

Travel Analysis Report For the Lincoln National Forest

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FINAL



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Chapter 1: Travel Analysis Process

In August 1999, the Washington Office of the USDA Forest Service published Miscellaneous Report FS-643 titled “*Roads Analysis: Informing Decisions about Managing the National Forest Transportation System.*” The objective of roads analysis is to provide decision-makers with critical information to develop road systems that are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal negative ecological effects on the land, and are in balance with available funding for needed management actions. FS-643 provides guidance for the roads analysis process that aids forests in meeting this objective.

In October 1999, the agency published Interim Directive 7710-99-1 authorizing units to use, as appropriate, the road analysis procedure embodied in FS-643 to assist land managers making major road management decisions. On January 12, 2001, the Forest Service issued the final National Forest System Road Management Rule. This Roads Rule revises regulations concerning the management, use, and maintenance of the National Forest Transportation System. Consistent with changes in public demands and use of National Forest System resources and the need to better manage funds available for road construction, reconstruction, maintenance, and decommissioning, the final Roads Rule removes the emphasis on transportation development and adds a requirement for sound science-based transportation analysis. The final Roads Rule is intended to help ensure that additions to the National Forest System road network are those deemed essential for resource management and use; that construction, reconstruction, and maintenance of roads minimize adverse environmental impacts; and that unneeded roads are decommissioned and restoration of ecological processes are initiated.

A Forest-Level Roads Analysis for all roads suitable for standard passenger cars (maintenance levels 3, 4, and 5) on the Lincoln National Forest was conducted in 2002. The report of this analysis is available on the Lincoln National Forest website at <http://www.fs.fed.us/r3/lincoln/projects/index.shtml>.

This Forest-Level Roads Analysis was to act as a preliminary filter for follow up of individual watershed-level analyses which would include maintenance levels 1 and 2 roads in the process. This level of analysis was not completed for the entire Forest. Although the process for the TAP and the Forest-Level Roads Analysis are similar, they are distinct enough to not directly feed into one another.

Travel Management Rule

In November 2005, the Forest Service issued the Travel Management Rule for designation of routes and areas for motorized vehicle use (36CFR212.56). The Rule requires that the Forest Service designate a system of roads, trails and areas for motor vehicle use by vehicle class and, if appropriate by time of year. Five standard designations based on vehicle classes are defined by the Forest Service National Implementation Team (FS Internal Training Document (1)). They are:

- Roads open only to highway-legal vehicles;
- Roads open to all motor vehicles;
- Trails open to all motor vehicles;
- Trails open only to vehicles less than or equal to 50 inches in width;
- Trails open only to motorcycles.

The process of implementing the Rule includes performing a Travel Analysis Process, which builds upon the Roads Analysis Process (RAP) and includes analysis of all National Forest System roads and trails with emphasis on motorized use. The outcomes are a set of recommendations for changes to existing travel management direction and to the Lincoln National Forest transportation system. These changes will be evaluated through a subsequent NEPA process. A thorough travel analysis leads to subsequent environmental analysis with the intention that individual projects will focus on addressing cumulative impacts. Some changes may require amendments to the Forest and Resource Management Plan.

The designation process will culminate with the publication of a Motor Vehicle Use Map (MVUM) that will display roads, trails, and areas where motorized use is allowed.

Motorized Mixed Use

Motorized Mixed Use is “*designation of an NFS (National Forest System) road for use by both highway-legal and non-highway-legal motor vehicles (FSM 7705).*” The final Rule provides that designation decisions that permit a mix of highway-legal and non-highway legal traffic on NFS roads will be advised by engineering study or professional recommendation, as appropriate. Subsequent national guidance provides that in general, the starting point should be state traffic law. Where the responsible official proposes to depart from state traffic law or otherwise change current travel management direction by authorizing motorized mixed use where it would otherwise be prohibited, that decision must be advised by engineering analysis conducted by a qualified engineer, as described in EM-7700-30.

The Minimum Road System

36 CFR 212.5 (b) directs the Forests to identify a minimum road system.

“...the responsible official must identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. In determining the minimum road system, the responsible official must incorporate a science-based roads analysis at the appropriate scale and, to the degree practicable, involve a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding

expectations, to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance.”

Travel Analysis Process (TAP):

The TAP involves an interdisciplinary, broad-scale comprehensive look at the forest transportation network, providing long-term management guidance and site specific proposals for change to travel management direction and the Forest transportation system. Selected proposals for change will then be evaluated through the NEPA process(s) before implementation.

TAP replaces and updates the previous process called “Roads Analysis Process (RAP)”, providing a technical science-based review of the National Forest motorized transportation system.

TAP is not a decision making document. TAP is required to provide advice when considering changes to the motorized transportation system.

Forest may adopt the six-step process described in FS-643: Roads Analysis, Informing Decisions about Maintaining the National Forest Transportation System in order to perform a TAP. The Lincoln National Forest has used this process. The steps are designed to be sequential with the understanding that the process may require feedback and iteration among steps over time as the analysis matures. The amount of time and effort spent on each step differs based on specific situations, available information and the resources available to conduct the analysis. The process is designed to facilitate consideration of the factors and criteria for management of the transportation system defined by 36 CFR 212.50. Public and other entity involvement is also used to identify proposals to change existing travel management direction.

The six-step process is:

- 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

Travel Analysis Products:

The Travel Analysis Report, including maps for the Lincoln National Forest, documents the information and analyses used to identify opportunities and sets priorities for future roads, motorized trails systems and motorized areas.

Chapter 2: Setting Up the Analysis - Step 1

Previous and current planning efforts on the Lincoln National Forest used in the analysis of travel management include the following:

Lincoln National Forest, Forest-Level Roads Analysis Report (RAP) dated January 2003: This analysis addressed all passenger car roads at objective maintenance level (OML) 3, 4, and 5 roads as well as a few OML 2 roads on the Forest. This analysis was a screening-level assessment that provided general guidance. Details of risk and the associated mitigations are site specific. Specific risks and effects were to be verified and analyzed during the watershed or project level analyses. All the recommendations in the RAP may not be carried out at this time.

Standard Consultation Protocol for Travel Management Route Designation: This protocol is Appendix I to the Region's *First Amended Programmatic Agreement Regarding Historic Property Protection and Responsibilities*. The protocol will grandfather in existing system roads (OML 3, 4, 5) and trails that are already open for motor vehicle use in New Mexico and standard road maintenance practices. This includes their associated constructed features such as pullouts, trailheads, and turnouts. It also allows pull-off parking within a vehicle length of existing roads, existing fixed-distance corridors that were previously authorized in the Lincoln National Forest approved Forest Plan or past decisions, and specific limited-use authorizations such as those for game retrieval or fuel-wood gathering, for example, which are already covered by separate NEPA decisions.

Lincoln National Forest Land and Resource Management Plan (LRMP): This travel analysis report will reference direction from the 1986 LRMP and will make recommendations for LRMP amendment or revision only as it relates to dispersed camping. In addition the travel analysis will be used to guide and support plan revision, such as the *"Values, Attitudes and Beliefs"* and *"Socioeconomic Report."*

Recreation Site Facility Master Planning (RSFMP): This master planning is occurring at the same time as the travel analysis. While the focus of the RSFMP is on developed recreation sites, any applicable information from this planning process may be used for the TAP.

Parameters of the Travel Analysis Process

Objective of the Analysis

The objective of the TAP is to provide Forest Service Line Officers with information to ensure that existing and proposed road and motorized trail systems provides for user safety and convenience; are responsive to public needs and desires; provide sustainable access; are affordable within current and future expected budgets; are efficiently managed; have minimal negative ecological effects on the land; are

administered in an environmentally responsible manner; are in balance with available funding for needed management actions; and are consistent with land management objectives.

Responsible Official:

The responsible official for the Lincoln National Forest Travel Analysis is the Forest Supervisor, S.E. ‘Lou’ Woltering.

Description of the process:

The six-step travel analysis process was defined in February 2006. District interdisciplinary teams (IDT) met from February-September, 2006 to provide input for the analysis. In September 2006 the process was centralized and the IDT members were modified and replaced mostly with team members from the Lincoln NF Supervisor’s Office. This Forest-wide IDT began meeting on October 2006 and completed the analysis in November 2007. List of team members are in Table 2-1.

Table 2-1: Interdisciplinary Team

Name	Primary Interdisciplinary Discipline(s) or Function
Ron Hannan	Integration with Forest Plan and Forest Plan revision
Constance Zipperer	Team Leader and writer
Linda Cole	Writer, GIS Analysis, Cartography, identification of data needs
Laura Hudnell	Integration with NEPA requirement
Danney Salas	Wildlife, fish, rare plants, threatened and endangered species
Brian Long * Nancy Taylor *Johnny Wilson	Right-of-ways, land ownership, Recreation: Trail uses, management and data Access for special uses Recreation Opportunity Spectrum Visual Quality Objective Recreation: Dispersed camping
Linda Cole	Mining input
James Villard	Access needs for fuels management, fire management, community protection/safety
Bob Dancker	Soils
Mike McConnell	Watershed health, riparian, wetlands, water quality/quantity, air quality
Greg Mendonca	Road management, road maintenance, motorized mixed use analysis, road data, integration with other road jurisdictions
April Banks	Engineer, ATM-MVUM
Eric Dillingham	Cultural resources, cultural properties, traditional/sacred sites/uses
Terry Delay	Vegetation/Timber resources access needs
Peg Crim	Interim Team Leader, public participation
Mike Atkinson	Range management, noxious weeds

* Former team member

Scale of Analysis:

- The scale of this analysis includes all authorized National Forest System (NFS) roads (ML 1-4) and trails on lands within the Lincoln National Forest boundaries.
- Unauthorized (user-created) routes under consideration for this analysis are those routes that lead to dispersed camping sites.

Depth of Analysis:

The analysis was conducted using existing data found within the Lincoln National Forest's Geographic Information System (GIS) corporate data, data describing the existing NFS roads and trails from the INFRA database and data gathered from field surveys representing some user-created routes leading to dispersed camping sites. Data within GIS was saved and archived as of November of 2006 to conduct all analysis

A route-by-route assessment was performed by the Forest Inter-disciplinary Team (IDT). The values and risks were identified using the issues and the considerations for route designation described in 36 CFR 212.55. Each route was evaluated for the appropriately identified value and risks.

This assessment was done with a very broad-brushed approach to flag a route for the IDT. In most cases the Geographic Information System (GIS) was used to find routes which met certain criteria (e.g., routes within a specified distance of rare plants). In other areas local resource knowledge was used with or without the aid of GIS. In each case the resource specialist was asked "how would you characterize value and/or risk for the resource using current data". At this level of assessment the entire route was considered high or low value even if only a small portion met the criteria.

The IDT developed a screening system and used public comments to identify routes recommended for further NEPA analysis.

Time Scales:

A 20-year time period is assumed for prediction of needs and effects. Twenty years is the analysis period of the Lincoln National Forest LRMP and RAP of 2003.

Public Input:

The cornerstone of the Travel Management Rule is local collaboration and decision making. The public was solicited for input at various stages in the travel analysis process and described in more detail in Chapter 5 of this Report.

Report Review:

The review process within the Report is as follows:

- Formal review will be conducted as an 'in-house' review. The final Report, because it is a non-decision based report, will be made available to the public but not for formal comments. This was done because of the extensive public involvement done early and throughout the entire process.
- Internal review of a 70% complete document by each Lincoln NF District Ranger and primary staff, Forest Staff Officers, Forest Supervisor, Southwest Regional Office Travel Management Program Manager. November 21-28, 2006. The value and risk analysis was not completed for this review: it was reviewed in concept, but not in detail.
- Internal review of draft final TAP by Interdisciplinary Team (May 2007).
- Internal review of draft final by Lincoln NF District Rangers, Forest Staff Officers, Forest Supervisor, and Southwest Regional Office Regional Foresters Staff for Engineering and Recreation (December, 2007).

Chapter 3: Describing the Situation: Existing Laws & Guidelines - Step 2

National Forest System (NFS) roads are operated and maintained for all uses that are legal under State law, unless a specific prohibition is established. Recent interpretation of State law provides that Off Highway Vehicle (OHV) use is authorized on all non-paved NFS (dirt) roads.

There are a number of regulations, directives, laws and guidelines the Lincoln National Forest must abide to manage our transportation system. This section will address New Mexico State Law as well as Forest guidelines and policies, the latter of which include the Forest Plan Management Guidelines for roads, trails, recreation, the Recreation Opportunity Spectrum (ROS) and Roadless Areas.

New Mexico State law for use of motorized vehicles

New Mexico State Motor Vehicle (NMMV) code applies to motorized vehicles and their use on the National Forest (36 CFR 212.5 (a)). State Motor Vehicle code includes requirements for use on streets, highways and for use of off-highway vehicles. Some pertinent aspects of State traffic laws and USFS Southwestern Region interpretations are discussed here.

New Mexico State law does not require public land agencies to take an action to authorize OHV use on its dirt roads. Publishing the motor vehicle use map designating those roads, trails and areas open to motorized use is the action that prohibits motorized use for all other areas, roads, and trails. Maintaining the existing authorized uses, maintenance level, vehicle class, and season of use does not require a decision, and therefore, does not require a motorized mixed use analysis.

NMMV code defines “highway” as “every way or place generally open to the use of the public as a matter of right for the purpose of vehicular travel, even though it may be temporarily closed or restricted for the purpose of construction, maintenance, repair or reconstruction” (66-1-4.8 (B)).

NMMV code defines “off-highway motor vehicle”:

- Section (66-1-4.13 (B)) as “any motor vehicle operated or used exclusively off the highways of this state and that is not legally equipped for operation on the highways of this state”
- Section 66-3-1001.1 (D) as “a motor vehicle designed by the manufacturer for operation exclusively off the highway or road and includes:” (1) all terrain vehicle, (2) off-highway motorcycle and (3) “snowmobile.

NMMV code includes registration requirements for motor vehicles for use on the highways (66-3-1) and for off-highway motor vehicles (66-3-1003).

NMMV code (66-3-1101) prohibits vehicles that are registered as “off highway vehicles” from operation on limited access highways or freeways and on any paved street or

highway, except to cross. The term “*limited access highway*” is not defined in the NMMV code. “*Controlled access highway*” is defined in the code as “...every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access onto or from the highway, street or roadway except at those points only and in the manner as may be determined by the public authority having jurisdiction over the highway, street or roadway” (66-1-4.3 (K)).

National Forest System (NFS) roads operated at operational maintenance levels 3, 4 and 5 are subject to the Highway Safety Act (HSA) and therefore subject to the associated State and Federal requirements and guidelines. NFS roads operated at maintenance level 2 (for high clearance vehicles) and motorized trails are not subject to the Highway Safety Act. Requirements and guidelines for design, operation, and maintenance are described in the Forest Service Manual (FSM) 7700. Forest Service delineation for roads and trails applies to route design, maintenance, and operation but does not effect the licensing and use requirements for motorized vehicles and their operation. State law regulates motorized vehicles and their use on paved or non-paved NFS routes.

