reduce the occurrence of major wildfire, recreate habitat for a variety of species and improve the water quality coming off the forest.

These activities include thinning the forest to encourage larger trees, remove ground vegetation to provide a more naturally open forest floor, reconstructing stream crossing to provide for better aquatic organism passage, and upgrading drainage patterns of roads and motorized trails to improve water quality. All of these activities require inventorying, analysis, surveying, designing, implementation and monitoring. Road provide the access to all of these activities.

Much of this restoration work is accomplished by manipulation of vegetation through the sale of timber or biomass removal. Roads are the critical access for getting the logs or biomass to the mills or processing sites. Good roads and bridges provide the access. However, if the road system deteriorates the extra expense of reconstructing to bring it back to a useful standard may make the restoration goals financially unattainable.

Mineral Access

Forest Service roads provide access to locatable, leasable and saleable minerals. Locatable minerals are minerals which can have a claim made to a site for exclusive use and possibility future ownership, or patent. Minerals in this category are gold, silver and gypsum. The Forest Service allows access to locatable mineral through an approved operating plan. The Forest does manage several claims for locatable minerals.

Leasable minerals include oil and gas for which the right to extract may be leased from the Federal government. The Sierra National Forest has no known oil or gas resources. Saleable materials are common materials such as sand, rock or cinders. There is currently no market for salable materials on the Forest at this time.

Hydroelectric Power Generation

The steep nature of the Sierra Nevada Mountains and the annual winter snow pack at high elevations provide ideal conditions of hydroelectric power generation. The Forest has many dams and power plants generating electricity. In fact it is said the Sierra National Forest has the hardest working water in the world since there is a network of tunnels thru mountains, penstocks between reservoirs and pump back storage facilities.

There are two major power companies operating on the Forest through Federal Energy Resources Commission (FERC) licenses. They are Southern California Edison (SCE) sending power of the southern California area, and Pacific Gas and Electric (PG&E) supplying energy to the California grid in general.

These dams, power plants, reservoirs, penstocks and power lines require road access for continual maintenance. Much of the access can be provided by roads used for multiple purposes; however, some of the access is for the exclusive use for the power companies under their license, or under special use permit, with the Forest Service. These exclusive use roads are maintained solely for and by the permitted power company. Those roads where their use is mixed with other users have a shared maintenance responsibility between the Forest Service, and PG&E or SCE.

Communities and Private Property

The forest road network is generally seamless with state, county and other roads. The general public is probably not aware of jurisdictional status. Numerous communities have been developed along the Forest boundary on private land and along the highway corridors within the Forest. Examples include El Portal, Midpines, Jerseydale, Ahwahnee, Oakhurst, Fish Camp, Cedar Valley, North Fork, Bass Lake, Shaver Lake, Meadow Lakes and Big Creek along with numerous smaller inholdings such as Beasore Meadow, Arnold Meadow, Camp Sierra and Sugarpine.

The Forest Service allows access across National Forest lands to private property as long as it is compatible with the surrounding or adjacent lands. This principle is reinforced by the "Alaska National Interest Lands Conservation Act of 1980." Typically, private access can be accommodated on multiple use forest roads; however, if the road is not necessary for general utilization of the National Forest the road is permitted as an exclusive use road.

Destination Recreation Access

Recreation is a major use of the Sierra National Forest as recreation is now the dominant use on many roads. During this type of recreational need the road system is used to get to recreational activities as opposed to using the roads as the experience in dispersed recreation. By in large these destination recreation opportunities are advertised, signed and managed for recreationists.

Many of the Sierra NF's developed recreation sites may be directly accessed from State and county roads. However, some are deep within the forest and require National Forest System Roads. These roads typically need to be maintained to provide increased safety measures and predictable access for passenger cars.

Developed Recreation

Developed recreation sites include campgrounds, day use areas, rafting put-ins and vista points. Most of these opportunities have developed services such as potable water, and restroom facilities. Many of these sites are located directly off State highways or county roads in the Shaver Lake, Huntington Lake and Bass Lake areas. These developed sites typically cater to recreation vehicles and tent trailers, and are fee sites managed by a concessionaire.

Day use areas usually have picnic tables, water and restroom facilities. Often scenic vistas and overlooks have day use facilities in addition of interpretive information.

National Scenic Byways

Touring, or driving for pleasure, is an emerging activity. The journey to and from different activities are part of the recreation experience. The Sierra Vista National Scenic Byway loops through the Bass Lake Ranger District. It includes travel from 3000 foot foothill oak wood lands up thru 7000 foot pine and fir forests. It includes several stops to visit the Nelder Grove of the Big Trees, Globe Rock, Arch Rock and vistas of the San Joaquin River canyon.

The Sierra Heritage NSB on the High Sierra RD starts in the city of Clovis and follows State Highway 168 past Shaver Lake to Huntington Lake and Kaiser Pass at 9000 feet visiting several local museums and vista sites. Both of these National Scenic Byways are maintained for passenger cars and for people not typically familiar with the National Forest environment.

Winter Sports

During the winter most of the Sierra NF's roads are covered with snow and become impassable to most vehicles. Since the Forest Service roads are not plowed for snow, most of the roads become snow trails for snowmobiles and cross country skiers. Heavy snowfall and limited snow removal concentrates parking for this use along State Highways and a few County Roads. The State of California has helped fund plowing snow play areas and grooming of snowmobile trails.

Trail Access

Forest roads also provide necessary access to trailheads for the five designated Wilderness areas on the Sierra. The Sierra manages these trailheads and their access roads to help provide a desirable Wilderness experience for visitors. These trailheads offer a choice of remote and little used trails, or major entry points that can become congested. The more remote sites at the end of Forest roads offer the best opportunity for solitude. All of the wilderness areas on the Sierra National Forest except for the Monarch are intensively managed with daily trailhead quotas during the peak summer season, therefore the level of road access to the trailheads does not have a strong effect on wilderness resources.

Beside Wilderness trailheads there are many smaller and shorter destination trails to vistas, lakes and waterfalls with in the forest. Three of these special trails are the Lewis Creek National Recreation Trails (NRT) and Black Point NRT and the Kings River NRT. Roads also provide trailhead access for rock climbing sites and hang glider launchings.

Water Recreation

One of the Sierra NF's signature recreation activities are water sports. The Forest has both low elevation and high elevation lakes that provide fishing, water skiing, motor boating, sail boating and canoeing. In addition, the Kings River and the Merced River are premiere white water rafting experiences. All of these water sport opportunities need road access for the recreationists.

Recreation Residences

Many summer home tracts and resorts permitted on National Forest land support a sense of community. The largest of these, Huntington Lake, is well known and has all the elements of a true community. Several smaller clusters of summer homes (recreation residences) exist. Most of the above settlements are fully served by state highway or county roads but a few depend on Forest Service roads.

Dispersed Recreational Uses of NF Roads

General dispersed recreational access is a primary function of roads on the Sierra National Forest.

Dispersed Recreation

Dispersed recreation is an important use of the Sierra National Forest; however, this use and traffic are less concentrated. Hunters, anglers, campers, picnickers, hikers, bikers, wood cutters, forest product gatherers, sightseers, bird watchers, kayakers, swimmers and target shooters comprise dispersed recreation.

Camping often serves as a base for many other activities. Many participants enjoy camping in trailers, RVs, campers, and in tents near their vehicle, but not at established facilities. These camps are often established along roads or on short spurs off of roads.

Off Highway Vehicles

The growing popularity of Sport Utility Vehicles and the growth of the population support a growing demand for mountain driving on primitive roads. Street legal trail motorcycles, all-terrain vehicles (ATV) and side-by-sides (UTV) are also experiencing record sales and use on the Sierra NF.

Most of the maintenance level 2 roads provide quality OHV opportunities and some connect to designated OHV trails. The Sierra NF has one of the most interconnected road systems for the OHV experience and has approximate 2020 miles of roads open to non-street legal use.

RISKS FROM ROADS

Non-motorized Recreation Disturbance

Though roads provide the access for most recreation activities such as Wilderness trailheads, hunting, camping, rafting and driving for pleasure, the presence of roads, or the accompanying traffic, can affect people who are engaged in non-motorized, or quiet, recreation. Many people visit the Sierra NF to get away from the typical urban environment. Once at their recreating site they do not appreciate their time in the forest being disturbed by dust, noise or passing traffic. These concerns are particularly pronounced in areas setup for these quiet opportunities such as Wildernesses and National Recreation Trails.

Heritage and Cultural Conflicts

Roads often affect heritage and cultural resources during ground disturbing activities. These valued resources have been covered by mineral soil for hundreds of years by natural processes, but careful archaeological reconnaissance is conducted to identify these hidden items to the greatest extent possible.

Often roads create access to sites which contain heritage or cultural resources. This increases the opportunity for discovery, research and interpretation; however, it also increases the threat of unauthorized destruction and scavenging. Road access near heritage sites may result in the loss of valuable public property and increased need for law enforcement.

In the similar way roads provide access to cultural sites valued by Native American groups. Typically, these sites go without any general recognition since unwelcome activities may bring destruction of the sites. Roads do provide access to the National Forest in general for the Native Americans.

Watershed Affects

Chronic stream sedimentation occurs from erosion of unsurfaced roads, and unstabilized cuts and fills. Road sediment enters streams in addition to normal rates of erosion in watersheds and is often caused by hydrologically connected segments (HCS) on roads. These segments are locations along roads that provide a direct pathway for water to reach streams (i.e., inside-ditched road segments, stream crossings and streamside roads.)

Roads expand the channel network, convert subsurface flow to surface flow, and reduce infiltration on the road surface. All of these factors affect the overall hydrology in a watershed, particularly the quantity and timing of flow. Increasing peak flows through the extended channel network increases the energy available for in-channel erosion, which affects stream stability and increases sedimentation.

Reduced infiltration contributes to additional surface flow since water does not infiltrate for storage in the soil profile, but rather runs off as overland or surface flow. Storage and movement of water through the soil profile as subsurface flow regulates and sustains base flows. When roads disrupt these processes, more water becomes available during peak flows, and less water is available to sustain base flows, thus altering the natural riparian regime.

Surface erosion is highly dependent on soils, road surfacing, road grade, cross slope, age of the road, traffic volumes, and the effectiveness and spacing of drainage structures. The greatest surface erosion problems occur in highly erosive terrain, particularly landscapes underlain by granitic or highly fractured rocks

Road maintenance is important to protect the roads' cross slope and drainage features. Without sufficient maintenance, road surfaces may develop ruts that drain runoff down the road instead of off to the side. Lack of maintenance also leads to plugging of culverts with sediment or vegetative debris, leading to washouts.

When culverts plug and are over-topped, the water may run across the road or may run down the road for some distance leaving the road into another drainage. Where water is diverted into other drainages it adds to the flow volume in that drainage and can cause long term gully erosion.

Road-stream crossings have the potential to directly and indirectly affect local stream channels and water quality. Poorly designed crossings directly affect hydrologic function when they constrict the channel, when they are misaligned relative to the natural stream channel, or when improperly sized culverts are installed

Roads can affect wetlands directly by encroachment, and indirectly by altering hydrologic surface and subsurface flow paths. Encroachment results in a loss of wetland area directly proportional to the area disturbed by the road. Alteration of the hydrologic flow paths can affect wetland function with the effects extending beyond the area directly affected by the road.

While individual landslides are a localized concern to roads on the Sierra National Forest, the potential for a landslide is a widespread phenomenon. A number of roads cross existing landslides and periodically suffer distress and movement episodes. Landslides more often occur as cut-slope failures either through translational or rotational movement. Debris flows, which are a common landslide type on the Sierra National Forest, affect roads by either undermining fill slopes or by moving down drainages and blocking drainage structures where the road crosses the drainage

Risks to Terrestrial and Avian Species

The Sierra NF manages the habitat for a variety of animals and birds. Each of these species has unique ecosystems they thrive in. However, the presence of a road or the

occurrence of traffic on a road may disrupt them. The potential is high for the existing road density to negatively impact wildlife in general, species at risk, and special habitats.

Habitat loss has broader effects than just the conversion of a small area of land to road surfaces. Roads fragment habitat by changing landscape structure and by directly and indirectly affecting species. Habitat effects of roads on the landscape include dissecting vegetation patches, increasing the edge-affected area, decreasing interior area, and increasing the uniformity of patch characteristics such as shape and size. Whenever forest roads are built, changes in habitat and modified animal behavior may lead to changes in wildlife populations. Road-associated factors that have a direct negative effect on habitat are:

Snag/hazard reduction	Down log reduction
Fragmentation	Direct habitat loss
Loss to fire	Poaching
Collecting	Harassing or disturbing wildlife
Barrier to wildlife movement	Species displacement or avoidance
Intensity (busyness) of road use	

Average road density in Designated Forest Carnivore Territories across the Sierra NF is 2.3 miles per square mile. Recommended road densities in high and moderate suitable habitat are less than 0.5 miles/mi sq. and less than 2 miles/mi sq., respectively (USDA Forest Service, 1992).

Roadside hazard tree removal results in loss of large snags and down logs that are important to cavity dependent species. Roadside hazard trees are removed within passenger roadside corridors that averages about 150 feet either side of road centerlines.

Risks to Aquatic and Riparian Species

The road system directly affects riparian communities where it impinges on riparian areas. Roads can indirectly affect riparian communities by intercepting surface and subsurface flows and routing these flows so that riparian areas dry up and the riparian vegetation is replaced with upland vegetation. Riparian communities play a vital role in providing shade. Removal or degradation of these communities can affect stream stability and water temperatures, which in turn, affects aquatic habitat.

The road system contributes to direct habitat loss when sediment is delivered directly to the stream channel through connected disturbed areas, at road-stream crossings, and where the road system is restricting channel migration and isolating floodplains.

The road system generally has moderate overlap with areas of exceptionally high aquatic diversity or aquatic species of interest. The primary species of interest include the foothill yellow-legged frog, western pond turtle and the Lahonton Cutthroat trout. These are listed

Threatened and Endangered (T&E) species. The degree to which the road system is contributing to habitat degradation is best analyzed during watershed scale roads analysis.

Average road density in Critical Aquatic Refuges is best described as high (2.5 miles of road per square mile). Migration and movement of aquatic organisms are primarily restricted at road/stream crossings by culverts. Generally, the restriction is on upstream migration, although downstream migration can also be affected. This is a result of hanging (or shotgun) culverts, high flow velocities in culverts, and inadequate depths for fish migration. In some locations, migration barriers are desirable to protect native species. While culverts can affect the migration of amphibian species, the greatest concern is the effect on fish species.

Effects on Wildfire Protection

One of the major hazards on National Forest lands is the ignition or starts of wildfires. There is little to be done to reduce ignition of naturally occurring wildfire such as lightning. However, human caused fires are a risk affect roads contribute to. Roads allow access to area of fuel sources. Depending of the severity of the weather conditions some areas have more perineal problems than others.

The Fire organization has identifies these areas through experience during extra fire patrolling. These are areas on the Forest with year round closures due to past history and severity of the threat. Some areas may be closed during extremely dry periods. It is difficult to stop fire starts through reduced access; however, it is important to recognize the inherent fire risks and work towards minimizing the effects as much as possible.

Effects on Air Quality

The Sierra NF is in the San Joaquin Valley air basin and this basin has one of the worst stagnant air quality problems in the United State. Dust from roads and agricultural fields is the largest contributor to the PM10 (particles less than 10 micrometers in diameter) air quality attainment. Currently, the San Joaquin Valley Unified Air Pollution Control District does not require any extra dust abatement measures above 3000'. The Forest has only 175 miles of NFSR below 3000' and the traffic volumes are below the minimum of concern for the District and do not require reporting.

There is a recent increased concern for particles less than 2.5 micrometers (PM2.5) in the Valley. This is primarily the product of the burning of fossil fuels such as diesel engines. Reduction of PM2.5 would be through regulation of motor vehicle emission standards, not generally considered land management constraints.

Risks to Botanical Resources

Construction and maintenance of forest roads contribute to the possible spread of non-native plant species that have detrimental effects on ecosystem function. Roadwork may also affect protected natural plants species.

Construction of roads into the forest's interior and subsequent maintenance activities cause disturbances that create and maintain new edge habitat. These roadside habitats can be invaded by a suite of exotic (non-native) plant species, which may be dispersed by "natural" agents such as wind and water as well as by vehicles and other agents related to human activity. Roads may be the first point of entry for exotic species into a new landscape, and the road can serve as a corridor along which the plants move farther into the landscape. Some exotic plants may then be able to move away from the roadside into adjacent patches of suitable habitat. Invasion by exotic plants may have significant biological and ecological effects if the species are able to disrupt the structure or function of an ecosystem.

Protected native plants may be destroyed by the construction and maintenance of roads. Great efforts are made to protect these species by simple avoidance, or changing the method or timing of work in sensitive population areas.

ROAD SYSTEM MANAGEMENT

Transportations system management must balance public expectations, legal requirements, resource constraints, and budget limitations. The capacity to perpetuate the Forest Service road infrastructure has become problematic since there are few funds available to continue to maintain the road system as it was originally intended. However, the general public expects a higher level of travel convenience than years past and less adverse effects on the natural environment. In addition, there is pressure to maintain the public access already opened up for a myriad of low intense dispersed activities.

The Forest Service transportation system needs to be adequately connected to the rest of the public's travel system in order to provide access to National Forest lands. The roads, streets and highways of other public road agencies are sufficient to provide that access.

Occasionally, Forest Service roads are found to not have adequate rights-of-way to accommodate the public's access to national forest lands. When these situations are identified, it is incumbent on the Forest to secure a proper easement or relocate the access to clear up the jurisdiction for the responsibility party. The Forest can pursue an exchange of roads to more properly reflect the jurisdictional responsibilities, such as a proposed exchange between the Sierra NF and Mariposa County.

The amount of money available for road maintenance activities on Forest Service roads has declined overall. Road maintenance funding comes from the regular appropriated budget thru the Forest Service, from State grants, and from private commercial permittees who use FS roads and some private special use permittees. Some maintenance work is also performed by Timber Sale purchasers. If the work is not accomplished directly by FS cooperators, contractors or permittees, they deposit their commensurate share in a Forest road account and the Forest Service becomes responsible for actually doing the work. Work done for, or by permittees, is a very small portion of the road maintenance funding.

The Forest Service budget for road maintenance work has dropped approximately 30% in the last five years, in addition to a 20% loss in purchasing power due to inflation. These reductions have been compounded by reduction of contractor and permittee work on Forest Service roads. These losses have caused a major reduction in the condition of the road system from what people have expected from the Forest Service.

The amount of funding needed to maintain the Sierra National Forest roads to their operational maintenance levels is considerably higher than current budgets. The total road maintenance expenditure from appropriated roads funds was approximately \$250,000 in 2015. The amount of future road appropriations is unknown, but is not expected to increase in the foreseeable future.

Many roads, which have provided relative good access to National Forest activities in the past, are now rough and slow. Likewise, roads previously used by high clearance vehicles, such as pickups, are becoming overgrown with brush. In addition to reducing the trafficability of the road, non-maintenance has caused the loss of value of the road through washouts, rutting, slumps and slides, and creates resource damage from movement of sediment material from the roadways into the water ways.

As part of the State of California's "Green Sticker" program the Sierra gets grants every year to do work benefiting the OHV community. Besides motorized trail work the State allows grants for maintain roads providing OHV access to trails and general recreating areas. Currently, the Sierra maintains from 50 to 75 miles of ML2 OHV roads under this program.

In addition, the Sierra NF has very active volunteer motorized recreation groups. These volunteer group not only maintains motorized trail, but they invest approximately 1000 volunteer hours per year cleaning culverts, installing signs and working with the Forest's Road Crew doing supporting hand labor work.

One of the most urgent concerns is the number of deficient bridges on the Forest. The Forest has 15 road bridges, which have reduced functionality and/or reduced load limits. Several bridges have had their legal inventory load limit reduced and are signed to less than a standard highway legal loads. The Forest has a very thorough road permitting system, which encourages compliance to weight limits.

STEP 4: ASSESSING RISKS AND BENEFITS

This section provides the description of the analysis of the benefits, problems and risks in more depth. The Interdisciplinary Team evaluated the NF Road System for its relationship to the identified issues and concerns. Current scientific knowledge, existing corporate GIS databases, new laws and regulations, and updated management practices are used as a base for evaluating the issues and concerns.

BENEFITS OF ROADS

The team developed three road networks providing general benefits for activities on the Sierra NF. These three networks are not evaluated individually for their costs. The purpose of these networks is to help predict whether a road may likely be needed in the future. The Team developed these networks from local experience of the Forest's road system. These networks could not anticipate where and when individual projects would be occurring on the Forest. All project activities would be required to do any road reconstruction or maintenance work necessary to provide for their project. These networks are displayed in the accompanying interactive PDF map and well as on the road tables in Appendix A and Appendix B.

The future need for roads depends on the pending revised Land and Resource Management Plan. The expectation is there will be a major objective of ecological restoration component for the future. This will require a very extensive road system to access much of the forest. A post FLRMP decision Travel Analysis would allow management the opportunity to reanalyze the road system with up to date information on the future direction for the Forest.

Administrative Needs for NF Roads

The general administration of the Sierra National Forest requires access to do basic monitoring, planning and protection of the National Forest Lands. These administrative responsibilities are necessary regardless of how the forest is to be utilized or what types of project are implemented. These include:

- Protection of the lands from wildfire
- Protection of water quality
- Monitoring the condition of the forest for ecosystem restoration

During the TAP process, a custodial management network was identified that would provide for these administrative needs. There are approximately 750 miles of NFSR in this custodial network. This network only allows for access to large areas of the Forest. This network supports the minimum necessary for custodial management of the National Forest

land. There are no direct Forest outputs from this network. The available maintenance funding is only adequate to maintain this custodial network. .

Any roads necessary for project work would be managed as temporary roads or ML1 roads placed in a storage category between projects. This strategy would increase the reconstruction and reconditioning cost of putting project roads into a serviceable state. In addition, this would make access for planning projects much more difficult and constrain initial attack on wildfires.

Destination Recreation Access Roads

Recreation is a major use of the Sierra National Forest as it is now the dominant use on many roads. Destination recreational needs a road system providing access to recreation activities as opposed to using the roads as the experience as with dispersed recreation. Opportunities for destination recreation are advertised, signed and managed for recreationists.

Destinations made accessible with this network are:

- Campgrounds
- Trailheads
- Picnic Areas
- Wilderness
- National Scenic Byways
- Lakeside recreation
- Streamside recreation (including rafting)

Most of these destinations expect to have passenger car access. However, in an attempt to reduce costs while maximizing public access, the 2010 Travel Management Plan determined that traveling to remote areas may only be accessed by ML2, high clearance roads. These remote ML2 roads will start deteriorating in the future and cease providing sufficient access to some areas. This may generate public concerns about loss of access and will be a particular concern as people cannot get to places they had paid for.

Dispersed Recreational Uses of NF Roads

The dispersed use network provides forest access for a variety of recreational activities. Some of these activities include hunting, fishing, camping, picnicking, hiking biking, woodcutting, gathering, sightseeing, bird watching, kayaking, swimming, target shooting and etc. In addition, the road network provides recreational use of the roads with SUVs, motorcycles, OHV, ATV and UTV.

The layer reflects the seasonal use of roads open to wheeled vehicles, and is the equivalent to the Motor Vehicle Use Map (MVUM). There is approximately 2020 miles of open roads comprised in the network. Another consideration is acknowledgement some recreationist may want to be provided with an opportunity to utilize a road at any time.

Whether this can be sustained, the consideration must be monitored into the future. The 2010 Travel Management Plan was an attempt to provide access.

RISKS FROM ROADS

Resource risks from roads are compiled from individual resources of concern. The resource specialist developed these areas of concern from their knowledge of the current management of the Forest. These specialists are considered experts in their field and have an intimate background with local project environment analysis requirements. In fact all of these specialists are on the Forest Plan Revision IDT for either the Forest and/or for the Region.

As noted as a concern not evaluated is the weighting of the risks. This is a science based analysis and adding weighting factors would be a value judgement which is the purview of Line Officers. It was decided that different areas on the Forest have different land allocations and thus different relative values. In addition, the Revised FLRMP may change some of the current land allocations. Weighting factors may be added by the Line Officers in the future during smaller area analysis to the results of this analysis or the results of more detailed ground truthed information.

These concerns may be represented through polygons, lines and/or points to define the resource. Once all individual resources of concern for a resource have been compiled, they are represented as a single polygon and are known as the resource risk polygon. Resource risk polygons are then overlaid by the road system delineating the roads into segments that may be considered as a resource risk. The analysis processes performed is called a “union geoprocessing technique,” in the document we refer to as compiling. In addition, the second process performed is called an “intersect geoprocessing technique”. There are resource specific interpretations of the queries in the following text. A graphical display is presented on the accompanying interactive PDF map. In addition, summary matrixes are in Appendix A and Appendix B.

Non-motorized Recreation Disturbance

Often non-motorized, or quiet, recreationist find roads a disturbance. Some areas are set aside specifically for these activities. Recreation Opportunity Spectrum (ROS) is the general structure for allocating National Forest lands for recreational purposes. The two recreation allocations designated for quiet recreation are: Primitive (P), analogous to Wilderness, and Semi-Primitive, Non-Motorized (SPNM). Other categories of quiet recreation are National Recreation Trails (NRT), National Historic Trails (NHT) and the Pacific Crest National Scenic Trail (PCT) itself. These areas have been compiled into a larger risk polygon for analysis and are listed below:

ROS = Primitive	As mapped
ROS = Semi Primitive, Non-Motorized	As mapped
Designated Roadless	As mapped
Pacific Crest Trail	Buffered 0.25 mi
Shadow of the Giants NHT	Buffered 0.25 mi

Lewis Creek NRT	Buffered 0.25 mi
King River NRT	Buffered 0.25 mi
Black Rock NRT	Buffered 0.25 mi
Rancheria NRT	Buffered 0.25 mi

One anomaly occurred during this analysis is there are approximately two miles within the SPNM area near the Strawberry Mile area. This is not counter to current management; SPNM only says the area cannot be used for motorized recreation. The roads were developed with this understanding and the roads are closed to the public year round. This discrepancy is not corrected in the analysis since there could be other road instances not approved. The next and smaller Travel Analysis will address this situation.

Heritage and Cultural Conflicts

Roads conflict with historic and prehistoric sites by directly damaging them or by provide easy access allowing scavengers to destroy or remove artifacts. The Forest archaeology group maintains spatial records of known sites in three forms: polygons, lines and points. By buffering each of these GIS layers a composite area can be delineated which would represent historic and prehistoric properties potentially being put at risk with their proximity to roads.

During preliminary analysis it was determined the spatial record for Cultural Lines corresponded directly with many existing roads that may have been constructed on old railroad grades. Any resulting query of the proximity to roads would create an inordinate number of potentially conflicting roadbeds. The Forest is actively managing these conflicts and working towards mitigation solutions. It was decided to not include these linear heritage events for as part of the scope and scale for this Travel Analysis.

The following is a listing of components used to compile the risk polygon

UNION OF:

Cultural Polygons	Cultural polygons buffered by 100 feet
Cultural Lines	Cultural lines buffered by 100 feet
Cultural Points	Cultural points buffered by 100 feet

INTERSECTED BY: System Roads where Status = "EXISTING"

Most of the instances identified during this intersection are very short road segments which could be due to accuracy errors of the road delineation or the site location. During smaller scale Travel Analysis, the relative positions of these conflicts should be verified. The actual condition of the conflict should be determined as the site could already be padded over or have been avoided all together. This ground truthing should take place at the next and more detailed scale of Travel Analysis.

It is expected that the linear cultural sites would be part of any smaller scale Travel Analysis. Along with ground truthing the road/railroad conflicts, mitigation solutions could be settled on during that second level of roads analysis.

Watershed Affects

Roads have an extremely large effect on the condition of the watersheds. Road templates disrupt ground water movement. Ditches and grades divert water from one location to another. Unstable road surfaces often contribute directly to sediment being introduced into streams and aquatic habitat areas.

Most often roads are initially designed and constructed to alleviate conflicts with water resources. Fords can be armored or bridged over. Culverts are sufficiently sized to handle large storm flows. Road surfaces are rocked to reduce soil movement from incident rain. Outlets are rip-rapped. And the road is outsloped as often as possible to keep water from accumulating or picking up velocity. Though roads may be properly designed and constructed, inadequate maintenance often negates good initial intent.

Knowing there is a direct effect between water quality and roads the analysis created was based off of Impaired Watersheds, Riparian Conservation Areas, and Sensitive Soils. In addition, Riparian Conservation Areas were buffered by 100 feet. Once each of the individual resource risks were compiled into a Union polygon, also known as the Watershed Resource Risk Polygon. It was then overlaid with NF System Roads where the surface was "NATIVE." Resulting in an output, the process provided any Native Surface, NF System Road intersecting with the Watershed Resource Risk Polygon.

The effects of roads on watersheds are approximated as follows:

UNION OF:

Watershed Condition	Impaired watersheds, as mapped.
Riparian Conservation Areas.	RCA, buffered by 100 feet.
Sensitive Soils.	Sensitive Soils, as mapped

INTERSECTED BY:

NF System Road where Surface = "NATIVE"

Watershed road intersects indicate the potential for conflicts with any watershed that is impaired or contains sensitive soils.

These road intersects only indicate the potential for conflicts with large general surrounding watershed information. The hydraulic condition of road segments is constantly changing as a result of maintenance and use. These interactions must be constantly monitored and reacted to in order to minimize adverse water quality results. Better road drainage condition survey would be expected in order to make an informed Travel Analysis at a smaller scale.

Risks to Terrestrial and Avian Wildlife

The Sierra National Forest provides an array of ecosystems and habitat types supporting hundreds of wildlife species including: approximately 200 birds, 80 mammals, 20 reptiles. Many species are put at risk when they are in the vicinity of a road, either by the existence of a roadbed or by the presence of vehicle traffic. For the terrestrial wildlife analysis, individual wildlife risks were compiled into a larger union polygon also known as the Terrestrial Wildlife Risk Polygon and then overlaid with the NF System Roads to provide a data on where roads intersected the polygon. In the Terrestrial Wildlife polygon, the individual resource risks compiled were:

California Spotted Owls Population Activity Centers (PAC)	Buffered by 0.25 mi.
Goshawks	Goshawk PACs buffered by 0.25 miles.
Pacific Fisher Den Areas	Previously buffered, no additional buffering
Bald Eagle	Nest sites buffered by 200 meters.
Deer Holding Areas	No changes
Deer Corridors	No changes
Willow Fly Catcher	Willow fly catcher meadows and emphasis areas
Great Grey OwlPACs	No changes
Riparian Conservation Areas	No changes

INTERSECTED BY:

NF System Roads where Status = "EXISTS".