Forest Guidelines for Roads and Motorized Trails

Forest Service Directives Pertaining to Roads & Motorized Trails

- Code of Federal Regulations
 - o 36 CFR 212
- Forest Service Manual (FSM)
 - o 2350: Recreation
 - o 7700: Travel Management
 - o 7710: Travel Planning
- Forest Service Handbook (FSH)
 - o 7709.55, 10: Travel Planning
 - o 7709.55, 20: Travel Analysis
 - o 7709.55, 30: Engineering Analysis

Land and Resource Management Plan direction: Roads

The Lincoln National Forest Land and Resource Management Plan (LRMP) and amendments provide direction for motorized travel, road, and trail management. The recommendations in this travel analysis follow this direction, and provide information for future Forest level management planning. Some of the LRMP information is highlighted here. Please refer to Appendix E page 2 for a map of the management areas referred to within the LRMP.

Refer to the Plan and Amendment document for complete and specific information. Table 3-1 displays the pertinent road direction from the LRMP.

Table 3-1: LRMP Directions for Roads

LRMP Direction for Roads	
Page Reference	Description
	Management of Transportation System
13	<i>“Operate and maintain the transportation system to meet administrative, public and resource needs. Manage vehicle traffic on a authorized system of roads and trails while closing routes as needed to manage and protect resources.”</i>
replacement page 30	<i>“Motorized vehicle use will be allowed on authorized roads and trails only”</i>
replacement page 30	<i>“Individual road and trail designations will be shown on the Forest Transportation System Map. Signing of roads and trails will be in accordance with standard transportation management direction. Roads and trails will be signed opened using route markers.”</i>
47	<i>“Solidify jurisdictional responsibility for roads by issuing USDA easements to the State and counties. Cooperate with counties in obtaining deeded ROW (right of ways) for Forest roads they maintain. Acquire ROW for Forest roads maintained by the Forest”</i>
47	<i>“Establish road management prescriptions for all Forest roads. Operate and maintain the road system according to these prescriptions. Public safety, resource protection and seasonal use will be emphasized, with user comfort being a secondary consideration.”</i>
47	<i>“Accommodate vehicular traffic by a authorized system of roads and trails. Travel will be allowed off this system only by permit or to reach a dispersed campsite (within 300 feet of the road or trail)”</i>
201-203	<i>“The transportation system on the Forest will be managed...Vehicles may travel to and from dispersed camping sites less than 300 feet from open system roads and trails. The designated system will consist of 2,950 miles of roads and trails of which 2,270 miles will be open for use. The summary below contains system statistics of interest....Travel ways are classified as local roads and are in either maintenance levels 1 or 2. The current road system is classified according to intended functions and maintenance levels...Forest local roads may be developed and operated for either long-or short-term service.”</i>
	Road Construction and Reconstruction
47	<i>“Roads needed for private land access, special uses, or mineral activities will be built and maintained by the permitte to minimum standards for the intended use on permanent locations, and closed, drained, and re-vegetated after use. Maintenance by counties will be permitted when arranged by permitte.”</i>
47	<i>“Local terminal roads will be constructed with a 12 foot width, except in cable logging areas where the minimum width will be 14 feet.”</i>
47	<i>“Design roads so that straight alignment does not exceed ½ mile.”</i>
47	<i>“Emphasize relocating roads out of canyon bottoms during construction and reconstruction activities.”</i>
47	<i>“Construct new roads and trails at least ¼ mile from prairie dog</i>

LRMP Direction for Roads	
	<i>towns, whenever possible.</i> "
47	<i>"Avoid new road development within essential bald eagle habitat which would increase public access and use from November 1 to March 31, whenever possible. Restrict public access and use on existing roads within each habitat during this period should adverse impacts on eagles occur."</i>
24 & 25	LRMP (Table 11, pages 24 and 25) lists 17 road reconstruction projects by priority. Four of these projects have been completed to date.
136 & 147 (management areas 4K and 4O)	<i>"Design roads to minimize long distances of straight sections. Straight sections will not exceed ¼ mile."</i>
Road Maintenance	
47	LRMP calls for road maintenance to meet use needs and safety. <i>"Public safety, resource protection and seasonal use will be emphasized, with user comfort being a secondary consideration."</i>
203	Level 1Basis custodial care...Level 5... <i>"Abrupt changes in maintenance shall be posted to warn travelers until deficiencies are corrected."</i>
Road Closure	
replacement page 30	<i>"The following criteria will be applied when considering changes in existing motorized vehicle use: 1. The management emphasis of a specified area 2. The level of conflict between existing types of uses 3. The required level of resource protection 4. Seasonal constraints needed to maintain road and trail investments, and/or to meet needs of other resources 5. The presence of appropriate right-of-ways 6. Special limitations affecting use 7. Special needs of user and management"</i>
47	<i>"Close, obliterate or restore 100 miles of roads and travel-ways identified for such action through scoping and public involvement."</i>
47	<i>"Closure will be by physical barriers and/or signing."</i>
170 (errata sheet)	<i>"There are currently 2960 miles* of routes on the Forest of which 100 miles (3 percent) will be closed by the first period." *The difference in FLMP and current inventory road miles is due to refinement of the inventory, road decommissioning, and changes in jurisdiction since 1987, when the plan was prepared.</i>
Road Density	
replacement page 11	<i>"Manage habitat for wildlife populations consistent with goals outlined in the New Mexico Comprehensive Plan (NMCP) and consistent with other resource values."</i>
136 & 147 (management areas 4K and 4O)	<i>"Keep road development to a minimum everywhere. If presently located in drainages, openings or stringers, they should be relocated to maximize wildlife benefits. Open road densities should not exceed: summer range – 3.0 mile/square mile or winter range – 2.0 mile/square mile. An estimated 15 miles of road will be closed to reduce limiting habitat factors."</i>

Operation Plan, Terrestrial Management of NM Wildlife

The “*Operation Plan, Terrestrial Management of New Mexico Wildlife, 1987 – 1995*” provides detailed management guideline for road density. Refer to Table 3-2.

Table 3-2: Operation Plan Guideline for Road Density

Operation Plan Guidelines for Road Density
- <i>Manage to maintain open road densities optimally as follows or as specified in the land management plan</i>
- <i>Big game winter range and turkey winter range - optimally at no more than 0.5 mile per square mile or as provided in approved land use management documents</i>
- <i>Big game summer range and turkey summer range - optimally at no more than 1.0 mile per square mile or as provided in approved land use management documents</i>
- <i>Big game primary winter range and turkey primary winter range - optimally at no more than 0.1 mile per square mile or as provided in approved land use management documents.</i>

Land and Resource Management Plan direction: Trails

The LRMP provides general and specific direction for management of trails and acknowledges the demand for motorized access for recreation, and the need for trail system management in these standards. Refer to Table 3-3 for the highlights of the LRMP guidelines referencing trails.

There are specific standards and guidelines that describe such things as trail maintenance, reconstruction, trailhead development and trail management emphasis or treatment of the recreation opportunity spectrum for 18 of the management areas defined in the LRMP. Refer to the plan document for a full listing of these standards and guidelines. Those that are most significant to, and within the scope of, this analysis are seen in Table 3-3.

Table 3-3: LRMP Directions for Trails

LRMP Direction for Trails	
Page Reference	Description
3	<i>“Demand for motorized dispersed recreation is increasing. Off-road travel by vehicles is damaging resources. There are conflicts between motorized and non-motorized uses on roads and trails.”</i>
Replacement 12	<i>“Manage for a variety of developed and dispersed recreation experiences, while maintaining the current spectrum of opportunities. Encourage opportunity for private sector to meet part of recreation demand. Provide a system of roads and trails for motorized recreation use, while protecting other resources.”</i>
Replacement 15A	<i>“Schedule for recreation construction/reconstruction and trailheads.”</i>
Replacement 30A	<i>“Prepare a trail management plan for each District, considering all uses, including motorized and non-motorized vehicles, horses and hiking.”</i>
LRMP Standards and Guidelines for Trails	
Management Area	Standard or Guideline
1D	<i>“Close the Mitt-Bar Trail to motorized use.”</i>
1E	<i>“Construct a trailhead (24 PAOT) at Nogal or Tortolita.”</i>
1G	<i>“Primary emphasis is on dispersed and developed recreation, and wildlife</i>

	<i>management. A right-of-way will be obtained and two trailheads constructed to provide access to the adjoining wilderness.”</i>
	<i>“Construct trailheads at Mills Canyon (18 PAOT) and either Nogal Peak or Argentina (30 PAOT).”</i>
	<i>“Locate, construct and maintain trails and trailheads in such a manner as to meet the protection needs of the resource while providing maximum opportunities for recreational use.”</i>
1H	<i>“Existing trails (15 and 25) will be left open and maintained but new facilities will not be constructed.”</i>
1H-RNA	<i>“Allow no new trail construction.”</i>
1I	<i>“Existing trails (15 and 25) will be left open and maintained but new facilities will not be constructed.”</i>
2B	<i>“Evaluate the need for dispersed recreation developments (trails) to serve Alamogordo population.”</i>
	<i>“Maintain trails at level 3 including six miles of Dog Canyon Trail five times each period.”</i>
	<i>“Maintain present acres of Semi Primitive Recreational Opportunity Spectrum class acres.”</i>
	<i>“Close Dog Canyon, Mule Canyon, and San Andreas Trails to motorized use.”</i>
2C	<i>“Close Escondido and Pasture Ridge Trails to motorized use.”</i>
2F-RNA	<i>“Rim Trail is open to single-track motor vehicles. Allow non-motorized dispersed recreation activities on the rest of the area provided they do not modify the area or threaten or impair the research or educational value of the study areas.”</i>
	<i>“Allow no new trail construction.”</i>
2H	<i>“Close La Pasada Encantada to motorized use.”</i>
3A	<i>“Close and obliterate five miles of travel-ways to protect visual resources and caves. Designate nine miles of trails and travel-ways as roads and maintain in condition suitable for travel by high-clearance vehicles.”</i>
	<i>“Construct three miles of trails on Camp Wilderness Ridge.”</i>
3A-RNA	<i>“Allow no new trail construction.”</i>

Land and Resource Management Plan direction: Recreation

The LRMP provides general and specific direction for management of recreation. Refer to Table 3-4 for the highlights of the FLMP guidelines referencing trails.

Table 3-4: LRMP Directions for Recreation

LRMP Direction for Recreation	
Page Reference	Description
12	<i>“Manage for a variety of developed and dispersed recreation experiences, while maintaining the current spectrum of opportunities”.</i>
	<i>“Provide a system of roads and trails for motorized recreation use, while protecting other resources.”</i>
Replacement 30	<i>“Compare the anticipated changes in Recreation Opportunity Spectrum (ROS) class of all project proposals with the ROS objectives for the area. Keep ROS within 15 percent of existing acres.”</i>
56-153	<i>“Specific information on managing lands for Recreation Opportunity Spectrum (ROS) values.”</i>

Land and Resource Management Plan direction: Recreational Opportunity Spectrum

Recreation Opportunity Spectrum (ROS) is a method of delineating types of recreation settings and experience opportunities. There are currently five of six ROS settings (primitive is not evident on the Lincoln National Forest) and are described in Table 3-5 and also can be seen as a map in Appendix E.

The Forest is host to a variety of uses, including commercial, consumptive and non-commercial and recreational uses. Motorized recreational use occurs all year. Forest-wide, 45% of the trail miles are open to motorized use with 80% of the trail miles on the Sacramento District open to motorized use.

Table 3-5: Recreational Opportunity Spectrum Classifications

ROS Class	Total Acreage	Smokey Bear RD Acreage	Sacramento RD Acreage	Guadalupe RD Acreage
Urban	18,293	14,519	3,774	0
Rural	33,951	9,082	24,869	0
Roaded Natural	262,242	54,550	183,859	26,833
Semi Primitive Motorized	769,604	267,107	284,469	218,028
Semi Primitive Non-Motorized	173,825	78,278	51,866	43,681

Forest Supervisor Orders

There are ten active Forest Supervisor Orders that restrict travel in some way on the Forest and they are listed below. These orders, still in effect, are part of the existing condition and establish the current direction for motorized vehicle travel within the areas affected by the order.

- **Order 08-75:** *“Establishes the enforcement tool for the existing authorized routes system.”*
- **Order 08-149:** *“Specifically prohibits OHV use on NFS roads 107, 107A and 108 of the Smokey Bear Ranger District.”*
- **Order 08-127A:** *“Closure of NFS road 127A”*
- **Order 08-132:** *“Closure of NFS road 5619”*
- **Order 08-113:** *“Operating a vehicle carelessly, recklessly, or without regard for the rights or safety of other persons or in a manner of at a speed that would endanger or be likely to endanger any person or property 36CFR261.54 (f)” and “Operating a vehicle in violation of the New Mexico Vehicle Code 36CFR261.54 (d).”*

- **Order 08-81:** *“Using a road for commercial hauling without a permit or written authorization”, 36CFR261.54(c).*
- **Order 08-80:** *“Restriction of motorized vehicle use within the Roger’s Ruins area on the Sacramento Ranger District.”*
- **Order 08-76:** *“OHV closure order for the Mule, Hunter and Agua Chiquita Canyons on the Sacramento Ranger District.”*
- **Order 08-72:** *“Limits on vehicular traffic for NFS road 63 on the Sacramento Ranger District.”*
- **Order 08-70:** *“It is prohibited to possess or use a motorized vehicle, off road motorized vehicles included, off of Forest development roads.”*

Inventoried Roadless Areas (IRA)

The term Roadless Areas means there are certain constraints in road building within inventoried areas. Roadless refers to areas that are identified and previously considered for wilderness area, or wilderness study area status.

The Lincoln National Forest contains 13 inventoried Roadless Areas (IRA), two of which are Wilderness Areas (White Mountain and Capitan Wilderness Areas). The primary management direction for IRA’s can be found in the Forest Service Manual Chapter 1925 (FSM), Federal Regulation 36 CFR Part 294 and in the Lincoln National Forest Land and Resource Management Plan (LRMP). Refer to the map in Appendix E for the inventoried Roadless Areas on the Lincoln National Forest, Table 3-6 references the acreages.

Table 3-6: Inventoried Roadless Areas

	INVENTORIED ROADLESS AREA NAME	Acreage	TOTAL - Acreage
Guadalupe District	Little Dog and Pup Canyons	25,398	63,298
	North Rocky Canyon	8,061	
	Last Chance Canyon	8,926	
	South Guadalupe Mountains Wilderness Study Area	20,913	
Sacramento District	Ortega Peak	12,527	67,937
	West Face Sacramento Mountains	41,146	
	Jefferies Canyon	8,928	
	Grapevine	2,088	
	Culp	3,248	
Smokey Bear District	Carrizo Mountain	17,486	51,684
	Tucson Mountain	18,039	
	White Mountain Wilderness Contiguous Area	16,159	
	Capitan Mountain Wilderness	50,794	81,658
	White Mountain Wilderness	30,864	

Current Environmental Guidelines

Threatened and Endangered Species

The Southwestern Region of the Forest Service consulted with the US Department of Interior Fish and Wildlife Service in 2005 on the Land and Resource Management Plans. This consultation resulted in a Biological Opinion (BO) that includes conservation recommendations and conservation measures for recovery of endangered species. Some of the analysis information, conservation recommendations and measures that relate most directly to the travel analysis are listed in Table 3-7. Refer to the BO document for complete information.

Table 3-7: Extracts of the USFWS Biological Opinion

USFWS Biological Opinion	
Page Reference	Description of proposed action:
9	<i>"...If a given watershed has more than 2.5 mi/mi² (1.55 km/km²) of road, the watershed may be considered to be impaired and not properly functioning."</i>
10	<i>"The Forest Service has stated that, in the long-term, implementing a Roads Analysis Process will assist in identifying unneeded roads. Through this analysis, newly created user roads will be treated as resource damage and not as unclassified roads. Further, with regards to road maintenance and culverts, the Southwestern Region of the Forest Service will continue to emphasize the improvement of riparian areas, wetlands, and watersheds by slowing runoff from roads."</i>
	Conservation Recommendations: Sacramento Mountains thistle
706	<i>"Adhere to the recommendations of the 1993 Sacramento Mountains Thistle Recovery Plan".</i>
	<i>"Minimize water diversion and watershed degradation in order to protect occupied travertine substrates and to restore suitable riparian habitats" (referring to Sacramento Mountains thistle).</i>
	<i>"Recreation use should not be encouraged in thistle habitats."</i>
	Conservation Measures – Sacramento prickly poppy
711-712	<i>"Annually protect newly emerging seedlings from trampling on Nationals Forest System Lands."</i>
	<i>"On National Forest System lands limit Off-Highway Vehicle use to established routes."</i>
	Status of the Species within the Action Area – Sacramento prickly poppy
711-712	<i>"Off-highway vehicles recently have been recognized as a potential threat to Sacramento prickly poppy....Off-highway vehicles can crush or disturb poppy individuals and may modify the soils, local hydrology, and microclimates associated with seed germination and plant growth (U.S. Forest Service 2004). Furthermore, the creation of trails through poppy habitat can promote the spread of noxious weeds already present in the area (U.S. Forest Service 2004) into these areas which may threaten the poppy's establishment through competition. As an indication of increased interest in off-road riding in the poppy's habitat, a website exists that gives tips on how to circumvent Lincoln National Forest closures and lists detours to take in the vicinity of Alamo Canyon."</i>
	<i>"Road construction and maintenance activities, including herbicide</i>

USFWS Biological Opinion	
	<i>use and mowing, may threaten the poppy. Although the poppy is adapted to disturbed habitats, and therefore, could benefit from some ground-disturbing activities, blading along drainage ditches and the shoulders of unpaved roads has destroyed some poppy plants (U.S. Forest Service 2004)."</i>
	<i>"In Fresno Canyon, road maintenance by the Otero County Road Maintenance Department has resulted in the loss of prickly poppy plants along an unpaved National Forest System Road. In addition, State Highway Department maintenance work along US Highway 82 has resulted in impacts to the species."</i>
	<i>"Motorized trail use may affect poppies growing at the bottom of Alamo and Caballero Canyons, but no studies have been performed to assess these possible effects."</i>

Quantity of Land in Use by Roads

Smaller wildlife and plant species can be greatly impacted by the presence of a road or trail. The dimensions of a route, on average 14’ wide can be a great obstacle to certain species, limit the available habitat for others and possibly even threaten the existing species through use of routes, as is the case with the Sacramento Mountain Prickly Poppy (*Argemone pleiakantha ssp pinnatisecta*), to name one species. Reducing route levels in critical areas could help the Lincoln NF manage these threatened or endangered species by encouraging motorized use outside of these areas where applicable. Reducing operational maintenance and/or trail class levels also reduces the widths of these routes. Through time a 14’ wide road may grass itself over increasing the area of some habitats.

Table 3-8 lists the quantity of land in use by Forest-wide roads, and within the habitats of species that are potentially affected by the presence of roads. The species presented here are the known T&E species on the Lincoln National Forest most directly affected by road widths either because of meadow habitat and/or direct affects through motorized traffic.

Table 3-8: Quantity of Land in Use by Roads Within T&E Habitats

Species	Habitat Acreage⁽¹⁾	Miles⁽²⁾ of Roads within Habitat	Acres⁽³⁾ of Habitat Lost to Road	Percent Habitat Lost to Road
<i>Euphydryas Anisia Cloudcrofti</i> (Cloudcroft Checkerspot Butterfly)	2,697	74	126	5%
<i>Aneides hardii</i> (Sacramento Mountain Salamander)	142,479	668	1,134	1%
<i>Echinocereus fendleri var. kuenzleri</i> (Kuenzler Cactus)	17,378	47	80	>1%
<i>Cirsium vinaceum</i> (Sacramento Mountain Thistle)	92	1	2	2%
<i>Argemone pleiakantha ssp pinnatisecta</i> (Sacramento Mountain Prickly Poppy)	29,275	128	217	1%
<i>Astragalus altus</i> (Tall Milk Vetch)	5,123	34	58	1%

Species	Habitat Acreage⁽¹⁾	Miles⁽²⁾ of Roads within Habitat	Acres⁽³⁾ of Habitat Lost to Road	Percent Habitat Lost to Road
<i>Astragalus kerrii</i> (Kerr's milk Vetch)	16,574	57	97	1%

(1) Forest-wide acreage within Forest boundary of occupied and potential species habitat

(2) Includes all private and other jurisdiction roads, opened and closed NFS roads and all trails

(3) Acres = Length (in feet) x 14 feet wide average width

Native American Concerns

In order to meet its legal obligations under the National Historic Preservation Act and related laws, presidential Executive Orders, and Forest Service policies and guidance, the Lincoln National Forest contacted three Native American tribal governments about the Travel Analysis process. The Lincoln National Forest initiated the process by letter and attached annual project list in 2006 and again in 2007, with follow-up phone calls and two meetings, both with the Mescalero Apache Tribal Historic Preservation Officer. Though the consultation process remains open, to date there have been no comments received from the Mescalero Apache or Zuni tribes. According to information received from Mescalero Apache officials, there are undisclosed locations on all three Ranger Districts that are of cultural importance to the tribe. If tribes notify the Lincoln National Forest that Traditional Cultural Properties, sacred locations or other areas of cultural importance are located on or near a road or trail system, the next steps would be to understand the nature of the resource, assess any impacts, and research possible mitigation measures.

Chapter 4: Describing the Situation: Existing Conditions of Roads, Trails , Dispersed Camping and Route Density - Step 2 Continued

Roads:

National Forest System (NFS) routes are those that fall under the jurisdiction of the Forest Service and include both roads and trails. Motor vehicle travel on the Lincoln National Forest is limited to authorized routes since implementation of the Lincoln National Forest Plan Amendment #1 in May 1987. The current system of authorized open roads is listed in Appendix D and maps in Appendix E. For a detailed look at the existing travel route system, refer to the following web site for detailed maps (<http://www.fs.fed.us/r3/lincoln/projects/TMR/maps.shtml>).

NFS roads are further broken down into Operational Maintenance Levels. These OML are defined in Table 4-1 below. All of the open roads are fully accessible to the public. Level 1 roads (closed roads) are closed to the public. On a project by project basis, the Lincoln National Forest may temporarily open closed roads for access to areas for product retrieval or for emergency use by Lincoln National Forest employees and/or contractors. Maps of these routes can be found in Appendix E or detailed versions of these can be found at our web site (<http://www.fs.fed.us/r3/lincoln/projects/TMR/maps.shtml>).

Table 4-1: Operational Maintenance Levels (OML) Managed by the Lincoln National Forest

Status	OML (route) Level	Definition (see FSH 7709.58, 10 & 12.3 for specific definitions)
	4	Paved or dirt road maintained for moderate speeds (in most cases an access road to camping or recreation facilities)
	3	Road maintained for passenger vehicle access (in most cases a well maintained dirt road)
	2	Dirt road maintained for high clearance and/or 4wd vehicles
Closed	1	Closed road (custodial maintenance, no motorized traffic)

The INFRA database shows 3,479 miles of roads within the Lincoln National Forest. This analysis is only dealing with 2,226 miles of roads under Lincoln National Forest jurisdiction (OML 4-1) not including decommissioned roads. The three Ranger Districts of the Lincoln National Forest each have distinct distributions of their roads and trails which are broken down in Table 4-2. This table presents the miles of roads & trails by District and by their route level (roads) and their designed use (trails).

Table 4-2: Roads and Motorized Trails: Summary of Miles by Type and Ranger District

Route Level	Total Miles	Miles by Ranger District (RD)		
		Smokey Bear RD	Sacramento RD	Guadalupe RD
Level 4 Road (paved)	13	2	7	4
Level 3 Road (passenger car)	231	70	108	53
Level 2 Road (rough)	919	291	297	331
Level 1 Road (closed)	1,063	333	621	109
NFS Roads – Total	2,226	696	1033	497
Total Motorized Trail	171	0	169	2

Data Source: All values are derived from GIS calculated distances. Only existing & known routes under the jurisdiction of the Lincoln National Forest are included.

Disconnected routes are open roads that have no access from any other open roads and are listed in Table 4-3. In some instances this was caused by losing or not acquiring a right-of-way to the road, in other cases only closed routes lead to these open roads and need to be dealt with administratively.

Table 4-3: List of Disconnected Roads

09732	03030	00176 E	09412	05630	05660 A
05579	09031 B	01014	05014	09504 C	05015
09579	09032 E	09436 A	09796 A	09733	03045
09209 B	09656	09415	00589 B	05597 B	01015

Trails:

The Lincoln National Forest also has an extensive system of trails within the Forest, both motorized and non-motorized. Our existing system of NFS trails, both motorized and non-motorized are listed in Appendix D. For listings of trails managed for motorized use see Appendix E. Some special use permits make exceptions to cross country access via motorized use under Forest range permits.

Trails are generally described using one of two classifications, Design Use or Trail Class both of which are defined and discussed in this section. Design Use categorizes the trails based upon the type of use, see Table 4-4. Maps of these routes can be found in Appendix E or detailed versions of these can be found at our web site (<http://www.fs.fed.us/r3/lincoln/projects/TMR/maps.shtml>).

The designed use within Table 4-4 includes all uses listed below ATV (motorcycles, horses, hiking, etc are all permitted). However a trail listed as Horseback is only designed for hiking and seasonal cross country skiing in addition to horses.

On current NFS motorized trails, use is limited to vehicles that are less than 50 inches wide. Some of the motorized trails are not wide enough for All-Terrain Vehicles (ATV/4-wheelers) and can accommodate only motorcycles. Refer to Table 4-4 for these categories and their definitions. Maps of these routes can be found in Appendix E

or detailed versions of these can be found at our web site
(<http://www.fs.fed.us/r3/lincoln/projects/TMR/maps.shtml>).

Table 4-4: Trail Use Design Classifications for the Lincoln National Forest

Status	Designed Use	Level of Impact	Definition
Motorized	ATV	Greatest	Trail accessible for All Terrain Vehicles < 50" in width
	MTRCYCL	↓	Trail accessible to motorcycles
Non-Motorized	BIKE	↓	Trail accessible to bicycles
	PACK	↓	Trail accessible to horses and other pack animals
	HIKE	↓	Trail accessible to pedestrian traffic (hiking only)
	XSKI	Least	Cross-Country Ski Trail (seasonal)

Table 4-5 below defines each of the Trail Classes. This Report refers to design use because of its direct link to motorized trail use. Trail class will be referred to for budget purposes because it is on this class that yearly maintenance dollars are calculated.

Table 4-5: Definitions of Trail Class Classifications

Trail Class	Definition
5	Trails maintained for high use and experience levels including special purposes such as VIS, bicycle, vista or handicapped trails. Basic care same as class 4 but patching of paved tread may be needed annually. Trail sides maintained to meet high visual quality standards beyond the trail limits. Vistas are maintained.
4	Trails maintained at relatively high standards to provide for public safety and convenience. Tread relatively smooth, firm, and may require stabilization. Signing at high level, all other elements same as class 3. These trails are generally maintained for family or senior citizen use.
3	Trails maintained for intermediate experience level. Trail sides brushed out, structures maintained to original design standards.
2	Trails maintained for near-primitive experience level, tread maintenance for public safety only
1	Trails maintained for primitive experience level. Custodial care only, no tread maintenance

Current Road and Trail Maintenance Costs

Roads:

Some roads are selected for maintenance annually to provide for safe use and to address resource issues. These selections are made upon consultation between the Ranger District and the road management engineers. Maintenance is prioritized, any known critical safety needs being the highest priority.

Federally appropriated funds for road operation and maintenance funding on the Lincoln National Forest ranged from about \$500,000 to \$700,000 per year over the last 5 years. The Forest Service conducted annual road condition surveys since 1999 to determine the maintenance and associated funding needed to maintain roads to the required safety standards and assigned maintenance levels. These surveys describe the features of the roads (e.g., surfacing, ditches, dips, culverts) and their condition. The maintenance cost

of those roads and features is calculated from those surveys using a regional standard cost guide. Those surveys indicate that the annual maintenance funding needed for all of the Lincoln National Forest system roads to maintain to standard is about \$5,700,000. This average cost of \$5.7 million would enable the Lincoln National Forest to revisit and maintain each open road on a cycle appropriate for that maintenance level and environment.