Approximately 1650 miles of roads may be putting terrestrial and avian wildlife at risk. However, the Forest has already minimized the impacts to wildlife during the 2005 Travel Management Plan by allowing use of the roads only during select periods of the year when negative effects would be minimized to zero impact. To determine whether the disturbances exist and how they may be mitigated, conflicts should be more closely analyzed at a smaller scale.

Risks to Aquatic and Riparian Species

The Sierra NF is home to approximately 15 amphibian and 30 fish species. The risks of roads to aquatic and riparian species are typically from direct contact, dust and sediment degrading their habitat. In the Aquatics analysis, the same analysis procedure was followed. To compile the Aquatics Union risk polygon the following individual resource risks were included:

Riparian Conservation Areas (RCA).	RCA meadows and streams as mapped.
Red Legged Frog.	Habitat buffered by 300 feet below 5000'.

Mountain Yellow Legged Frog.	Habitat as mapped.
Yosemite Toad.	Habitat as mapped.
Foothill yellow legged frog.	Habitat buffered by 165 feet.
Western pond turtle.	Habitat buffered by 325 feet below 5000'.
Relictual slender salamander.	Habitat as mapped.
Lahontan cut throat trout.	Stream habitat as mapped.
Critical Aquatic Refugees (CAR).	CAR as mapped.

INTERSECTED BY: NF System Roads where surface = "NATIVE"

After the analysis was completed, the total number of NF System Roads conflicting with aquatic or riparian resources was 575 miles. Although the total was 575 miles of roads reflecting a conflict with Aquatic or Riparian resources it is recommended to verify since the conflicts may not exist on the ground. As an example, an apparent road crossing may actually have a bridge already negating the need for further work. A ford near a habitat may already be closed during the season of occupancy. However, an existing culvert may need to be converted an improved aquatic organism passage. Further on-site investigation must be done during the next level of transportation analysis.

Effects on Wildfire Protection

Areas of risk from fire ignitions are mapped by the Sierra NF Fire and Fuels Department. The roads which access these areas create areas of extreme risk of manmade wildfire starts. Wildfire risk analysis followed the same structure covered in the Subpart A analysis by compiling individual resource risks into a Wildfire Resource Risk Polygon and overlaid by the NF road system.

UNION OF:

Fire History	As mapped
Ignition Points	Buffered by 50 feet

INTERSECTED BY:

NF System Roads where "EXISTS"

After the wildfire risk analysis was completed a total number of 500 miles of roads were identified as possibly contributing to the ignition or being impacted by the perimeter of a fire itself. The historical information for fire is archival data and was used as a reference. The localized fire risk should be defined better during a future small scale travel analysis.

Effects on Air Quality

Since only 175 miles of native surface roads are below 3000' elevation, the effects of PM10 are minimal. The future effects of PM2.5 from engines are not a direct land management concern. Air quality concerns are not evaluated further.

Risks to Botanical Resources

Botanical populations do not have well developed GIS data at this time. Currently, road activities are accommodated by avoidance, so there are few major realized direct risks. Constant monitoring and eradication have kept invasive plants at a manageable level at this time.

ROAD SYSTEM SUSTAINABILITY

The Forest needs a systematic approach to a sustainability of the transportation system. This could have a great effect on the public's access expectations, administrative flexibility and emergency response ability. However, if the roads system is not sustainable for safe use without doing damage to the landscape, changes should be considered for providing vehicular access.

During the development of 2010 Travel Management Plan, the Forest reduced 178 miles of maintenance level three (ML3) to ML2 thus reducing the cost of maintaining the Sierra NF road system. Additional changes to the road system would further the financial sustainability of the overall road system.

This following sustainability analysis is documented in detail in the spreadsheet in Appendix D.

Financial Resources

The road budget has not increased over the last five years; however, inflation and increased management requirements have eroded the Forest's ability of maintaining the road system as originally intended. In addition, the National Forests are getting firm direction to emphasize maintenance and management of roads for safety such as Highway Safety Act roads with the limited funds. Other roads (ML1-2) are expected to be maintained by other funds.

Since the funding to maintain ML2 roads has decreased thru the Federal government, alternatives need to be explored to acquire additional funds for maintaining the NF road system. The Sierra NF has been fortunate in successful obtaining State OHV grant moneys for maintaining OHV roads, and for the local OHV community for doing work on NF System Roads. Approximately, 150 miles of ML2 road maintenance is accomplished with these two methods each year. These two sources for work are a priority for road maintenance.

In addition to OHV focused funds, there exists several other sources of funding. When commercial users utilize Forest Service paved and graveled roads collections are made to replace the surface material degraded by their traffic. These funds are used for patching and repairs, and after 10 to 20 years complete overlays are put down to bring the pavements back up to their original condition.

On non-paved roads commercial users are required to do whatever road work is required to bring the road up to a safe standard for their use. This would include road side brushing, restoring drainage features and repairing the travel way. These improvements are usually greater than necessary for public and administrative needs. After these projects are completed the roads are returned to normal public and administrative use. Though the work of commercial operators do is not a direct reimbursement, it amounts to maintenance not other-wise accomplished.

Annual Available Road Maintenance Funding

FUNDING SOURCE	ESTIMATED AMOUNT
Surface Replacement	\$ 75,000
Commercial Work	\$ 50,000
State OHV Grants	\$100,000
OHV Volunteers	\$ 25,000
SCE FERC Roads	\$ 25,000
FS Budget	\$250,000
TOTAL AVAILABLE	\$485,000

The annual available road maintenance funds are approximately \$485,000 as of 2015. However, other funding sources should be developed as opportunities arise particularly in conjunction with the local OHV community.

Current Annual Road Maintenance Program

The current strategy for road maintenance on the Sierra National Forest is to annually consolidate each Ranger Districts’ prioritized needs into a Forest Road Maintenance Plan. The Plan is then signed by the Forest Supervisor as the approved allocation of resources (funds and people). The Forest road maintenance organization then implements this Plan through the year with the expectation that the highest priority work would be accomplished by the end of the year. This Plan is created during the winter and changes are expected in the spring, depending on the condition of the roads as they open up from the winter.

Certain tasks or priorities are driven by the focus of the funding behind them. A case in point is: State OHV Grant funds are only used on ML2 roads which are mostly utilized by the OHV community. If funding runs out for a particular type of maintenance the

maintenance organization moves to areas which do have funding support. This primary purpose scheme insures funds are properly utilized.

Currently the Sierra NF utilizes Forest Service employees to accomplish most of the road maintenance. The Forest has found this to be the most effective and efficient method of do road work. This allows flexibility to change the direction for the year progresses. The cost of doing the Forest’s road maintenance work includes all the costs of owning the equipment such as graders, backhoes, utility trucks and dump trucks; the salaries for the operators and their helpers; cost of materials including asphalt, culverts and signs; and the cost of direct supervision of the road crew. This does not include road system management, upward reporting, road policy and direction, project transportation planning, or project implementation costs.

Current Annual Maintenance Costs

MAINTENANCE LEVEL	MILES	UNIT COSTS	COST
ML 1 Closed	225	0 \$/mi	\$0
ML 2 High Clearance	2020	206	\$416,120
ML 3 Passenger Car, Suitable	225	647	\$145,575
ML 4 PC, Moderate Comfort	170	949	\$161,330
ML 5 PC, High Degree of Comfort	0	NA	\$0
TOTAL	2640		\$723,025

The current maintenance program does not adequately cover all the costs of properly maintaining the roads to their intended use. As seen from the above tables, only 67% of the necessary costs are available. The difference, or shortfall, is an increase in the unmet maintenance requirement or deferred maintenance. Deferred maintenance is a general degradation in the condition of the roads and requires extra funding and reconstruction effort to bring their condition by up.

Reduced Road Mileage Strategy

One of the ways the Forest could reduce the road maintenance need would be to reduce the road system mileage. This would be done by reducing enough ML 2, High Clearance roads to zero costs to be able to afford maintain the rest to their intended use. This would be done initially by reducing them to ML1. If funding could be secured for decommissioning that could also be considered. It is assumed that all the ML3-4 roads are necessary and none would be changed. However, under further scrutiny reduction in these roads could be considered.

Costs of Maintaining a Reduced Road System

MAINTENANCE LEVEL	MILES	UNIT COSTS	COST
ML 1 Closed	725	0 \$/mi	\$0
ML 2 High Clearance	1520	206	\$313,120
ML 3 Passenger Car, Suitable	225	647	\$145,575
ML 4 PC, Moderate Comfort	170	949	\$161,330
ML 5 PC, High Degree of Comfort	0	NA	\$0
TOTAL	2640		\$620,025

This strategy would require approximately half the ML2, High Clearance roads to be reduced to ML 1, Closed. The current road maintenance budget could support approximately 78% of this system. This would impact access for dispersed recreation such as hunting, fishing, camping, and OHV and ATV travel making access more challenging, or completely overgrown or washed out. This would also greatly impair the access for ecological restoration management and fire response. A detailed evaluation of the needed road system should be done at a small scale to identify specific unneeded roads.

Two Tiered High Clearance Road System

Another alternative to reducing the need for performing road maintenance work would be to redefine the intensity of road maintenance required on ML2, High Clearance roads. The Forest Service definitions and guidance for ML2 maintenance spans vehicles from 4WD OHV to 2WD pickups. By splitting the ML2 system into these two sub-categories the Forest could reduce its maintenance expenditures while providing access for public dispersed recreation. In addition, this would provide limited access for ecosystem restoration and fire response.

The first tier ML2, 4WD OHV roads would allow use for an experience with ATV and OHV travel. The travel way may get brushed over and surface might become rough; but, the road would remain open for public access. Maintaining these roads would be easier than maintaining an OHV trail since the inherent travel widths, brushing widths, surface compaction and grades are much more modest than a typical narrow, steep, windy OHV recreation trail. The only maintenance effort would be to protect resources and none would go into brushing or surface grading. Volunteer efforts would be encouraged to assist the Forest Service with necessary maintenance to keep these OHV roads open.

The second tier ML2, 2WD pickup roads would allow for OHV and ATV use, but would be maintained for pickup campers and adventurous RV recreationists. These roads would be designated into low developed campgrounds and extensions to the ML3, Passenger Car arterial system. The maintenance of ML2, 2WD pickup roads would protect resources, do a reasonable amount of brushing and maintain the surface as "rough graded".

Both ML2, 4WD OHV and ML2, 2WD PU roads would appear on the Motor Vehicle Use Map as “rough graded” open to unlicensed use. To many people the ML2, 4WD OHV roads would eventually appear as motorized recreation trails. However, since Recreation is not in a position to sustain most trails, these roads would continue to be classified as roads and not converted to motorized trails.

Costs of Maintaining a Two Tiered ML2 Road System

MAINTENANCE LEVEL	MILES	UNIT COSTS	COST
ML 1 Closed	225	0 \$/mi	\$ 0
ML 2, 4WD OHV	1720	99	\$170,280
ML 2, 2WD Pickup	300	206	\$ 61,800
ML 3 Passenger Car, Suitable	225	647	\$145,575
ML 4 PC, Moderate Comfort	170	949	\$161,330
ML 5 PC, High Degree of Comfort	0	NA	\$ 0
TOTAL	2640		\$538,985

This alternative could allow the Forest to maintain 90% of the roads to their designated standard. A two tiered maintenance strategy would protect water quality while still allowing high clearance vehicle access. However, travel related deferred maintenance will increase, and access and maintenance costs for ecological restoration projects and fire suppression would become slower and more expensive.

STEP 5: RECOMMENDATIONS AND OPPORTUNITIES

This final step identifies the needs and opportunities of the road system related to the current identified issues and concerns. Current laws, regulations, profession procedures and management protocols are expected to continue. However, an individual recommendation may suggest rethinking a current policy.

These suggestions are not intended to supplant the revised Forest Land and Resource Management Plan expected to be completed in 2017. However, these ideas are expected to be reasonably attainable with the foreseeable budget levels.

These recommendations are not ordered or prioritized. The implementation of suggestions the prerogative of future Forest land managers to meet situations as they develop. Some decisions could be made administratively to improve road management; while other decisions would require a NEPA decision for implementation.

RESOURCE SPECIFIC RECOMMENDATIONS

Create a botany GIS coverage for geospatial analysis on the Forest.

Use the linear heritage event GIS information when doing smaller area Travel Analysis.

Consider doing a smaller area Travel Analysis on priority watersheds first.

Make watershed/road condition surveys available to the Engineering Roads Group as soon as possible in order to affect corrections.

When doing small area Travel Analysis ground truth conflicts with roads.

Continue to use seasonal road closures to avoid conflicts with wildlife.

Inventory road/water course intersections for possible aquatic passage obstructions.

Prioritize and fund aquatic organism passage fixes.

Monitor the San Joaquin Valley Unified Air Pollution Control District for changes in air standards affecting NF System Roads.

ROAD SYSTEM MANAGEMENT

Recalibrate the INFRA/SDE roads data to reconcile identified road length discrepancies.

Verify the results of this Travel Analysis after the new Forest Land and Resource Management Plan is completed.

Pursue doing second level TAP at smaller areas with ground truthed data.

First priority for second level TAP should be priority watersheds.

Create a two-tiered High Clearance road system:

(1) ML2, 4WD OHV

(2) ML2, 2WD Pickups

Re-initiate coordination with Mariposa County to finalize the proposed exchange of roads.

Pursue bringing the Sierra Vista National Scenic Byway to a paved, double lane standard including the repair of two deficient bridges thru the Federal Lands Transportation Program (FLTP).

STEP 6: REPORTING

The 2005 Travel Management Rule required the Sub Part A Travel Analysis to report out several outputs, the first requirement being this Travel Analysis Report (TAR) itself. The two results of the analysis are to be a list of the Roads Likely to be Needed in the Future and a list of the Roads Likely Not to be Needed in the Future. In addition there are several supplemental outputs from the Travel Analysis which will assist the reader on synthesizing the analysis.

ANALYSIS PRODUCTS

Interactive Maps

The general risks and benefits of road were evaluated through Geographic Information System (GIS) queries using the ArcMap computer program as described in the above Step Four. The multilayer interactive map allows interactions such as turning on and off layers and zooming in and out for better visualizations and detailed areas of interest. The Sierra NF Interactive Map Subpart A Analysis can be found on the [Sierra NF website](#).

Roads Likely Not Needed in the Future

The actual list of roads not likely needed for the future was created from roads with no obvious purpose, or benefit, but which could potentially causes some resource risk. This process also included a manual survey of this list for outlayers with probable future uses. This filtering process identified 266 miles of road to be considered for further evaluation as road likely not needed in the future. These roads only have segments, which appear to have resource risks, and should to reevaluated at a smaller scale and with more detailed ground truthed data.

Roads Not Likely Needed in the Future

A list of Roads Not Likely Needed in the Future is located in [Appendix A](#) (page 50)

Roads Not Likely Needed are displayed on a map in [Appendix C](#) (page 101) and can also be found in Sierra NF Interactive Map Subpart A Analysis.

Roads Likely Needed in the Future

Conversely, the list of Roads Likely Needed in the Future is the remainder of the road system and may be found in [Appendix B](#) (page 61) the map in [Appendix C](#) (page 101) and can also be found in Sierra NF Interactive Map Subpart A Analysis.

Also provided is an additional interactive map of the Sierra NF Road System categorized into Roads Like Needed in the future and roads Likely Not Needed in the Future.

Sustainability Analysis

In addition to the above maps and lists, a detailed spreadsheet of the Sustainability Analysis is located in [Appendix D](#) (page 103).

APPENDIX A: LIST OF ROADS LIKELY NOT
NEEDED IN THE FUTURE

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Appendix A- Roads Not Likely to Be Needed for the Future

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
03S002XD	NO									
03S003	NO	0.23	0.23		0.23		0.23			
03S004A	NO		0.53							
03S004B	NO		0.24							
03S012A	NO		0.30			0.30	0.30			
03S026A	NO		0.17			0.17				
04S003	NO									
04S012C	NO	0.70	0.80			0.66	0.68			
04S013A	NO	0.06	0.63			0.63	0.63			
04S014A	NO		0.19			0.19				
04S014B	NO	0.21	0.30			0.30	0.30			
04S019	NO					0.10				
04S020A	NO		0.45			0.45				
04S031D	NO				0.29					
04S038A	NO		0.03							
04S038B	NO		0.31			0.19				
04S043A	NO				0.19					
04S043B	NO				0.25					
04S043C	NO				0.20					
04S043D	NO				0.17					
04S055A	NO					0.15				
04S056C	NO	0.07				0.77	0.77			
04S060B	NO									
04S081E	NO									
04S081H	NO									
04S081L	NO									
04S081N	NO					0.18				
04S081S	NO									
04S081T	NO	0.05				0.25	0.19			
04S081U	NO									
04S081V	NO	0.05				0.37	0.37			
04S081ZA	NO		0.33			0.33				
04S081ZB	NO	0.24	0.40			0.53	0.47			
04S081ZC	NO		0.04			0.38				
04S082	NO					0.52				
04S082A	NO									
04S082B	NO									
05S001A	NO	0.04				0.21	0.06			
05S001B	NO	0.27				0.29				
05S001D	NO	0.02				0.20				
05S001E	NO					0.12				
05S005A	NO					0.79				
05S007E	NO									
05S007I	NO									
05S007J	NO		0.02			0.33				
05S007M	NO	0.37					0.11			
05S007P	NO					0.06				
05S007Q	NO					0.22				
05S007R	NO	0.02				0.42	0.42			
05S007S	NO		0.13			0.50				
05S007U	NO					0.78				
05S007V	NO					0.05				
05S007W	NO									
05S009E	NO									
05S009S	NO	0.27	0.10				0.46			
05S012C	NO	0.28	0.22			0.60	0.30			
05S012D	NO									
05S013H	NO					0.38				
05S016B	NO		0.30			0.30				
05S019B	NO					2.01				
05S022A	NO	0.05				0.15				
05S022XA	NO					0.82				
05S022XB	NO					0.36				
05S022XC	NO					0.05				
05S022YA	NO	0.11				0.20	0.20			
05S025K	NO		0.28			0.28				
05S030A	NO					0.10				
05S030D	NO				0.57	0.57				
05S034B	NO	0.31					0.02			
05S034C	NO	0.05				0.15	0.21			
05S034D	NO	0.32					0.02			

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S037A	NO									
05S040A	NO					0.04				
05S040G	NO									
05S040YC	NO									
05S044A	NO					0.19				
05S050	NO	0.67					0.78			
05S056B	NO					0.22				
05S064A	NO	0.02				0.33				
05S065B	NO					0.32				
05S066A	NO					1.67				
05S066B	NO									
05S069A	NO		0.22			0.04				
05S072	NO	0.05	0.21				0.21			
05S075M	NO					0.17				
05S080HA	NO	0.06			0.03		0.09			
05S080L	NO									
05S080P	NO									
05S080T	NO									
05S086A	NO									
05S088Y	NO									
05S095YA	NO	0.10				0.11	0.11			
05S095YB	NO					0.13				
05S554A	NO					0.09				
06S001K	NO	0.13				0.13	0.13			
06S002D	NO									
06S003YA	NO					0.43				
06S005A	NO		0.03			0.59				
06S005B	NO					0.38				
06S006H	NO		0.12							
06S009C	NO					0.29				
06S010A	NO									
06S010B	NO									
06S010J	NO	0.68								
06S010M	NO									
06S010Q	NO									
06S010R	NO					0.11				
06S010XA	NO	0.39								
06S010XF	NO	0.49					0.39			
06S011XDB	NO									
06S012B	NO									
06S012YA	NO									
06S012ZA	NO									
06S014E	NO									
06S016E	NO	0.08				0.33	0.09			
06S020A	NO					0.16				
06S020B	NO					0.13				
06S022YC	NO					0.27				
06S022YD	NO					0.18				
06S024D	NO									
06S025B	NO	0.17					0.17			
06S026B	NO	0.02				0.12				
06S027BA	NO									
06S027K	NO									
06S029X	NO									
06S034B	NO					0.13				
06S035A	NO	0.06				0.08	0.10			
06S036B	NO					0.41				
06S038F	NO	0.08				0.40	0.30			
06S038K	NO									
06S040B	NO	0.22				0.26	0.26			
06S041D	NO	0.14				0.15	0.15			
06S041X	NO					0.12				
06S042EA	NO					0.16				
06S043A	NO					0.48				
06S044XA	NO	0.10				0.54	0.40			
06S046Y	NO									
06S046YA	NO									
06S047YA	NO	0.39				0.39	0.39			
06S051	NO									
06S053	NO	0.17					0.17			
06S066M	NO					0.33				
06S066XC	NO									
06S079A	NO		1.57			1.44				

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S084A	NO				0.52					
06S089YE	NO					0.19				
06S089YG	NO					0.14				
06S097A	NO									
06S097B	NO									
06S098A	NO									
06S300A	NO									
06S300B	NO									
07S002F	NO					0.19				
07S005C	NO		0.31							
07S005R	NO					0.36				
07S007A	NO					0.52				
07S007M	NO					0.10				
07S009B	NO									
07S009C	NO		0.06							
07S009D	NO									
07S009E	NO	0.19	0.19				0.19			
07S011A	NO	0.08	0.37			0.37	0.37			
07S011B	NO	0.16	0.10			0.40	0.40			
07S013	NO									
07S013A	NO									
07S020A	NO									
07S020B	NO									
07S022	NO					0.46				
07S022A	NO					0.21				
07S023B	NO					0.38				
07S023D	NO	0.04	0.72			0.72				
07S023E	NO		0.06			0.14				
07S024B	NO					0.25				
07S027A	NO					0.23				
07S027E	NO	0.01	0.51				0.68			
07S027F	NO		0.01			0.03				
07S033D	NO		0.33			0.33				
07S033E	NO		0.39							
07S033Y	NO	0.26	0.69				0.69			
07S033YA	NO	0.00	0.25				0.25			
07S033YB	NO		0.18							
07S034D	NO					0.23				
07S034E	NO					0.44				
07S035D	NO	0.02								
07S038A	NO					0.23				
07S039	NO									
07S041	NO		0.05			0.70				
07S042A	NO	0.04	0.05			0.11	0.11			
07S043	NO	0.11				0.16	0.24			
07S045A	NO	0.05					0.14			
07S045D	NO	0.17					0.17			
07S046A	NO					0.22				
07S047B	NO	0.17					0.17			
07S047C	NO	0.11				0.04	0.11			
07S047D	NO	0.25					0.25			
07S050	NO									
07S056YA	NO									
07S056YB	NO									
07S056YC	NO									
07S061Y	NO	0.02				0.02	0.02			
07S069X	NO									
07S074B	NO	0.25				0.31	0.31			
07S074D	NO	0.10				0.37	0.37			
07S074E	NO									
07S074F	NO									
07S074T	NO	0.19				0.30	0.30			
07S074W	NO	0.17				0.17	0.17			
07S075A	NO		0.29			0.56				
07S075B	NO		0.23			0.23				
07S077A	NO	0.21				0.64	0.47			
07S077B	NO					0.17				
07S078A	NO					0.19				
07S081A	NO									
07S081B	NO				0.41	1.06				
07S083B	NO				0.20					
07S083E	NO				0.37	0.00				
07S086D	NO					0.20				

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
07S086E	NO					0.60				
07S086F	NO					0.13				
07S087A	NO									
07S089	NO									
07S091A	NO					0.09				
07S095B	NO									
07S096A	NO	0.40					0.42			
07S096YC	NO									
07S097	NO					0.64				
07S097A	NO					0.18				
07S303B	NO					0.29				
07S305	NO									
07S305A	NO									
07S306A	NO									
07S308A	NO					0.35				
07S309	NO	0.76					0.29			
07S501	NO									
07S507A	NO									
08S001A	NO		0.22			0.22				
08S002A	NO									
08S002B	NO		0.05							
08S007B	NO									
08S008ABT0.08	NO		0.19							
08S008JB	NO					0.04				
08S008JC	NO	0.07	0.17				0.17			
08S008JCA	NO	0.07	0.02				0.03			
08S008JCB	NO		0.11							
08S008L	NO									
08S008M	NO	0.09	0.00			0.15	0.15			
08S008N	NO	0.22	0.19			0.03	0.22			
08S009B	NO	0.00					0.03			
08S009E	NO		0.07							
08S010E	NO	0.21				0.21				
08S010H	NO	0.63				0.27	0.57			
08S010QB	NO	0.07				0.07	0.07			
08S013E	NO									
08S013F	NO									
08S013G	NO									
08S013H	NO									
08S013J	NO									
08S014A	NO		0.02			0.03				
08S015	NO					0.26				
08S015A	NO		0.01			0.23				
08S016	NO									
08S016A	NO									
08S021	NO									
08S024A	NO	0.24	0.40			0.03	0.40			
08S025	NO									
08S031C	NO					0.28				
08S033A	NO					0.83				
08S037A	NO									
08S037B	NO									
08S037Y	NO	0.20					0.28			
08S039	NO									
08S042C	NO	0.65					0.29			
08S042D	NO									
08S044X	NO		0.19							
08S048AA	NO									
08S048B	NO		0.64							
08S051	NO	0.27				0.38	0.38			
08S052	NO									
08S056B	NO	0.18								
08S056C	NO	0.17								
08S059	NO									
08S061	NO									
08S062	NO									
08S062A	NO									
08S064	NO									
08S065C	NO	0.05					0.07			
08S067A	NO					0.42				
08S068	NO									
08S071A	NO		0.75			0.75				
08S071B	NO		0.50		0.24	0.44				

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S072	NO									
08S073	NO									
08S080	NO	0.10						0.13		
08S082X	NO									
08S084	NO	0.10						0.13		
08S087A	NO									
08S087B	NO									
08S088	NO	0.03						0.03		
08S090	NO									
08S090A	NO									
08S090B	NO									
08S091	NO		0.61			0.85				
08S091A	NO		0.09			0.19				
08S091Y	NO	0.05	0.08			0.70	0.70			
08S092	NO		0.75							
08S098F	NO	0.78	0.02					0.36		
08S099B	NO	0.82						0.79		
08S201	NO									
08S209	NO									
08S301	NO									
08S308	NO					0.86				
08S501	NO		0.21							
08S505	NO		0.15			0.46				
09S005A	NO	0.09				0.34	0.34			
09S006F	NO									
09S007C	NO	0.16				0.35	0.35			
09S007F	NO									
09S008A	NO	0.20	0.76			0.62	0.76			
09S008B	NO		0.26			0.26				
09S008C	NO	0.18	0.19					0.19		
09S008D	NO									
09S008EA	NO									
09S008FA	NO									
09S008W	NO	0.02	0.31					0.31		
09S009BA	NO					0.04				
09S009BB	NO					0.07				
09S009NA	NO					0.21				
09S009NAX	NO									
09S010P	NO	0.50				0.50	0.17			
09S012B	NO									
09S015XA	NO	0.04	0.04					0.49		
09S018A	NO	0.18	0.48			0.48	0.48			
09S018B	NO		0.25			0.25				
09S019A	NO					0.30				
09S019B	NO					0.37				
09S020	NO									
09S020A	NO									
09S021A	NO	0.25	0.62			0.69	0.69			
09S021B	NO	0.12	0.89			0.89	0.89			
09S024	NO									
09S025A	NO									
09S025B	NO	0.16						0.33		
09S027A	NO					0.87				
09S035	NO									
09S039	NO	0.31				0.81	0.81			
09S044A	NO	0.03						0.47		
09S046	NO	0.15	0.31					0.33		
09S046A	NO	0.16	0.32					0.34		
09S047	NO									
09S048A	NO		0.40			0.40				
09S049A	NO									
09S051X	NO		1.04							
09S054	NO					0.04	0.36			
09S054A	NO									
09S055	NO									
09S055A	NO		0.02							
09S055B	NO									
09S055C	NO									
09S055D	NO									
09S055E	NO									
09S060	NO									
09S061B	NO	0.23	0.23					0.23		
09S061C	NO	0.56	1.16					1.16		

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
09S062A	NO	0.58					0.09			
09S062B	NO	0.33				0.08	0.15			
09S062C	NO	0.03			0.03					
09S063	NO									
09S064	NO	0.07	0.06				0.07			
09S064A	NO	0.02	0.02				0.02			
09S067	NO		0.23							
09S069AA	NO									
09S069B	NO									
09S077	NO									
09S088X	NO									
09S088XA	NO									
09S092A	NO									
09S092B	NO									
09S093A	NO					0.09				
09S093B	NO									
09S201	NO									
09S202	NO									
09S203	NO									
09S204	NO									
09S205	NO									
09S302	NO	0.19				1.08	1.43			
09S304	NO	0.41	0.82				0.82			
09S309	NO									
09S311	NO									
09S312	NO									
09S313	NO	0.17	0.49				0.49			
09S314	NO									
09S315	NO									
09S317	NO									
09S319	NO									
09S320	NO									
09S401A	NO	0.61				0.61	0.19			
09S401B	NO	0.32				0.32				
09S401C	NO	0.30				0.30				
09S402A	NO	0.59					0.22			
09S405A	NO					0.45				
10S001X	NO					0.17				
10S002B	NO		0.56			0.21				
10S002C	NO	0.14	0.65			0.65	0.46			
10S002W	NO	0.13				0.13	0.13			
10S003A	NO									
10S004A	NO	0.65	0.76			1.12	1.10			
10S004C	NO					0.07				
10S004D	NO					0.07				
10S004F	NO	0.60				0.61	0.61			
10S005A	NO	1.05				1.22	1.22			
10S009AA	NO		0.05			0.05				
10S009AB	NO		0.07			0.07				
10S009AC	NO		0.51			0.15				
10S009B	NO									
10S009C	NO									
10S011C	NO					0.24				
10S011D	NO					0.18				
10S013B	NO					0.30				
10S013H	NO					0.22				
10S013K	NO	0.68				0.68	0.66			
10S013MA	NO					0.74				
10S014A	NO	0.08				0.16	0.16			
10S014E	NO	0.15	0.00			0.40	0.40			
10S015A	NO									
10S015B	NO									
10S015C	NO									
10S016B	NO									
10S016E	NO					0.13				
10S016KA	NO	0.10			0.10	0.10	0.10			
10S016N	NO									
10S016NA	NO									
10S016S	NO					0.15				
10S016U	NO									
10S017A	NO					0.78				
10S017C	NO					0.44				
10S017D	NO									