Table 4-6 displays the origins of the \$5.7 million annual maintenance costs for the Lincoln National Forest. It also shows how deferred maintenance accumulates into larger costs in sequential years

Table 4-6: Project Costs for Maintaining the Existing System

Identifying the Minimum Sustainable Road System

FY 2005 DATA - Road Miles, Budget, and Deferred Maintenance Needs

Forest	Forest FY 05 CMRD Budget (less CIP & Earmarks)	Region Avg CMRD Budget	Forest DEFERRED Mtc Needs FY 2005	Forest ANNUAL Mtc Needs FY 2005
Lincoln	\$ 499,000	\$ 902,000	\$ 30,929,602	\$ 5,740,821

Miles	# of Miles	Forest Annual Mtc Needs (per mile)	Forest Deferred Mtc Needs (per mile)	Forest Total Annual & Deferred Mtc Impact to Forest Budget	Reg Avg Annual Mtc Needs (per mile)	Forest Annual Mtc Needs using Reg Avg Unit Costs
Mtc Level 5	0	\$ -	\$ -	\$ -	\$ 11,273	\$ -
Mtc Level 4	19	\$ 12,051	\$ 62,707	\$ 1,417,265	\$ 9,851	\$ 186,755
Mtc Level 3	311	\$ 9,856	\$ 60,605	\$ 21,898,176	\$ 6,751	\$ 2,098,083
Mtc Level 2	939	\$ 1,914	\$ 5,545	\$ 7,007,064	\$ 420	\$ 394,586
Mtc Level 1	1068	\$ 610	\$ 5,333	\$ 6,347,917	\$ 107	\$ 114,297
Total:	2,337			\$ 36,670,422		\$ 2,793,721

NO CHANGES, i.e. Do Nothing

Miles	# of Miles	Forest Annual Mtc Needs (per mile)	Forest Annual Mtc Impact to Forest Budget	FY	Projected Deferred Mtc Needs*
Mtc Level 5	0	\$ -	\$ -	2006	\$ 30,929,602
Mtc Level 4	19	\$ 12,051	\$ 228,459	2007	\$ 36,171,422
Mtc Level 3	311	\$ 9,856	\$ 3,063,182	2008	\$ 41,780,171
Mtc Level 2	939	\$ 1,914	\$ 1,797,770	2009	\$ 47,781,532
Mtc Level 1	1068	\$ 610	\$ 651,410	2010	\$ 54,202,988
Total:	2337		\$ 5,740,821	2011	\$ 61,073,946
				2012	\$ 68,425,871

Forest CMRD Budget \$ 499,000

Is this sustainable? **No, The Forest budget can only support 9% of the road system****
Transportation Mtc Costs Must be Reduced or Budget Increased

Change Number of Miles, Maintenance Levels, or Increase Budget in the Red Box

Miles	Change # of Miles	Forest Annual Mtc Needs (per mile)	Forest Annual Mtc Impact to Forest Budget	Annual Mtc Impact to Forest Budget Using Region Avg	FY	Projected Deferred Mtc Needs
Mtc Level 5	0	\$ -	\$ -	\$ -	2006	\$ 30,929,602
Mtc Level 4	19	\$ 12,051	\$ 228,459	\$ 186,755	2007	\$ 36,171,422
Mtc Level 3	311	\$ 9,856	\$ 3,063,182	\$ 2,098,083	2008	\$ 41,780,171
Mtc Level 2	939	\$ 1,914	\$ 1,797,770	\$ 394,586	2009	\$ 53,075,939
Mtc Level 1	1068	\$ 610	\$ 651,410	\$ 114,297	2010	\$ 70,262,128
Total:	2337		\$ 5,740,821	\$ 2,793,721	2011	\$ 97,341,138
					2012	\$ 141,767,802

Forest CMRD Budget: \$ 499,000

Is this sustainable? **No, The Forest's budget can only support 9% of the road system****
Please reduce your Transportation Mtc Costs Decrease the # of road miles or Increase Budget!

Notes:

* Assumes 7% per year inflation and no major reduction in current deferred Maintenance needs

** % reflects only annual maintenance needs and does not account for deferred maintenance needs

4-Oct-06

Table 4-7 lists the average annual maintenance cost per mile per route level for the OML 1-4 roads not including decommissioned roads. The total of \$5,617,817 is less than the \$5.7 million listed above because of a couple of factors. First, the roads chosen in this analysis were the roads that were available through the Geographic Information System layer for the Forest and INFRA database. Within the layer there are a small number of old closed roads as well as some minor level 2 roads known to be missing. Second, the mileages seen in Table 4-2 represent the two dimensional miles within GIS and not the three dimensional miles, many times gathered from odometer readings or other such readings in the field. There are slight differences (usually less than 1% difference) between these two sets of numbers. The \$5.7 million number is based upon the reported field gathered mileages.

Table 4-7: Road Maintenance Costs by OML

Operational Maintenance Level	Existing Miles	Annual Cost per Mile	Annual Cost
4	13	\$12,051	\$156,663
3	231	\$9,856	\$2,276,736
2	919	\$1,914	\$1,758,966
1	1063	\$610	\$648,430
	2,226		\$4,840,795

The following strategies need an in-depth study and need to include other factors affecting an efficient and effective transportation system that meets the administrative, commercial and recreational functions of a multiply use landscape.

Strategies that reduce the level of road maintenance costs include:

- Decrease maintenance levels on roads;
- Close or decommission roads;
- Transfer jurisdiction to other maintenance entities (including private);
- Convert open and/or closed roads to motorized trails for widths less than 50” (class 1,2 or 3 which is basically a minimally maintained, natural surfaced trail);
- Convert open and/or closed roads to motorized trails for widths greater than 50” (class 1, 2 or 3) to allow full size vehicles access to the routes.
- Combinations of the above strategies.

The road system that reflects long-term funding expectations would be about 9% of the existing system. Maintaining a route system and balancing the needs between resource protection and public wishes is a challenging task. The travel analysis helps to fulfill two major requirements of 36 CFR 212, subparts A and B:

- 1) Identify the minimum road system
- 2) Identify and subsequently designate a system of roads, motorized trails, and areas for motor vehicle use.

Trails:

Over the last 3 years Federal appropriated funds for trail improvement and maintenance on the Lincoln NF ranged from approximately \$180,000 to \$240,000 per year. The Forest Service ran trail cost per mile reports in the INFRA Trails database for both motorized and non motorized trails and on averages of trail classes. Table 4-8 breaks down the trails by their trail class. The results show that maintaining our current trail system fully would cost about \$211,000.

Table 4-8: Trail Maintenance Costs by Trail Class

Trail Class	Existing Miles	Annual Cost per Mile	Annual Cost
5	0	\$12,866	\$0
4	14	\$937	\$13,118
3	279	\$513	\$143,127
2	171	\$320	\$54,720
1	3	\$231	\$693
Total			\$211,928

These estimates are limited by the data that is currently available in the INFRA Trails database, which at this time is the minimal core linear events required for system trails. In the future the Forest Service will be conducting Trail Assessment and Condition Surveys (TRACS) for all system trails on the Lincoln National Forest. Information from the TRACS will compliment the INFRA Trails database and will provide additional information on system trails to what has been captured previously in Meaningful Measures surveys. With the more detailed and accurate TRACS information it is anticipated that the annual cost for trail operations and maintenance on the Lincoln National Forest will change.

Existing Dispersed Camping

The existing policy on the Lincoln National Forest for the past 20 years is to allow motorized travel anywhere within 300' of each side of an open road or trail on Forest lands to reach a dispersed camp site. The absence of both GIS data as well as descriptive data detailing dispersed camp sites on the Lincoln National Forest lead the Forest to a data gathering effort in July of 2007 to locate as many dispersed camping sites as possible. This data gathering effort included previous existing data, use of aerial photography and gathering GPS locations of the camp site(s), gathering a GPS route(s) used to access the site and finally some general descriptive information about the sites. The descriptive information included such basic elements as number of fire rings, number of routes leading to a site, general size of the camp site, type of erosion seen and some basic vegetation data. The public was also asked to provide input for the locations of their favorite sites and this data was incorporated into the final results. This resulted in a total of 1,050 sites distributed across the Lincoln National Forest. Table 4-9 details the distribution of dispersed camp sites on the Forest.

Table 4-9: Dispersed Camp Sites on the Lincoln National Forest

Distance	# of Sites Smokey Bear Ranger District	%	# of Sites Sacramento Ranger District	%	# of Sites Guadalupe Ranger District	%	Total
0-100'	108	33	172	36	50	20	330
100-300'	151	46	203	43	123	50	477
>300'	67	21	102	21	74	30	243
Total	326		477		247		1,050

These numbers are valid as of July 2007 and represent data gathered only from open roads (trails were not included in this survey). One thing to note on these numbers is that there is potentially a skewing of the results for sites beyond 300' or within 100' of a road. Many sites were added via GIS and aerial photography or from previous data sets but the direction for the data gathering to the field crews were to emphasize the 100'-300' distance. This data will be enhanced prior to developing a proposed action. It is certainly considered adequate for conducting a cost analysis.

Costs of incorporating dispersed camping routes into the NFS system of roads or trails

This section will provide cost estimates for implementing the *“Designating specific routes to access dispersed camping sites”* tool list above. There are a number of combinations that could be assessed for the cost to maintain a dispersed camping route but only three basic scenarios will be presented here which are:

- **Scenario 1:** convert all dispersed camping routes to an Operational Maintenance Level (OML) 2 road.
- **Scenario 2:** convert all dispersed camping routes to a motorized trail for all motorized vehicles.
- **Scenario 3:** convert all dispersed camping routes within 100' to a motorized trail – convert all camping routes beyond 100' to an OML 2 road.

For all scenarios, assume a fixed length for each user-created route to be 100', 300' or 400' respectively for campsites within 100' of a road, within 100-300' of a road, and beyond 300' of a road, respectfully. Table 4-10 shows the resultant miles of roads needed to be added for each distance.

Table 4-10: Mileage of Dispersed Camp Routes on the Lincoln National Forest
(Note: Miles = (# sites * distance factor) / 5280)

Distance	# Sites	Distance Factor	Miles
0-100'	330	100	6.25
101-300'	477	300	9.03
>300'	243	400	18.4

Scenario 1: Convert all camping routes to an OML 2 Road.

Maintenance cost estimates are based upon existing annual maintenance costs per mile (see Table 4-11 for scenario costs).

Table 4-11: Costs for Scenario 1

Distance	Miles	Maintenance Cost / mile	Total Cost
0-100'	6.25	\$1,914	\$11,962
101-300'	9.03	\$1,914	\$17,283
>300'	18.4	\$1,914	\$35,217
Total			\$64,462

Scenario 2: Convert all camping routes to a motorized trail for all motorized vehicles.

Maintenance costs for scenario 2 are based upon the costs to maintain a motorized trail, class 3. Class 3 is defined as Trails maintained for intermediate experience level. Trail sides brushed out, structures maintained to original design standards (See Table 4-12 for scenario costs).

Table 4-12: Costs for Scenario 2

Distance	Miles	Maintenance Cost / mile	Total Cost
0-100'	6.25	\$513	\$3,206
101-300'	9.03	\$513	\$4,632
>300'	18.4	\$513	\$9,439
Total			\$17,274

Scenario 3: Convert all camping routes within 100' of a road to a motorized trail for all motorized vehicles and all routes >100' from a road to an OML 2 road (See Table 4-13 for scenario costs).

Table 4-13: Costs for Scenario 3

Distance	Miles	Maintenance Cost / mile	Total Cost
0-100'	6.25	\$513	\$3,206
101-300'	9.03	\$1,914	\$17,283
>300'	18.4	\$1,914	\$35,217
Total			\$55,706

Maintenance on all routes would be required on as-needed basis either as an OML 2 road or as a motorized trail. Because these are new types of roads, no data is currently available to allow an estimation of the number of these camping routes requiring maintenance each year.

Route Density

The presence of motorized use of roads and/or trails affects the natural environment and one measure often used to quantify this is road density. Presence of routes can fragment habitat for various species, increase the potential for catastrophic fire and provide an input to invasive species among other detrimental affects. There are three route density references contained in existing direction for the Lincoln National Forest:

- **Mexican Spotted Owl** - Per the Biological Opinion from the Mexican Spotted Owl Recovery Plan the USFWS states that “...If a given watershed has more than 2.5 mi/mi² (1.55 km/km²) of road, the watershed may be considered to be impaired and not properly functioning”.
- **FLMP Areas 4K & 4O** - Open road densities should not exceed: summer range 3.0 mile/square mile or winter range 2.0 mile/square mile.
- **Big Game (Elk)** - Big game winter range and turkey winter range - optimally at no more than 0.5 mile per square mile or as provided in approved land use management documents. Big game summer range and turkey summer range - optimally at no more

than 1.0 mile. In both instances, only Elk winter and summer range data are available for analysis through GIS.

Route density is measured in miles of routes per square mile of an area. The difficulty in conducting an analysis to compare existing conditions of densities with an area is in defining the specifics of the study. In this Report we are assuming a route is an open road or a motorized NFS trail. The roads will be broken up into NFS, other agency and private jurisdictions. User-created routes are not included within this analysis.

The first of the three area densities are measured against the 5th and 6th Code Watersheds (HUC5 and HUC6 respectively). Fiscal year 2007 budget guidelines for the Forest direct the Forests to address 5th Code watersheds. This process will be changing to include direction for the 6th Code watersheds in the upcoming years which is another reason we have conducted our study using both. The last two areas are LRMP management areas 4K and 4O and the elk winter and summer range received from the NM Game and Fish. Table 4-14 displays a basic matrix of the types of routes included within each method as a quick reference. For ease of display they are presented in three methods, A, B, and C.

- Method A:** Includes all motorized USFS trails and open USFS roads within USFS lands.
- Method B:** Includes all motorized USFS trails, open USFS roads and other open roads on USFS lands such as county, state and US highways within USFS lands.
- Method C:** Includes all motorized USFS trails, open USFS roads, other open roads on USFS lands and all known private roads regardless of surface ownership status.

Table 4-14: Matrix for Routes

	USFS Motorized Trails	USFS Open Roads	County, State or US Highways	Private Roads
Method A	X	X		
Method B	X	X	X	
Method C	X	X	X	X

Mexican Spotted Owl

Watersheds are the base area used for calculating route densities. The information is for the 5th Code Watershed (HUC5), which is the traditional method, and the 6th Code Watershed (HUC6) route densities at the project level. This was done to better analyze key areas that may be high density problem areas within a HUC 5. Refer to Appendix E for a map of the watersheds. 5th Code Watershed route density information seen in Table 4-15 uses Method C (all open motorized routes) within the entire HUC 5 within the Lincoln National Forest boundaries. For 6th Code Watersheds, methods A and B, were used only on Forest lands within the HUC.

Table 4-15: Existing Route Densities by 5th and 6th Code Watersheds

Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
Ancho Gulch	Pine Canyon	4,706.38	4,706.38	8.64	1.17	8.64	1.17	9.94	1.35	1.58
	Headwaters Ancho Gulch	9,315.56	9,600.03	19.88	1.37	19.88	1.37	25.34	1.69	
Agua Chiquita	Lower Agua Chiquita	20,033.66	22,820.24	4.84	0.15	7.78	0.25	19.35	0.54	1.42
	Middle Agua Chiquita	11,869.01	15,558.17	17.56	0.95	21.15	1.14	50.53	2.08	
	Mule Canyon (east Sacramento)	5,410.68	5,410.68	2.79	0.33	6.13	0.73	8.59	1.02	
	Upper Agua Chiquita	24,628.71	27,321.80	36.34	0.94	45.37	1.18	79.39	1.86	
Big Dog Canyon	Box Canyon	259.11	259.11	0.00	0.00	0.00	0.00	0.00	0.00	0.67
	Outlet Big Dog Canyon	9,985.19	9,985.19	1.88	0.12	1.88	0.12	4.06	0.26	
	Upper Dog Canyon	5,412.30	5,591.26	7.16	0.85	9.47	1.12	12.49	1.43	
Bitter Creek	Gamble Canyon-Three Rivers	7,491.74	7,576.79	0.00	0.00	0.00	0.00	0.19	0.02	0.02
	Golondrina Draw-Three Rivers	316.89	316.89	0.00	0.00	0.00	0.00	0.00	0.00	
Black River	Big Canyon	6,770.07	6,770.07	5.08	0.48	5.08	0.48	5.62	0.53	0.59
	Big Canyon-McKittrick Canyon	2,071.42	2,071.42	0.61	0.19	0.06	0.02	0.61	0.19	
	McKittrick Canyon-Black River	10,343.12	10,343.12	7.81	0.48	7.81	0.48	10.07	0.62	
	Rattlesnake Canyon	1,390.86	1,390.86	2.32	1.07	2.32	1.07	2.72	1.25	
Blackwater Canyon	Escondido Canyon	20,253.25	22,058.84	16.78	0.53	16.78	0.53	18.71	0.54	0.52
Casey Canyon	Maverick Canyon	2,575.77	4,088.80	1.88	0.47	1.88	0.47	5.56	0.87	0.87
Cottonwood Draw	Cottonwood Creek	3,961.95	3,961.95	0.00	0.00	0.00	0.00	0.02	0.00	0.58
	Harkey Draw-Nogal Arroyo	1,764.90	1,794.49	0.00	0.00	0.00	0.00	0.95	0.34	
	Lemon Draw	1,450.02	1,450.02	0.00	0.00	0.00	0.00	0.00	0.00	
	Nogal Creek	11,480.14	13,273.85	11.82	0.66	14.79	0.82	26.55	1.28	
	Nogal Draw	11,926.34	12,785.54	5.28	0.28	5.28	0.28	9.25	0.46	
	Tortolita	7,606.61	7,707.05	0.38	0.03	0.38	0.03	0.76	0.06	

Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
	Arroyo									
	Willow Draw	3,752.06	3,980.31	0.00	0.00	0.00	0.00	3.31	0.53	
Cuevo Creek	Chimney Canyon-Cuevo Creek	20,219.76	22,807.37	12.29	0.39	14.99	0.47	26.51	0.74	1.01
	Long Canyon	1,005.74	1,005.74	0.00	0.00	0.00	0.00	0.00	0.00	
	Long Canyon-Cuevo Creek	8,923.77	9,783.27	8.18	0.59	8.18	0.59	11.92	0.78	
	Perk Canyon	23,651.66	27,447.49	34.11	0.92	35.24	0.95	62.90	1.47	
	Perk Canyon-Cuevo Creek	13,681.73	15,713.62	9.79	0.46	11.48	0.54	20.24	0.82	
Dark Canyon	Last ChanceCanyon-Dark Canyon	3,359.04	4,067.87	2.07	0.39	3.55	0.68	7.10	1.12	1.49
	Turkey Canyon	19,377.41	20,302.92	36.00	1.19	45.42	1.50	53.72	1.69	
	Turkey Canyon-Dark Canyon	21,325.47	22,065.05	35.74	1.07	38.12	1.14	47.00	1.36	
Elk Canyon	Outlet Elk Canyon	2,301.74	2,895.40	0.28	0.08	0.87	0.24	5.06	1.12	1.87
	Silver Springs Canyon	8,061.47	9,024.60	16.38	1.30	20.85	1.66	38.55	2.73	
	Sixteen Springs Canyon	16,144.30	19,280.52	9.44	0.37	18.22	0.72	47.57	1.58	
Fourmile Draw	Bear Canyon	12,860.01	13,244.49	20.39	1.01	20.39	1.01	24.29	1.17	1.39
	Bullis Canyon	6,067.09	6,200.08	14.25	1.50	14.25	1.50	18.06	1.86	
Lost River	Fresnal Canyon	20,841.84	26,477.48	45.19	1.39	56.19	1.73	148.34	3.59	3.33
	La Luz Canyon	7,047.65	9,585.88	8.70	0.79	8.70	0.79	39.45	2.63	
	Lost River	373.09	582.94	0.28	0.48	0.28	0.48	2.95	3.24	
Garton Lake	Dillard Draw	195.35	195.35	0.07	0.23	0.07	0.23	0.11	0.36	1.29
	Dry Canyon	14,082.03	14,973.05	19.92	0.91	21.93	1.00	30.37	1.30	
Hasparos Canyon	Carrabajal Cemetary	733.49	895.58	0.00	0.00	0.00	0.00	0.12	0.09	1.65
	Lavade Draw	1,230.94	1,231.24	3.78	1.97	3.78	1.97	4.02	2.09	
	Upper Hasparos Canyon	7,575.73	7,894.80	19.84	1.68	19.84	1.68	2.70	0.22	
Headwaters Rio Hondo	Alamo Canyon (Smokey Bear)	4,241.57	4,243.37	6.07	0.92	6.07	0.92	6.56	0.99	1.10
	Chavez Canyon	13,013.57	17,058.22	15.43	0.76	15.43	0.76	30.20	1.13	
Headwaters Salt Creek	Arroyo Serrano	4,365.27	4,991.73	5.88	0.86	5.88	0.86	8.64	1.11	0.62
	Copeland Canyon-Seco Arroyo	21,024.17	22,539.34	12.57	0.38	12.98	0.40	18.13	0.51	
	Red Lick Canyon	4,840.38	4,981.79	4.92	0.65	4.92	0.65	7.14	0.92	
	Zeufeldt	2,592.50	3,194.32	0.00	0.00	0.00	0.00	0.80	0.16	

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Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
	Arroyo									
Last Chance Canyon	Lower Last Chance Canyon	4,563.15	4,563.15	4.76	0.67	6.30	0.88	7.45	1.04	1.12
	Middle Last Chance Canyon	20,640.43	21,031.76	23.98	0.74	26.14	0.81	3.68	0.11	
	Upper Last Chance Canyon	15,239.08	16,392.17	29.65	1.25	29.65	1.25	32.90	1.28	
	Wagontire Draw	193.62	193.62	0.00	0.00	0.00	0.00	0.00	0.00	
Middle Rio Penasco	Big Cherry Canyon	333.53	333.53	0.00	0.00	0.00	0.00	0.00	0.00	0.12
	Big Cherry Canyon-Rio Penasco	2,296.07	2,296.07	0.00	0.00	0.00	0.00	0.50	0.14	
North Seven Rivers	Antelope Draw-Segrest Draw	12,131.46	12,131.46	22.32	1.18	22.32	1.18	24.36	1.29	1.19
	Headwaters Crooked Canyon	13,936.99	14,015.66	25.09	1.15	25.09	1.15	26.56	1.21	
	Holt Tank Draw	55.85	55.85	0.00	0.00	0.00	0.00	0.00	0.00	
	Outlet Crooked Canyon	5,052.63	5,052.63	7.40	0.94	7.40	0.94	7.41	0.94	
Pendejo Wash	Esoon Peak	458.16	476.04	0.43	0.60	0.43	0.60	0.43	0.58	0.24
	Pipeline Canyon	650.23	655.42	0.00	0.00	0.00	0.00	0.00	0.00	
Pinon Creek	Lewis Canyon	2,976.07	2,976.07	3.37	0.72	3.37	0.72	4.40	0.95	1.06
	Lick Canyon- Pinon Creek	25,668.69	26,978.36	33.34	0.83	41.41	1.03	48.90	1.16	
	Stevens Draw	2,286.76	2,286.76	0.00	0.00	0.00	0.00	0.01	0.00	
	Stevens Draw- Pinon Creek	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	
Pinon Wash	Little Dog Canyon	10,802.54	10,802.54	10.96	0.65	10.96	0.65	11.09	0.66	0.52
	Lower Pinon Wash	60.82	60.82	0.26	2.74	0.26	2.74	0.26	2.74	
	Middle Pinon Wash	3,916.19	3,916.19	2.98	0.49	2.98	0.49	3.40	0.56	
	Pup Canyon	3,418.44	3,418.44	0.45	0.08	0.45	0.08	0.45	0.08	
	Upper Pinon Wash	1,840.82	1,840.82	1.07	0.37	1.07	0.37	1.19	0.41	
Reventon Draw	Middle Reventon Draw	2,819.97	3,307.46	0.91	0.21	0.91	0.21	2.59	0.50	1.34
	Upper Reventon Draw	8,542.72	11,708.08	14.16	1.06	14.16	1.06	28.89	1.58	
Rio Bonito	Gyp Spring	9,268.16	10,514.47	15.59	1.08	17.33	1.20	22.66	1.38	1.06

Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
	Canyon									
	Headwaters Salado Creek	6,651.35	11,628.12	16.18	1.56	17.28	1.66	34.58	1.90	
	Lower Rio Bonita	5,757.97	5,758.09	6.64	0.74	6.64	0.74	7.10	0.79	
	Magado Canyon	6,745.81	8,076.27	5.21	0.49	7.11	0.67	9.53	0.76	
	Middle Rio Bonita	3,517.35	3,814.77	1.53	0.28	2.43	0.44	4.92	0.83	
	Outlet Salado Creek	6,002.62	6,572.32	11.08	1.18	11.08	1.18	15.37	1.50	
	Salazar Canyon	12,537.50	14,721.56	10.43	0.53	10.43	0.53	19.62	0.85	
	Upper Rio Bonita	23,907.79	25,847.21	11.29	0.30	11.29	0.30	30.78	0.76	
Rio Ruidoso	Carrizo Creek	1,915.63	3,342.34	1.04	0.35	1.04	0.35	24.43	4.68	2.78
	Cherokee Bill Canyon	207.69	1,341.39	0.00	0.00	0.00	0.00	19.72	9.41	
	Devils Canyon	18,584.80	20,471.50	28.26	0.97	38.89	1.34	67.28	2.10	
	Lower Rio Ruidoso	3,301.25	4,074.54	0.51	0.10	0.51	0.10	4.40	0.69	
	Middle Rio	24,755.01	30,387.94	18.25	0.47	18.88	0.49	79.43	1.67	
	Upper Rio	8,697.98	18,984.61	10.63	0.78	12.70	0.93	195.69	6.60	
	Water Hole Canyon	12,258.47	12,936.60	4.74	0.25	4.74	0.25	6.78	0.34	
Rocky Arroyo	Dunnaway Draw-Rocky Arroyo	92.62	92.62	0.00	0.00	0.00	0.00	0.02	0.14	1.00
	Headwaters Dunnaway Draw	5,621.78	5,681.09	11.71	1.33	11.71	1.33	12.44	1.40	
	North Rocky Arroyo	17,110.97	17,110.97	32.55	1.22	32.55	1.22	33.45	1.25	
	North Rocky Arroyo-Rocky Arroyo	38,235.65	38,554.35	43.69	0.73	43.69	0.73	50.12	0.83	
Sacramento River	Arkansas Canyon- Sacramento River	19,835.65	33,730.16	38.99	1.26	48.09	1.55	197.84	3.75	2.89
	Ben Williams Canyon- Sacramento River	11,964.69	12,682.10	2.00	0.11	4.22	0.23	14.89	0.75	
	El Paso Canyon	49.29	1,248.49	0.00	0.00	0.00	0.00	4.96	2.54	
	Prather Ranch-	643.30	643.30	0.00	0.00	0.00	0.00	0.49	0.49	

Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
	Sacramento River									
Sheep Camp Draw	Cottonwood Wash	1,823.02	3,448.88	3.27	1.15	3.37	1.18	19.85	3.68	2.10
	Domingo Canyon	2,230.76	2,425.52	0.00	0.00	0.00	0.00	0.95	0.25	
	Sabinata Flat Arroyo	678.19	956.71	0.00	0.00	0.00	0.00	1.67	1.12	
South Seven Rivers	Seco Canyon-Box Canyon	5,684.29	5,684.29	9.44	1.06	9.44	1.06	9.63	1.08	1.23
	Wildhorse Canyon-Box Canyon	22,432.52	22,673.61	38.02	1.08	38.02	1.08	44.83	1.27	
Three Hermanos	Alamo Canyon (Sacramento)	14,620.22	14,878.17	25.14	1.10	25.14	1.10	32.06	1.38	0.94
	Bug Scuffle Canyon	23,227.80	25,085.91	15.77	0.43	15.77	0.43	28.76	0.73	
	Dog Canyon	13,853.19	16,716.37	8.14	0.38	8.14	0.38	18.13	0.69	
	Escondida Well	958.99	958.99	0.00	0.00	0.00	0.00	0.08	0.05	
	Grapevine Canyon	10,769.15	20,063.57	9.32	0.55	9.32	0.55	38.67	1.23	
Mule Canyon (west Sacramento)	7,314.80	7,314.80	5.27	0.46	5.27	0.46	7.39	0.65		
Tularosa Creek	MiddleTularosa Creek	3,067.12	3,277.79	6.92	1.44	6.92	1.44	9.85	1.92	1.46
	Nogal Canyon	3,026.03	3,493.13	1.64	0.35	1.64	0.35	5.89	1.08	
Upper Arroyo del Macho	Aragon Creek	6,028.91	6,628.22	7.61	0.81	9.03	0.96	11.37	1.10	1.11
	Cottonwood Canyon-Arroyo del Macho	14,059.96	17,395.73	14.66	0.67	14.66	0.67	26.66	0.98	
	Reventon Draw-Arroyo del Macho	12,531.65	14,474.01	15.60	0.80	15.60	0.80	28.78	1.27	
Upper Rio Penasco	Burnt Canyon	16,437.24	17,299.05	33.42	1.30	33.42	1.30	44.97	1.66	2.55
	Burnt Canyon-Rio Penasco	10,555.38	12,822.09	4.05	0.25	4.62	0.28	18.05	0.90	
	Cox Canyon	18,179.80	24,813.86	35.46	1.25	43.98	1.55	117.33	3.03	
	Cox Canyon-Rio Penasco	28,625.98	30,433.54	61.02	1.36	81.96	1.83	102.32	2.15	
	James Canyon	20,371.61	34,849.68	25.83	0.81	32.76	1.03	205.79	3.78	
	James Canyon-Rio Penasco	12,162.18	17,813.59	21.39	1.13	24.54	1.29	61.24	2.20	
White Oaks Draw	Coyote Canyon	13,338.13	13,880.88	22.24	1.07	22.24	1.07	28.54	1.32	1.07
	Headwaters White Oaks Draw	10,196.38	13,875.41	7.47	0.47	7.47	0.47	19.55	0.90	

Huc 5 Name	Huc 6 Name	A & B HUC 6 Acres USFS Only	C: HUC 6 Acres USFS & Private	Method A HUC 6		Method B HUC 6		Method C HUC 6		Method C HUC 5
				Miles	Density	Miles	Density	Miles	Density	Density
	Outlet White Oaks Draw	1,671.23	1,754.04	0.80	0.31	0.80	0.31	1.15	0.42	

In summary, the following 5th Code Watersheds are above the desired 2.5 mile / mile² route density suggested by the USFWS. The following watersheds do not meet the USFWS suggested standard:

- Lost River
- Rio Ruidoso
- Sacramento River
- Upper Rio Penasco

LRMP Management Areas 4K & 4O

Open road densities should not exceed: summer range 3.0 mile/square mile or winter range 2.0 mile/square mile. For the base areas here we have intersected the elk winter and elk summer ranges with the two Forest Plan Management Areas 4K and 4O. The roads being used here are those in Method C, all open roads regardless of surface ownership status.