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S017H	NO	0.17	0.61			0.61	0.22			
10S017J	NO	0.37	0.13			0.56	0.51			
10S017K	NO									
10S018B	NO	0.00				0.53	0.62			
10S018E	NO		0.02			0.71				
10S018F	NO					0.69				
10S018H	NO					0.30				
10S018J	NO									
10S018K	NO	0.06				0.30	0.30			
10S018P	NO	0.16				0.32	0.31			
10S018Q	NO					0.09				
10S018T	NO	0.02				0.75	0.23			
10S018V	NO	0.17	0.48			0.17	0.48			
10S020C	NO					0.15				
10S021	NO									
10S021A	NO									
10S021AB	NO									
10S022	NO	0.23	0.02			0.27	0.27			
10S023A	NO	0.57				0.57	0.11			
10S023B	NO	0.71				0.71	0.12			
10S023BA	NO	0.24				0.39	0.29			
10S023C	NO	0.14				0.87	0.22			
10S023D	NO					0.32				
10S023E	NO	0.11				0.50	0.32			
10S023F	NO					0.31				
10S023G	NO	0.11				0.11	0.07			
10S024E	NO									
10S024EA	NO									
10S024F	NO					0.38				
10S024H	NO									
10S024K	NO					0.34				
10S024N	NO		0.42			0.38				
10S024P	NO		0.27							
10S024S	NO									
10S024T	NO	0.03				0.59				
10S024V	NO		0.82							
10S024W	NO					1.15				
10S024Z	NO									
10S025A	NO									
10S026A	NO		0.00			0.28				
10S028	NO	0.03				0.87	0.37			
10S031A	NO	0.35				0.35	0.05			
10S031B	NO	0.46				0.46	0.45			
10S031C	NO	0.22				0.35	0.15			
10S031D	NO					0.25				
10S032A	NO	1.66				1.92	0.43			
10S032B	NO	0.16				0.16				
10S033	NO	0.01	0.51				0.21			
10S034B	NO					0.54				
10S034C	NO					0.21				
10S034D	NO	0.15				0.39	0.13			
10S035B	NO	0.45				0.45				
10S036A	NO					0.24				
10S036DB	NO					0.17				
10S036DC	NO					0.16				
10S036DE	NO	0.06				0.30	0.29			
10S036E	NO					0.33				
10S036F	NO					0.45				
10S036J	NO					0.19				
10S036K	NO					0.27				
10S036L	NO					0.30				
10S036M	NO	0.15				0.15	0.15			
10S036N	NO	0.08				0.09	0.09			
10S036ZA	NO					0.12				
10S036ZB	NO					0.06				
10S036ZBB	NO					0.05				
10S036ZC	NO					0.12				
10S036ZCA	NO					0.07				
10S037A	NO		0.42			0.19				
10S037B	NO		0.15			0.34				
10S037C	NO		0.14			0.14				
10S040A	NO									
10S043E	NO		0.81			0.00				

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S050XB	NO		0.32			0.78				
10S057	NO									
10S058D	NO	0.04				0.19	0.18			
10S066JA	NO									
10S066K	NO	0.35				0.35	0.09			
10S069A	NO		0.57			0.82				
10S069E	NO					0.16				
10S069F	NO									
10S069G	NO	0.07	0.02			0.17	0.17			
10S069J	NO									
10S069L	NO	0.00				0.21	0.21			
10S069P	NO									
10S069R	NO									
10S070G	NO									
10S072	NO					0.48				
10S073A	NO					0.88				
10S075D	NO	0.12	0.14			0.41	0.41			
10S082	NO	0.08					0.46			
10S083	NO	0.13				0.26	0.26			
10S083X	NO	0.07				0.02	0.31			
10S084	NO									
10S086A	NO	0.35				0.35	0.02			
10S086B	NO	0.43				0.65	0.06			
10S086C	NO					0.18				
10S086D	NO					0.20				
10S086H	NO									
10S086L	NO									
10S086M	NO									
10S088	NO	0.09				1.04	0.43			
10S088A	NO					0.83				
10S088B	NO					0.50				
10S088C	NO					0.23				
10S088D	NO					0.35				
10S088E	NO	0.13				0.18	0.18			
10S093	NO	0.07				0.28	0.19			
10S097	NO									
10S098A	NO	0.32				0.32	0.07			
10S201	NO									
10S201A	NO									
10S202	NO									
10S305	NO	0.08	0.09				0.05			
10S306B	NO									
10S308	NO									
10S309	NO									
10S311	NO									
10S401	NO					0.55				
10S402	NO					0.43				
10S403	NO					0.45				
10S404A	NO		0.07			0.07				
10S404X	NO	0.93	0.56			1.93	1.93			
10S406	NO	0.09				0.71	0.28			
10S409	NO									
10S413	NO	0.50				0.50	0.06			
10S413A	NO	0.17				0.17	0.17			
10S433A	NO	0.57				0.57	0.07			
10S434	NO					0.49				
10S434A	NO					0.45				
11S001B	NO	0.08				0.68	0.20			
11S005	NO					1.52				
11S007C	NO									
11S007E	NO					0.09				
11S007F	NO		0.80			0.80				
11S007K	NO		0.40			0.40				
11S007M	NO		0.02			0.54				
11S007P	NO									
11S009E	NO									
11S009EA	NO									
11S009EB	NO									
11S010A	NO	0.28				0.28	0.06			
11S010G	NO	0.13				0.13	0.07			
11S010J	NO									
11S012B	NO					0.18				
11S012G	NO	0.16	0.55			0.55	0.52			

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
11S012M	NO									
11S012UAB	NO		0.06			0.06				
11S014	NO					0.18				
11S015A	NO	0.48				0.48				
11S015B	NO	0.34				0.34	0.19			
11S017E	NO	0.05				0.08				
11S018A	NO									
11S020BX	NO					0.13				
11S021	NO					0.93				
11S022A	NO									
11S023A	NO									
11S023B	NO									
11S023E	NO	0.13								
11S024	NO									
11S026A	NO									
11S026AA	NO									
11S026B	NO									
11S029A	NO	0.24				0.24	0.24			
11S031B	NO	0.01				0.41				
11S031C	NO					0.35				
11S031D	NO	0.22				0.22	0.08			
11S031E	NO	0.30				0.30	0.22			
11S031F	NO	0.41				0.41				
11S031G	NO	0.26				0.26	0.19			
11S031H	NO									
11S031M	NO					0.38				
11S031N	NO					0.13				
11S032C	NO									
11S033A	NO	0.17				0.33	0.33			
11S033B	NO	0.08				0.52	0.52			
11S033C	NO	0.05				0.39	0.99			
11S034A	NO					0.27				
11S035A	NO									
11S035B	NO									
11S035C	NO									
11S036A	NO									
11S039A	NO	0.39				0.39	0.02			
11S039B	NO	0.35				0.35	0.27			
11S040AB	NO	0.02				0.02	0.02			
11S040AC	NO	0.05				0.09	0.09			
11S040E	NO					0.35				
11S040EA	NO					0.32				
11S040EB	NO					0.17				
11S040K	NO					0.50				
11S040M	NO					0.12				
11S040T	NO									
11S040XC	NO					0.11				
11S040Y	NO									
11S040YA	NO									
11S040Z	NO	0.01				0.05	0.04			
11S045AX	NO		0.18			0.18				
11S046	NO					0.59				
11S046A	NO									
11S047	NO					0.12				
11S048	NO				0.05	0.35				
11S048A	NO					0.10				
11S050A	NO									
11S050B	NO									
11S050D	NO									
11S053AB	NO									
11S053AC	NO									
11S053B	NO									
11S053C	NO									
11S053CA	NO									
11S053CB	NO									
11S053CC	NO									
11S053D	NO					0.09				
11S053E	NO									
11S053F	NO									
11S053G	NO									
11S053GA	NO									
11S054B	NO					0.19				
11S061	NO	0.03	0.94			1.65	1.65			

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		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
11S069B	NO									
11S069C	NO									
11S069D	NO									
11S084B	NO	0.36				0.36	0.12			
11S091C	NO					0.15				
11S092A	NO					0.27				
11S094	NO	0.26				0.96	0.19			
11S095A	NO					0.28				
11S095B	NO									
11S095C	NO									
11S095CA	NO									
11S095D	NO									
11S095E	NO									
11S095F	NO									
11S096	NO					0.47				
11S096A	NO					0.18				
11S096B	NO					0.16				
11S410B	NO	0.45				0.45	0.10			
11S410D	NO	0.24	0.20			0.22	0.08			
11S410E	NO	0.28	0.21				0.16			
11S414A	NO									
11S414AC	NO									
11S414C	NO									
11S500	NO									
11S500A	NO									
12S006A	NO		0.06							
12S007	NO	0.06	0.16				0.16			
12S008	NO	0.04	0.27				0.27			
12S030	NO	0.04	0.04			0.04	0.04			
12S034	NO	0.24	0.00				0.24			
12S035	NO									
12S036	NO	0.31	0.01				0.26			

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APPENDIX B: LIST OF ROADS LIKELY NEEDED
IN THE FUTURE

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Appendix B- Roads Likely to Be Needed for the Future

		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
03S002	YES	0.10	1.55			0.22	1.55	1.48	1.48	
03S002A	YES		0.13			0.13			0.10	
03S002B	YES	0.21	0.88		0.12		0.88		0.50	
03S002C	YES		0.50		0.08	0.31		0.50	0.50	
03S002T0.88	YES		0.00						0.03	
03S002T1.11	YES		0.10						0.03	
03S002T1.12	YES		0.04						0.03	
03S002T1.121	YES		0.06						0.03	
03S002X	YES	0.69	3.71		2.09	0.02	0.93			
03S004	YES	0.85	5.63			1.96	4.80		5.63	6.26
03S004T1.01	YES	0.02	0.21			0.21	0.21		0.12	
03S004T2.79	YES		0.12						0.05	
03S004T3.54	YES	0.17	0.18			0.18	0.18		0.05	
03S005	YES	0.03	0.03		0.03		0.03		0.10	
03S006	YES	0.39	3.73				3.40		3.70	3.70
03S006T3.39	YES		0.10						0.03	
03S007	YES		2.15		0.14				2.10	
03S007T0.74	YES		0.05						0.06	
03S012	YES		2.96		0.02	1.63			2.96	3.61
03S017	YES	2.46	1.56		2.46	1.18	2.46			
03S023	YES	0.62	2.00				2.00		2.00	
03S023X	YES		0.21						0.20	
03S026	YES	1.45	3.36		0.15	6.01	1.65			
03S028	YES	0.30	1.08			2.76	2.76		2.76	
03S028A	YES		0.09			0.25			0.25	
03S029	YES	0.43	0.48			0.53	0.53		0.53	
03S030	YES					4.58			5.08	
03S030A	YES									
03S030X	YES	0.33				1.80	1.80			
04S001	YES		1.42			1.01			1.40	
04S001A	YES									
04S002	YES	0.10				0.30	0.17		0.30	
04S002T0.23	YES					0.22			0.16	
04S004	YES	0.08	2.52		0.47	12.46	11.03		18.43	18.91
04S004A	YES		1.05		1.26	0.27				
04S004B	YES					0.07			0.10	
04S004C	YES					1.47			2.00	
04S004CT0.29	YES								0.07	
04S004D	YES								0.40	
04S004DT0.14	YES								0.04	
04S004E	YES					0.44			0.50	
04S004F	YES		0.10			0.81			0.90	
04S004G	YES	0.01				0.96	0.66		1.30	
04S004GT1.3	YES								0.06	
04S004H	YES					1.24			1.30	
04S004I	YES					0.09			0.10	
04S004J	YES					0.06			0.10	
04S004T0.03	YES		0.02			0.05			0.02	
04S004T0.06	YES		0.02			0.06			0.03	
04S004T0.38	YES					0.18			0.14	
04S004T1.24	YES					0.12			0.05	
04S004T1.71	YES					0.09			0.03	
04S004T11.59	YES					0.14			0.06	
04S004T14.06	YES					0.14			0.06	
04S004T14.65	YES					0.08			0.06	
04S004T17.51	YES					0.19			0.12	
04S004T18.15	YES					0.08			0.03	
04S004T20.06	YES				0.08					
04S004T9.53	YES					0.17			0.07	
04S005	YES		1.68		0.24	1.38			2.00	
04S005A	YES		0.37		0.18	0.37			0.40	
04S005T0.31	YES									
04S005T0.51	YES		0.28			0.28			0.23	
04S005T1.42	YES		0.07			0.07			0.06	
04S006	YES	0.09	1.02			1.18			1.20	
04S006T0.07	YES					0.03			0.06	
04S006T0.15	YES					0.14			0.10	
04S008	YES	0.11	0.11				0.11		0.12	
04S009	YES				1.18	1.18			1.00	
04S009B	YES				0.47	0.47			0.50	
04S010	YES	0.17	1.53			0.46	1.94		1.95	1.20
04S010T0.41	YES		0.06			0.06			0.03	
04S011	YES		1.81			1.70			4.74	

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		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
04S012	YES		4.45			2.57			4.22	4.90
04S012A	YES	0.24	0.61			0.61	0.61		0.50	
04S012B	YES		0.23			0.23			0.30	
04S012BT0.14	YES		0.20			0.20			0.10	
04S012T1.65	YES		0.21						0.11	
04S012T4.73	YES		0.13			0.13			0.01	
04S013	YES		2.70			1.60			2.80	2.60
04S013T1.5	YES		0.05			0.05			0.07	
04S014	YES	0.30	1.76			1.11	1.76		1.76	
04S015	YES	0.25	0.62			1.19	1.19		1.30	
04S015T1.3	YES		0.12			0.12			0.05	
04S016	YES	0.72	1.65			1.65	1.65		1.70	
04S016A	YES	0.14	0.24			0.24	0.24		0.30	
04S017	YES	3.52	0.23			7.61	7.13	7.60	7.60	7.60
04S017A	YES					0.49			0.50	
04S017B	YES	0.03				0.10	0.10		0.10	
04S017C	YES					0.04			0.10	
04S017G	YES	0.15				0.31	0.19		0.30	
04S017H	YES	0.02				1.22	1.16		1.20	
04S017J	YES	0.05				0.05	0.05		0.10	
04S017K	YES					0.32			0.40	
04S017L	YES	0.52				1.21	1.12		1.00	
04S017T0.26	YES					0.14			0.04	
04S017T0.39	YES					0.23			0.07	
04S017T0.391	YES					0.12			0.07	
04S017T0.88	YES		0.02			0.20			0.16	
04S018	YES	0.38	1.21				1.20		1.20	
04S018A	YES	0.12	0.44				0.44		0.40	
04S018AT0.26	YES	0.10	0.18				0.18		0.09	
04S020	YES	0.25	2.19			1.81	2.19		2.20	
04S020T0.98	YES		0.22			0.22			0.11	
04S021	YES	0.01				0.45			0.40	
04S022	YES	0.26	2.33				1.73		2.30	
04S022A	YES		0.24						0.24	
04S025	YES				0.73	0.67			0.70	
04S031	YES				0.57	0.38			2.90	
04S031A	YES				0.88	0.68			0.60	
04S031B	YES				0.06				0.70	
04S031BT0.43	YES								0.04	
04S031C	YES					0.23			0.20	
04S031Y	YES					0.04			0.40	
04S031YA	YES								0.20	
04S033	YES	1.44	2.17			0.26	2.17		2.20	
04S035	YES		0.86			0.86			0.80	
04S036	YES		2.07			2.07			0.90	
04S036X	YES		0.89			0.89			1.00	
04S038	YES	0.15	2.15			1.13	2.15		1.75	
04S038AT0.11	YES									
04S038T0.43	YES		0.04			0.04			0.01	
04S038T0.74	YES		0.11			0.11			0.05	
04S039	YES	0.42				2.22	2.22		2.40	
04S039A	YES					0.47			0.50	
04S039B	YES	0.03				0.32	0.32		0.30	
04S043	YES	0.10			1.94	0.35	0.94		1.72	
04S055	YES	0.05				2.30	0.76		2.50	
04S056	YES					1.58			1.50	
04S056A	YES					0.05			0.10	
04S056B	YES	0.12				0.23	0.23		0.30	
04S056BT0.3	YES	0.16				0.31	0.31		0.19	
04S056D	YES	0.26				0.54	0.54		0.54	
04S056T0.6	YES					0.16			0.08	
04S060	YES	0.04				0.15	0.21		1.00	
04S060A	YES	0.39			0.06		0.71		0.60	
04S061	YES				1.26	0.57			2.10	
04S070	YES	0.95				1.16	1.16		1.60	
04S081	YES	7.65	7.84			32.63	32.01	47.35	47.35	47.35
04S081A	YES					0.02			1.38	
04S081B	YES					1.27			1.20	
04S081C	YES					0.63			0.64	
04S081D	YES								0.60	
04S081F	YES					0.12			0.50	
04S081G	YES					0.25			0.45	
04S081I	YES					0.09			0.20	
04S081J	YES		0.23			0.23			0.20	
04S081JT0.08	YES		0.15			0.15			0.13	

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		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
04S081K	YES								0.20	
04S081M	YES	0.06					0.06		0.10	
04S081P	YES					0.57			0.57	
04S081Q	YES	0.14				0.47	1.04		1.30	
04S081QT1.09	YES					0.28			0.18	
04S081R	YES					0.58			0.85	
04S081RT0.62	YES	0.09				0.19	0.19		0.05	
04S081T1.53	YES					0.12			0.03	
04S081T13.33	YES					0.07			0.03	
04S081T13.38	YES					0.20			0.11	
04S081T13.79	YES	0.08				0.15	0.15		0.08	
04S081T14.13	YES	0.02				0.20	0.20		0.16	
04S081T21.28	YES					0.07			0.06	
04S081T4.6	YES		0.22			0.22				
04S081T5.8	YES	0.10	0.20			0.20	0.20		0.16	
04S081W	YES					0.26			0.33	
04S081X	YES	0.09	0.37			1.57	1.92		1.90	
04S081Y	YES	0.06				0.07	0.07		0.10	
04S081Z	YES		0.43			0.73				
04S084	YES	0.16				0.27	0.27			
04S084A	YES					0.05				
04S084B	YES									
04S560	YES				0.22				0.72	
05S001	YES	1.18				3.53	1.87		3.50	
05S001T2.83	YES					0.12			0.17	
05S002	YES	2.71				6.26	2.89		8.40	8.40
05S002A	YES	0.03				0.65			0.40	
05S002AT0.07	YES					0.11			0.06	
05S002B	YES	0.09				1.00	0.39		1.40	
05S002BT0.51	YES					0.12			0.08	
05S002C	YES								0.30	
05S002D	YES	0.38				0.38	0.08		0.30	
05S002E	YES	0.15					0.07		0.40	
05S002F	YES								0.20	
05S002T0.78	YES	0.02				0.09	0.09			
05S002T1.36	YES					0.20			0.13	
05S002X	YES	0.70				0.51	0.16		0.60	
05S002XA	YES	0.26				0.14	0.12		0.30	
05S002Y	YES	1.07				0.08	0.56		2.20	
05S002YA	YES	0.32				0.11	0.08		0.40	
05S002YAT0.35	YES	0.06				0.06	0.06		0.03	
05S002YB	YES	0.14				0.14	0.13		0.10	
05S002YC	YES	0.33				0.13	0.06		0.30	
05S002YD	YES	0.16				0.16	0.10		0.20	
05S003	YES	1.00	2.23			0.05	3.87		4.30	
05S003A	YES	0.02	0.09				0.19		0.20	
05S003T0.8	YES	0.09					0.09			
05S003T2.89	YES		0.11						0.07	
05S003T3.09	YES		0.11						0.06	
05S003T3.31	YES		0.09						0.09	
05S003T3.43	YES	0.15	0.15				0.15		0.09	
05S003T3.48	YES	0.05	0.05				0.05		0.01	
05S003T3.76	YES	0.07	0.07				0.07		0.03	
05S003X	YES	0.07	0.60			0.02	0.45		0.76	
05S004	YES	0.17				2.24	1.20		3.45	
05S004A	YES					0.44			0.61	
05S004B	YES	0.11				0.42	0.26		0.30	
05S004T0.31	YES					0.22			0.14	
05S005	YES	0.24	0.02			2.48	1.05	2.60	3.30	
05S005B	YES					0.11			0.10	
05S005C	YES					0.21			0.30	
05S005T0.07	YES				0.04				0.14	
05S006	YES	0.37				5.22	4.59		7.58	15.99
05S006A	YES					0.50			0.50	
05S006B	YES	0.01				1.64			1.70	
05S006C	YES	0.16				0.63			0.80	
05S006E	YES					0.00			0.70	
05S006G	YES								0.20	
05S006GA	YES								0.10	
05S006GT0.09	YES		0.01						0.04	
05S006GT0.15	YES								0.09	
05S006GT0.16	YES								0.10	
05S006H	YES	0.05				0.30	0.18		0.30	
05S006HT0.16	YES					0.07			0.07	
05S006T0.26	YES					0.05			0.02	

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		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S006T0.31	YES					0.00			0.05	
05S006T0.8	YES					0.12			0.05	
05S006T0.94	YES					0.00			0.03	
05S006T1.17	YES					0.14			0.08	
05S006X	YES					1.18			1.00	
05S006XA	YES	0.03				0.20			0.20	
05S007	YES	6.93	0.47			16.86	19.03	29.70	28.51	29.70
05S007A	YES	0.04				0.33	0.21		0.32	
05S007AT0.21	YES	0.04				0.09	0.09		0.07	
05S007AT0.22	YES	0.08				0.12	0.11		0.07	
05S007B	YES								1.33	
05S007C	YES	0.81							0.81	
05S007D	YES								0.10	
05S007K	YES	0.14				1.10	0.88		1.20	
05S007KT1.06	YES					0.12			0.10	
05S007L	YES	0.00							0.10	
05S007N	YES					0.71			0.60	
05S007NA	YES					0.06			0.10	
05S007O	YES	0.00				0.18	0.18		0.21	
05S007OT0.19	YES					0.05			0.07	
05S007RT0.03	YES					0.23				
05S007RT0.44	YES	0.10				0.12	0.12			
05S007ST0.03	YES									
05S007ST0.04	YES									
05S007T	YES								0.22	
05S007T0.64	YES		0.08			0.09			0.05	
05S007T0.92	YES					0.15				
05S007T1.14	YES					0.20			0.16	
05S007T1.62	YES		0.10			0.10			0.11	
05S007T1.93	YES					0.07			0.06	
05S007T10.99	YES	0.07				0.07			0.03	
05S007T11.37	YES	0.11				0.11	0.03		0.05	
05S007T17.51	YES								0.12	
05S007T20.84	YES					0.19			0.12	
05S007T24.1	YES								0.07	
05S007T28.92	YES	0.12					0.12		0.06	
05S007T4.74	YES					0.08			0.08	
05S007T7.34	YES					0.09			0.04	
05S007T7.72	YES								0.03	
05S007T8.84	YES					0.06			0.03	
05S007T9.17	YES					0.06			0.04	
05S007T9.59	YES					0.12			0.10	
05S007T9.61	YES					0.05			0.03	
05S007TA	YES								0.10	
05S007TAT0.01	YES								0.07	
05S007TAT0.03	YES								0.10	
05S007TAT0.06	YES								0.21	
05S007TAT0.07	YES								0.03	
05S007UT0.3	YES					0.11				
05S007X	YES					0.06			0.10	
05S007XT0.03	YES					0.09			0.04	
05S007Z	YES					0.30			0.40	
05S007ZT0.08	YES					0.08			0.03	
05S008	YES	0.08				1.79	1.73		3.40	
05S008C	YES								1.20	
05S008D	YES	0.02					0.05		0.10	
05S009	YES								0.50	
05S009A	YES		0.16			0.16			0.10	
05S009B	YES	0.05	0.38			0.34	0.39		0.25	
05S009C	YES		0.21			0.17			0.20	
05S009D	YES	0.19	0.25			0.25	0.25		0.05	
05S009F	YES		0.14			0.15			0.10	
05S009T	YES	0.56				0.62	0.62		0.70	
05S009X	YES		0.44			1.79			1.80	
05S009XB	YES					0.23			0.10	
05S009XC	YES					0.03			0.10	
05S009XCT0.1	YES					0.07			0.02	
05S009XD	YES		0.05			0.06			0.10	
05S009Y	YES		0.02						0.85	
05S009YA	YES	0.04							0.40	
05S009YB	YES								1.10	
05S010	YES					1.95			2.00	
05S010A	YES					0.51			0.40	
05S010T1.24	YES					0.06			0.06	
05S010T1.31	YES					0.09			0.06	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S010X	YES	0.09				0.46	0.50		0.80	
05S011	YES	0.13				1.30	0.71		1.70	
05S011T0.27	YES					0.22			0.22	
05S012	YES	1.78	0.30			5.83	5.71		7.90	7.90
05S012A	YES	0.19	0.21			0.36	0.81		1.00	
05S012AA	YES	0.22				0.54	0.54		0.50	
05S012B	YES	0.28	0.14				0.73		0.70	
05S012E	YES					0.27			0.26	
05S012T0.64	YES	0.12				0.12	0.12		0.06	
05S012T2.62	YES					0.03			0.01	
05S012T5.62	YES		0.17			0.16			0.12	
05S012T6.43	YES	0.00					0.13		0.07	
05S012T6.59	YES	0.04					0.12		0.10	
05S012T7.25	YES					0.07			0.07	
05S012X	YES	0.25	1.36			0.71	1.25		1.40	
05S012XA	YES	0.14	0.34			0.07			0.40	
05S012XT0.4	YES	0.04	0.15				0.15		0.09	
05S012XT0.59	YES		0.17						0.12	
05S012XT0.75	YES	0.08	0.15			0.15	0.12		0.10	
05S012Y	YES					1.10			1.00	
05S012YA	YES	0.02				0.72	0.58		0.50	
05S012YT0.86	YES	0.03				0.14	0.09		0.14	
05S012YT0.99	YES	0.03				0.03	0.03		0.03	
05S013	YES	0.53				2.61	2.21		8.30	
05S013A	YES	0.13					0.16		0.10	
05S013B	YES								0.20	
05S013C	YES								0.20	
05S013D	YES	0.03					0.40		1.00	
05S013E	YES								0.70	
05S013F	YES	0.03				0.49	0.12		0.61	
05S013FT0.55	YES					0.11			0.05	
05S013T0.66	YES								0.05	
05S013T2.68	YES								0.14	
05S013T5.46	YES					0.21			0.14	
05S015	YES	0.15				1.71	1.29		4.80	
05S015A	YES								0.60	
05S015B	YES					0.06			0.60	
05S015BT0.47	YES	0.02							0.05	
05S015C	YES								0.32	
05S015D	YES								0.40	
05S015DT0.13	YES					0.12			0.11	
05S015E	YES	0.04				0.08	0.13		0.20	
05S015T0.84	YES	0.02				0.12			0.10	
05S015T1	YES	0.00				0.13			0.07	
05S015T2.16	YES								0.08	
05S015X	YES	0.04					0.13		0.20	
05S015Y	YES					1.87			2.30	
05S015YT1.35	YES					0.24			0.18	
05S016	YES	1.27	4.25			4.56	3.91		4.45	
05S016A	YES	0.39	0.33			0.50	0.50		0.40	
05S016AT0.3	YES	0.04	0.15			0.15	0.14			
05S016C	YES		0.63			0.63			0.60	
05S016T0.13	YES	0.06	0.15			0.15	0.05		0.14	
05S016T0.57	YES	0.02	0.08			0.08	0.08		0.04	
05S016T0.82	YES		0.14			0.14			0.13	
05S016T1.72	YES		0.11			0.11			0.06	
05S016T2.12	YES	0.02	0.06			0.06	0.01		0.03	
05S016T3.18	YES		0.07			0.07			0.02	
05S016T3.94	YES	0.01	0.07			0.07			0.03	
05S016Y	YES								0.60	
05S016YA	YES								0.50	
05S017	YES	2.65	1.20			3.75	4.40		4.30	
05S017A	YES	0.40	0.16			0.40	0.40		0.50	
05S017C	YES					0.14			0.20	
05S017D	YES	0.05				0.12	0.12			
05S017T0.43	YES	0.09	0.09			0.09	0.09		0.03	
05S017T0.66	YES	0.12	0.12			0.12	0.12		0.06	
05S017X	YES	0.17	0.60			0.68	0.68		0.65	
05S017XT0.42	YES		0.19			0.19			0.10	
05S017Y	YES									
05S018	YES		0.62			4.33			4.30	
05S019	YES	0.17				1.76	0.91		1.00	
05S019A	YES					0.09			0.10	
05S019C	YES					0.21			0.10	
05S020	YES	0.20	1.21			0.90	0.53			