The elk summer range (received from the NM Game & Fish Dept.) incorporates all of management areas 4K and 4O. Both areas are well within the acceptable parameters. Table 4-16 displays the resultant densities.

Table 4-16: Existing Route Densities for FLMP areas 4K and 4O (Elk)

	Summer Range	Winter Range	Summer Route Density	Winter Route Density	Desired Summer	Desired Winter
4K	39 mi / 19,118 acres	13 mi / 8,993 acres	1.31	0.90	3	2
4O	101 mi / 43,719 acres	55 mi / 22,596 acres	1.47	1.55	3	2

In summary, using Method C which is the most impacting scenario, both management areas are well within desired levels and will therefore receive no further analysis.

Big Game - Elk

Big game winter range and turkey winter range are optimally at no more than 0.5 mile per square mile or as provided in approved land use management documents. Big game summer range and turkey summer range are optimally at no more than 1.0 mile. In both instances, only Elk winter and summer range data are available for analysis through GIS.

The distribution of elk winter and summer range data spans only the Sacramento and Smokey Bear Ranger Districts. Method C was used to determine overall winter and summer range route densities for the entire Lincoln NF. Table 4-17 shows the final route

densities for the summer and winter ranges, both of which exceed at least one recommended parameter.

Table 4-17: Existing Route Densities for Elk Winter and Summer Ranges

Method	Summer Range	Winter Range	Summer Route Density	Winter Route Density	Desired Summer	Desired Winter
A	742 mi / 637,026 acres	221 mi / 249,423 acres	0.7	0.56	1	0.5
B	979 mi / 637,026 acres	297 mi / 249,423 acres	0.98	0.76	1	0.5
C	1,720 mi / 637,026 acres	532 mi / 249,423 acres	1.73	1.37	1	0.5

To recap: the three methods used to address route density are 5th and 6th Code Watersheds for Mexican Spotted Owl, LRMP management areas 4K and 4O (not carried forward) and Elk summer and winter habitats. This analysis identifies how many miles of open road or motorized trail to remove from motorized status for the first and last of these methods.

Watersheds and Elk Habitat

Table 4-18 presents the results of the above analysis process for the four 5th Code Watersheds which were found to be above the 2.5 mile / sq. mile route density level. All calculations are broken down to miles of roads for one square mile of area. The only areas that we can affect change are on Lincoln National Forest lands, roads and trails under Forest jurisdiction. The HUC 5 results use only Method C (see below). Table 4-19 looks at the Elk habitat ranges utilizing all three methods (see below).

Method A: Includes all motorized Lincoln National Forest trails and open Forest roads.

Method B: Includes all motorized Lincoln National Forest trails, open Forest roads and other open roads on Forest lands such as county, state, and US highways.

Method C: Includes all motorized Lincoln National Forest trails, open Forest roads, other open roads, and all known private roads regardless of surface ownership status.

Table 4-18: Watershed Route Density: Route Changes in Miles Needed to Attain Proper Density

HUC 5 Name	Mileage of Routes within HUC 5	Existing HUC 5 Density (Method C)	Desired Density	Maximum miles of routes to meet Desired	Miles Routes to close to motorized use
Lost River	191	3.33	2.50	143	48
Rio Ruidoso	398	2.78	2.50	358	40
Sacramento River	218	2.89	2.50	189	29
Upper Rio Penasco	550	2.55	2.5	539	11

Table 4-19 breaks down the results of Table 4-18 into the number of miles available in the particular watersheds based on Low Value – High Risk results. This is presented in an attempt to narrow down what is realistically available for the Lincoln NF to actually remove from motorized status. These routes represent a direct intersection between the open roads and motorized trails with the 5th Code Watershed boundaries. The results are listed in Table 4-20. Please refer to Maps 4-1 through 4-4 for a display of these routes.

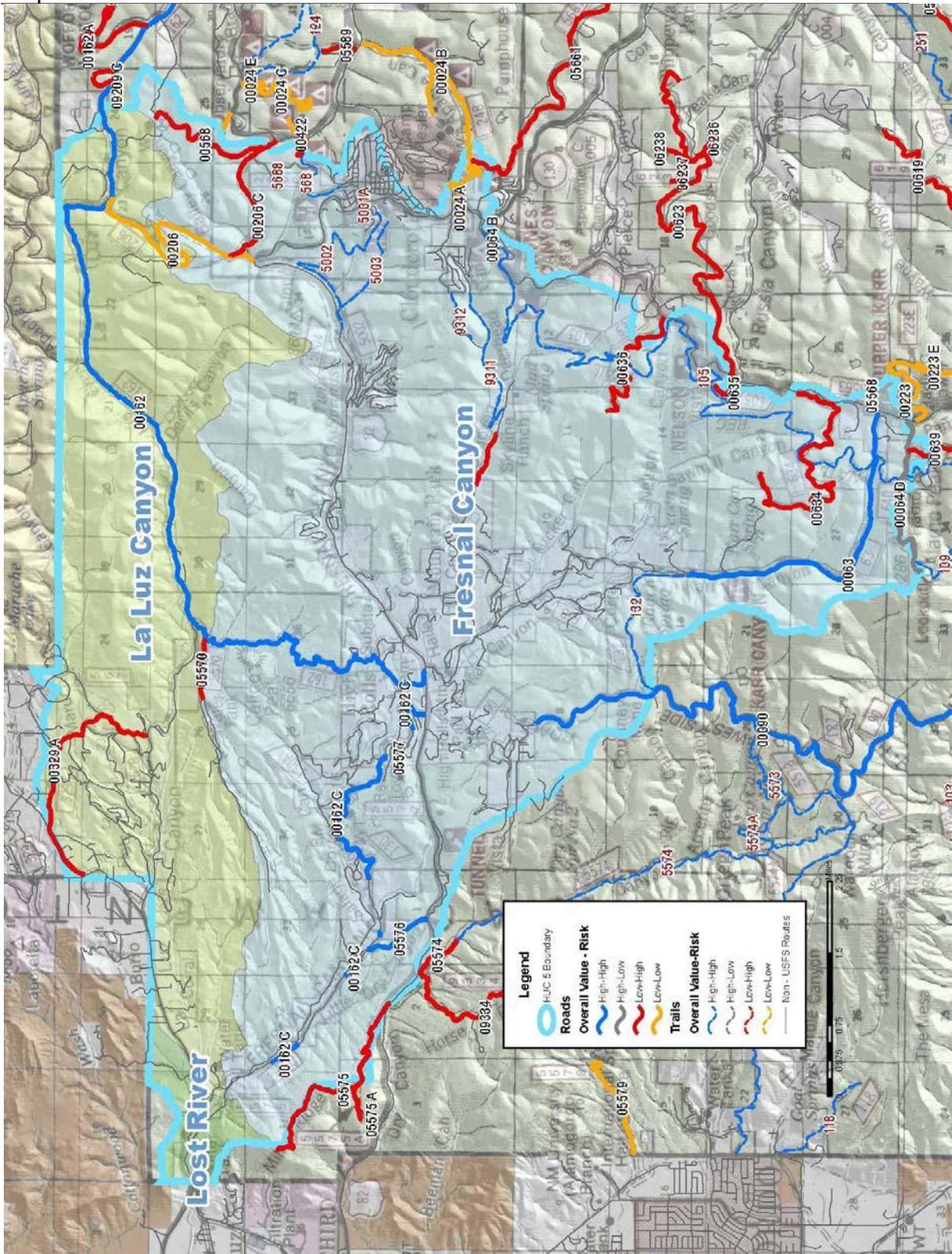
Table 4-19: Watershed Route Density & Miles of Routes to Changes to Meet Standards

HUC 5 Name	Miles of Roads to Close	Miles of Motorized Trails Existing	Miles of Open Roads Existing	Miles of Low Value – High Risk Trails	Miles of Low Value – High Risk Roads
Lost River	48	21	40	0	14
Rio Ruidoso	40	0	77	0	51
Sacramento River	29	20	23	0	8
Upper Rio Penasco	11	62	130	0	69

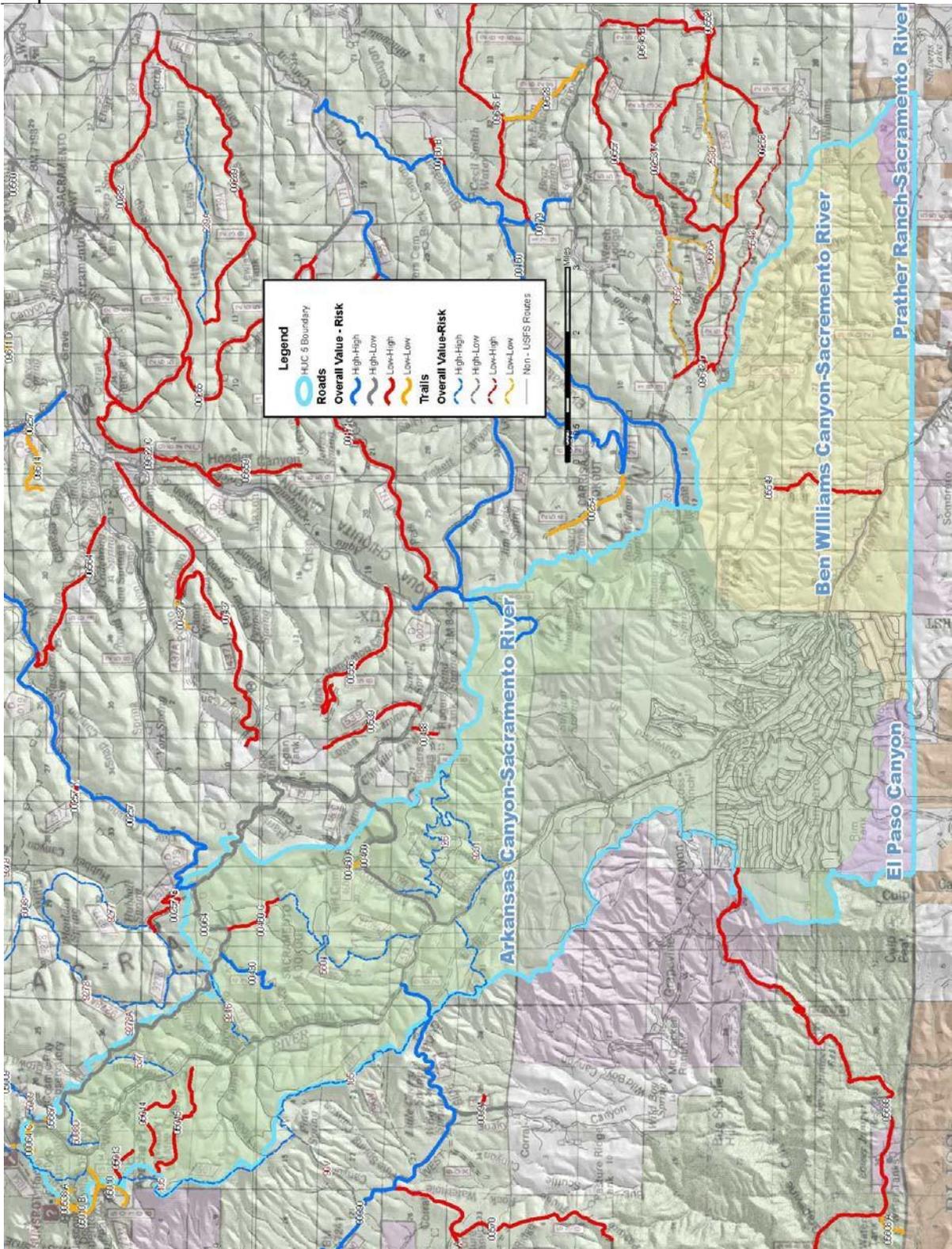
Table 4- 20: Elk Habitat Route Density: Route Changes in Miles Needed to Attain Proper Density

Elk Habitat Area	Mileage of Routes within	Existing Density (Method C)	Desired Density	Maximum miles of routes to meet Desired	Miles of road or trail to close to motorized use
Summer (method A)	742	0.70	1.0	1,060	0
Winter (method A)	221	0.56	0.5	197	24
Summer (method B)	979	0.98	1.0	999	0
Winter (method B)	297	0.76	0.5	195	102
Summer (method C)	1,720	1.73	1.0	994	726
Summer (method C)	532	1.37	0.5	194	338