For Internal Use Only

		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S020X	YES	0.36	1.72			1.14	2.22		2.50	
05S020Y	YES								1.28	
05S021	YES									
05S021A	YES									
05S021Y	YES	0.34					1.08		1.40	
05S022	YES	0.71				1.67	2.74		2.80	
05S022X	YES					0.96			1.70	
05S022Y	YES	0.41				1.20	1.22		1.70	
05S022YT0.65	YES					0.09			0.04	
05S023	YES	0.15				0.86	0.48		0.90	
05S023A	YES	0.03				0.25	0.24		0.22	
05S023AT0.26	YES					0.04			0.02	
05S024	YES	3.41	9.79			8.17	9.79		10.20	10.20
05S024A	YES		0.02							
05S024T1.22	YES		0.22			0.22			0.12	
05S024T1.28	YES		0.11			0.11				
05S024T3.57	YES	0.04	0.04			0.04	0.04			
05S024T5.66	YES		0.13			0.13			0.06	
05S024X	YES	0.01	0.37			0.37	0.37		0.40	
05S024XA	YES		0.14			0.14			0.20	
05S025	YES	0.34	5.98			6.52	3.77	1.16	9.53	9.53
05S025A	YES		0.00			0.27			0.40	
05S025B	YES		0.89		0.05	1.13			1.10	
05S025C	YES	0.10				0.30	0.34		0.33	
05S025T0.45	YES	0.04				0.12	0.12		0.06	
05S025T0.53	YES	0.05				0.05	0.05			
05S025T0.69	YES					0.08				
05S025T1.67	YES		0.09						0.05	
05S025T2.87	YES		0.12						0.05	
05S025T4	YES		0.25			0.25			0.15	
05S025X	YES	0.42	1.93				1.92		1.93	
05S025XT0.38	YES	0.11	0.11				0.11		0.09	
05S025XT0.5	YES		0.09						0.03	
05S025Y	YES	0.32	1.46				1.00		1.51	
05S025YT1.23	YES		0.31							
05S026	YES	0.13			0.07		0.30			
05S026A	YES								0.36	
05S027	YES								1.00	
05S027A	YES								0.10	
05S027T0.31	YES									
05S027T0.5	YES									
05S028	YES		0.61			0.34			1.30	
05S028Y	YES	0.23					0.19		0.30	
05S029	YES	0.18				2.08	1.03	0.50	2.10	
05S029A	YES					0.37			0.20	
05S029T0.63	YES	0.09				0.10	0.10			
05S030	YES	0.65	0.02		2.93	4.06	2.42	7.81	7.81	7.81
05S030B	YES					0.16			0.10	
05S030C	YES								0.46	
05S031	YES	0.07				0.07	0.31		0.30	
05S031A	YES	0.03					0.37		0.67	
05S032	YES		0.02			0.55			2.00	
05S032A	YES								0.20	
05S032B	YES					0.15			0.10	
05S032T0.08	YES								0.06	
05S032T0.084	YES								0.10	
05S032Y	YES	0.29					0.20		0.60	
05S032YA	YES	0.34							0.40	
05S033	YES	0.19					0.67		1.00	
05S033A	YES				0.06				0.40	
05S033B	YES	0.04					0.04		0.10	
05S033T0.25	YES	0.07					0.14		0.14	
05S033T0.66	YES	0.06			0.09		0.15		0.10	
05S034	YES	0.60				1.78	0.76		2.32	
05S034A	YES					0.86			1.02	
05S034AT0.56	YES					0.03			0.18	
05S035	YES									
05S035A	YES									
05S036	YES	0.09	0.64			1.52	0.93		2.10	
05S036A	YES					1.18			1.20	
05S036AT1.2	YES					0.11			0.06	
05S036B	YES		0.13			0.24			0.25	
05S036C	YES		0.06			0.26			0.30	
05S036X	YES								0.15	
05S037	YES	0.19	0.02			0.08	1.13		3.12	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S037B	YES								0.70	
05S038	YES	0.05				3.70			3.80	
05S038Y	YES	0.04				2.27			2.60	
05S039	YES	1.80	0.03			1.04	1.09	3.16	3.16	3.16
05S039A	YES					0.00			0.60	
05S039B	YES	0.47							0.50	
05S039T0.79	YES	0.15							0.07	
05S040	YES	0.20				2.25	1.69		4.10	
05S040B	YES					0.51			0.50	
05S040C	YES								0.30	
05S040CT0.3	YES								0.10	
05S040D	YES					0.69			0.70	
05S040E	YES					0.32			0.50	
05S040F	YES					0.87			1.00	
05S040T0.27	YES	0.10					0.11		0.04	
05S040T0.58	YES								0.03	
05S040X	YES	1.33					0.24		1.72	
05S040XA	YES	0.87					0.18		0.80	
05S040XAT0.53	YES	0.21							0.17	
05S040XAT24.92	YES	0.15							0.20	
05S040XD	YES	1.51					0.10		1.60	
05S040Y	YES	2.25					1.86		5.23	
05S040YA	YES								0.40	
05S040YB	YES	0.04					0.07		0.10	
05S040YD	YES	0.94					0.22		0.80	
05S040YDT0.15	YES	0.08							0.13	
05S040YT0.32	YES								0.05	
05S040YT3.3	YES	0.12							0.12	
05S040Z	YES	0.10				0.30	0.12		0.51	
05S040ZA	YES	0.01					0.12		0.13	
05S041	YES	0.05	1.91			0.26			2.05	
05S041A	YES		0.20			0.14			0.20	
05S042	YES	0.29				1.62	1.62		1.40	
05S042A	YES					0.31			0.30	
05S043	YES								2.00	
05S043A	YES									
05S043B	YES								0.40	
05S043C	YES								0.56	
05S043CT0.03	YES								0.01	
05S043T0.93	YES								0.06	
05S043T0.937	YES								0.06	
05S043T1.19	YES								0.20	
05S043T1.41	YES								0.11	
05S043T1.58	YES								0.04	
05S043T1.72	YES								0.04	
05S043T1.74	YES								0.03	
05S044	YES					0.59			1.30	
05S044B	YES					0.01			1.10	
05S044T0.23	YES								0.07	
05S045	YES									
05S046	YES	0.03	0.12				0.12			
05S046A	YES									
05S046Y	YES	0.41				1.48	0.64		1.10	
05S046YA	YES	0.09				1.00			1.00	
05S046YB	YES	0.01				0.25				
05S046YT0.22	YES	0.08					0.06		0.14	
05S047	YES	0.15				0.35			0.30	
05S047A	YES	0.01				0.13			0.20	
05S048	YES	1.26	0.01			4.96	2.19		5.60	
05S048A	YES					0.42			0.40	
05S048B	YES	0.04				0.97	0.32		0.94	
05S048C	YES	0.32				0.77	0.60		0.70	
05S048CT0.69	YES					0.11			0.08	
05S048D	YES	0.04				0.42	0.35			
05S048E	YES	0.09					0.23		0.25	
05S048F	YES					0.14			0.15	
05S048T5.54	YES	0.01				0.11	0.05		0.08	
05S048Y	YES	0.01							0.60	
05S049	YES	1.41					1.68		2.70	
05S049A	YES	0.54				0.45	0.19		1.20	
05S049B	YES		0.03		0.23	0.52			1.60	
05S049C	YES	1.05				0.65	0.84		1.60	
05S049CT0.64	YES	0.11					0.09		0.10	
05S049D	YES	0.23					0.02		0.30	
05S049E	YES								0.40	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
055049F	YES	0.04			0.23				0.50	
055049FT0.29	YES								0.07	
055051	YES	0.04	0.03			0.04	0.04		0.10	
055052	YES	0.30	0.02			0.30	0.30			
055052X	YES	0.11	0.01			0.12	0.12			
055053	YES					1.28			1.68	
055053A	YES					0.22			0.20	
055053T0.36	YES	0.01				0.12			0.24	
055053T0.49	YES					0.15			0.11	
055053T1.4	YES					0.08			0.09	
055053Y	YES	0.01				1.34			1.60	
055054	YES					0.43			0.70	
055055	YES	0.47	0.01			1.31	1.22		1.80	
055055T1.32	YES	0.09				0.05	0.11		0.06	
055056	YES					1.53			1.80	
055056A	YES					0.43			0.40	
055056C	YES		0.01			0.35			0.34	
055057	YES				0.23				1.00	
055057T0.48	YES								0.15	
055057T0.61	YES								0.08	
055057T1	YES				0.10					
055060	YES	0.18				0.43	0.68		0.95	
055060A	YES	0.01				0.08	0.08		0.50	
055060T0.18	YES					0.08			0.05	
055061	YES	0.10				1.55	0.51		1.40	
055061A	YES					0.31			0.30	
055061Y	YES					1.02			1.10	
055062	YES					1.70			1.80	
055063	YES	0.59	2.76		0.16	2.14	2.02	1.52	3.10	
055063A	YES		0.17		0.17	0.17			0.20	
055063B	YES	0.21	0.69		0.38	1.19	0.25		1.00	
055063C	YES	0.81	1.28		0.77	0.83	1.28			
055064	YES					1.61			1.60	
055064T0.86	YES					0.31			0.24	
055064T1.19	YES					0.11			0.04	
055064T1.39	YES	0.03				0.19	0.09		0.12	
055064T1.43	YES					0.12			0.07	
055064T1.57	YES	0.10				0.14	0.12		0.09	
055065	YES				0.01	1.47			1.30	
055066	YES	0.35	1.27			2.44	2.91		2.88	
055066T2.81	YES					0.02			0.02	
055066T2.84	YES		0.03			0.09			0.02	
055067	YES				0.72	0.72			0.90	
055069	YES	0.06				1.26	0.23		0.36	
055070	YES				0.02				1.20	
055070B	YES					0.04			0.40	
055075B	YES					0.21			0.20	
055077A	YES		0.22			0.22			0.20	
055079	YES	0.38				2.08	2.17		2.20	
055079A	YES					0.40			0.40	
055080	YES	7.85	0.01		1.64	7.17	7.53	25.60	25.60	25.60
055080A	YES	0.12					0.36		0.50	
055080AB	YES								0.30	
055080B	YES					0.27			0.40	
055080BA	YES					0.29			0.40	
055080BAT0.13	YES					0.02			0.13	
055080BC	YES								0.20	
055080BCT0.11	YES					0.17			0.16	
055080BD	YES					0.23			0.40	
055080BT0.04	YES								0.04	
055080BT0.15	YES					0.21			0.18	
055080BT0.3	YES					0.12			0.10	
055080C	YES	0.28	0.02			0.57	0.37		0.80	
055080CA	YES	0.02				0.14	0.14		0.10	
055080CAB	YES					0.03			0.05	
055080CB	YES	0.04				0.04	0.04		0.14	
055080CT0.1	YES		0.01						0.03	
055080CT0.16	YES								0.07	
055080D	YES	0.04				0.14	0.13		0.30	
055080DT0.16	YES	0.01	0.01			0.09	0.04		0.09	
055080E	YES	0.21					0.06		0.60	
055080F	YES					0.34			0.40	
055080G	YES				0.06				0.10	
055080GA	YES								0.20	
055080H	YES	0.15					0.24		0.38	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
05S080I	YES								0.19	
05S080J	YES	0.49					0.35		0.20	
05S080K	YES									
05S080M	YES	2.12			1.60		0.56		0.44	
05S080NA	YES	0.19				0.19	0.19		0.19	
05S080Q	YES	0.31					0.12		0.20	
05S080QA	YES	0.03					0.03		0.10	
05S080R	YES	0.02					0.10		0.20	
05S080S	YES									
05S080T0.4	YES					0.12			0.08	
05S080T10.66	YES								0.12	
05S080T10.86	YES								0.03	
05S080T11.41	YES					0.06			0.06	
05S080T17.65	YES								0.02	
05S080T17.74	YES								0.05	
05S080T17.79	YES				0.03				0.04	
05S080T17.81	YES								0.06	
05S080T17.96	YES								0.04	
05S080T18.07	YES								0.05	
05S080T18.28	YES				0.08				0.05	
05S080T20.65	YES					0.17			0.17	
05S080T20.76	YES					0.20				
05S080T20.88	YES					0.11			0.08	
05S080T21.02	YES					0.17			0.16	
05S080T21.36	YES					0.12			0.08	
05S080T21.71	YES					0.08			0.05	
05S080T22.7	YES								0.07	
05S080T23.36	YES								0.08	
05S080T24.14	YES								0.05	
05S080T24.3	YES	0.02							0.08	
05S080T24.42	YES								0.10	
05S080T24.51	YES	0.06					0.10		0.10	
05S080X	YES								0.30	
05S080Y	YES	0.06					0.10		0.20	
05S080Z	YES	0.09					0.11		0.40	
05S080ZT0.2	YES	0.01					0.04		0.05	
05S084	YES	0.02			1.29	3.19	0.11		3.17	
05S084A	YES					0.65			0.60	
05S084B	YES				0.14	0.14			0.10	
05S085	YES	0.21				0.96	0.68		0.96	
05S086	YES	0.16					0.66	1.52	1.52	
05S088	YES	0.89				1.32	1.39		2.90	4.40
05S088A	YES	0.08				0.08	0.08		0.20	
05S090	YES	1.16				0.66	2.02		4.10	
05S090A	YES					0.07			0.44	
05S090AT0.30	YES								0.30	
05S090AT0.39	YES								0.09	
05S090AT0.44	YES	0.05					0.09		0.10	
05S090T1.43	YES								0.16	
05S090T1.82	YES								0.08	
05S090T1.83	YES								0.10	
05S092	YES	3.48	0.01		0.20	3.59	1.10		3.77	
05S092B	YES	0.11				0.11	0.11		0.10	
05S092C	YES	0.07				0.07	0.03		0.10	
05S092D	YES	0.04				0.04			0.10	
05S092T0.95	YES	0.08				0.08	0.08		0.04	
05S092T2.61	YES	0.15			0.11	0.15	0.06		0.13	
05S092Y	YES	0.80				0.61	0.30		0.80	
05S092YA	YES	0.78				0.78	0.35		0.90	
05S092YT0.27	YES	0.14				0.14	0.01		0.06	
05S093	YES	0.09				2.31	2.42		3.81	
05S093A	YES					0.46			0.46	
05S093T0.5	YES					0.15			0.06	
05S093T1.24	YES	0.05				0.19	0.15		0.06	
05S093T1.72	YES	0.07				0.26	0.18		0.14	
05S093X	YES					0.19			0.89	
05S095	YES					3.28			3.20	
05S095T0.01	YES					0.12			0.14	
05S095T1.29	YES					0.12			0.14	
05S095T1.49	YES					0.16			0.15	
05S095X	YES					0.79			1.00	
05S095Y	YES	0.02				0.51	0.35		0.80	
05S095YC	YES	0.05				0.19	0.19		0.20	
05S502	YES	1.19				1.34	0.26		1.50	
05S503	YES	0.04				1.37			1.50	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
055503A	YES					0.58			0.57	
055504	YES	0.00				0.77			1.80	
055505	YES				0.02				1.00	
055554	YES					0.77			0.80	
055554B	YES					0.19			0.20	
055556	YES					0.88			0.80	
055556A	YES					0.67			0.50	
055595	YES								0.30	
06S001	YES	1.63	0.14			7.24	7.15	13.80	13.80	13.80
06S001A	YES	0.06				0.06	0.06		0.10	
06S001B	YES	0.01					0.11		0.80	
06S001C	YES					0.20			0.30	
06S001D	YES	0.08				0.54	0.23		0.50	
06S001E	YES	0.06				0.58	0.29		0.50	
06S001F	YES	0.08				0.24	0.13		0.50	
06S001G	YES	0.51				0.43	0.47		0.51	
06S001H	YES								0.40	
06S001J	YES	0.02				0.09			0.10	
06S001M	YES	0.13	0.73			1.02	0.70		2.20	
06S001MT0.08	YES		0.13						0.06	
06S001MT0.12	YES		0.17						0.11	
06S001MT0.86	YES					0.07			0.10	
06S001N	YES	0.17				0.17	0.17		0.18	
06S001P	YES	0.04				0.08	0.08		0.10	
06S001R	YES	0.03					0.03		0.10	
06S001S	YES	0.08	0.08				0.09		0.20	
06S001T	YES	0.01	0.02			0.99			0.80	
06S001T0.12	YES								0.07	
06S001T0.41	YES								0.09	
06S001T1.8	YES								0.09	
06S001T10.3	YES	0.01					0.10		0.08	
06S001T12.22	YES					0.10			0.06	
06S001T12.47	YES					0.08			0.04	
06S001T7.47	YES					0.09			0.09	
06S001T7.82	YES	0.03				0.10	0.10		0.06	
06S001T8.97	YES								0.09	
06S001T9.22	YES								0.05	
06S001TT0.02	YES					0.07			0.08	
06S001TT0.03	YES					0.09			0.05	
06S001TT0.06	YES					0.09			0.04	
06S001TT0.18	YES					0.17			0.04	
06S001TT0.3	YES					0.13			0.05	
06S002	YES	1.23			0.08	13.25	5.24		15.50	15.50
06S002A	YES					1.81			2.90	
06S002B	YES		0.02			0.62			1.80	
06S002C	YES					0.05			0.10	
06S002E	YES					0.05			0.10	
06S002T4.86	YES	0.02				0.05	0.05		0.05	
06S002T5.18	YES					0.11			0.03	
06S002X	YES					0.80			0.90	
06S002XA	YES	0.03				0.28	0.07		0.30	
06S002XB	YES					0.36			0.38	
06S002Y	YES	0.13				0.13	0.17		0.20	
06S003Y	YES					1.80			1.56	
06S003YB	YES					0.71			0.60	
06S003YT0.1	YES					0.26			0.18	
06S003YT0.69	YES	0.02				0.10			0.06	
06S004	YES	0.03				2.95	0.32		3.00	
06S004A	YES	0.40				0.69	0.40		0.60	
06S004B	YES					0.28			0.20	
06S004C	YES	0.03				0.10	0.02		0.60	
06S004D	YES	0.02				0.24	0.15		0.20	
06S004T1.94	YES					0.16			0.10	
06S004T3	YES	0.08					0.09		0.03	
06S005	YES		0.28			1.58			1.50	
06S005Y	YES					1.25			1.33	
06S006	YES	0.14	2.53			3.35	3.40		7.10	7.10
06S006A	YES								0.20	
06S006B	YES		0.60			0.01			0.80	
06S006C	YES								0.20	
06S006D	YES					0.04			0.17	
06S006E	YES	0.05				0.32			0.60	
06S006F	YES	0.02				0.47			1.30	
06S006G	YES					0.19			0.70	
06S006T0.11	YES		0.03			0.21			0.13	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S006T0.47	YES		0.16						0.12	
06S006T0.84	YES		0.18						0.12	
06S006Y	YES	0.02	0.07			0.81	0.29		0.79	
06S006YA	YES					0.29			0.39	
06S007	YES	1.89				5.60	5.81	5.43	8.60	16.94
06S007A	YES	0.02				0.46	0.08		0.50	
06S007B	YES	0.25				0.25	0.25		0.20	
06S007C	YES	0.10				0.10	0.10		0.10	
06S007D	YES					0.12			0.10	
06S007E	YES	0.10				0.12	0.12		0.10	
06S007T0.35	YES					0.10			0.10	
06S007T0.94	YES					0.09			0.03	
06S007T2.58	YES					0.06			0.02	
06S007T2.583	YES					0.07			0.03	
06S007T5.26	YES					0.21			0.17	
06S007T5.38	YES	0.15				0.15	0.15		0.10	
06S007T8.4	YES	0.08				0.08	0.08		0.02	
06S008	YES	0.33				3.66	2.26		7.20	7.20
06S008A	YES					0.46			0.50	
06S008AT4.02	YES					0.05			0.03	
06S008AT4.023	YES					0.06			0.03	
06S008B	YES	0.14				0.27	0.27		0.30	
06S008C	YES	1.55					0.29		1.70	
06S008D	YES					0.76			0.60	
06S008DT0.1	YES					0.05			0.03	
06S008T2.54	YES								0.03	
06S008T3.26	YES								0.12	
06S008T4.81	YES					0.07			0.03	
06S008T6.36	YES					0.06			0.03	
06S009	YES	0.41	0.34			1.45	1.45		1.60	
06S009A	YES	0.61	0.00			0.78	0.78		0.78	
06S009B	YES	0.38				0.73	0.73		0.60	
06S010	YES	10.46	0.02			14.87	14.21	25.90	25.90	25.90
06S010C	YES	0.04				0.13			0.10	
06S010D	YES	0.08				0.18	0.18		0.30	
06S010E	YES								0.10	
06S010F	YES	0.70				0.85	0.31		0.81	
06S010H	YES	0.09				0.11	0.11		0.14	
06S010K	YES	0.32				0.50	0.71		1.10	
06S010L	YES	0.42	0.01				0.16		0.40	
06S010LA	YES	0.09							0.10	
06S010N	YES	0.31				0.05	0.07		0.25	
06S010NA	YES	0.07				0.07	0.02		0.10	
06S010P	YES	0.04							0.20	
06S010S	YES	0.36					0.36		0.35	
06S010T	YES	0.17							0.20	
06S010T1.49	YES					0.09			0.08	
06S010T10.45	YES					0.08				
06S010T15.85	YES								0.11	
06S010T16.58	YES	0.04					0.18			
06S010T17.66	YES					0.08			0.04	
06S010T2.21	YES					0.11			0.13	
06S010T20.19	YES	0.16				0.16	0.06		0.19	
06S010T22.73	YES	0.07				0.07			0.06	
06S010T23.37	YES	0.10							0.06	
06S010T23.57	YES	0.04					0.04		0.05	
06S010T23.94	YES	0.06					0.01		0.03	
06S010T27.11	YES	0.19					0.16		0.13	
06S010T27.19	YES	0.09					0.08		0.05	
06S010T27.191	YES	0.14					0.08		0.12	
06S010T3.53	YES					0.16			0.19	
06S010U	YES								0.10	
06S010V	YES					0.04			0.10	
06S010W	YES					0.03			0.10	
06S010X	YES	2.88	0.69			2.84	1.85	5.50	5.50	5.50
06S010XC	YES	1.37					0.35		1.50	
06S010XD	YES	0.42							0.40	
06S010XDA	YES	0.61							0.61	
06S010XT0.02	YES					0.12			0.05	
06S010XT0.97	YES	0.08				0.08	0.08		0.04	
06S010XT1.5	YES		0.19			0.19			0.12	
06S010XT1.68	YES	0.09	0.04			0.09	0.09		0.12	
06S010XT4.19	YES	0.06							0.04	
06S010XT5.33	YES	0.12					0.12		0.06	
06S010XT5.49	YES	0.16							0.13	

For Internal Use Only

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06S010Y	YES	0.27				0.36	0.38		0.40	
06S010YA	YES					0.23			0.30	
06S010YB	YES					0.43			0.40	
06S010YT1.48	YES					0.15			0.15	
06S010Z	YES	0.93				0.93	0.79		1.20	
06S010ZA	YES	0.40				0.40	0.10		0.50	
06S010ZT0.38	YES	0.04				0.04	0.04		0.01	
06S010ZT0.45	YES	0.03				0.03	0.03		0.02	
06S011	YES	0.71	0.02			5.28	3.58		5.45	5.45
06S011A	YES	0.57				0.57	0.50		0.90	
06S011B	YES					0.26			0.20	
06S011C	YES		0.02			0.58			0.60	
06S011D	YES					0.26			0.20	
06S011E	YES	0.13					0.46		0.60	
06S011F	YES					0.27			0.27	
06S011G	YES	0.06				0.08			0.10	
06S011T0.13	YES	0.10					0.01		0.10	
06S011X	YES	0.44				1.12	1.12		1.10	
06S012X	YES	0.18	0.48			0.68	1.34		2.20	
06S012XT0.85	YES		0.08						0.06	
06S012YB	YES	0.36	0.36				0.36		0.30	
06S012Z	YES								0.30	
06S013	YES	0.43				3.72	3.00		3.30	3.30
06S013A	YES	0.27				0.32	0.20		0.20	
06S013AT0.06	YES	0.11				0.11	0.10		0.10	
06S013B	YES	0.47				1.07	0.68		1.40	
06S013C	YES	0.06				0.43	0.43		0.40	
06S013D	YES	0.25				0.57	0.57		1.00	
06S013E	YES					0.27			0.20	
06S013ET0.13	YES					0.15			0.15	
06S013F	YES					0.35			0.60	
06S013G	YES	0.10				0.33	0.32		0.20	
06S013H	YES					0.49			0.50	
06S013HT0.13	YES					0.17			0.19	
06S013K	YES					0.18			0.22	
06S013T2.79	YES	0.04				0.19	0.19		0.19	
06S013T3.23	YES					0.15			0.08	
06S013X	YES	0.13				0.22	0.22		0.25	
06S013Y	YES	0.16				0.28	0.28		0.28	
06S014	YES	0.04				1.08	1.10		1.10	
06S014A	YES	0.15	0.01			0.19	0.19		0.20	
06S014B	YES	0.32	0.02			1.47	1.47		1.01	
06S014C	YES	0.34				0.42	0.42		0.50	
06S014D	YES								0.35	
06S014T0.2	YES					0.08			0.05	
06S015	YES	0.04	0.38			4.32	4.80		4.80	
06S015B	YES					0.62			0.60	
06S015BT0.15	YES					0.08			0.05	
06S015C	YES					0.22			0.40	
06S015D	YES		0.13			0.98			1.00	
06S015E	YES					0.14				
06S015T0.03	YES					0.06			0.02	
06S015T0.1	YES					0.05			0.01	
06S015T0.53	YES					0.14				
06S015T0.79	YES					0.03				
06S015T1.12	YES					0.11			0.04	
06S015T1.42	YES								0.12	
06S015T2.1	YES					0.07			0.04	
06S015T3.62	YES					0.07			0.03	
06S015X	YES	0.17				0.06	0.52		0.40	
06S015XT0.13	YES								0.02	
06S016	YES	1.10				0.65	1.19		1.45	
06S016A	YES	0.21				1.12	0.61		1.30	
06S016AT0.32	YES	0.08				0.12	0.12		0.02	
06S016D	YES	0.11					0.10		0.40	
06S016F	YES	0.35					0.35		0.36	
06S016G	YES	0.14					0.14		0.20	
06S016GT0.2	YES	0.14					0.14		0.07	
06S016T0.76	YES	0.11					0.11		0.07	
06S016X	YES	0.08	0.53				0.49			
06S016XA	YES	0.10	0.19				0.19			
06S016XB	YES		0.06							
06S016XC	YES		0.12							
06S017	YES	0.29	0.59			3.42	3.90		3.60	
06S017A	YES		0.26			0.21			0.25	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S017B	YES					0.26			0.50	
06S017BA	YES					0.19			0.20	
06S017C	YES	0.08				0.08	0.08		0.08	
06S017T0	YES	0.04				0.25	0.25		0.22	
06S018	YES					1.02			1.20	
06S018Y	YES	0.03				0.24	0.24		0.70	
06S019	YES		0.55			1.56		0.60	2.00	
06S019A	YES					0.16			0.30	
06S019T0.89	YES					0.08			0.22	
06S020	YES	0.02				1.60			1.50	
06S021	YES								0.20	
06S022	YES	0.91	1.14			5.87	1.40	1.50	7.80	
06S022B	YES	0.29				0.77	0.45		1.20	
06S022BT1.03	YES					0.07				
06S022C	YES	0.24				0.29	0.12		1.20	
06S022G	YES								0.40	
06S022H	YES					0.14			0.52	
06S022T0.16	YES					0.21			0.13	
06S022T1.49	YES	0.04				0.11	0.03		1.49	
06S022T2.9	YES	0.09				0.09	0.09			
06S022Y	YES	1.37				6.72	2.88		6.72	
06S022YA	YES	0.23				1.16	0.40		1.16	
06S022YB	YES					0.01			0.70	
06S023	YES	0.06	0.84			1.39	0.62		1.90	
06S023B	YES		0.58			0.37			0.78	
06S023Y	YES	0.10	0.27				0.60		1.40	
06S023YT0.2	YES		0.18						0.09	
06S024	YES	1.79	0.02			7.07	7.43		7.43	14.76
06S024A	YES					0.76			0.74	
06S024B	YES	0.06				0.60	0.60		0.60	
06S024C	YES	0.36				0.59	0.59		0.60	
06S024E	YES					0.63			0.63	
06S024T4.53	YES	0.04				0.15	0.15		0.09	
06S024T4.65	YES	0.05				0.08	0.08		0.09	
06S024T4.66	YES	0.01				0.11	0.11		0.06	
06S024T4.94	YES	0.09				0.11	0.11		0.06	
06S024T5.39	YES					0.07			0.05	
06S024X	YES	0.20	0.00			0.53	0.53		0.55	
06S024XT0.03	YES	0.08				0.08	0.08			
06S024XT0.06	YES	0.04				0.15	0.15			
06S025	YES	1.55	0.36			1.09	5.27	6.90	6.90	3.65
06S025A	YES	0.09				0.75	0.05		0.70	
06S025AT0.24	YES					0.05			0.09	
06S025C	YES	0.08					0.17		0.20	
06S025D	YES								0.20	
06S025E	YES	0.21					0.20		0.10	
06S025F	YES									
06S025G	YES									
06S025T3.29	YES		0.12							
06S025T3.85	YES									
06S025T3.86	YES									
06S025T4.4	YES								0.10	
06S025T4.43	YES									
06S025T4.9	YES								0.06	
06S025T4.96	YES								0.12	
06S025T6	YES									
06S025T6.13	YES									
06S025T6.136	YES									
06S025X	YES					2.84			3.00	
06S025Y	YES					0.20			1.00	
06S026	YES	0.76	0.18			2.06	1.18		2.50	
06S026A	YES					0.09			0.20	
06S026H	YES					0.22			0.20	
06S026X	YES	1.35				0.36	1.67		2.77	
06S026XB	YES	0.85				0.76	0.11		0.80	
06S026XC	YES	0.22					0.06		0.40	
06S026XT2.04	YES								0.11	
06S026XT2.77	YES								0.01	
06S026Y	YES	0.16				1.34	0.51		1.70	
06S026YT1.15	YES					0.19			0.12	
06S026Z	YES	0.06	0.41			0.12	0.30		0.30	
06S026ZA	YES		0.22						0.10	
06S027	YES	0.06				1.72	2.08		7.00	
06S027A	YES					0.91			1.94	
06S027B	YES									

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S027C	YES									
06S027D	YES								0.30	
06S027E	YES	0.03					0.65			
06S027M	YES					0.10			0.30	
06S029	YES					2.13			2.20	
06S029A	YES					0.54			0.50	
06S029AA	YES	0.35	0.02			0.60	0.41		0.60	
06S029T0.93	YES					0.23				
06S030	YES	0.17				0.93	0.90			
06S031	YES					1.89			3.50	
06S031A	YES								1.90	
06S031AT1.88	YES								0.12	
06S031B	YES					0.38			0.59	
06S032	YES	0.17				0.34	0.06		0.30	
06S033	YES					0.42			0.40	
06S034	YES	0.09				0.99	0.68		0.43	
06S034A	YES					0.76			0.90	
06S034AT0.03	YES					0.08			0.02	
06S034AT0.04	YES					0.10			0.04	
06S035	YES	0.49				1.41	1.41		1.50	
06S035T0.67	YES	0.10				0.12	0.12		0.07	
06S035T1.02	YES	0.06				0.04	0.11		0.10	
06S036	YES	0.20				2.01	1.38		2.39	
06S036A	YES	0.07				0.37	0.22		0.50	
06S036T1.16	YES	0.01				0.09	0.09		0.09	
06S037	YES					0.64			0.70	
06S037A	YES					0.14			0.10	
06S038	YES	0.39				2.91	1.60	1.87	3.90	
06S038A	YES	0.02				0.18	0.25		0.31	
06S038AT0.27	YES	0.04					0.07		0.09	
06S038AT0.28	YES								0.05	
06S038B	YES	0.25				1.07	0.61		1.07	
06S038C	YES					0.18			0.70	
06S038D	YES	0.00					0.10		0.20	
06S038E	YES	0.16				0.50	0.40		0.64	
06S038ET0.4	YES					0.04			0.12	
06S038ET0.56	YES	0.03				0.13	0.06		0.08	
06S038G	YES	0.02				0.10	0.05		0.09	
06S038GT0.04	YES	0.02				0.11	0.11			
06S038H	YES					0.10			0.20	
06S038J	YES					0.07			0.10	
06S038T0.34	YES					0.11			0.04	
06S038T1.26	YES	0.06				0.06	0.06		0.05	
06S038T1.38	YES					0.09			0.04	
06S038T1.46	YES					0.12			0.08	
06S038T2.03	YES					0.10			0.06	
06S038T2.65	YES								0.03	
06S038X	YES	0.06				0.14	0.13		0.18	
06S038XT1.18	YES					0.29			0.21	
06S039	YES	0.24				0.40			0.90	
06S039A	YES					0.14			0.20	
06S040	YES	0.81	0.16			3.45	4.51	4.80	4.80	4.80
06S040A	YES					0.12			0.10	
06S040D	YES	0.24					0.41		0.30	
06S040T0.06	YES					0.01				
06S040T0.41	YES								0.03	
06S040T0.47	YES								0.07	
06S040T0.66	YES	0.06				0.09	0.09		0.03	
06S040T3.05	YES								0.07	
06S040T4.47	YES	0.02				0.10	0.10			
06S040T4.66	YES	0.18				0.18	0.18			
06S040T4.67	YES	0.08				0.08	0.08			
06S040X	YES		0.79			3.62			4.60	
06S040XA	YES		0.04			1.18			1.20	
06S040XAB	YES					0.17			0.50	
06S040XAT0.26	YES					0.08			0.09	
06S040XB	YES					0.67			1.50	
06S040XBA	YES								0.10	
06S040XT3.48	YES								0.14	
06S041	YES	1.96	0.55			3.30	3.69		3.60	3.60
06S041A	YES	0.12				0.12	0.12		0.10	
06S041B	YES	0.37				1.68	1.70		1.70	
06S041BT0.43	YES					0.06			0.05	
06S041C	YES	0.23	0.23			0.27	0.27		0.30	
06S041F	YES	0.07				0.08	0.08		0.08	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S041T3.54	YES					0.07			0.03	
06S042	YES	0.81	7.40			11.29	10.20	12.20	18.60	18.60
06S042A	YES	0.05				0.08	0.13		0.20	
06S042B	YES		0.02						0.10	
06S042C	YES					0.24			0.30	
06S042E	YES					0.23			0.30	
06S042G	YES		0.62			0.62			0.60	
06S042H	YES	0.07	0.18				0.28		0.20	
06S042T12.15	YES					0.07			0.07	
06S042T12.69	YES					0.22			0.17	
06S042T13.02	YES					0.15			0.11	
06S042T13.1	YES					0.08			0.08	
06S042T13.16	YES					0.07			0.04	
06S042T13.45	YES					0.14			0.09	
06S042T14.82	YES								0.04	
06S042T17.9	YES	0.02				0.09	0.09		0.05	
06S042T18.14	YES	0.10				0.26	0.26		18.14	
06S042T18.56	YES								18.56	
06S042T2.58	YES		0.08						0.05	
06S042T4.8	YES		0.25			0.25			0.16	
06S042T8.91	YES	0.16	0.01			0.21	0.21		0.16	
06S042T9.33	YES					0.22			0.19	
06S042T9.48	YES					0.10			0.07	
06S043	YES					0.82			1.00	
06S044	YES		0.32			0.10	0.19		1.70	
06S044A	YES								0.20	
06S044B	YES								0.40	
06S044C	YES					0.04			0.30	
06S044T1.78	YES		0.12						0.14	
06S044X	YES	0.08			1.38	2.62	0.71		2.50	
06S044XB	YES		0.01		0.40	1.19			1.50	
06S045	YES	0.25	0.60				0.28			
06S046	YES	0.53	0.59			0.59	0.59		0.59	
06S047	YES					0.75			1.24	
06S047A	YES					0.12			0.20	
06S047B	YES					0.33			0.30	
06S047T0.38	YES					0.22			0.17	
06S047Y	YES	0.43	0.22			1.15	0.40	1.30	1.30	1.30
06S047YB	YES					0.24			0.50	
06S048	YES	0.09				0.91	0.89		1.00	
06S048A	YES					0.30			0.30	
06S048C	YES					0.13			0.20	
06S048T0.26	YES					0.12			0.07	
06S049	YES									
06S050	YES	1.20				2.59	2.83		2.80	
06S050T1	YES					0.23			0.23	
06S052	YES	0.14					1.88		1.44	
06S052A	YES	0.16					1.44		1.40	
06S054	YES		0.45						1.30	
06S054A	YES								0.40	
06S056	YES	0.06				0.04	1.07			
06S057	YES	0.04				1.25			1.50	
06S057A	YES		0.01			0.61			0.90	
06S058	YES					0.62			0.62	
06S058A	YES									
06S058T0.22	YES					0.44				
06S058X	YES									
06S059	YES		0.99			2.52			6.70	6.70
06S059T1.45	YES					0.09			0.04	
06S059T2.35	YES					0.20			0.21	
06S060	YES									
06S060Y	YES					0.25			0.10	
06S061	YES	0.27	0.02			2.37	1.05		3.22	
06S061A	YES					0.89			1.40	
06S061B	YES								0.17	
06S061C	YES	0.03	0.02			0.50	0.30		0.60	
06S061D	YES	0.07				0.80	0.41		0.80	
06S061E	YES					1.09			1.10	
06S061T0.86	YES					0.07			0.04	
06S061Y	YES	0.20				0.43	0.64		0.50	
06S061YA	YES									
06S062	YES	0.54				0.54	0.54		0.50	
06S062X	YES	0.35				0.52	0.08		0.70	
06S062XA	YES	0.06			0.07	0.07	0.10		0.10	
06S062XT0.19	YES	0.03				0.03			0.03	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S063	YES		1.60			1.76			2.20	
06S063A	YES					0.39			0.40	
06S063T0.49	YES		0.06						0.03	
06S064	YES	0.07				0.07	0.07		0.10	
06S065	YES					0.44			0.42	
06S065A	YES					0.08			0.15	
06S065T0.35	YES					0.09			0.09	
06S065T0.37	YES					0.18			0.11	
06S066	YES	0.14				4.30	1.35		5.00	
06S066A	YES					0.11			0.10	
06S066C	YES					0.23			0.40	
06S066F	YES	0.10					0.13		0.20	
06S066I	YES					0.07			0.10	
06S066X	YES	0.13				2.12	0.80		2.35	
06S066XA	YES					0.92			0.90	
06S066XAT0.17	YES					0.12			0.07	
06S066XB	YES					0.33			0.34	
06S068	YES	0.21				1.19	1.14	3.50	1.90	
06S068A	YES					0.03			0.20	
06S069	YES					1.36			1.74	
06S069T0.31	YES					0.08			0.03	
06S070	YES									
06S070A	YES	0.20				0.20	0.20			
06S070X	YES				0.15	0.63			4.20	
06S070XT2.7	YES				0.08	0.14			0.03	
06S070XT3.78	YES								0.02	
06S070XT4.2	YES					0.07			0.03	
06S071	YES	0.05				1.89	2.88		3.00	3.00
06S071T1.5	YES					0.11			0.04	
06S071Y	YES	0.23				1.13	0.90		1.42	
06S072	YES	0.27				0.41	0.93		1.70	
06S072A	YES	0.04				0.21	0.21		0.20	
06S072T0.89	YES								0.07	
06S072T1.04	YES	0.08				0.05	0.09		0.04	
06S072Y	YES	0.04				0.60			0.70	
06S072YT0.49	YES					0.15				
06S073	YES	0.60				0.60	0.60		0.70	
06S076	YES	0.51				0.28	1.66	1.70	1.70	1.70
06S076A	YES								0.10	
06S076T0.56	YES	0.02					0.13			
06S076T0.75	YES									
06S076T1.46	YES	0.18					0.22			
06S076T1.66	YES									
06S078	YES								0.20	
06S079	YES		2.29			1.05			0.47	2.25
06S079Y	YES		0.62			0.62			0.60	
06S079YA	YES	0.03	0.14			0.14	0.14		0.60	
06S080	YES				0.46	0.46			0.50	
06S081	YES	0.19				2.12	0.70		2.10	
06S081A	YES					0.29			0.50	
06S083	YES	0.09	0.01		0.68	0.34	0.62			
06S084	YES		0.01		2.95	1.53			3.40	
06S086	YES		0.01			4.72			5.01	
06S086A	YES					0.18			0.30	
06S086B	YES					0.39			0.40	
06S086C	YES					0.85			0.90	
06S086H	YES					0.57			0.20	
06S086T0.27	YES					0.00			0.07	
06S086T0.79	YES					0.08			0.04	
06S087	YES				0.01	0.73			1.10	
06S087A	YES					0.30			0.20	
06S087C	YES					0.52			0.52	
06S087F	YES								0.15	
06S088	YES					1.75			1.70	
06S088A	YES					0.07			0.10	
06S088D	YES					0.53			0.50	
06S088T0.17	YES					0.18			0.18	
06S088T1.06	YES					0.12				
06S088T1.24	YES					0.12			0.07	
06S089Y	YES					4.50			5.50	
06S089YA	YES					0.46			0.81	
06S089YF	YES				0.24	0.49			0.50	
06S089YH	YES				0.97	1.54			1.54	
06S090	YES	0.91	1.44			7.27	5.16	10.70	8.10	8.10
06S090B	YES	0.01				0.47			0.60	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
06S090D	YES		0.12			0.16			0.40	
06S090E	YES					0.15			0.50	
06S090F	YES								0.30	
06S090G	YES					0.09			0.10	
06S091	YES	0.16				1.63	0.22		1.70	
06S092Y	YES								0.10	
06S093	YES								0.50	
06S094	YES									
06S095	YES	1.11					0.41		1.40	
06S095A	YES	0.27							0.30	
06S095T0.47	YES	0.06					0.06		0.03	
06S096	YES									
06S097	YES		0.66			1.42			1.50	2.00
06S098	YES								1.30	
06S098B	YES								0.20	
06S099	YES	0.15				3.12	0.90		3.60	
06S099A	YES					0.35			0.36	
06S099B	YES					0.26			0.30	
06S099T0.08	YES								0.03	
06S099T0.29	YES								0.09	
06S099T0.43	YES					0.17			0.09	
06S099T0.56	YES					0.07			0.02	
06S099T0.59	YES					0.16				
06S099T0.94	YES					0.13			0.05	
06S300	YES	0.05					0.34			
06S302	YES					0.73			2.71	
06S344	YES					0.72			2.00	
06S344D	YES					0.88			0.88	
06S501	YES					0.79			0.78	
06S502	YES					1.64			1.70	
06S502A	YES					0.19			1.20	
06S502B	YES					0.56			1.00	
06S502T0.01	YES					0.15			0.06	
06S502T1.53	YES					0.04			0.04	
06S503	YES	0.02				0.02			1.09	
06S503A	YES								0.10	
06S503T0.44	YES					0.06			0.12	
06S503T0.45	YES					0.17			0.17	
06S503T0.6	YES								0.17	
06S504	YES	0.93				0.16	0.81		0.90	
06S507	YES					0.35			0.60	
06S507A	YES					0.69			0.80	
06S508	YES								0.66	
06S539	YES	0.23				1.05	0.82		1.10	
06S539A	YES	0.18				0.54	0.34		0.70	
06S539B	YES					0.72			0.72	
06S539T0.04	YES					0.14			0.10	
06S551	YES									
06S551A	YES									
07S001	YES	1.08	0.02		0.51		2.10	6.50	6.50	6.50
07S001A	YES	0.08					0.05			
07S001B	YES	0.48					0.57		0.50	
07S001BA	YES	0.01					0.08		0.30	
07S001C	YES	0.07					0.10		0.20	
07S001D	YES	0.02					0.12		0.10	
07S001T2.66	YES				0.02				0.04	
07S001T5.17	YES				0.08				0.07	
07S001X	YES		0.13		0.46				2.40	
07S002	YES	1.14	0.31			10.37	7.32		13.66	8.20
07S002A	YES	0.30				0.30	0.30		0.28	
07S002AT0.24	YES	0.14				0.14	0.14		0.07	
07S002AT0.243	YES	0.05				0.21	0.21		0.18	
07S002B	YES	0.08				1.00	0.53		1.30	
07S002BT0.34	YES	0.04				0.15	0.15		0.11	
07S002BT0.54	YES					0.04			0.12	
07S002C	YES					0.40			0.30	
07S002D	YES		0.22			0.22			0.20	
07S002E	YES					0.37			0.40	
07S002G	YES	0.04				0.06	0.06		0.10	
07S002H	YES					0.38			0.70	
07S002I	YES								0.20	
07S002K	YES	0.01					0.16		1.20	
07S002M	YES					0.49			0.70	
07S002T0.57	YES					0.25			0.17	
07S002T0.64	YES					0.14			0.06	

For Internal Use Only

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07S002T0.98	YES	0.05				0.15	0.15			
07S002T3.94	YES	0.04				0.08	0.08		0.04	
07S002T6.23	YES					0.09			0.03	
07S003	YES	0.46	1.68		0.23		0.19		1.70	
07S004	YES	0.03				0.09			3.50	
07S004B	YES								0.20	
07S004J	YES								0.32	
07S004T0.11	YES								0.08	
07S004T0.72	YES								0.07	
07S004T1.75	YES								0.11	
07S005	YES	3.13	13.79		1.66	13.28	13.11	31.20	31.20	31.20
07S005A	YES	0.09					0.14		0.10	
07S005B	YES					0.30			0.70	
07S005D	YES	0.33	1.79		1.41		0.95		1.60	
07S005DT0.41	YES		0.09		0.09				0.09	
07S005DT0.5	YES		0.10		0.10				0.11	
07S005E	YES		0.04		0.01				0.30	
07S005F	YES					0.13			0.40	
07S005G	YES					0.04			0.70	
07S005H	YES		0.52			0.52			0.50	
07S005J	YES	0.02	0.02			0.02	0.02		0.10	
07S005K	YES								0.30	
07S005L	YES	0.02				0.02	0.02		0.05	
07S005M	YES		0.14						0.10	
07S005P	YES	0.03					0.16		0.20	
07S005S	YES	0.53	1.14		0.63		0.29		1.14	
07S005SA	YES	0.36	0.49		0.49		0.17		0.40	
07S005SAT0.28	YES	0.01	0.16		0.16				0.14	
07S005T14.44	YES		0.13						0.06	
07S005T17.75	YES								0.03	
07S005T2.93	YES		0.09			0.09			0.03	
07S005T22.98	YES								0.02	
07S005T24.09	YES	0.08					0.11		0.03	
07S005T31.88	YES	0.07			0.04				0.06	
07S006	YES	0.09					0.53			
07S007	YES	1.16	0.30			8.52	9.19		11.30	3.40
07S007B	YES					0.96			1.20	
07S007D	YES					1.27			1.10	
07S007E	YES					0.32			0.50	
07S007F	YES		0.01			0.85			1.26	
07S007FT0.34	YES					0.24				
07S007G	YES								0.10	
07S007H	YES	0.02				0.32	0.32		0.50	
07S007I	YES		0.27			0.27			0.20	
07S007J	YES	0.01				0.44	0.44		0.50	
07S007K	YES		0.01			0.12			0.20	
07S007L	YES	0.02				0.49	0.49		0.40	
07S007LT0.25	YES	0.09				0.09	0.09		0.04	
07S007LT0.33	YES	0.00				0.07	0.07		0.04	
07S007T1.58	YES								0.11	
07S007T11.31	YES					0.17			0.09	
07S007T2.88	YES								0.09	
07S007T3.25	YES					0.14			0.20	
07S007T4.87	YES					0.09			0.03	
07S007T5.06	YES					0.11			0.06	
07S007T8.71	YES					0.03			0.03	
07S008	YES					3.25			4.60	
07S008B	YES					0.33			0.50	
07S009	YES	2.32	5.34			0.70	5.67		5.89	
07S009A	YES	0.65	0.06			0.85	1.14		1.40	
07S010	YES	0.23				0.07	0.37		0.20	
07S011E	YES	0.33	1.60				1.52		1.15	
07S011X	YES	0.05	0.02			0.41	0.41		0.40	
07S011XT0.13	YES					0.12			0.07	
07S011Y	YES	0.14				0.71	0.71		0.70	
07S011YA	YES					0.47			0.47	
07S011YB	YES					0.15			0.20	
07S011YBT0.09	YES					0.07			0.07	
07S011YBT0.2	YES					0.10			0.10	
07S011YBT0.21	YES					0.15			0.07	
07S011YC	YES	0.00				0.22	0.22		0.30	
07S011YCT0.24	YES	0.26				0.29	0.29			
07S011YCT0.244	YES	0.13				0.13	0.13			
07S011YT0.42	YES					0.10			0.07	
07S011YT0.65	YES					0.11			0.03	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
07S012	YES		0.80			1.30				
07S012Y	YES									
07S012YX	YES	0.01					0.23			
07S012YXA	YES									
07S013Y	YES		0.95			0.47			2.00	
07S013YA	YES		0.02						0.30	
07S013YD	YES		0.36			0.64			0.60	
07S015Y	YES		0.20			1.76			1.68	
07S016	YES									
07S016A	YES									
07S016B	YES									
07S016C	YES		0.08			0.08				
07S018	YES					0.59			0.60	
07S018T0.54	YES					0.13				
07S019	YES					0.53			0.50	
07S020	YES	0.53					0.77		1.90	
07S021B	YES	0.02	1.25			1.84	2.34			
07S023	YES		1.64			2.64			0.20	
07S023A	YES		0.19			0.48			0.55	
07S023AT0.11	YES		0.03							
07S023C	YES									
07S023T1.82	YES		0.09			0.09				
07S023T2.97	YES		0.11			0.11				
07S024	YES	0.23	0.01			2.11	2.11			
07S024T0.16	YES					0.10				
07S024T1.01	YES					0.17				
07S025	YES								0.70	
07S026	YES	0.14	0.02				0.38		1.50	
07S026A	YES					0.12			0.40	
07S027	YES	0.58	4.08			8.73	3.62		11.00	
07S027B	YES		0.09			0.09			0.10	
07S027D	YES		0.31			0.31			0.50	
07S027T0.43	YES					0.09			0.04	
07S027T10.68	YES					0.15			0.10	
07S027T3.91	YES		0.16			0.16			0.10	
07S027X	YES								1.50	
07S028	YES		0.38						0.40	
07S029	YES	0.08				1.06	0.36		1.10	
07S030	YES		1.38		1.12				1.41	
07S030A	YES		0.77		0.76				0.77	
07S031	YES	0.04	0.73				0.16		0.70	
07S031A	YES	0.12	0.19				0.05		0.20	
07S032	YES	24.40			25.48	7.94	12.62	1.20	1.40	
07S032A	YES	0.16							0.16	
07S032AT0.16	YES	0.13							0.10	
07S032AT0.19	YES	0.12							0.10	
07S032D	YES	0.41			0.03		0.20		0.34	
07S032T0.36	YES	0.17								
07S032T1.36	YES	0.11							0.11	
07S033	YES	0.25	6.31			3.76	6.10			
07S033B	YES		0.84							
07S034	YES	0.14				4.80			5.98	5.98
07S034C	YES					0.25			0.30	
07S035	YES	0.50					3.53		3.70	
07S035A	YES								0.10	
07S035B	YES								0.20	
07S035C	YES	0.01					0.26		0.20	
07S035E	YES	0.09							0.40	
07S035T0.03	YES								0.04	
07S036	YES	0.41					0.25		0.40	
07S036A	YES	0.94			0.70		0.19		0.90	
07S036AT0.4	YES	0.09			0.09					
07S036AT0.89	YES	0.13			0.13		0.05			
07S037	YES					0.22			1.10	
07S038	YES		0.01			1.12			2.80	
07S040	YES	0.27	0.32			1.77	2.79		3.00	
07S040A	YES	0.13	0.08				0.54		0.60	
07S040F	YES	0.24	0.08				0.72		0.60	
07S040T0.01	YES	0.10					0.10		0.04	
07S040T1.17	YES		0.04			0.13			0.06	
07S042	YES	0.87	0.24			0.73	0.98		0.90	
07S043Y	YES								0.10	
07S044	YES	0.87	0.44			1.22	1.99		1.80	
07S044A	YES	0.13					0.52		0.50	
07S044B	YES		0.15			0.29			1.40	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
07S044Y	YES					0.99			0.99	
07S044YA	YES					0.41			0.50	
07S045	YES	0.66				0.60	1.45		1.45	
07S045B	YES	0.05				0.27	0.43		0.40	
07S045C	YES	0.15					0.15		0.10	
07S046	YES					0.68			0.90	
07S047	YES	1.46				3.55	1.94		4.20	
07S047A	YES	0.21				0.35	0.24		0.20	
07S047X	YES					0.28			0.20	
07S047XT0.17	YES					0.14				
07S047Y	YES	0.76				1.87	2.43		2.40	
07S047YT0.04	YES	0.03				0.13	0.20			
07S047YT0.34	YES	0.03				0.08	0.08			
07S047YT2.29	YES	0.04				0.00	0.11			
07S047YT2.37	YES	0.10				0.01	0.10			
07S048	YES								0.20	
07S052	YES		0.58			0.58			0.81	
07S055	YES									
07S055A	YES									
07S056	YES									
07S056Y	YES									
07S058	YES									
07S059	YES								0.20	
07S062Y	YES	1.08	0.09			2.64	2.64		2.60	
07S062YA	YES	0.01				0.13	0.13		0.20	
07S062YB	YES	0.02				0.11	0.11		0.20	
07S062YT0.48	YES					0.18			0.10	
07S062YT1.1	YES					0.07			0.03	
07S062YT1.39	YES	0.07	0.07			0.07	0.07		0.02	
07S064	YES	0.09					0.64		0.78	
07S064T0.18	YES								0.05	
07S065	YES	0.93	0.68			1.07	1.76		1.60	
07S065A	YES	0.41	0.19				0.54		1.10	
07S065B	YES	0.09	0.06			0.09	0.09		0.10	
07S066A	YES	0.08				0.66	0.66			
07S066AB	YES					0.21				
07S066B	YES	0.09				0.39	0.39			
07S066BA	YES	0.17				0.19	0.19			
07S066BB	YES					0.03				
07S066C	YES					0.07				
07S066CA	YES	0.01				0.08	0.08		0.10	
07S066D	YES	0.18				0.31	0.31			
07S066DA	YES	0.04				0.04	0.04			
07S066E	YES	0.09				0.09	0.09			
07S066F	YES	0.02				0.02	0.02			
07S066G	YES	0.25				0.40	0.40			
07S066GA	YES	0.10				0.11	0.11			
07S066H	YES	0.06				0.06	0.06			
07S066I	YES	0.03				0.41	0.41			
07S066IA	YES					0.12				
07S066IAA	YES					0.17				
07S066IAB	YES					0.16				
07S066IAC	YES					0.04				
07S066IB	YES	0.02				0.15	0.15			
07S066IC	YES	0.01				0.19	0.19			
07S066ID	YES					0.28				
07S066J	YES	0.04				0.04	0.04			
07S066K	YES	0.05				0.05	0.05			
07S066L	YES	0.48				0.48	0.48			
07S066LA	YES	0.04				0.11	0.11			
07S066LAA	YES	0.09				0.16	0.16			
07S066LB	YES	0.01				0.05	0.05			
07S066LC	YES	0.08				0.08	0.08			
07S066LD	YES	0.03				0.05	0.05			
07S066M	YES	0.26				0.27	0.27		0.30	
07S066N	YES	0.31				0.74	0.74			
07S066NA	YES	0.04				0.04	0.04			
07S066NB	YES					0.05				
07S066P	YES		0.00			0.19				
07S066R	YES									
07S066X	YES		0.01			0.24				
07S066XA	YES									
07S067	YES					0.49				
07S068	YES	0.16			0.47	2.79	0.84		3.00	
07S068A	YES					0.19			0.40	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
07S068T1.64	YES					0.21			0.16	
07S068T2.03	YES					0.22			0.20	
07S069	YES				0.09				0.05	
07S069A	YES				0.11				0.04	
07S072Y	YES					0.55			0.50	
07S074A	YES	0.89				1.12	1.12			
07S074C	YES	0.03				1.51	1.51			
07S074H	YES									
07S074R	YES					0.13			0.20	
07S074S	YES	0.16				0.16	0.16			
07S075	YES	0.12	1.36			2.29	2.29		2.29	
07S075T0.01	YES	0.08				0.08	0.08		0.04	
07S075T0.52	YES		0.20			0.20			0.13	
07S076	YES					1.09			2.30	
07S076A	YES								0.20	
07S076T1.14	YES					0.09				
07S076T2.12	YES					0.23				
07S077	YES	0.42				3.30	1.21		4.30	
07S077F	YES					0.42			0.30	
07S077T0.97	YES	0.02					0.13		0.06	
07S078	YES					2.67			2.77	
07S078B	YES					0.03			0.20	
07S079	YES	0.23			0.11	0.27	0.48		0.70	
07S079A	YES	0.10				0.09	0.16			
07S079B	YES	0.11				0.04	0.12			
07S080	YES					0.64			0.60	
07S080T0.19	YES					0.05			0.05	
07S080T0.36	YES					0.16			0.13	
07S081	YES	0.25				0.92	1.02		2.85	
07S081C	YES								0.20	
07S081T0.61	YES									
07S082	YES	0.37				2.56	1.87			
07S082A	YES	0.13				0.16	0.16			
07S082B	YES	0.10				0.10	0.10			
07S083	YES	0.40				2.77	1.68	1.23	4.65	
07S083D	YES					0.88			0.90	
07S083ET2.71	YES				0.06				0.07	
07S084	YES	0.44				0.44	0.52		0.52	
07S084A	YES									
07S085	YES	0.29					0.31		0.30	
07S086	YES	0.19				1.97	1.97		0.80	
07S086B	YES									
07S086BA	YES									
07S086C	YES					0.19				
07S086DT0.3	YES		0.02			0.12				
07S086T0.12	YES					0.31				
07S086T1.19	YES	0.03				0.06	0.06			
07S086T1.53	YES					0.19				
07S086X	YES					0.42			0.40	
07S086XA	YES					0.56			0.60	
07S086XAT0.6	YES	0.09				0.16	0.16			
07S086XT0.1	YES					0.12				
07S087	YES	0.02				0.10	0.36		0.90	
07S088	YES					0.99			1.30	
07S090	YES	0.02				0.15			0.30	
07S091	YES					0.82			1.40	
07S092	YES									
07S092A	YES									
07S092B	YES									
07S093	YES		0.02			0.96			0.50	
07S093A	YES					0.43			0.43	
07S094	YES	0.12	2.00		4.02	3.36	0.92		4.72	
07S094A	YES				0.82	1.65			1.80	
07S094B	YES		0.32		0.22				0.60	
07S096	YES	3.37	0.03		0.12		1.38		0.60	
07S096Y	YES								0.70	
07S096YA	YES								0.30	
07S096YB	YES								0.10	
07S096YD	YES								0.20	
07S098	YES					0.17			0.20	
07S099	YES		1.05			1.05			1.00	
07S099A	YES		0.30			0.30			0.20	
07S099T1.23	YES		0.13			0.13			0.09	
07S302	YES								1.61	
07S302A	YES								0.30	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
07S302B	YES		0.01						0.60	
07S302C	YES								0.40	
07S302D	YES								0.50	
07S302F	YES								0.30	
07S303	YES					0.41			1.70	
07S303A	YES					0.53			0.60	
07S304	YES	0.04					0.43		1.40	
07S306	YES	0.10					0.17		0.50	
07S308	YES					0.28			0.50	
07S310	YES					0.46			1.00	
07S311	YES					0.15			0.40	
07S370	YES	0.16				0.61	0.94	1.40	1.40	
07S370A	YES					0.29				
07S370B	YES					0.06				
07S370C	YES	0.09				0.22	0.21			
07S370D	YES									
07S370E	YES									
07S370G	YES									
07S500	YES	0.03	0.50				0.22		0.50	
07S500T0.13	YES	0.02	0.18				0.04		0.19	
07S500T0.42	YES	0.21	0.12				0.21		0.23	
07S507	YES	0.06			0.10		0.29		0.90	
07S508	YES								1.40	
07S520	YES	0.11					0.37		0.40	
07S520A	YES	0.36					0.67		1.10	
07S520AT0.82	YES	0.06					0.06		0.05	
07S520AT1.1	YES	0.10	0.01				0.10		0.07	
07S520B	YES								0.80	
07S520BT0.1	YES								0.12	
07S521	YES								0.40	
08S001	YES		1.54			1.52			1.50	
08S002	YES									
08S003	YES	1.50	1.83			3.84	1.68		3.76	5.24
08S003A	YES									
08S003B	YES									
08S003C	YES									
08S003CA	YES									
08S003CB	YES									
08S003CC	YES									
08S003D	YES									
08S003T0.37	YES					0.12			0.05	
08S003T3.65	YES	0.13	0.14			0.14	0.11		0.10	
08S003T3.75	YES	0.09	0.09			0.09	0.09		0.05	
08S004	YES		1.90			0.67			1.90	
08S005	YES	0.60	0.02			1.90	1.90			
08S005A	YES									
08S005B	YES									
08S005C	YES									
08S005CA	YES									
08S005D	YES									
08S005DA	YES									
08S005DB	YES									
08S005DC	YES									
08S005E	YES									
08S005EA	YES	0.32	0.82				1.19		1.19	
08S005EAA	YES		0.32						0.20	
08S005EC	YES									
08S005F	YES									
08S005FB	YES									
08S005K	YES									
08S005KA	YES									
08S005KB	YES									
08S005KC	YES									
08S005KD	YES									
08S005KE	YES									
08S005KF	YES									
08S005KG	YES									
08S005L	YES	0.07					0.11			
08S006	YES		1.85			2.01			2.00	
08S006A	YES		0.59			0.59			0.60	
08S007	YES	0.49					1.31		2.62	
08S007A	YES								0.10	
08S007C	YES									
08S007D	YES									
08S008	YES	4.85	2.08			9.15	15.82		14.65	16.20