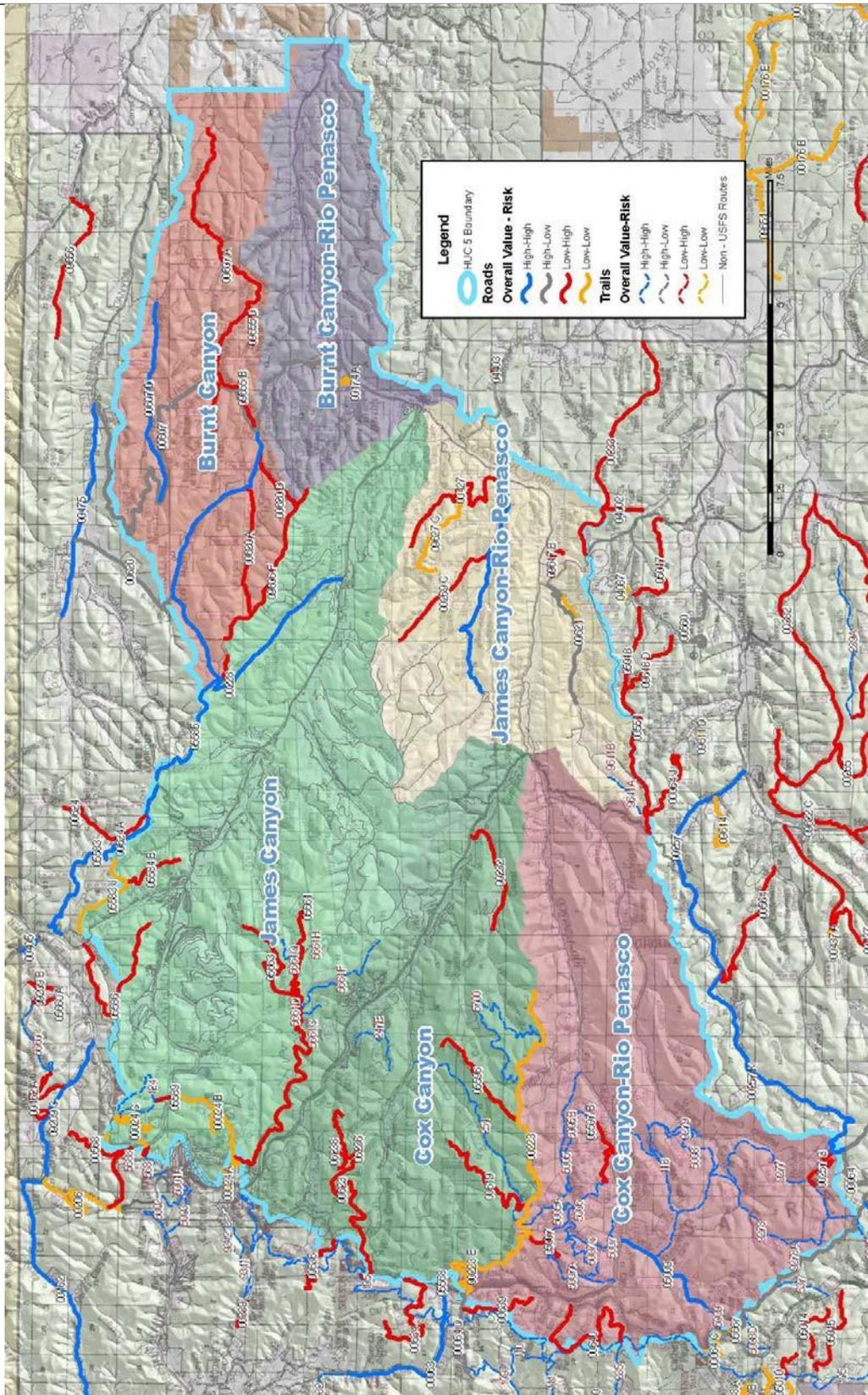
Map 4-1: Lost River Watershed



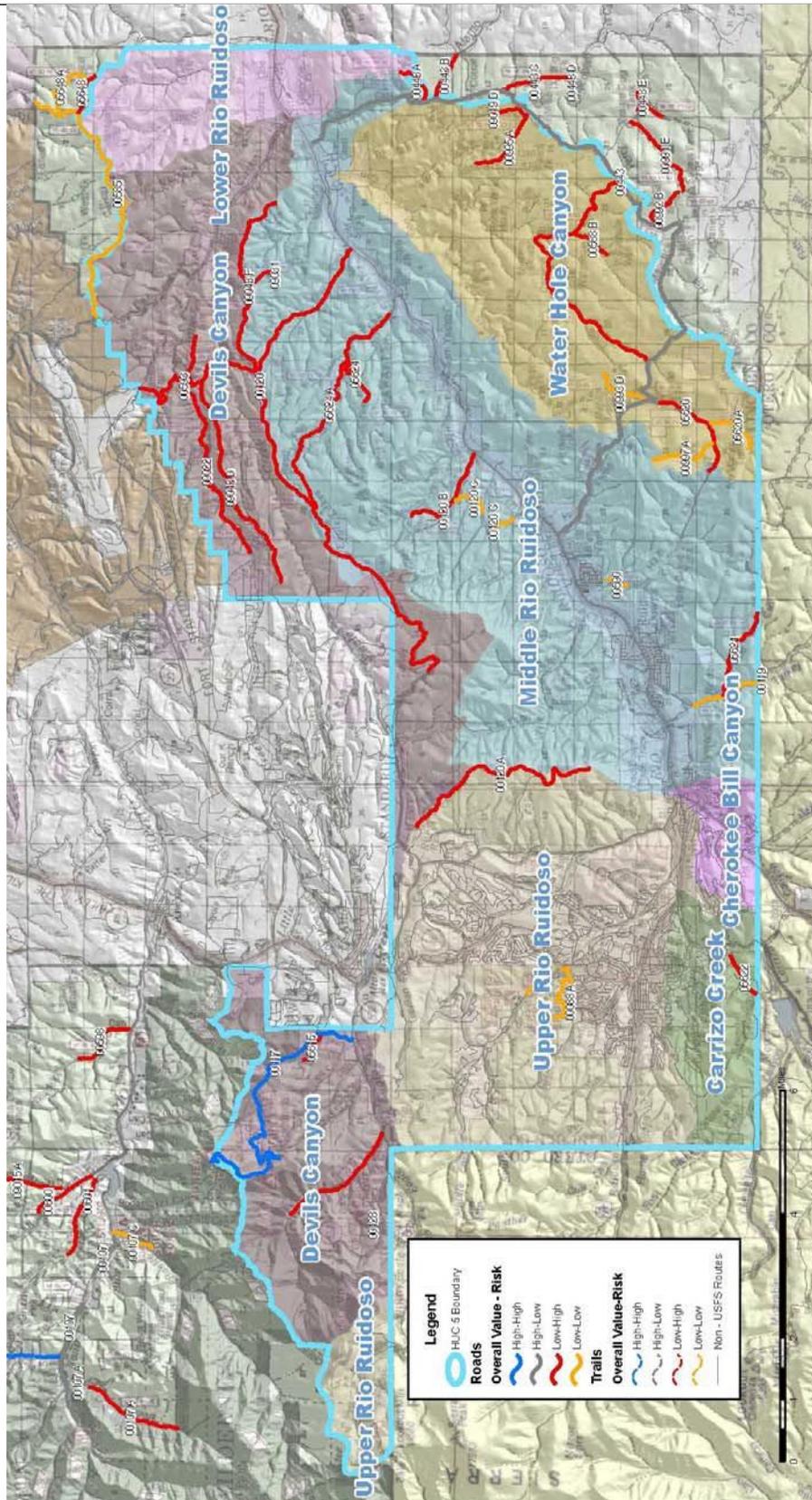
Map 4-2: Sacramento Watershed



Map 4-3: Upper Rio Penasco Watershed



Map 4-4: Upper Rio Ruidoso Watershed



Chapter 5: Identifying Issues of Motorized Transportation - Step 3

The current system of roads cannot be maintained with the current maintenance budget allocations. The road system that reflects long-term funding expectations would be only 9% of the total current road system and is not considered adequate for Forest use, public enjoyment, and resource protection.

Road densities throughout the Lincoln National Forest are affected by authorized system roads, US Highways, state, county, and private roads and by unauthorized roads and motorized trails. Higher density areas may be causing damage within the 5th and 6th Code Watersheds. Analysis has identified those areas that exceed the desired density references for the Lincoln National Forest.

Summer 2006 Comments

In the summer of 2006 a Pre-NEPA Travel Analysis Communication Plan was developed to gather information from the public. Representatives from Federal, State, and local agencies, environmental organizations, and recreational groups were contacted and asked to offer input on the Travel Management Rule. The following concerns were identified from 100 participants:

- 1) Resource and facility damage due to use of motorized vehicles off of designated routes.
- 2) Maintenance of existing designated roads and trails is inadequate.
- 3) Right-of-Way and Forest access obstructed by private ownership.
- 4) User conflict on designated roads and trails.
- 5) Discontinuous OHV motorized route system.
- 6) Access for motorized vehicle to existing dispersed camping sites will be a management challenge to minimize both environmental effects and costs.
- 7) Public's ability to participate in dispersed camping off any designated road/trail including RS2477 routes provided they do not interfere with timber/thinning operations and permitted management of livestock herds.
- 8) Inadequate law enforcement of the current route system.
- 9) Road densities for authorized and unauthorized routes violate current Forest Plan.
- 10) Reject a narrow view of the Travel Management Rule that fixates on the production of a route designation map instead of a Travel Management Plan. This plan should be reviewed during the Forest Plan revision process.

These concerns are considered in Table 5-1 to identify gaps in databases and further study.

Table 5-1 Public Concerns

Activity	Information Needed	Information Gaps	Out Put
1) Identify resources and facilities damaged	Soil, water, wildlife, engineer facilities, GIS, Recreation, archeology, range,	a) Identify type of damage and associated routes	a) List of roads/trails with damage from motorized activity off classified routes b) Recommend corrections
2) Identify roads/trails with inadequate maintenance	Identify maintenance activities, how often applied to each road/trail	None identified at this time.	a) List of roads/trails behind on maintenance b) Maintenance activities not corrected or minimized concerns c) Recommendations to adjust maintenance
3) Identify roads/motorized trails with inadequate ROW and access.	a) Land ownership maps b) Map showing existing ROW, easements, etc.	None identified at this time.	a) List of roads/motorized trails with ROW/access issues b) Recommendations to correct/prioritize roads/motorized trails
4) Identify roads/trails with conflicts between users and uses.	a) List of motorized/non-motorized trails/roads and their identified use. b) Public comments	None identified at this time.	List of roads/trails with use conflicts
5) Identify discontinuous OHV trails	a) List of all OHV trails b) List of OHV trails not connected	None identified at this time.	a) List of OHV trails not connected or looped b) Recommendations on corrections.
6) Identify roads/motorized trails affecting wildlife/plants threatened, endangered, or sensitive	a) Locate of threatened, endangered, or sensitive plants/animals. b) Roads/motorized trails that may/are cause damage.	None identified at this time	a) Map of known plans/animals and their habitats and roads/motorized trails associated with them. b) Recommendation to minimize affects.
7) Identify motorized access to dispersed camping sites/areas having effects on environment.	a) Roads/motorized trails used to access dispersed camping sites/areas. b) Recommendations to correct impacts.	Resource impacts associated with roads/motorized trails used to access dispersed camping.	a) Map on existing access to dispersed camping sites/areas causing impacts. b) Recommendations to eliminate/minimize affects. c) Recommendations to correct existing impacts
8) Identify 6 th code watersheds in management areas 4K& 4O exceeding road density for wildlife.	a) List of 6 th code HUC watersheds exceeding road density. b) List of road/miles in watershed. c) Recommendations to correct.	None identified at this time.	a) List of roads/miles b) Map showing road locations. c) Recommendations to achieve correct road density.
9) Identify roads/motorized trails	a) Roads/motorized trails needing changes.	None identified at this time.	a) List of roads/motorized trails and their existing

Activity	Information Needed	Information Gaps	Out Put
proposed by districts for change.	b) Rational for changes. c) Implementation guidelines.		conditions/status. b) Recommended changes and rational for change.
10) Identify roads/motorized trails proposed for change by the filter/criteria/public comment process.	a) Roads/motorized trails needing changes. b) Rational for changes. c) Implementation guidelines	None identified at this time.	a) List of roads/motorized trails and their existing conditions/status. b) Recommended changes and rational for change.
11) Develop Forest Plan Amendment for 300 foot motorized access to dispersed camping sites/areas.	Identify motorized access by using RO tools for dispersed camping sites/areas.	Identification of motorized access.	Forest Plan Amendment
12) Identification of roads/ trails with routine maintenance with no resource concerns (soil, water, wildlife, plants, archeology, etc.)	a) Identify routine maintenance practices for levels 1-5. b) Review potential resource concerns for all forest roads/trails based on routine maintenance practices.	a) Review potential resource concerns for all forest roads/trails based on routine maintenance practices. b) Consultation agreements with US Fish & Wildlife and SHPO.	List of roads/trails with no maintenance practice restrictions that require limited NEPA review/analysis on a yearly basis.
13) Identification of roads/ trails with routine maintenance with resource concerns (soil, water, wildlife, plants, archeology, etc.)	a) Identify roads/trails for routine maintenance practices and associated resource concerns. b) Identify routine maintenance practices and analysis of them on resource concerns.	a) Review all forest roads/trails for routine maintenance practices and their potential effects on resources. b) Consultation agreements with US Fish & Wildlife and SHPO. c) Specific mitigation measures for avoiding/minimizing resource concerns.	List of roads/trails with maintenance practices restrictions that may require NEPA review/analysis including yearly consultation.
14) Identify roads/motorized trails with no legal access and remove them from forest atlas.	a) List & map roads/motorized trails with access/ROW concerns. b) Rational for decision to remove roads/motorized trails.	None identified at this time.	List & map roads/motorized trails with no legal access to be removed from forest atlas.

The information gaps will be considered during the NEPA phase of site specific projects.

Values, Attitudes and Beliefs toward National Forest System Lands: The Lincoln National Forest

The USDA Southwestern Region published the “*Values, Attitudes and Beliefs toward National Forest System Lands: The Lincoln National Forest.*” This document identified local perspectives to key issues and concerns about forest resources and management. Three targeted discussion groups represented the Ruidoso, Cloudcroft, and Alamogordo communities. The results of these discussions focus on three topic areas.

- 1) The planning environment that may influence Forest Plan revisions,
- 2) Forest resources and conditions,
- 3) Beliefs and values about multiple-use.

The multiple-uses of the Lincoln NF identified in the document include an increase in recreational use. This use causes undesirable behavior such as vandalism and off-trail riding. When undesirable behavior or resource damage by a few people results in limiting access, a wide range of users are affected. Education and enforcement are seen as needed to curtail this behavior rather than closures and restricting access. Perspectives include:

“They (Forest Service) have actually done a pretty good job of managing recreational access and use of ATV’s on the forest. There are good trails and the signs are not bad. But there isn’t enough enforcement for what is going on. It is a free-for-all up there and they can’t control what is going on. So, half the people up there don’t know where they should or shouldn’t be. So, their (Forest Service) answer to it is to close it down and close the trails that we all want to use. Those people who are abusing it are causing the problems for the rest of us.”

Themes from these discussions related to the travel analysis process include the following.

- 1) New residents are perceived as individuals attracted by the forest setting, recreational opportunities, and scenic resources of the Lincoln NF (LNF) and surrounding areas. These newer residents are perceived to increase the types and demands on forest resources, including the use of LNF for off-road vehicle riding.
- 2) Urban residents from cities like Alamogordo, Las Cruces, and communities in Texas are believed more likely to ride ATVs than other rural residents. Urban ATV riders are perceived to know less than rural residents about land ethics that should guide recreation and other uses of forest resources. This implies a need for outreach and partnerships to promote values consistent with the management goals of the LNF.
- 3) Although recreation demand is increasing, participants believe that resources and lands allocated for recreational activities are not. This is concentrating users in certain areas rather than dispersing people in the landscape.
- 4) Technological changes in mountain biking, snowmobiles, motorcycles, and ATVs changed the areas accessible to these vehicles. This is resulting in a wider presence of motorized vehicles on LNF managed lands. Some participants view this as disruptive of their experiences and damaging resources when these vehicles are not on established trails.
- 5) Non-system trails are perceived to be proliferating and contributing to the pervasiveness of ATVs and other off-road vehicles on LNF managed lands.