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S008A	YES									
08S008AA	YES		0.10							
08S008AB	YES		0.47							
08S008ABA	YES	0.00	0.14				0.14			
08S008B	YES	0.11	0.33				0.33		0.20	
08S008BT0.08	YES		0.08						0.02	
08S008C	YES									
08S008CA	YES									
08S008F	YES								0.40	
08S008FA	YES								0.20	
08S008G	YES								0.50	
08S008GA	YES								0.20	
08S008H	YES	0.04					0.36		0.60	
08S008J	YES	0.14	0.60			0.34	1.29		1.50	
08S008JA	YES		0.02						0.20	
08S008K	YES	0.18				0.75	0.68		0.90	
08S008KA	YES	0.00				0.07	0.07		0.20	
08S008KB	YES					0.11			0.20	
08S008T0.66	YES	0.04	0.06			0.08	0.08			
08S008T11.5	YES		0.07						0.04	
08S008T6.03	YES	0.05				0.05	0.05		0.05	
08S008T6.12	YES	0.08				0.08	0.08		0.02	
08S008T6.27	YES	0.04				0.14	0.14		0.07	
08S008T8.8	YES		0.07						0.05	
08S009	YES	0.48	3.67			4.14	8.47	7.80	12.68	12.68
08S009A	YES	0.11	0.01			0.71	1.23		1.30	
08S009C	YES					0.18			0.90	
08S009F	YES		0.23			0.23			0.20	
08S009FA	YES		0.11			0.11			0.10	
08S009T3.35	YES		0.06						0.06	
08S009T6.91	YES								0.14	
08S010	YES	3.53				2.93	2.14		6.30	3.21
08S010A	YES	0.07				0.11	0.11		0.10	
08S010B	YES								0.20	
08S010BA	YES								0.17	
08S010G	YES	0.35				0.30	0.07		0.30	
08S010K	YES								0.25	
08S010L	YES									
08S010M	YES					0.14			0.20	
08S010P	YES	0.06				0.11	0.11		0.11	
08S010Q	YES	0.21				0.25	0.25		0.24	
08S010T0.32	YES								0.06	
08S010T4.49	YES					0.13			0.08	
08S010T4.96	YES								0.05	
08S010X	YES									
08S011	YES		2.39			2.39			2.30	
08S011A	YES		0.32			0.32			0.40	
08S011B	YES		0.87			0.87			0.70	
08S011C	YES	0.07	0.60			0.60	0.60		0.60	
08S011D	YES		0.47			0.47			0.60	
08S011F	YES		0.55			0.55			0.55	
08S011T1.6	YES		0.09			0.09				
08S012	YES	1.54				2.61	3.30		3.30	
08S012A	YES					1.05			1.10	
08S012B	YES	0.43					0.43		0.40	
08S012T1.03	YES	0.18				0.18	0.18		0.08	
08S012T1.58	YES					0.19			0.13	
08S012T1.8	YES	0.02				0.12	0.12		0.06	
08S012T2.75	YES					0.29			0.24	
08S013	YES	0.85	0.15				2.43		2.50	
08S013A	YES									
08S013B	YES									
08S013C	YES									
08S013D	YES									
08S014	YES	1.09	0.99			0.49	2.22		2.22	
08S014T0.23	YES	0.10				0.23	0.23			
08S017	YES					0.45			0.30	
08S018	YES	0.05	0.92			0.92	0.92		0.80	
08S018A	YES		0.38			0.38			0.40	
08S020	YES	0.06				0.08	0.08			
08S022	YES									
08S022A	YES									
08S022B	YES									
08S023	YES					1.48			1.60	
08S024	YES		0.67			0.57	0.54			

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S026	YES	0.04	1.31			0.41			2.66	
08S026A	YES		0.24						0.23	
08S026C	YES								0.10	
08S026D	YES								0.54	
08S027	YES	1.85	2.49			2.60	2.88		2.90	4.36
08S027A	YES		1.58			1.14			1.50	
08S027B	YES	0.06				0.91	0.91		0.90	
08S027C	YES		0.01			0.68			0.60	
08S027D	YES	0.15	0.06			0.76	0.76		0.80	
08S028	YES		1.11						1.60	
08S028X	YES		0.26			0.42			0.55	
08S029	YES	0.00				0.40	0.22		0.20	
08S030	YES	0.39				0.11	0.66		0.80	
08S031	YES	0.76			0.48	2.69	0.85	1.25	3.30	
08S031A	YES					0.47			0.40	
08S031B	YES					0.45			0.50	
08S031T2.27	YES					0.09			0.06	
08S031T3.19	YES	0.10			0.10				0.06	
08S032	YES	1.70	3.10			1.94	4.67	4.70	4.70	
08S032A	YES	0.30	0.35			0.35	0.35		0.30	
08S032B	YES	0.72	0.99			0.69	0.99			
08S032C	YES					0.48			0.60	
08S032D	YES	0.24	0.17			0.24	0.24		0.10	
08S032E	YES	0.43	0.25				0.34	0.30	0.30	
08S032ET0.28	YES	0.16	0.04			0.07	0.08		0.16	
08S032F	YES	0.22				0.02	0.22	0.10	0.10	
08S032T3.32	YES		0.08						0.08	
08S032T3.66	YES					0.09			0.05	
08S032T4.77	YES	0.16	0.02			0.16	0.04		0.05	
08S033	YES									
08S034	YES								0.10	
08S035	YES	0.93				1.01	0.10		2.10	
08S035A	YES					0.18			0.43	
08S035B	YES								0.25	
08S035BT0.2	YES	0.04							0.10	
08S035T0.07	YES					0.08			0.08	
08S035T0.09	YES					0.13			0.13	
08S035T0.14	YES					0.23			0.14	
08S035T0.63	YES					0.11			0.04	
08S036	YES									
08S037	YES									
08S038	YES	0.06				0.52	0.34		1.60	
08S038T1.6	YES								0.04	
08S038Y	YES					1.93			2.20	
08S038YA	YES					0.16			0.40	
08S040	YES					0.57			0.60	
08S040A	YES					0.54			0.40	
08S041	YES		1.77			0.99			1.60	
08S041Y	YES	0.15	0.67			0.68	0.68		0.60	
08S042	YES	3.36			0.11		0.95		3.54	
08S042A	YES	1.55					0.25		1.50	
08S042AT0.66	YES	0.08					0.03			
08S042B	YES	0.61					0.17		0.25	
08S042F	YES	0.08					0.06		0.08	
08S042T0.33	YES	0.08							0.04	
08S042T0.331	YES	0.15					0.08		0.10	
08S042T2.22	YES	0.15							0.09	
08S042T2.29	YES	0.08							0.09	
08S042T2.83	YES	0.11							0.08	
08S043	YES	0.01	0.35			2.18	2.43		2.50	
08S043T0.92	YES					0.10			0.05	
08S043T2.45	YES		0.06			0.10			0.06	
08S043Y	YES					1.71			1.96	
08S044	YES	1.86	3.21			5.86	5.82			
08S044Y	YES									
08S044YA	YES									
08S044YB	YES									
08S045	YES		0.02			0.67			0.50	
08S045T0.02	YES	0.02	0.02			0.21	0.21		0.21	
08S045T0.18	YES	0.17				0.28	0.28		0.16	
08S046	YES	0.72				1.99	1.53		1.90	
08S047	YES					2.36				
08S047A	YES					1.44				
08S047Y	YES		0.70			0.26			0.70	
08S048	YES	0.43	1.52				1.50		3.15	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S048A	YES									
08S049	YES	0.21					0.22			
08S050	YES	0.43	0.69				0.69			
08S050A	YES	0.09	0.09				0.09			
08S050B	YES	0.14	0.14				0.14			
08S050C	YES	0.22	0.30				0.30			
08S050CA	YES	0.01	0.03				0.03			
08S050CB	YES		0.02							
08S050CD	YES	0.01	0.03				0.03			
08S050CE	YES		0.05							
08S050CF	YES		0.08							
08S050D	YES		0.34							
08S050E	YES		0.13							
08S050F	YES	0.03	0.94				1.03			
08S050G	YES		0.22							
08S050H	YES	0.08	0.08				0.08			
08S053	YES									
08S054	YES	0.13				0.71	0.47		0.70	
08S055	YES	0.70				0.20	0.12		0.90	
08S055B	YES	0.32							0.30	
08S055C	YES	0.26					0.24		0.59	
08S055CT0.34	YES									
08S055CT0.56	YES	0.12					0.15		0.11	
08S055T0.76	YES					0.09				
08S056	YES	1.08							1.20	
08S057	YES	0.35				0.35	0.01		0.40	
08S058	YES									
08S060	YES					0.56				
08S060A	YES					0.11				
08S060B	YES					0.14				
08S063	YES		0.11				0.11			
08S065	YES								0.26	
08S065A	YES								0.30	
08S065AT0.14	YES	0.09					0.12		0.07	
08S065B	YES	0.09				0.15	0.57		0.41	
08S066	YES									
08S066A	YES									
08S066B	YES									
08S066BA	YES									
08S066BC	YES									
08S066X	YES									
08S067	YES	0.00				1.57	0.94		1.50	
08S067T1.24	YES					0.12			0.06	
08S067T1.39	YES					0.12			0.05	
08S069	YES									
08S070	YES	0.60	0.02			4.31	8.22	1.20	10.60	10.60
08S070A	YES					0.47			0.30	
08S070B	YES					0.41			0.40	
08S070C	YES								0.08	
08S070D	YES								0.70	
08S070E	YES					0.15			0.30	
08S070F	YES								0.30	
08S070G	YES	0.06				0.06	0.06		0.10	
08S070T1.79	YES								0.05	
08S070T2.41	YES								0.20	
08S070T2.46	YES								0.04	
08S070T5.09	YES								0.05	
08S070T5.88	YES								0.04	
08S070T7.39	YES					0.09			0.03	
08S070T9.65	YES					0.25			0.20	
08S071	YES	0.41	2.35			2.29	1.95		2.60	
08S071C	YES		0.37		0.09	0.30			0.50	
08S071T0.37	YES		0.13			0.13			0.05	
08S074	YES									
08S074A	YES									
08S074B	YES									
08S075A	YES								0.50	
08S075AB	YES	0.05					0.11		0.50	
08S075B	YES	0.03					0.07		0.20	
08S075C	YES	0.02					0.06			
08S075D	YES								0.20	
08S075DA	YES								0.20	
08S075E	YES								0.20	
08S075F	YES								0.40	
08S075G	YES	0.03					0.14		0.30	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S075GA	YES	0.01					0.06		0.10	
08S075H	YES									
08S075HA	YES	0.03					0.15			
08S075J	YES								0.40	
08S075JA	YES									
08S075JB	YES									
08S075JC	YES									
08S075K	YES									
08S075L	YES	0.02					0.04			
08S075M	YES	0.05					0.31		0.40	
08S075MA	YES									
08S075N	YES		0.02						0.20	
08S075P	YES								0.70	
08S075R	YES								0.30	
08S075S	YES								0.30	
08S075SA	YES		0.02						0.30	
08S075SAB	YES								0.20	
08S075T	YES								0.20	
08S075V	YES	0.18					0.47		0.50	
08S075VA	YES	0.19			0.18		0.43		0.60	
08S075VB	YES	0.02							0.10	
08S075W	YES								0.20	
08S075X	YES								1.00	
08S075XA	YES								0.20	
08S075XAB	YES		0.02						0.30	
08S075XAC	YES								0.20	
08S075XB	YES								0.20	
08S075Y	YES	0.01							0.40	
08S075YA	YES								0.20	
08S075YB	YES								0.30	
08S075YC	YES								0.30	
08S075YCA	YES	0.16					0.19		0.20	
08S075Z	YES	0.58			0.18				0.90	
08S075ZA	YES								0.10	
08S075ZB	YES								0.20	
08S075ZC	YES								0.20	
08S075ZD	YES								0.20	
08S075ZE	YES	0.08							0.20	
08S075ZT0.08	YES									
08S076	YES									
08S076C	YES									
08S077	YES								0.80	
08S077A	YES								0.20	
08S077B	YES								0.20	
08S077BA	YES								0.10	
08S077C	YES	0.07					0.10		0.20	
08S078	YES	0.23					0.29		0.50	
08S078A	YES	0.12					0.17		0.20	
08S078AB	YES								0.10	
08S078B	YES								0.10	
08S078C	YES	0.01					0.08		0.10	
08S078D	YES	0.05					0.05		0.10	
08S079	YES									
08S079A	YES					0.02				
08S079B	YES									
08S081	YES								0.60	
08S081A	YES								0.20	
08S081B	YES	0.00							0.10	
08S082	YES									
08S082A	YES									
08S082B	YES									
08S082C	YES									
08S082D	YES									
08S082Y	YES								0.20	
08S083	YES									
08S083A	YES									
08S085	YES	1.19				0.36	0.59		1.20	
08S086	YES		0.90						0.50	
08S087	YES								0.60	
08S087C	YES								0.10	
08S089	YES	0.00					0.13		0.40	
08S093	YES	0.01				0.03	0.08		0.30	
08S093A	YES	0.03				0.14	0.11		0.20	
08S094	YES								0.30	
08S096A	YES									

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
08S096B	YES									
08S096C	YES									
08S096D	YES									
08S096E	YES									
08S096F	YES									
08S096FA	YES									
08S096FB	YES									
08S096FBA	YES									
08S096FBC	YES									
08S096FC	YES									
08S096G	YES									
08S096H	YES									
08S096J	YES									
08S098	YES	2.37				0.28	1.38		2.40	
08S098FT0.54	YES	0.09					0.07			
08S098G	YES	0.34							0.70	
08S098GT0.34	YES									
08S098H	YES	0.32					0.05		0.30	
08S098T0.46	YES	0.10					0.07		0.08	
08S098T2.4	YES	0.21					0.14			
08S099	YES	1.19				0.20	1.25		1.40	
08S099A	YES	0.09				0.26	0.26		0.30	
08S202	YES									
08S203	YES									
08S203A	YES									
08S203B	YES									
08S204	YES									
08S204A	YES									
08S206	YES									
08S300	YES					0.12				
08S302	YES									
08S303	YES	0.17				0.21	0.21		0.10	
08S305	YES					0.90				
08S305T0.16	YES									
08S307	YES	0.12					0.15			
08S310	YES									
08S390	YES	0.10			0.36	0.48	0.37			
08S390A	YES				0.00	0.15				
08S390B	YES	0.11			0.18	0.14	0.18			
08S390C	YES	0.01			0.00	0.14	0.10			
08S390D	YES				0.00	0.42				
08S390E	YES				0.00	0.23				
08S390F	YES					0.09				
08S390G	YES					0.15				
09S001	YES	0.01					0.22		0.30	
09S002	YES	1.26					0.76		1.32	
09S002T0.09	YES	0.17							0.03	
09S002T0.2	YES	0.11							0.09	
09S002T0.9	YES	0.19				0.14	0.06		0.07	
09S002T1.08	YES	0.13					0.04		0.05	
09S003	YES	0.41	0.06			1.62	4.62		4.62	
09S004	YES									
09S005	YES	0.37				4.48	4.48		4.90	
09S005B	YES									
09S005C	YES					0.17			0.12	
09S005E	YES					0.64			0.50	
09S006	YES	0.97	1.95			2.85	5.57		5.40	
09S006A	YES		0.14			0.13			0.50	
09S006B	YES	0.04					1.06		1.10	
09S006C	YES	0.12				0.54	0.54		0.50	
09S006CA	YES	0.02				0.11	0.11		0.20	
09S006D	YES					0.19			0.19	
09S006E	YES									
09S006EA	YES					0.09				
09S006G	YES								0.30	
09S006H	YES					0.07			0.30	
09S006J	YES	0.06				0.29	0.29		0.30	
09S006JT0.04	YES	0.07				0.07	0.07		0.07	
09S006JT0.25	YES					0.05				
09S006K	YES					0.09			0.30	
09S006L	YES					0.19			0.30	
09S006LT0.26	YES					0.02			0.03	
09S006M	YES					0.22			0.30	
09S006MT0.03	YES					0.27				
09S006N	YES					0.05			0.20	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
09S006P	YES					0.06			0.20	
09S006R	YES								0.20	
09S006RA	YES								0.20	
09S006T1.01	YES					0.10			0.05	
09S006T1.51	YES	0.10				0.10	0.10		0.03	
09S006T1.9	YES					0.11				
09S006T4.24	YES	0.11	0.17			0.17	0.17			
09S007	YES	2.33	0.51			3.20	5.66		5.66	5.66
09S007A	YES						0.27		0.27	
09S007AB	YES					0.26			0.34	
09S007B	YES	0.36				0.53	0.99		0.90	
09S007G	YES					0.39			0.40	
09S007J	YES	0.03					0.16		0.20	
09S007T0.74	YES					0.05			0.05	
09S007T2.25	YES	0.16				0.19	0.19		0.13	
09S007T2.26	YES	0.10				0.16	0.16			
09S007T2.29	YES					0.11				
09S007T2.45	YES					0.25			0.17	
09S007T2.58	YES					0.16				
09S007T5.09	YES	0.11	0.01			0.09	0.11			
09S007T5.35	YES	0.10	0.10			0.10	0.10		0.03	
09S008	YES	3.35	6.66			3.48	7.78		7.44	9.30
09S008E	YES	0.45	0.54			0.54	0.54		0.70	
09S008F	YES	0.39	0.30			0.47	0.47		0.45	
09S008G	YES	0.11	0.02			0.16	0.32		0.39	
09S008H	YES	0.03	0.35			0.12	0.35		0.30	
09S008T1.16	YES	0.13	0.13			0.07	0.13		0.05	
09S008T1.43	YES	0.01	0.06				0.06			
09S008T1.65	YES	0.06	0.06				0.06			
09S008T7.78	YES		0.07						0.07	
09S008T8.78	YES	0.02	0.15				0.15		0.06	
09S008T9.11	YES	0.11	0.14				0.14		0.13	
09S009	YES	4.03	2.46			8.14	5.49	19.71	12.90	9.39
09S009A	YES									
09S009B	YES		0.19			0.79			1.20	
09S009BT0.04	YES		0.15						0.10	
09S009C	YES		0.62			0.59			0.50	
09S009D	YES					0.32			0.40	
09S009DT0.38	YES					0.14			0.07	
09S009E	YES					0.08			0.10	
09S009F	YES	0.15				0.15	0.06		0.10	
09S009G	YES	0.08				0.30	0.11		0.70	
09S009H	YES	0.13	0.34			0.13	0.42		0.80	
09S009HA	YES	0.06					0.15		0.20	
09S009HAT0.01	YES								0.10	
09S009HAT0.56	YES								0.04	
09S009HT0.43	YES	0.13	0.16				0.16			
09S009HT0.5	YES	0.06	0.03				0.08			
09S009J	YES	0.12				0.12	0.02		0.10	
09S009K	YES	0.17				0.17	0.06		0.10	
09S009KT0.08	YES	0.05				0.05	0.05		0.06	
09S009L	YES	0.05				0.16	0.14		0.20	
09S009M	YES		0.02			0.73			0.73	
09S009MA	YES					0.15			0.20	
09S009MT0.08	YES					0.02			0.02	
09S009MT10.69	YES					0.17			0.17	
09S009N	YES									
09S009P	YES	0.12				0.12	0.05		0.10	
09S009Q	YES	0.06				0.06	0.06		0.10	
09S009R	YES	0.05				0.05	0.05		0.10	
09S009T0.76	YES								0.04	
09S009T1.22	YES								0.25	
09S009T1.98	YES								0.10	
09S009T10.14	YES					0.14			0.05	
09S009T11.59	YES					0.06			0.08	
09S009T11.94	YES					0.08			0.08	
09S009T12.81	YES	0.00				0.08	0.08		0.07	
09S009T2.3	YES								0.06	
09S009T2.31	YES								0.20	
09S009T2.41	YES								0.11	
09S009T3.01	YES	0.09							0.06	
09S009T5.34	YES	0.08				0.08	0.00		0.07	
09S009T5.69	YES	0.14				0.14			0.08	
09S009T5.8	YES					0.23			0.18	
09S009T5.93	YES					0.17			0.18	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
09S009T7.06	YES		0.06			0.06			0.02	
09S009T9	YES					0.03			0.01	
09S009T9.15	YES	0.13	0.03			0.15	0.15		0.08	
09S009T9.33	YES	0.13				0.13	0.13		0.05	
09S009T9.39	YES	0.04				0.04	0.04		0.04	
09S009T9.8	YES					0.08			0.09	
09S009T9.84	YES					0.09			0.20	
09S010	YES	6.63	0.28			4.52	4.29	11.40	8.00	6.70
09S010A	YES	0.61					0.10		0.61	
09S010B	YES	1.28				1.18	0.85			
09S010T4.68	YES	0.28				0.28	0.16			
09S010T6.31	YES	0.07				0.07	0.06		0.02	
09S010W	YES	1.89	1.01			1.66	0.85		0.98	
09S010WA	YES	0.17				0.17			0.20	
09S010WT0.35	YES	0.12	0.12			0.12	0.12		0.05	
09S011	YES									
09S011A	YES									
09S012	YES	0.14	1.39				1.40			
09S012A	YES									
09S013	YES					1.19				
09S014	YES	0.06	0.01			0.19	2.67		2.80	
09S014A	YES					0.80			1.00	
09S014B	YES					0.49			1.14	
09S015	YES	0.02	0.01			0.22			2.60	
09S015A	YES	0.05				0.01	0.18		0.10	
09S015AB	YES	0.08			0.02	1.18	0.43			
09S015AT0.1	YES	0.05				0.16	0.10		0.10	
09S015C	YES								0.50	
09S015X	YES	0.06	0.26				0.94		1.00	
09S016	YES									
09S018	YES	0.47	1.06			1.27	1.27			
09S019	YES	0.13				2.32	3.03			
09S021	YES									
09S022	YES	0.58				0.27	0.90		1.00	
09S022A	YES	0.06					0.53		0.70	
09S023	YES	0.00				0.16			2.31	
09S023T0.04	YES								0.14	
09S023T1.01	YES								0.19	
09S023T1.42	YES								0.07	
09S025	YES	0.75					0.27			
09S026	YES					0.22			2.10	
09S026T0.33	YES								0.20	
09S026T1.6	YES								0.06	
09S027	YES					1.07			2.90	
09S027B	YES								0.10	
09S027T1.12	YES								0.06	
09S027T1.78	YES								0.22	
09S027T2.25	YES								0.10	
09S027T2.84	YES								0.22	
09S028	YES								1.20	
09S030	YES	0.23				0.19	0.76		3.10	
09S030A	YES	0.07					0.15		0.10	
09S030AB	YES								0.10	
09S030B	YES	0.06							0.50	
09S030T0.84	YES								0.12	
09S030T1.64	YES								0.06	
09S030T2.23	YES								0.07	
09S031	YES	0.40							0.30	
09S031A	YES	0.28					0.06		0.20	
09S032	YES									
09S032A	YES									
09S032AB	YES									
09S032B	YES									
09S032C	YES									
09S032D	YES					0.30				
09S032Z	YES	0.10	0.10			0.10	0.10			
09S036	YES									
09S038	YES	0.47					0.53	1.20	1.20	1.20
09S040	YES		0.12						1.70	
09S040A	YES								0.70	
09S040AT0.24	YES								0.07	
09S041	YES									
09S041A	YES									
09S041B	YES		0.18			0.18				
09S042	YES									

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
09S042A	YES									
09S042B	YES									
09S042C	YES									
09S044	YES		0.01							
09S045	YES								0.50	
09S045T0.22	YES								0.10	
09S045T0.27	YES								0.17	
09S048	YES									
09S049	YES		0.29			0.29			0.30	
09S050	YES	0.21	2.17			2.17	1.84		2.18	
09S050A	YES		0.04			0.04			0.10	
09S050B	YES		0.08			0.08			0.07	
09S050T0.2	YES		0.06			0.06			0.06	
09S050T0.91	YES		0.13			0.13			0.09	
09S050T1.2	YES		0.08			0.08			0.04	
09S052	YES								0.56	
09S056	YES	0.10	0.18				0.18			
09S056A	YES	0.21	0.21				0.21			
09S057	YES	0.69	0.69			0.04	0.69		0.60	
09S057T0.05	YES	0.03	0.05				0.05		0.02	
09S057T0.07	YES	0.02	0.05				0.05		0.03	
09S057T0.13	YES	0.05	0.05				0.05		0.01	
09S057T0.17	YES	0.06	0.07				0.07		0.07	
09S057T0.37	YES	0.24	0.24				0.24		0.18	
09S057T0.51	YES	0.05	0.09				0.09		0.04	
09S057T5.33	YES	0.13	0.13			0.13	0.13		0.13	
09S058	YES									
09S058A	YES					1.00				
09S058B	YES									
09S058C	YES									
09S058K	YES									
09S061	YES	2.49	2.84			0.51	2.87		2.90	2.90
09S061A	YES	0.33	0.86			0.14	0.86		0.80	
09S061AT0.29	YES		0.15						0.10	
09S062	YES	2.17			0.44	1.35	0.80	2.14	2.14	
09S062T1.54	YES	0.04				0.04			0.04	
09S062T2.11	YES	0.08			0.08		0.01		0.04	
09S065	YES	0.09				1.86	2.75		1.00	2.80
09S066	YES					0.96			1.80	
09S066A	YES					0.25			0.40	
09S066B	YES								0.28	
09S066BT0.12	YES	0.03					0.05		0.04	
09S066T0	YES					0.07			0.04	
09S068	YES	0.39	0.73			1.38	1.38		1.25	
09S068A	YES		0.27			0.55			0.50	
09S069	YES	2.97					2.27		7.98	7.98
09S069A	YES	0.02					0.25		0.82	
09S069C	YES								0.50	
09S069D	YES								0.64	
09S069DT0.04	YES								0.05	
09S069F	YES								0.19	
09S069G	YES								0.19	
09S069T0.08	YES	0.10							0.05	
09S069T0.080	YES	0.02					0.06		0.07	
09S069T0.09	YES	0.01					0.08		0.03	
09S069T0.51	YES								0.17	
09S069T1.28	YES								0.08	
09S069T3.21	YES								0.06	
09S069T4.52	YES								0.10	
09S069T7.46	YES	0.15							0.06	
09S069X	YES	0.55					0.04		0.60	
09S071	YES	0.15	0.25			0.25	0.15		0.20	
09S072	YES	0.33	1.44			2.00	2.36		2.20	
09S072A	YES	0.55	1.60			1.47	1.60		1.60	
09S072AT1.26	YES	0.11	0.11			0.11	0.11			
09S072B	YES		0.03						0.30	
09S072C	YES		0.57			0.21			0.57	
09S073	YES									
09S074	YES									
09S075	YES									
09S075A	YES									
09S075B	YES									
09S076	YES		1.38			1.38			1.30	
09S076A	YES	0.04	1.92			1.69	1.92		1.90	
09S076AT0.79	YES		0.11			0.11			0.08	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
09S078	YES									
09S079	YES					0.79			0.90	
09S079T0.2	YES					0.07			0.06	
09S088	YES									
09S088A	YES									
09S089	YES									
09S089A	YES									
09S089B	YES									
09S089C	YES									
09S089D	YES									
09S089E	YES									
09S090	YES	0.80				0.14			0.70	
09S090A	YES	0.42							0.50	
09S090AT0.19	YES	0.20				0.07			0.16	
09S090B	YES	0.31				0.31	0.22		0.20	
09S092	YES	0.01				1.16	0.04		0.84	
09S092T1.13	YES					0.10			0.06	
09S093	YES	0.01				0.99	0.17		0.10	
09S093T0.12	YES					0.05				
09S094	YES		0.45			0.45			0.80	
09S094A	YES	0.15	0.40			1.21	0.92			
09S094AT0.67	YES					0.09				
09S094AT1.15	YES	0.07				0.13	0.13			
09S094T0.8	YES		0.03			0.03			0.03	
09S099	YES					0.17				
09S099B	YES					0.15				
09S300	YES		1.23				1.23			
09S300A	YES		0.46				0.46			
09S303	YES		0.75						0.78	
09S303A	YES									
09S303AB	YES									
09S303B	YES									
09S303BA	YES									
09S303C	YES									
09S303D	YES									
09S303E	YES									
09S303EA	YES									
09S303EB	YES									
09S303F	YES		0.18						0.60	
09S304A	YES		0.27			0.03			0.20	
09S306	YES	1.27	1.52				1.52		1.30	1.30
09S307	YES	0.95	1.30			0.62	1.30		1.30	
09S307A	YES	0.56	0.56				0.56		0.40	
09S308	YES									
09S308A	YES									
09S308AA	YES									
09S308B	YES									
09S310	YES	0.19	1.14				0.89		1.40	
09S310T0.5	YES		0.14							
09S313A	YES		1.07							
09S313AT0.19	YES		0.08							
09S313T0.8	YES		0.07							
09S316	YES									
09S318	YES									
09S321	YES									
09S401	YES	1.92				1.92	0.92			
09S401T0.46	YES	0.07				0.07	0.07			
09S402	YES	1.58					0.85			
09S404	YES	0.10					0.64		0.80	
09S404A	YES								0.20	
09S404B	YES					0.04			0.20	
09S405	YES	0.40	0.01			1.90	1.39			
09S405T0.16	YES	0.06				0.06	0.06			
09S491	YES	0.89	0.96			1.32	0.78		1.30	
09S491T0.15	YES	0.19				0.19	0.08		0.03	
10S001Y	YES									
10S002	YES	4.91	3.93			10.54	10.31		10.70	10.70
10S002A	YES	0.07				0.07	0.04		0.10	
10S002CT0.01	YES		0.25			0.25				
10S002CT0.06	YES		0.08			0.08				
10S002D	YES		0.77			0.75			0.40	
10S002E	YES	0.18				0.18	0.18		0.30	
10S002T2.81	YES		0.19			0.19				
10S002T2.86	YES		0.10			0.10				
10S002T3.08	YES					0.23				

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S002T3.087	YES					0.08			0.05	
10S002T3.73	YES					0.12				
10S002T3.99	YES	0.03				0.10	0.10			
10S002T5.13	YES	0.06				0.06	0.06		0.03	
10S002T5.23	YES	0.06				0.06	0.06			
10S002T8.98	YES	0.23				0.23	0.23		0.15	
10S002T9.85	YES		0.07			0.07				
10S003	YES									
10S004	YES	2.20	1.67			6.87	6.74		6.88	6.88
10S004AB	YES	0.18	0.29			0.29	0.29		0.50	
10S004B	YES	0.08				0.82	0.77			
10S004DT0.19	YES					0.07				
10S004E	YES	0.13				0.57	0.57			
10S004EA	YES					0.13				
10S004EB	YES									
10S004EC	YES									
10S004ET0.03	YES	0.12				0.16	0.16			
10S004G	YES									
10S004T0.49	YES					0.13			0.09	
10S004T4.81	YES					0.07			0.05	
10S005	YES	0.81	1.12			5.07	5.07		5.00	
10S005B	YES		0.32			0.90			1.00	
10S005BA	YES		0.19			0.19			0.20	
10S005C	YES									
10S006	YES	1.07	2.40			3.87	3.38		0.98	
10S006A	YES									
10S006C	YES		0.36			0.57				
10S006CA	YES									
10S006D	YES									
10S006DA	YES									
10S006E	YES									
10S006EA	YES									
10S006EB	YES									
10S007	YES	0.09				1.40	0.75	1.80	1.80	1.80
10S007A	YES									
10S007B	YES	0.01				0.12	0.12			
10S007C	YES					0.15				
10S007E	YES					0.34				
10S007F	YES					0.27				
10S007G	YES					0.24				
10S007H	YES					0.16				
10S007I	YES					0.07				
10S007J	YES					0.07				
10S007K	YES					0.12				
10S007KA	YES									
10S007M	YES									
10S007N	YES									
10S007P	YES	0.04				0.56	0.26			
10S007PT0.34	YES					0.11				
10S008	YES	0.02				0.08	0.05			
10S008A	YES									
10S009	YES		4.74			4.69			0.72	
10S009A	YES	0.30	1.26			1.26	0.57			
10S009BA	YES		1.05			1.00				
10S009BAT0.08	YES		0.10			0.10				
10S009T1.5	YES		0.06			0.06				
10S009X	YES	0.24	1.40			1.54	1.17			
10S010	YES					0.89			1.14	
10S011	YES	0.23				1.67	0.73		1.50	
10S011A	YES	0.00				0.38	0.11		0.40	
10S011AT0.54	YES					0.08			0.05	
10S011AT0.76	YES					0.16			0.13	
10S011B	YES					0.60			0.90	
10S011E	YES					0.50			0.30	
10S011T0.43	YES		0.01			0.09			0.05	
10S011T1.1	YES					0.08			0.04	
10S012	YES									
10S012A	YES									
10S012B	YES									
10S013	YES	4.08	0.02			7.89	1.72		7.80	7.80
10S013A	YES	0.41				0.80	0.08		1.00	
10S013C	YES	0.42				0.42	0.17		0.40	
10S013CT0.09	YES	0.19				0.19	0.01		0.16	
10S013CT0.14	YES	0.07				0.07	0.06		0.03	
10S013D	YES	0.09				0.09	0.08		0.10	

For Internal Use Only

		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S013E	YES	0.16				0.16			0.10	
10S013G	YES	0.20				0.85	0.09		0.80	
10S013GT0.28	YES					0.13			0.09	
10S013J	YES	0.03				0.10	0.06		0.10	
10S013L	YES					0.79			0.70	
10S013LA	YES					0.17			0.20	
10S013LT0.43	YES					0.15			0.12	
10S013LT0.49	YES					0.15			0.09	
10S013LT0.53	YES					0.11			0.11	
10S013LT0.54	YES					0.06			0.06	
10S013LT0.63	YES					0.06			0.02	
10S013M	YES	0.07				1.01	0.45		0.10	
10S013MT1.05	YES					0.06				
10S013T1.37	YES					0.04			0.06	
10S013T1.69	YES	0.18				0.23	0.09		0.18	
10S013T3.05	YES	0.08				0.08			0.04	
10S013T3.99	YES	0.06				0.09	0.09		0.07	
10S013T7.49	YES	0.09				0.09	0.09		0.05	
10S014	YES	1.15	0.50			1.86	1.89		1.90	
10S015X	YES									
10S016	YES	4.35	0.01			5.31	1.44	7.90	7.90	7.90
10S016A	YES					0.27			0.30	
10S016C	YES					0.40				
10S016CA	YES									
10S016F	YES									
10S016FA	YES									
10S016FB	YES									
10S016FBA	YES									
10S016FC	YES									
10S016G	YES					0.41			0.40	
10S016H	YES	0.86				0.86			0.70	
10S016K	YES	1.08			1.03	1.08	0.07			
10S016L	YES	0.23				0.67			1.00	
10S016M	YES	0.14					0.14		0.11	
10S016P	YES	0.09							0.20	
10S016R	YES	0.15			0.09	0.15			0.07	
10S016T	YES									
10S016TA	YES									
10S016TB	YES									
10S017	YES	2.56	0.06			8.65	6.03	9.50	9.50	9.50
10S017B	YES	0.02	1.49			1.49	0.58			
10S017F	YES	0.40	0.01			0.55	0.55		0.50	
10S017FT0.26	YES	0.04				0.12	0.12		0.09	
10S017FT7.01	YES					0.03			0.02	
10S017HT0.4	YES		0.09			0.09				
10S017HT0.41	YES		0.24			0.24				
10S017HT0.411	YES		0.11			0.11				
10S017M	YES					0.24				
10S017T0.13	YES					0.07			0.05	
10S017T0.47	YES					0.08			0.04	
10S017T1.26	YES					0.05			0.04	
10S017T1.97	YES					0.09			0.09	
10S017T1.99	YES					0.08			0.03	
10S017T6.21	YES					0.04			0.04	
10S017T9.15	YES	0.08				0.10	0.10		0.06	
10S017T9.151	YES					0.13			0.08	
10S018	YES	3.08	1.85			9.16	9.51		10.50	10.50
10S018BT0.25	YES					0.04				
10S018G	YES					1.38				
10S018KT1.57	YES					0.15			0.08	
10S018L	YES					1.07			1.08	
10S018M	YES	0.78				0.90	0.55			
10S018N	YES					0.15			0.10	
10S018R	YES					0.70			0.70	
10S018S	YES					0.36			0.30	
10S018ST0.3	YES					0.16			0.13	
10S018T0.11	YES					0.15			0.13	
10S018T0.68	YES					0.10				
10S018T1.65	YES					0.08				
10S018T2.43	YES					0.16			0.10	
10S018T2.96	YES	0.02				0.13	0.13		0.04	
10S018T4.84	YES					0.16			0.14	
10S018T7.34	YES					0.08			0.02	
10S018T7.41	YES		0.02			0.09			0.05	
10S018W	YES	0.02				0.02	0.02		0.10	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S019	YES		0.04			0.49			0.60	
10S020	YES	0.28				1.79	0.67		2.40	
10S020A	YES	0.01				0.71	0.20		1.00	
10S020AT0.35	YES					0.11			0.08	
10S020B	YES					0.22			0.10	
10S020D	YES								0.10	
10S020E	YES	0.12				0.24	0.13		0.11	
10S020T0.34	YES					0.15			0.11	
10S020T0.46	YES	0.02				0.08	0.02		0.04	
10S020T0.61	YES					0.14			0.11	
10S020T0.73	YES	0.03				0.08	0.08		0.06	
10S020T1.56	YES	0.04					0.02		0.06	
10S020T1.75	YES	0.01				0.14	0.02		0.13	
10S022X	YES	0.01				0.07	0.07		0.10	
10S023	YES	2.95				5.26	1.86			
10S023T0.01	YES	0.14				0.14				
10S024	YES	7.26	4.28			24.58	16.19	11.54	29.60	29.60
10S024A	YES					0.90			0.90	
10S024AA	YES					0.04			0.10	
10S024B	YES					0.42			0.40	
10S024C	YES					0.31			0.20	
10S024D	YES					0.58			1.10	
10S024DT0.27	YES					0.08			0.06	
10S024DT1.1	YES					0.07			0.07	
10S024KT20.36	YES					0.06				
10S024M	YES	0.10				0.58	0.16		0.58	
10S024Q	YES					0.27			0.40	
10S024R	YES					0.18			0.20	
10S024T0.53	YES					0.07			0.08	
10S024T0.73	YES					0.06			0.06	
10S024T10.66	YES					0.07			0.04	
10S024T18.78	YES		0.14			0.09			0.12	
10S024T22.62	YES	0.07	0.07			0.07	0.07		0.05	
10S024T24.23	YES	0.13				0.13	0.13		0.08	
10S024T25.41	YES	0.14				0.14				
10S024T26.24	YES	0.11				0.11			0.07	
10S024T7.13	YES					0.10			0.05	
10S024VT0.3	YES		0.09							
10S025	YES									
10S026	YES	0.27	0.80			0.82	1.23		1.30	
10S026T0.24	YES		0.09						0.09	
10S026T0.38	YES	0.09	0.24				0.24		0.22	
10S027	YES					0.10			0.10	
10S029	YES	2.24				2.34	2.24		2.34	
10S031	YES	2.58				3.38	1.61		3.40	3.40
10S031CT0.03	YES					0.10				
10S032	YES	1.55				1.72	0.56			
10S034	YES	0.91				2.23	0.76			
10S035	YES	1.20	0.01			1.20	0.12			
10S035BT0.13	YES	0.05				0.05				
10S036	YES	0.08				4.54	1.51		4.50	
10S036B	YES					0.52			0.80	
10S036BT0.28	YES					0.09			0.06	
10S036BT0.69	YES					0.13			0.09	
10S036D	YES	0.07	0.01			0.92	0.40		1.10	
10S036DA	YES					0.10			0.20	
10S036G	YES	0.12				0.29	0.29		0.10	
10S036T0.11	YES	0.01				0.10	0.07			
10S036T0.12	YES					0.05				
10S036T0.123	YES					0.05			0.05	
10S036T0.4	YES					0.10				
10S036T0.77	YES					0.05			0.05	
10S036T1.03	YES					0.12			0.10	
10S036T1.62	YES					0.21			0.17	
10S036T1.9	YES					0.09			0.09	
10S036T2.98	YES					0.11			0.07	
10S036T3.17	YES					0.13			0.09	
10S036T3.45	YES					0.14			0.09	
10S036T4	YES					0.07			0.06	
10S036T4.21	YES					0.06			0.03	
10S036T4.56	YES					0.10			0.07	
10S036T4.78	YES					0.13			0.11	
10S037	YES	0.11	0.90			1.20	1.06			
10S038	YES	0.40				1.62	0.11		1.90	
10S038B	YES					0.11			0.10	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S039	YES	0.62				1.84	2.08		2.00	
10S039A	YES	0.65				0.68	0.68		0.70	
10S039B	YES					0.89			1.20	
10S039BT0.47	YES					0.09			0.04	
10S039T1.07	YES					0.01				
10S040	YES					0.45			0.46	
10S041	YES	0.01	0.01			0.54	0.19		0.08	
10S043	YES	0.20	3.14			2.41	3.38		3.60	
10S043B	YES		0.01			0.56			0.60	
10S043BT0.23	YES					0.10				
10S043C	YES		0.01			0.32			0.50	
10S043T1.59	YES		0.15			0.10			0.11	
10S043X	YES	0.12	1.52			1.85	1.43			
10S044	YES									
10S045	YES	0.04				3.23			3.20	
10S045A	YES					0.87			0.70	
10S045B	YES					0.73			0.73	
10S046	YES	1.23				3.83	3.83		3.70	
10S046A	YES	0.36	0.02			0.51	0.51		0.40	
10S046AT0.22	YES	0.06	0.01			0.06	0.06		0.03	
10S046T0.41	YES					0.08			0.03	
10S047	YES	0.01				1.14			1.20	
10S047T0.28	YES					0.04			0.04	
10S047T0.85	YES					0.17			0.07	
10S048	YES	0.15	0.23			0.30				
10S049	YES	0.04	0.19			0.39	0.25		0.70	
10S050	YES					2.04			2.10	
10S050A	YES					0.29			0.60	
10S050AB	YES					0.19			0.30	
10S050AC	YES					0.31			0.50	
10S050T0.39	YES					0.10			0.07	
10S050X	YES	0.31				1.43	1.24		1.43	
10S050XA	YES	0.02				0.06	0.03		0.30	
10S051	YES	0.00				0.29	0.09		0.08	
10S051A	YES					0.37			0.34	
10S051AT0.07	YES					0.08				
10S051AT0.1	YES					0.05				
10S052	YES		0.03							
10S052Y	YES									
10S053	YES	0.02				0.41	0.32			
10S053A	YES					0.12				
10S053B	YES									
10S053BA	YES									
10S053C	YES					0.32				
10S053CA	YES					0.17				
10S053CB	YES					0.21				
10S053CD	YES					0.09				
10S054	YES					0.44			0.57	
10S055	YES	0.28	0.24			0.42	0.42			
10S056	YES	0.00				0.18	0.18		0.30	
10S056T0.07	YES	0.05				0.10	0.10		0.05	
10S056T0.12	YES					0.09			0.09	
10S058	YES		0.02			0.70			0.70	
10S058A	YES	0.08				0.30	0.18		0.30	
10S058AT0	YES					0.05			0.04	
10S058AT0.14	YES	0.06				0.08	0.08		0.05	
10S058AT0.23	YES	0.02				0.15	0.10			
10S058B	YES					0.15			0.20	
10S058C	YES					0.48			0.49	
10S058CT0.08	YES					0.29			0.24	
10S058T0.03	YES					0.09			0.09	
10S058T0.62	YES					0.06				
10S061	YES					0.23			0.25	
10S061A	YES					0.08			0.10	
10S062	YES	0.01				0.21	0.20		0.30	
10S062A	YES					0.37			0.37	
10S062AT0.14	YES	0.01				0.04	0.04		0.04	
10S063	YES									
10S064	YES	0.59				0.11	1.19	2.50	1.44	2.50
10S064B	YES								0.20	
10S064C	YES	0.04					0.04		0.10	
10S064D	YES	0.12					0.13		0.30	
10S064E	YES									
10S064EA	YES									
10S064F	YES								0.30	

For Internal Use Only

		Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
Road Number	Roads Likely Needed	Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S065	YES	0.00				0.12	0.09			
10S066	YES	7.65	0.02		0.24	5.90	2.40		8.00	
10S066A	YES	1.19	0.02			1.19	0.50		1.10	
10S066AB	YES	0.36				0.36			0.50	
10S066ABA	YES	0.26				0.26			0.20	
10S066AT1.08	YES	0.11				0.11			0.04	
10S066B	YES	0.97			0.03	0.22	0.30		0.80	
10S066BA	YES	0.24					0.04		0.50	
10S066C	YES	1.69			0.12		0.33		1.69	
10S066CT0.53	YES	0.14							0.10	
10S066D	YES	0.32					0.05		0.40	
10S066E	YES	0.43				1.16	0.17		1.30	
10S066EA	YES	0.39				0.21			0.57	
10S066EAT0.16	YES					0.06			0.06	
10S066ET0.79	YES					0.21			0.13	
10S066F	YES	0.98				0.89	0.15		1.00	
10S066G	YES	0.46				0.46			0.80	
10S066H	YES	0.43				0.48	0.37		0.60	
10S066HT0.27	YES	0.19				0.19	0.04		0.19	
10S066J	YES	0.35				1.00	0.54		1.00	
10S066JT0.18	YES	0.15	0.01			0.15	0.15		0.19	
10S066L	YES	0.25				0.25	0.13		0.50	
10S066M	YES	0.16					0.15		0.30	
10S066N	YES	0.37			0.34		0.00		0.70	
10S066P	YES	0.05				0.05			0.10	
10S066Q	YES	0.05				0.05	0.05		0.10	
10S066R	YES	0.04							0.10	
10S066T0.52	YES	0.08				0.08	0.03		0.04	
10S066T0.82	YES	0.10				0.10	0.08		0.07	
10S066T1.99	YES	0.08				0.08	0.03		0.05	
10S066T2.36	YES	0.12				0.12	0.12			
10S066T2.5	YES	0.09				0.09	0.09		0.05	
10S066T2.64	YES	0.15				0.15	0.08		0.11	
10S066T3.89	YES	0.15				0.15			0.11	
10S066T5.53	YES	0.10					0.03		0.03	
10S066T6.85	YES	0.07			0.01				0.03	
10S067	YES	0.77	0.51			4.47	4.09	4.50	4.50	4.50
10S067A	YES	0.11			0.05	0.28	0.28		0.50	
10S067AA	YES									
10S067AB	YES									
10S067B	YES									
10S067BA	YES									
10S067C	YES				0.06	0.24				
10S067T0.41	YES	0.06	0.08			0.08	0.05		0.06	
10S067T1.89	YES					0.24			0.21	
10S067T2.67	YES					0.08			0.04	
10S067T4.41	YES					0.07			0.04	
10S068	YES		0.16			0.84			0.30	
10S068A	YES	0.08	0.35			0.17	0.31		0.20	
10S069	YES	8.42	5.25			24.54	19.53	16.80	27.80	27.80
10S069AT0	YES		0.16			0.16				
10S069C	YES					0.07			0.30	
10S069D	YES					0.06			0.40	
10S069H	YES	0.16	0.16			0.16	0.16		0.30	
10S069HT0.09	YES	0.05	0.05			0.05	0.05		0.05	
10S069K	YES					0.55			0.70	
10S069KA	YES					0.16			0.30	
10S069KT0.02	YES					0.02			0.02	
10S069KT0.3	YES		0.01			0.22				
10S069LT0.21	YES	0.14				0.20	0.20			
10S069LT0.3	YES	0.08				0.08	0.08			
10S069M	YES	0.11				0.17	0.17		0.30	
10S069N	YES									
10S069Q	YES	0.47	0.49			0.49	0.49		0.49	
10S069T14.21	YES					0.08			0.04	
10S069T15.81	YES		0.12			0.12			0.07	
10S069T16.72	YES					0.12			0.07	
10S069T17.35	YES					0.08			0.03	
10S069T19.8	YES	0.10	0.10			0.10	0.10			
10S069T7.9	YES	0.14				0.15	0.15		0.12	
10S069T8.75	YES	0.00				0.04	0.04		0.03	
10S070	YES	0.03	0.02			3.12	1.07		4.30	2.00
10S070A	YES					0.48			0.40	
10S070B	YES					0.56			0.90	
10S070BA	YES					0.22			0.25	

For Internal Use Only

Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S070C	YES	0.24				0.10			0.30	
10S070D	YES								0.60	
10S070E	YES									
10S070T	YES					0.07			0.15	
10S071	YES	0.18				2.19	0.82		2.00	
10S071A	YES					0.40			0.40	
10S071AB	YES	0.02				0.15	0.05		0.20	
10S071ABT0.09	YES					0.07			0.07	
10S071ABT0.19	YES	0.10				0.10	0.10		0.08	
10S071T0.01	YES					0.06			0.06	
10S071T1.73	YES					0.09			0.09	
10S073	YES					0.85			1.00	
10S073AT0.17	YES					0.19				
10S073B	YES					0.02			0.70	
10S073BT0.26	YES					0.12				
10S074	YES	0.04				0.73			0.80	
10S074A	YES	0.01				0.18	0.14		0.20	
10S074T0.55	YES					0.07			0.05	
10S075	YES	0.46	1.92			2.97	2.97		2.97	
10S075A	YES	0.17	0.57			0.57	0.53		0.57	
10S075B	YES	0.18	0.86			0.86	0.62		0.70	
10S075C	YES	0.34	1.55			1.55	1.18		1.40	
10S076	YES		0.28			2.84			3.20	
10S076T0.06	YES					0.22			0.16	
10S076T0.19	YES					0.15			0.05	
10S076T0.49	YES					0.18			0.09	
10S076T0.6	YES					0.12			0.04	
10S077	YES					3.09			3.20	
10S077B	YES					0.37			0.50	
10S078	YES					0.85			0.70	
10S078A	YES					0.15			0.20	
10S079	YES					0.34			0.34	
10S080	YES					0.67			0.66	
10S081	YES					0.65			0.70	
10S085	YES	0.00	1.02			1.02			1.00	
10S085A	YES	0.04	0.04			0.32	0.26		0.20	
10S085AT0.12	YES					0.14			0.06	
10S086	YES									
10S086E	YES									
10S086F	YES									
10S086G	YES									
10S086J	YES									
10S086K	YES									
10S086N	YES									
10S087	YES									
10S088DT0.17	YES	0.02				0.16	0.09			
10S088T0.04	YES					0.06			0.05	
10S088T0.89	YES	0.04				0.09	0.09			
10S089	YES					0.21				
10S090	YES	0.28	2.44			2.43	1.58			
10S091	YES					0.67			0.60	
10S091A	YES					0.18			0.10	
10S092	YES					0.99			0.70	
10S092T0.53	YES		0.02			0.19			0.10	
10S092T0.538	YES					0.10			0.03	
10S095	YES					0.52			0.60	
10S095T0.38	YES					0.08			0.06	
10S096	YES	0.19					0.22		0.20	
10S096A	YES	0.13					0.13		0.04	
10S096B	YES	0.10					0.16		0.10	
10S098	YES	0.29				0.29	0.07		0.40	
10S099	YES	1.81				1.87	0.72		2.30	
10S099A	YES	0.37				0.37	0.30		0.40	
10S099B	YES	1.17				1.17	0.64		1.10	
10S099T0.3	YES	0.15				0.15	0.14		0.09	
10S099T0.36	YES	0.07				0.07	0.02		0.05	
10S099T0.39	YES	0.12				0.12	0.12		0.10	
10S099T0.86	YES	0.05				0.05			0.03	
10S303	YES	0.13				0.51	0.51		0.50	
10S303T2.16	YES	0.11				0.11	0.11			
10S304	YES	0.35				1.12	1.12		1.20	
10S304A	YES	0.13	0.07			0.90	0.90		0.70	
10S304T1.09	YES	0.09				0.10	0.10		0.06	
10S306	YES	0.05				0.56	1.25		1.10	
10S306A	YES								1.00	

For Internal Use Only

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		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
10S306D	YES					0.02			0.10	
10S307	YES									
10S404	YES	0.90	1.52			3.61	3.61			
10S406T0.03	YES	0.01				0.23	0.11			
10S406T0.36	YES	0.07				0.08	0.08			
10S407	YES	0.05				0.13	0.13		0.20	
10S407T0.15	YES					0.19				
10S408	YES									
10S408A	YES									
10S408AA	YES									
10S408AB	YES									
10S408AC	YES									
10S408B	YES									
10S408BA	YES									
10S408BB	YES									
10S408BBA	YES									
10S408C	YES									
10S408CA	YES									
10S408D	YES									
10S412	YES	1.46				1.46	1.20			
10S412T0.19	YES	0.03				0.03	0.03			
10S414	YES	0.11				0.11				
10S415	YES	0.16				0.16	0.16		0.30	
10S416	YES	0.20				0.20	0.02		0.30	
10S432	YES	1.03				1.03	0.14			
10S433	YES	2.54				2.50	0.05		2.40	
10S433B	YES	0.83				0.83	0.12		0.70	
10S433T1.71	YES	0.19				0.19			0.15	
10S453	YES	0.09				0.40	0.18		0.50	
10S453A	YES									
10S453T0.17	YES					0.18				
11S001	YES	0.33				1.67	1.60		4.50	
11S001A	YES								0.20	
11S001C	YES								0.80	
11S001P	YES					0.15			0.20	
11S002	YES	2.43	5.37			9.64	4.08		9.70	
11S002A	YES		0.95			0.95			1.10	
11S002C	YES									
11S002D	YES									
11S002DA	YES									
11S002E	YES		0.16			0.17			0.20	
11S002F	YES		0.21			0.21				
11S002T7.66	YES		0.06			0.06			0.06	
11S003	YES	2.01	3.09			3.20	2.94		3.52	
11S003A	YES	0.03	0.11			0.11	0.11		0.11	
11S004	YES	0.22	4.59			6.05	3.53		4.36	
11S004A	YES									
11S004B	YES		0.63			0.63				
11S004C	YES		0.07			0.21			0.40	
11S004D	YES		0.16			0.16			0.30	
11S004T0.04	YES		0.03			0.11				
11S004T1.47	YES					0.17			0.05	
11S004T5.47	YES		0.05			0.05			0.10	
11S006	YES	0.61	1.29			1.29	0.35			
11S006B	YES									
11S007	YES	1.21	8.31			11.07	9.10	0.61	10.55	10.10
11S007B	YES								0.60	
11S007D	YES								0.30	
11S007G	YES					0.50			0.30	
11S007J	YES		0.17			0.82			1.10	
11S008	YES					2.10			2.00	
11S008A	YES									
11S009	YES									
11S010	YES	6.77	2.00			5.53	1.87		3.90	
11S010B	YES	0.12				0.12			0.20	
11S010BT0.2	YES	0.13				0.13	0.02			
11S010C	YES	1.14	1.14			1.12	0.37			
11S010E	YES	0.25				0.25	0.07		0.30	
11S010F	YES	0.66				0.58	0.02		0.68	
11S010T2.39	YES	0.08				0.08	0.07		0.04	
11S012	YES	9.02	20.04			20.67	19.70	41.71	26.60	25.20
11S012A	YES	0.08				0.08	0.08		0.10	
11S012C	YES									
11S012D	YES	0.00				0.16	0.05		0.10	
11S012E	YES	0.00				0.13	0.03		0.10	

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Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
11S012F	YES					0.15			0.10	
11S012H	YES									
11S012HA	YES									
11S012J	YES	0.04				0.04	0.04		0.20	
11S012JA	YES	0.03				0.03	0.03		0.10	
11S012K	YES					0.30			0.30	
11S012L	YES	0.02				0.12	0.05		0.10	
11S012N	YES									
11S012P	YES									
11S012S	YES									
11S012T12.85	YES		0.05			0.05			0.02	
11S012T12.94	YES		0.18			0.18			0.13	
11S012T2.94	YES	0.06	0.06			0.06	0.06		0.04	
11S012T5.62	YES	0.09	0.01			0.19	0.19		0.19	
11S012T8.93	YES		0.20		0.10	0.20			0.18	
11S012U	YES		0.51			0.51			0.65	
11S012UA	YES		0.08			0.08			0.10	
11S012Z	YES	0.27				0.18	0.27		0.27	
11S015	YES	3.26				3.19	1.02		5.00	
11S015C	YES	0.19				0.19			0.20	
11S015CT0.05	YES	0.09				0.09			0.07	
11S015CT0.051	YES	0.08				0.08			0.05	
11S015D	YES	0.23				0.23			0.50	
11S015T2.77	YES	0.05				0.05				
11S015T3.75	YES	0.09							0.10	
11S015T3.9	YES	0.16				0.02			0.13	
11S015T4.37	YES	0.04				0.04			0.04	
11S016	YES	0.72				1.64	1.07			
11S017	YES	0.17				1.63	0.54		1.80	
11S017B	YES					0.15			0.20	
11S017C	YES					0.23			0.20	
11S017D	YES					0.15			0.10	
11S018	YES									
11S019	YES					0.78			1.10	
11S020	YES				1.02	0.82			1.90	
11S020A	YES					0.20			0.30	
11S020B	YES				0.53	0.35			1.01	
11S020C	YES				0.49				0.40	
11S020D	YES				0.35				0.40	
11S020F	YES				0.29				0.40	
11S022	YES	1.43				1.93	0.59			
11S022T0.03	YES	0.17				0.17			0.14	
11S023	YES	2.25				1.12	0.51		2.25	
11S023C	YES	0.41							0.40	
11S023DT0.26	YES	0.28								
11S026	YES	0.32	1.30			1.30	1.30			
11S027	YES					0.90			0.80	
11S029	YES	0.44				0.44	0.13		0.50	
11S031	YES	2.65				4.17	1.52	0.61	3.20	
11S031A	YES	0.25				1.63	0.15		1.60	
11S031K	YES	0.04				0.04	0.01		0.04	
11S032	YES	0.20				1.72	1.72		2.40	
11S032A	YES					0.31			0.30	
11S032B	YES					0.55			0.70	
11S032T0.07	YES	0.05				0.09	0.09		0.05	
11S033	YES	0.38				0.85	1.13			
11S034	YES					0.76			0.90	
11S035	YES					0.48			0.60	
11S036	YES									
11S037	YES	0.03				0.18	0.14		0.30	
11S038	YES									
11S039	YES	1.14				1.50	0.59			
11S040	YES	2.60				17.31	8.76	22.54	22.54	22.54
11S040A	YES	0.01				0.10	0.10		0.10	
11S040B	YES	0.13					0.13		0.10	
11S040C	YES	0.16				0.78			1.60	
11S040F	YES					0.30			0.40	
11S040FA	YES					0.10			0.10	
11S040G	YES					0.97			0.98	
11S040GT0.04	YES					0.08			0.03	
11S040GT0.42	YES	0.03				0.14	0.07		0.09	
11S040GT0.93	YES					0.06			0.06	
11S040H	YES					0.67			0.70	
11S040I	YES					0.06			0.10	
11S040J	YES	0.11				0.27			0.20	

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Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
11S040JT0.17	YES	0.19				0.12			0.14	
11S040L	YES									
11S040N	YES					0.09			0.70	
11S040P	YES	0.29					0.37		0.70	
11S040T0.31	YES	0.05				0.19	0.08			
11S040T0.58	YES					0.05			0.06	
11S040T1.05	YES					0.15			0.13	
11S040T2.31	YES					0.16			0.12	
11S040T2.32	YES					0.06			0.06	
11S040T2.33	YES					0.05			0.05	
11S040T2.52	YES					0.21			0.21	
11S040T2.54	YES					0.14			0.09	
11S040T2.96	YES					0.24			0.21	
11S040T4.65	YES					0.25			0.21	
11S040T4.7	YES					0.18			0.12	
11S040T7.81	YES					0.06			0.06	
11S040U	YES					0.13			0.30	
11S040V	YES					0.10			0.30	
11S040W	YES					0.15			0.10	
11S040XA	YES	0.00				0.12	0.08		0.20	
11S040XB	YES					0.06			0.20	
11S040XD	YES	0.00				0.19	0.14		0.20	
11S040XDT0.06	YES	0.05				0.10	0.08			
11S040XE	YES					0.05			0.10	
11S041	YES	0.21				1.65	1.65		1.30	
11S042	YES	0.12				0.30	0.23		0.31	
11S043	YES									
11S043A	YES									
11S043B	YES									
11S043C	YES									
11S044	YES								1.10	
11S044B	YES				0.89				0.80	
11S044C	YES				0.79				0.60	
11S045	YES		1.80			1.38			2.00	
11S045A	YES		0.93			1.21			1.21	
11S045B	YES		2.09			2.07			2.50	
11S045C	YES		1.36			1.36			1.40	
11S050	YES	1.17	1.50			1.61	1.61		1.61	
11S050C	YES	0.12	0.12			0.12	0.12		0.20	
11S050T0.46	YES	0.07	0.07			0.07	0.07		0.03	
11S050T0.6	YES	0.08	0.09			0.09	0.09		0.06	
11S051	YES	0.41	2.29			3.54	3.44		4.20	
11S053	YES	0.11				3.20	1.78			
11S053A	YES	0.55				0.48	0.17			
11S054	YES					2.31			2.30	
11S054A	YES					0.33			0.20	
11S055	YES					1.35			1.60	
11S055A	YES					0.64			0.50	
11S057	YES	0.16				1.18	1.18		1.10	
11S057A	YES									
11S057AA	YES									
11S057B	YES	0.01				0.34	0.34		0.50	
11S057BA	YES									
11S058	YES	0.12				0.12	0.12		0.10	
11S069	YES	1.82	0.02		0.04	4.36	4.24		4.36	
11S069A	YES									
11S072	YES								0.20	
11S082	YES		1.03						1.30	
11S082A	YES		0.28						0.20	
11S084	YES	1.66				0.83	0.56		1.66	
11S084X	YES	0.77					0.21		0.76	
11S091	YES	0.36	0.08			5.82	3.81		6.80	6.80
11S091A	YES					0.59			0.60	
11S091B	YES					0.76			0.90	
11S091D	YES	0.07				1.95	0.59		2.00	
11S091E	YES					0.18			0.10	
11S091F	YES					0.11			0.10	
11S092	YES					0.65			0.60	
11S093	YES	1.10				1.10	0.23			
11S095	YES	1.03				3.43	0.83		3.47	
11S410	YES	2.19	1.21			1.72	0.86			
11S412	YES					1.15			1.46	
11S412A	YES	0.05				0.27			0.27	
11S412B	YES					0.35			0.23	
11S414	YES	0.03							0.85	

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Road Number	Roads Likely Needed	Roads with Risk to Resource (Miles)						Roads for Beneficial Access Needs (Miles)		
		Aquatics	Fire	Heritage	Recreation	Terrestrial Wildlife	Watershed	Developed Recreation Access	Dispersed Recreation Access	Minimum Management Access
11S414B	YES	0.05							0.10	
11S415	YES	0.41				0.37	0.20		0.40	
12S001	YES	6.00	5.78		0.00	7.23	7.23	7.20	7.20	
12S001A	YES									
12S001B	YES	0.11	0.11			0.11	0.11		0.10	
12S001C	YES	0.07	0.07			0.07	0.07		0.10	
12S001D	YES	0.12	0.12			0.12	0.12		0.10	
12S001E	YES								0.10	
12S001F	YES	0.08	0.06			0.08	0.08		0.10	
12S001G	YES	0.09	0.19			0.19	0.19		0.19	
12S001T2.83	YES	0.15	0.13			0.15	0.15		0.14	
12S001T3.49	YES	0.07	0.07			0.07	0.07		0.06	
12S001T5.61	YES	0.18	0.18			0.18	0.18		0.18	
12S001T6.28	YES	0.08	0.08			0.08	0.08		0.08	
12S001T6.45	YES	0.03	0.05			0.05	0.05		0.05	
12S001T6.50	YES	0.03	0.02			0.03	0.03		0.03	
12S001T6.78	YES	0.08	0.06			0.08	0.08		0.08	
12S001X	YES	0.01	0.01			0.18	0.18		0.16	
12S002	YES									
12S002T1.34	YES		0.18			0.18				
12S002T2.77	YES		0.14			0.14				
12S003	YES	0.32	0.89				0.89			
12S003A	YES	0.10	0.11				0.11			
12S003AB	YES	0.02	0.06				0.06			
12S003AC	YES	0.02	0.02				0.02			
12S003C	YES	0.02	0.08				0.08			
12S003CA	YES		0.06							
12S004	YES									
12S005	YES		0.01			0.00			0.80	
12S005A	YES					0.01			0.20	
12S005T0.09	YES								0.05	
12S005T0.33	YES								0.05	
12S005T0.58	YES								0.03	
12S006	YES									
12S010	YES		0.25			0.14			0.10	
12S010A	YES	0.06	0.19				0.22		0.20	
12S012	YES		0.00			1.18			1.20	
12S015	YES	0.07	0.13			0.10	0.21		0.50	
12S015A	YES	0.02	0.01				0.04		0.10	
12S015B	YES	0.03				0.05	0.11		0.10	
12S015C	YES	0.10	0.01			0.10	0.10		0.10	
12S016	YES	0.08	0.08			0.08	0.08		0.10	
12S027	YES									
12S028	YES									

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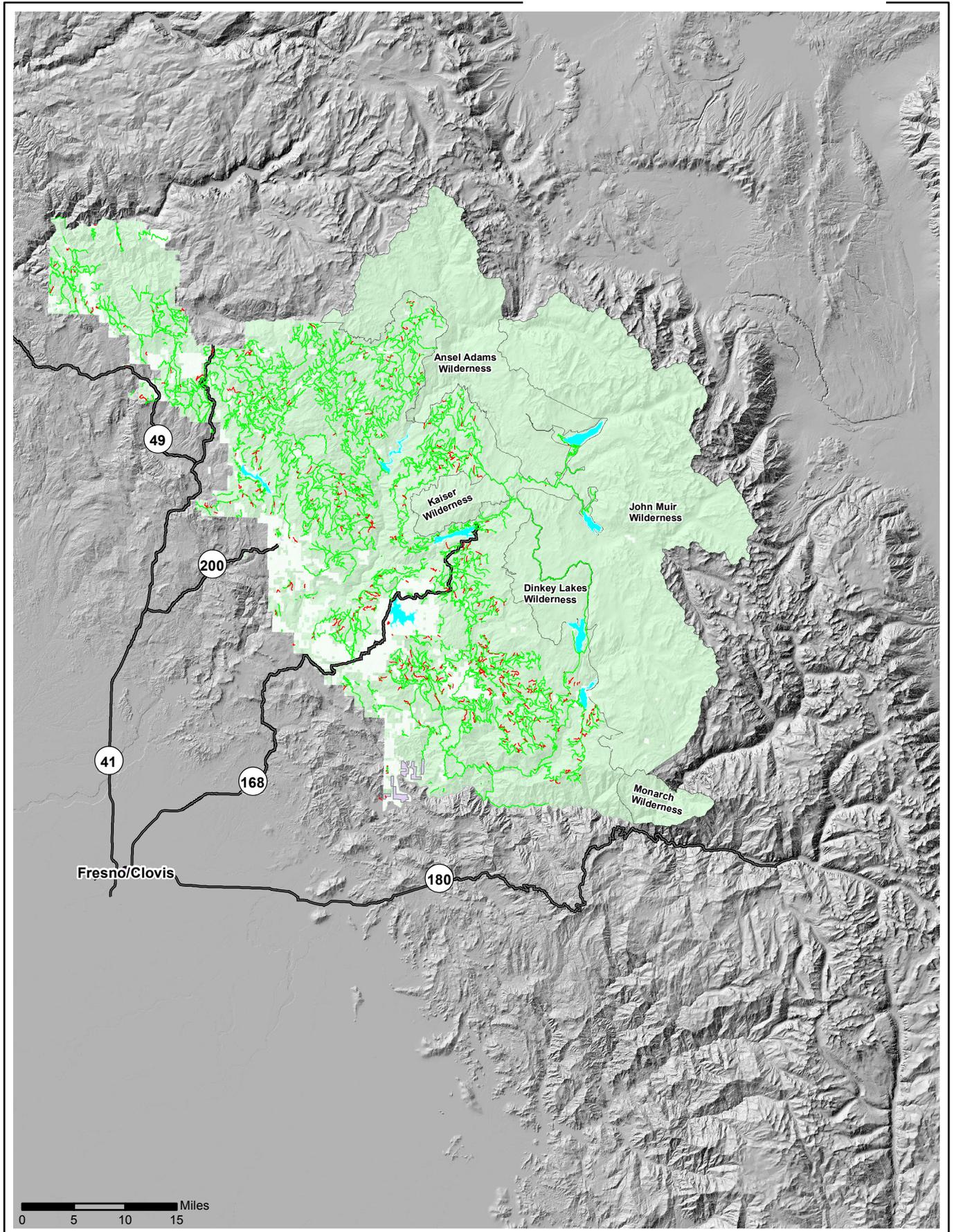
APPENDIX C: MAP OF ROAD LIKELY NEEDED
OR NOT NEEDED IN THE FUTURE

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Sierra National Forest Road Risk/Benefit Assessment Appendix C

Opportunity for Change to Road System

- Likely Not Needed For Future Use
- Likely Needed For Future Use



APPENDIX D: SUSTAINABILITY ANALYSIS

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SIERRA NF, SUB PART A, Appendix D - FINANCIAL SUSTAINABILITY ANALYSIS

PART 1 - Annual Available Road Maintenance Funds

Collected Trust Funds (CWF2, patching, crack sealing, etc)	\$ 75,000
Timber Sale Purchaser (credit for unmet FS funding)	\$ 50,000
Stewardship Integrated Resource Contracts	\$ -
Integrated Resource Restoration (NFRR, CMLG in R5)	\$ -
Other FS Appropriated Funds	\$ -
State OHV Commission Grant	\$ 100,000
OHV Volunteers	\$ 25,000
FERC Road Agreements	\$ 25,000
Other - Non FS (Grants, Partnerships, etc.)	\$ -
FY 2015 CMRD	\$ 525,000
CMRD directly available for Road Maintenance	40% \$ 210,000
Estimated Total Funds Available for Annual Road Maintenance (all sources)	\$ 485,000

PART 2 - Estimated Cost of Maintaining the Road System Under Current Strategies

Objective Maintenance Level	Maintained Road Milage, (Existing, NFSR, under FS Jurisdiction)	Cost to Maintain/Mile	Mtce Cycle	Total Annual Cost
1 - BASIC CUSTODIAL CARE (CLOSED)	225	\$0	Included	0
2 - HIGH CLEARANCE VEHICLES	2020	\$206	Included	416,120
3 - SUITABLE FOR PASSENGER CARS	225	\$647	Included	145,575
4 - MODERATE DEGREE OF USER COMFORT	170	\$949	Included	161,330
5 - HIGH DEGREE OF USER COMFORT	0	\$0	Included	0
Grand Total	2640			723,025
Estimated Additional Funds Needed (RED) or Surplus (BLACK) for Road Maintenance				(\$238,025)

Is this sustainable?

Only

67%

of the road system is supported using annual available funds

PART 3 - Estimated Cost of Maintaining a Reduced Road System

Objective Maintenance Level	Maintained Road Milage, (Existing, NFSR, under FS Jurisdiction)	Cost to Maintain/Mile	Mtce Cycle	Total Annual Cost
1 - BASIC CUSTODIAL CARE (CLOSED)	725	\$0	Included	0
2 - HIGH CLEARANCE VEHICLES	1520	\$206	Included	313,120
3 - SUITABLE FOR PASSENGER CARS	225	\$647	Included	145,575
4 - MODERATE DEGREE OF USER COMFORT	170	\$949	Included	161,330
5 - HIGH DEGREE OF USER COMFORT	0	\$0	Included	0
Grand Total	2640			620,025
Estimated Additional Funds Needed (RED) or Surplus (BLACK) for Road Maintenance				(\$135,025)

Is this sustainable?

Only

78%

of the road system is supported using annual available funds

PART 4 - Estimated Cost of Maintaining a Two Teired High Clearance Road System

Objective Maintenance Level	Maintained Road Milage, (Existing, NFSR, under FS Jurisdiction)	Cost to Maintain/Mile	Mtce Cycle	Total Annual Cost
1 - BASIC CUSTODIAL CARE (CLOSED)	225	\$0	Included	0
2B - 4 WHEEL DRIVE OHVs	1720	\$99	Included	170,280
2A - 2 WHEEL DRIVE PICKUPS	300	\$206	Included	61,800
3 - SUITABLE FOR PASSENGER CARS	225	\$647	Included	145,575
4 - MODERATE DEGREE OF USER COMFORT	170	\$949	Included	161,330
5 - HIGH DEGREE OF USER COMFORT	0	\$0	Included	0
Grand Total	2,640			538,985
Estimated Additional Funds Needed (RED) or Surplus (BLACK) for Road Maintenance				(\$3,985)

Is this sustainable?

Only

90%

of the road system is supported using annual available funds

ASSUMPTIONS AND GUIDING DEFINITIONS OF ROAD SUSTAINABILITY ANALYSIS

Includes all costs of maintaining the NFS Roads on the Sierra NF:

Including: Force Account Road Crew: Wage Grade rates
Equipment cost: FOR, use rate, rental
Direct supervision of maintenance work
Record keeping and reporting of road maintenance activities
All necessary materials
Minor contracts for unique skills such as bridge guardrail replacement
Normal repair and maintenance of bridges
Safety signing and striping

Excluding:

Construction, reconstruction, decommissioning, conversion or improvement costs
Project related cost: timber sales, restoration access
Private access such as licensees, permittees, private property
Road management costs such RUP, maintenance planning, NEPA
Preparation (PSE) and administration of road contracts
RoW acquisition
Asphalt treatments such as overlays and surface treatments
Reducing existing deferred maintenance
Bridge replacement
Inspection of condition of roads and bridges
Repairing storm damage

General funding assumptions

CMRD will be used primarily for Highway Safety Act roads (ML 3-5)
Administrative costs for road CIP PSE and contract administration will not be reimbursed
Successful State OHV green sticker grants for ML2 High Clearance roads (ML 2)
Because of Fire Transfer, all trust fund money will be used up in the year they are collected
There will be no trust fund carry over for future projects
Credit for contractor and permittee expenditures on NFS roads because they do FS work not otherwise funded
Does not include the future possibility of FHWA funding for FLTP roads

Current Standard Road Maintenance Strategy

ML3-5 roads will be maintained to H-S-A standards
ML 2 roads will be maintained for high clearance 2WD pickups
There will be no effort put into ML 1 closed roads

Two Tiered ML 2 Road Maintenance Strategy

ML3-5 roads will be maintained to H-S-A standards
ML2 will be split into two tiers
High clearance, 2WD pickups
High Clearance, 4WD OHV; this is analogous to 4WD motorized trails
There will be not effort put into ML 1 closed roads
It is assumed Recreation cannot afford to convert any NFS roads to motorized trails

General Unit Costs and Maintenance Cycles by Maintenance Level

(See notes below)

Operational Maintenance Level	Task ID1	Task ID2	Task ID3	Task ID4	Reason Code	Priority	Unit Cost	Unit of Measure	QTY per mile	Cost Per Mile	Maintenance Cycle	Comments	General Annual Maintenance Costs
ML-1 Closed	Signs and Traffic Control	Barrier	Repair/rehab		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	4	\$400	0		\$0
ML-1 Closed	Signs and Traffic Control	Barrier	General maintenance		RESOURCE PROTECTION	NONCRITICAL	\$50	EACH	4	\$200	0		\$0
ML-1 Closed	Signs and Traffic Control	Sign (includes supports)	Install new Vertical	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$50	EACH	4	\$200	0		\$0
ML-1 Closed	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	1	\$50	0		\$0
ML-1 Closed	Drainage	Cross drain	General maintenance		RESOURCE PROTECTION	CRITICAL	\$100	MILE	1	\$100	0		\$0
ML-1 Closed	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	4	\$400	0		\$0
ML-1 Closed	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	4	\$200	0		\$0
TOTAL Unit Cost ML 1													\$0
ML-2 Hi Clearance	Vegetation	Removal	Mechanized	2 shoulders	FOREST MISSION	NONCRITICAL	\$200	MILE	1	\$200	10		\$20
ML-2 Hi Clearance	Vegetation	Removal	Remove blowdown/logging out		FOREST MISSION	NONCRITICAL	\$100	MILE	1	\$100	0		\$0
ML-2 Hi Clearance	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$150	EACH	0	\$0	0		\$0
ML-2 Hi Clearance	Signs and Traffic Control	Sign (includes supports)	Install new Vertical	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$50	EACH	0.2	\$10	10		\$1
ML-2 Hi Clearance	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	1	\$475	5		\$95
ML-2 Hi Clearance	Signs and Traffic Control	Barrier	General maintenance		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2 Hi Clearance	Signs and Traffic Control	Barrier	Remove existing/install new		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2 Hi Clearance	Surface and Roadway	Surface	Remove ravel material	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$200	MILE	0.1	\$20	5		\$4
ML-2 Hi Clearance	Surface and Roadway	Surface	Spot < 4 inch	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$300	MILE	0.1	\$30	10		\$3
ML-2 Hi Clearance	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	1	\$50	0		\$0
ML-2 Hi Clearance	Drainage	Cross drain	General maintenance		RESOURCE PROTECTION	CRITICAL	\$100	MILE	0.1	\$10	20		\$1
ML-2 Hi Clearance	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	1	\$100	20		\$5
ML-2 Hi Clearance	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$35	LN FT	30	\$1,050	20		\$53
ML-2 Hi Clearance	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	5	\$250	10		\$25
TOTAL Unit Cost ML 2													\$206
ML-3 Aggregate	Vegetation	Removal	Mechanized	2 shoulders	FOREST MISSION	NONCRITICAL	\$200	MILE	1	\$200	5		\$40
ML-3 Aggregate	Vegetation	Removal	Remove standing danger trees		HEALTH AND SAFETY	CRITICAL	\$200	MILE	0.1	\$20	10		\$2
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Warning	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Install new Horizontal	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$100	EACH	0.1	\$10	5		\$2
ML-3 Aggregate	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	1	\$475	3		\$158
ML-3 Aggregate	Surface and Roadway	Surface	Resurface (SRR) 4-6 inch	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$20,000	MILE	0.25	\$5,000	0		\$0
ML-3 Aggregate	Surface and Roadway	Prism	Remove slide/slump		FOREST MISSION	NONCRITICAL	\$9	CU YD	5	\$44	20		\$2
ML-3 Aggregate	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	0	\$0	0		\$0
ML-3 Aggregate	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	5	\$500	20		\$25
ML-3 Aggregate	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$35	LN FT	30	\$1,050	20		\$53
ML-3 Aggregate	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	5	\$250	5		\$50
TOTAL Unit Cost ML 3 Aggregate													338.67
ML-4 Pavement	Vegetation	Removal	Mechanized - brushing	2 shoulders	FOREST MISSION	NONCRITICAL	\$655	MILE	1	\$655	5		\$131
ML-4 Pavement	Vegetation	Removal	Remove standing danger tree		HEALTH AND SAFETY	CRITICAL	\$200	MILE	0.1	\$20	10		\$2
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Warning	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Install new Horizontal	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$100	EACH	0.1	\$10	5		\$2
ML-4 Pavement	Signs and Traffic Control	Pavement marking	Restrip/install new marking		HEALTH AND SAFETY	CRITICAL	\$1,017	MILE	1	\$1,017	10	centerline	\$102
ML-4 Pavement	Signs and Traffic Control	Pavement marking	Restrip/install new marking		HEALTH AND SAFETY	CRITICAL	\$1,017	MILE	0	\$0	10	fog lines	\$0
ML-4 Pavement	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	0	\$0	1		\$0
ML-4 Pavement	Surface and Roadway	Surface	Resurface (SRR) 6-8 inch	2 lanes	RESOURCE PROTECTION	NONCRITICAL	\$50,000	MILE	0	\$0	0		\$0
ML-4 Pavement	Surface and Roadway	Surface	Deep patch asphalt	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$25	SQ YD	5	\$124	10		\$12
ML-4 Pavement	Surface and Roadway	Surface	Overlay	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$75,000	MILE	0	\$0	30		\$0
ML-4 Pavement	Surface and Roadway	Prism	Remove slide/slump		FOREST MISSION	NONCRITICAL	\$9	CU YD	5	\$44	10		\$4
ML-4 Pavement	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	1	\$50	0		\$0
ML-4 Pavement	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$85	EACH	5	\$424	2		\$212
ML-4 Pavement	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$373	EACH	5	\$1,865	20		\$93
ML-4 Pavement	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$36	LN FT	90	\$3,254	20		\$163
ML-4 Pavement	Surface and Roadway	Asphalt maintenance	Crack sealing		RESOURCE PROTECTION	NONCRITICAL	\$2,000	MILE	1	\$2,000	10		\$200
TOTAL Unit Cost ML 4 Paved													\$928

Task ID Legend	R = Surface and Roadway D = Drainage T = Signs and Traffic Control V = Vegetation
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General Unit Costs and Maintenance Cycles by Maintenance Level

(See notes below)

Operational Maintenance Level	Task ID1	Task ID2	Task ID3	Task ID4	Reason Code	Priority	Unit Cost	Unit of Measure	QTY per mile	Cost Per Mile	Maintenance Cycle	Comments	General Annual Maintenance Costs
ML-1 Closed	Signs and Traffic Control	Barrier	Repair/rehab		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	4	\$400	0		\$0
ML-1 Closed	Signs and Traffic Control	Barrier	General maintenance		RESOURCE PROTECTION	NONCRITICAL	\$50	EACH	4	\$200	0		\$0
ML-1 Closed	Signs and Traffic Control	Sign (includes supports)	Install new Vertical	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$50	EACH	4	\$200	0		\$0
ML-1 Closed	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	1	\$50	0		\$0
ML-1 Closed	Drainage	Cross drain	General maintenance		RESOURCE PROTECTION	CRITICAL	\$100	MILE	1	\$100	0		\$0
ML-1 Closed	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	4	\$400	0		\$0
ML-1 Closed	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	4	\$200	0		\$0
TOTAL Unit Cost ML 1													\$0
ML-2A 2WD PU	Vegetation	Removal	Mechanized	2 shoulders	FOREST MISSION	NONCRITICAL	\$200	MILE	1	\$200	10		\$20
ML-2A 2WD PU	Vegetation	Removal	Remove blowdown/logging out		FOREST MISSION	NONCRITICAL	\$100	MILE	1	\$100	0		\$0
ML-2A 2WD PU	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$150	EACH	0	\$0	0		\$0
ML-2A 2WD PU	Signs and Traffic Control	Sign (includes supports)	Install new Vertical	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$50	EACH	0.2	\$10	10		\$1
ML-2A 2WD PU	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	1	\$475	5		\$95
ML-2A 2WD PU	Signs and Traffic Control	Barrier	General maintenance		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2A 2WD PU	Signs and Traffic Control	Barrier	Remove existing/install new		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2A 2WD PU	Surface and Roadway	Surface	Remove ravel material	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$200	MILE	0.1	\$20	5		\$4
ML-2A 2WD PU	Surface and Roadway	Surface	Spot < 4 inch	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$300	MILE	0.1	\$30	10		\$3
ML-2A 2WD PU	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	0	\$0	0		\$0
ML-2A 2WD PU	Drainage	Cross drain	General maintenance		RESOURCE PROTECTION	CRITICAL	\$100	MILE	0.1	\$10	20		\$1
ML-2A 2WD PU	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	1	\$100	20		\$5
ML-2A 2WD PU	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$35	LN FT	30	\$1,050	20		\$53
ML-2A 2WD PU	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	5	\$250	10		\$25
TOTAL Unit Cost ML 2A Pickup													\$206
ML-2B 4 WD OHV	Vegetation	Removal	Mechanized	2 shoulders	FOREST MISSION	NONCRITICAL	\$200	MILE	0	\$0	10		\$0
ML-2B 4 WD OHV	Vegetation	Removal	Remove blowdown/logging out		FOREST MISSION	NONCRITICAL	\$100	MILE	0	\$0	10		\$0
ML-2B 4 WD OHV	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$150	EACH	0	\$0	0		\$0
ML-2B 4 WD OHV	Signs and Traffic Control	Sign (includes supports)	Install new Vertical	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$50	EACH	0.2	\$10	10		\$1
ML-2B 4 WD OHV	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	0	\$0	0		\$0
ML-2B 4 WD OHV	Signs and Traffic Control	Barrier	General maintenance		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2B 4 WD OHV	Signs and Traffic Control	Barrier	Remove existing/install new		RESOURCE PROTECTION	NONCRITICAL	\$100	EACH	0	\$0	0		\$0
ML-2B 4 WD OHV	Surface and Roadway	Surface	Remove ravel material	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$200	MILE	0.1	\$20	10		\$2
ML-2B 4 WD OHV	Surface and Roadway	Surface	Spot < 4 inch	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$300	MILE	0	\$0	10		\$0
ML-2B 4 WD OHV	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	0	\$0	20		\$0
ML-2B 4 WD OHV	Drainage	Cross drain	General maintenance		RESOURCE PROTECTION	CRITICAL	\$100	MILE	0.1	\$10	20		\$1
ML-2B 4 WD OHV	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	1	\$100	20		\$5
ML-2B 4 WD OHV	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$35	LN FT	0	\$0	20		\$0
ML-2B 4 WD OHV	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	5	\$250	10		\$25
TOTAL Unit Cost ML 2B OHV													\$34
ML-3 Aggregate	Vegetation	Removal	Mechanized	2 shoulders	FOREST MISSION	NONCRITICAL	\$200	MILE	1	\$200	5		\$40
ML-3 Aggregate	Vegetation	Removal	Remove standing		HEALTH AND SAFETY	CRITICAL	\$200	MILE	0.1	\$20	10		\$2
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Warning	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-3 Aggregate	Signs and Traffic Control	Sign (includes supports)	Install new Horizontal	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$100	EACH	0.1	\$10	5		\$2
ML-3 Aggregate	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	1	\$475	3		\$158
ML-3 Aggregate	Surface and Roadway	Surface	Resurface (SRR) 4-6 inch	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$20,000	MILE	0.25	\$5,000	0		\$0
ML-3 Aggregate	Surface and Roadway	Prism	Remove slide/slump		FOREST MISSION	NONCRITICAL	\$9	CU YD	5	\$44	20		\$2
ML-3 Aggregate	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	0	\$0	0		\$0
ML-3 Aggregate	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$100	EACH	5	\$500	20		\$25
ML-3 Aggregate	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$35	LN FT	30	\$1,050	20		\$53
ML-3 Aggregate	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$50	EACH	5	\$250	5		\$50
TOTAL Unit Cost ML 3													\$339
ML-4 Pavement	Vegetation	Removal	Mechanized - brushing	2 shoulders	FOREST MISSION	NONCRITICAL	\$655	MILE	1	\$655	5		\$131
ML-4 Pavement	Vegetation	Removal	Remove standing danger tree		HEALTH AND SAFETY	CRITICAL	\$200	MILE	0.1	\$20	10		\$2
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Regulatory	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Remove existing/install new (keep old posts/base)	Warning	HEALTH AND SAFETY	CRITICAL	\$170	EACH	0.1	\$17	5		\$3
ML-4 Pavement	Signs and Traffic Control	Sign (includes supports)	Install new Horizontal	Route Marker Vertical	FOREST MISSION	NONCRITICAL	\$100	EACH	0.1	\$10	5		\$2
ML-4 Pavement	Signs and Traffic Control	Pavement marking	Restrip/install new marking		HEALTH AND SAFETY	CRITICAL	\$1,017	MILE	1	\$1,017	10	centerline	\$102
ML-4 Pavement	Signs and Traffic Control	Pavement marking	Restrip/install new marking		HEALTH AND SAFETY	CRITICAL	\$1,017	MILE	0	\$0	10	fog lines	\$0
ML-4 Pavement	Surface and Roadway	Surface	Reshape, blade, compact w/water	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$475	MILE	0	\$0	1		\$0
ML-4 Pavement	Surface and Roadway	Surface	Resurface (SRR) 6-8 inch	2 lanes	RESOURCE PROTECTION	NONCRITICAL	\$50,000	MILE	0	\$0	0		\$0
ML-4 Pavement	Surface and Roadway	Surface	Deep patch asphalt	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$25	SQ YD	5	\$124	10		\$11
ML-4 Pavement	Surface and Roadway	Surface	Overlay	1 lane	RESOURCE PROTECTION	NONCRITICAL	\$75,000	MILE	0	\$0	30		\$0
ML-4 Pavement	Surface and Roadway	Prism	Remove slide/slump		FOREST MISSION	NONCRITICAL	\$9	CU YD	5	\$44	10		\$4
ML-4 Pavement	Surface and Roadway	Condition survey			FOREST MISSION	CRITICAL	\$50	MILE	1	\$50	0		\$0
ML-4 Pavement	Drainage	Round culvert	General maintenance		RESOURCE PROTECTION	CRITICAL	\$85	EACH	5	\$424	2		\$212
ML-4 Pavement	Drainage	Round culvert	Repair/rehab		RESOURCE PROTECTION	CRITICAL	\$373	EACH	5	\$1,865	20		\$93
ML-4 Pavement	Drainage	Round culvert	Install new		RESOURCE PROTECTION	NONCRITICAL	\$36	LN FT	90	\$3,254	20		\$163
ML-4 Pavement	Surface and Roadway	Asphalt maintenance	Crack sealing		RESOURCE PROTECTION	NONCRITICAL	\$2,000	MILE	1	\$2,000	10		\$200
TOTAL Unit Cost ML 4 Paved													\$928

Task ID Legend
 R = Surface and Roadway
 D = Drainage
 T = Signs and Traffic Control
 V = Vegetation