- 6) The opportunity to engage and have access to a variety of activities such as birding, hunting, fishing, hiking, camping OHV riding, horseback riding, and mountain biking. Visiting places where natural sounds predominated rather than man-made noises.
- 7) OHV riders, hikers, and other participants describe the trails of the LNF as one of its important recreation resources.
- 8) We don't have enough signs and enough information about which are the best trails for birding and which are best for mountain biking, but the trails are what make the forest for me. It allows me to get in there and do what I want to do. Without trails and roads, it is just a bunch of trees.

Spring 2007 Public Meetings

Additional public outreach was conducted in May 2007 through a series of workshops in the communities of Carlsbad, Queens, Ruidoso, Cloudcroft and Alamogordo, New Mexico. Over 200 participants were informed about the Travel Management Rule and asked to identify preferred areas for dispersed camping and recreational activities.

The results of these comments and responses from emails throughout the process, supports concerns from previous public input efforts. Highlights include:

- Designate separation of uses to minimize conflicts between motorized and non-motorized uses.
 - *"The Enchanted Trail Network, a proposed 68 mile loop trail within and around the Sacramento Ranger District, is recommended for non-motorized use only in the LNF. This trail utilized existing routes and the need to construct new ones. This is a project being proposed by the NM Rails-to-Trails group".*
 - *"We would like to see mountain bike trails developed at the ski area. We also think that some trails need to be exclusively for mountain biking and that ATVs should be prohibited."*
 - *"I am sure you are aware, horseback riding and motorized vehicle do not mix. I am asking that off-road vehicles in the vicinity of these trails (area around Ruidoso Downs and FS road 443) be prohibited".*
 - *"Possibly designate areas for dirt bike/ATV use away from other more quiet areas."*
- Support closing routes whenever motor vehicle use causes considerable adverse effects to soil conditions and wildlife habitat.
 - *"For the Specific Area as described above and which borders and is near my property, I also oppose any designation of roads or trails for motor vehicle use within the LNF Smokey Bear District due to extremely high erosion, extremely high fire hazard, and lack of maintenance and enforcement, e.g. by LNF staff, that characterizes this area."*
 - *"I am totally opposed to motorized vehicles, of any kind, in the National Forest. My husband and I hike extensively throughout the LNF and see the destruction left behind by riders who seem to think that the forest is there to enjoy (abuse?) without having any sense of responsibility for it. We see an increase in litter, particularly empty beer cans and bottles and, unbelievably, cigarette butts, destruction of flora, we can smell the pollution and hear the roaring noise."*
 - *"I have ranched almost surrounded by the LNF for fifty years and am very familiar with the erosion, wildlife harassment and livestock disturbance caused*

by roads. I am concerned however, by the fact that off-road vehicles are left uncontrolled.”

- Camping is occurring within a 100’ distance from roads in more remote areas on the Forest. Along the more popular routes, people are camping within the 300’ distance.
 - *“I camp within 100 yards from my vehicle in order to protect resources”.*
 - *“Restrict dispersed camping to 300 feet or less to prevent creation of new roads and trails.”*
 - *“Our family has camped in and around the area just South of Cathey Canyon Roads 64C and 6403 show green on your map right now, but there are many camp sites that are farther than 100 feet of these main roads that make camping both more private and ideal. Maintaining these roads and allowing camping more than 100feet off these roads are highly recommended”.*

- Concern over too many user-created routes.
 - *“They think nothing of creating their own trails and I’m sure that noise is very frightening to wildlife”.*
 - *“Stop use of unauthorized trails on Clarissa.”*
 - *“The problems mentioned above are multiplied many times by a dramatically increasing number of ORV that need no roads!”*

- Potential road closures could impact disabled users when retrieving big game.
 - *“On August 2, 2006 our office expressed concern that game retrieval for the physically challenged be duly considered when you examine the potential closure of areas for dispersed recreation.”*
 - *“I have a neuromuscular medical condition and am physically unable to climb mountains. Additionally, I have a friend who has many medical conditions due to his age of 71 years. This trail allows access to an area far enough from the high traffic maintained roads to find game.”*

- Support partnerships to maintain trails and public outreach.
 - *“Projects need to be restoration in nature (prevention of ORV abuse, stream/spring restoration, etc). Trail work for the sake of trail work would not be appropriate, but trail work to move a trail out of a wet area or sensitive species area would be.”*
 - *“We are committed to continuing this work (watershed restoration project involving route closure and reclamation activities) and thereby committed to providing the Forest Service with, in effect, significant in-kind contributions.”*
 - *“The purpose of BCHA is to 2) Work to insure public lands remain open to recreational stock use, 3) Assist various government and private agencies in their maintenance and management of said resources, and 4) Educate, encourage and solicit active participation in the wise use of back country resources by horsemen and the general public.”*
 - *“We believe there is a great opportunity to develop a wonderful partnership with the Forest Service to use roads that have been closed off to motor vehicle as multi use horse/hike/mountain bike trails. Our organization is willing to work with the Smokey Bear Ranger District to develop, sign, and maintain the established roads that have been closed to vehicles use for multi use trails.”*

The multiple uses on the Lincoln NF have environmental, economic, and social benefits for the surrounding communities. People participating in the public involvement phase of the Travel Analysis Process recognize and expressed concern about the degradation of these benefits.

- Increase in recreational use causes proliferating user created routes, degradation of natural resources, and user conflicts between motorized and non-motorized activities.
- Managing and maintaining the routes throughout the Forest is not adequate under the current and future funding allocations in yearly fiscal budgets.
- Access to desired areas within the Forest is easier. The marketplace offers consumers numerous choices for all terrain vehicles.
- Enforcing Forest regulations and controlling undesirable behavior.
- Anxiety to form partnerships to improve signage, trails development, and maintenance so that user groups may use limited open space areas.
- Satisfying the interest and expectations commercial users and private land owners (ranchers, timber contractors, etc) have to maintain their life styles.

The Forest Interdisciplinary Team (IDT) used comments on roads and trails to recommend changes to the Lincoln National Forest transportation system. Public comments were incorporated into the decision making phase of the analysis.

Chapter 6: Assessing Benefits, Problems and Risks: Step 4

The Value-Risk Assessment Process in Detail:

- Each route was evaluated by the appropriate resource specialist and for each of these values and risks. A numerical value for each category was assigned. High values and high risks are assigned numerical value of two (2), low values and low risks are assigned a numerical value of one (1). If a specific value or risk does not apply to a specific route, zero is assigned.
- An average value and risk number was calculated for each route. Those average numbers of 1.5 or greater were assessed as “Overall High” and those values less than 1.5 are assessed as “Overall Low”.
- The routes were finally grouped into four categories:
 - o High Value / High Risk
 - o High Value / Low Risk
 - o Low Value / Low Risk
 - o Low Value / High Risk

See Appendix D for the resulting table and Appendix E for maps showing the value and risk results.

Value-Risk Categories

The value-risk assessment ranks roads and trails based on values (e.g., access to facilities and recreation opportunities for OHV users) and risks (e.g., wildlife disturbance and impacts on cultural resources). The categories chosen to rank value and risk were based upon the Travel Management Rule, 36CRF212.55 and locally identified issues (see chapter 4). Table 6-1 below lists the categories evaluated.

Table 6-1: Route Value and Risk Categories

ISSUE	Evaluated for Value	Evaluated for Risk	Not Evaluated
Recreational Opportunities	X		
Access to Private Lands	X		
Access for Special Uses	X		
Access for Fire & Fuels	X		
Access for Range	X		
Access for Energy & Minerals	X		
Access for Hunting	X		
Access for Timber	X		
Access to Administrative Sites	X		
Road & Trail Condition (maintenance)		X	
Damage to T&E Wildlife Species		X	
Damage to T&E Rare Plants		X	
Damage to Water Resources		X	
Damage to Riparian and Wetland Habitats		X	
Damage to Heritage Resources		X	
Damage to Soils		X	

ISSUE	Evaluated for Value	Evaluated for Risk	Not Evaluated
Right-of-Way Needs		X	
Conflicts between roads and trails			X
Conflicts among different classes			X
Compatibility of motor vehicle use in populated areas			X
Wilderness & primitive areas			X

The four issues identified in Table 6-1 that were not evaluated in the value-risk assessment were eliminated from consideration for two principle reasons. Wilderness & primitive areas automatically have other laws, rules, and guidelines that identify any possible changes to the routes. Conflicts, between roads and trails, between different classes and compatibility of motor vehicle use in populated areas were not evaluated because the Lincoln NF already has a set of authorized routes in place.

Evaluation criteria used for each resource area

Each resource specialist was asked to develop criteria for characterizing low and high values for roads and trails within a resource area. In some instances the criteria was the same for both roads and trails, some were different and others found trails to be not applicable in a resource area. Table 6-2 details these criteria.

Table 6-2: Value and Risk Rating Criteria

Issue	Rating	Criteria Guideline
Values		
Recreation Opportunities	High	Roads: Access to developed recreation site, major trail or trail system, large areas of the Forest which have no alternate motorized access, 5+ well established dispersed recreation sites or access points, key wildlife viewing opportunity.
		Trails: major trail or trail system, high value trails (ie: national recreation trails), access scenic views, close to population centers, have adequate trailhead facilities, and within wilderness areas.
	Low	Roads: No developed recreation, no or only minor trails.
		Trails: less scenery, less proximity and little or no parking.
Timber Access	High	Accesses suitable land for timber harvest (including bug kill areas).
	Low	Access to areas where timber harvest may occur, but is not an objective.
	<blank>	No timber use is identified.
Access for Special Uses	High	Roads adjacent to long term special use areas such (ie: communication sites)
	Low	All roads not considered high.
Fire/Fuels Access	High	Access to wildland-urban interface, critical hazardous fuels treatment areas or creates a key fire break.
	Low	Access to non-wildland-urban interface.
Range Access	High	Access to range allotment, infrastructure (fencing, pipeline, water, etc) on allotment.
	Low	Road not needed for range purposes.
Energy and Mineral	High	Road accesses mining claims or area with moderate to high potential for energy resource use.
	Low	Does not access mining claim or energy resource use area.

Issue	Rating	Criteria Guideline
Access		
Private Access to Developments	High	Provides access to large in-holding tract(s) or multiple residential tract with no alternative route available. Access is required by law.
	Low	Provides access to minor in-holding or single land ownership, or alternate route available, or no private land accessed.
Administrative Site Access	High	Access to administrative site essential for forest management (office, work center, repeater tower, lookout tower, maintenance facilities, etc).
	Low	Access to administrative site(s) not essential to forest management (low use cabins, sites or buildings planned for non-use) or no administrative site accessed.
Hunting Access	High	Roads: Paved and gravel major roads, all open roads longer than 0.5 miles that is not in the same section with another open road, selected roads classified as closed but are not closed that access significant hunting areas.
		Trails: All motorized trails are high value.
	Low	All other roads and all trails not identified as high value.
Risks		
Road/Trail Condition	High	Road: All route levels 1 and 2 considered high hazard due to less frequent maintenance.
		Trail: All motorized trails lacking complete archaeological survey in areas of high site probability, routes that possess known archaeological sites along the route or if the route itself is historic and subject to impacts.
	Low	Road: All trails not identified as high. Trail: Trails on slopes less than 30%.
Damage to Wildlife	High	All roads and trails within the habitat of salamanders, Mexican Spotted Owl, Peregrine Falcon, Northern Goshawk, and Bald Eagle.
	Low	Roads and trails not identified as high risk.
Damage to Rare Plants	High	All roads and trails within ½ mile of occupied kuenzler cactus, <i>Argemone Pleiacantha</i> , <i>Cirsium Vinaceum</i> , and <i>Hedeoma Todsenii</i> populations as well as other highly probable canyons identified by specialist.
	Low	All other roads and trail not identified as high risk.
Damage to Water Resources	High	The route will hinder attainment of State water quality standards or the route is within 100 feet of an impaired stream, or is on a cross slope exceeding 40%.
	Low	State water quality standards can be achieved through current management standards. The route is located on cross slope less than 40%.
Damage to Riparian Habitat and Wetlands	High	Riparian habitat/wetlands immediately adjacent to road or trail.
	Low	Riparian habitat/wetlands in vicinity of road or trail or no riparian habitat/wetlands in vicinity of road or trail.
Damage to Heritage Resources	High	Road: All un-surveyed roads not completely surveyed.
		Trail: All un-surveyed motorized trails.
	Low	Road: No known or surveyed sites within road prism, or low site predictability. Trail: All non-motorized trails.
Damage to		Record or evidence of slump, washout, rock-fall, retaining wall failure,

High

Issue	Rating	Criteria Guideline
Soils/Geology		slope failure, in soils that are unstable or extremely susceptible to erosion.
	Low	All other soils not found in high.
Right-of-Way	High	Right-of-way-needed.
	Low	No right-of-way needed.

A route by route table in Appendix D shows all of the individual and grouped value-risk as well as maps in Appendix E.

Summarizing the Value-Risk Assessment

The results for the value-risk assessment are detailed in Appendix D. Appendix D is a lengthy table which displays every road and trail assessed in this analysis as well as their individual category ratings. Appendix A, Tables A-1 through A-4 summarize each road and trail based upon their overall Value-Risk rating. The results of this assessment provide an overall guiding philosophy for the entire network of roads and trails as well as a means to prioritize needed changes. The four categories are listed below in order of their priority ranking.

- 1) **High Value – High Risk:** These routes have a high value and have a risk associated with them. These routes are the first to be considered for making changes to reduce the overall risk and retain as many values (benefits) as possible.
- 2) **Low Value – High Risk:** These routes have a low value and have a high risk associated with them. These routes may be proposed for reduction of motorized travel.
- 3) **Low Value – Low Risk:** These routes have a low value with little or no risk associated with them. These routes suggest little or no change however consideration for increase in motorized travel is possible.
- 4) **High Value – Low Risk:** These routes have high value with little or no risk associated with them. Recommend little to no change in these routes.

This chapter presents a summary of results for the high value-high risk routes broken down by each category evaluated. The summary data is listed below presenting first the value information followed by the risk information.

Many of the risk types, such as watershed, wildlife or cultural resources may be associated only with a portion of the route, not with the entire route. An assessment of each route segment on 1,530 roads is not within the scope of this analysis.

High Value Summaries

Value: Access to Private Land

- **Roads:** 46 roads (3%) are high value for accessing private land.
 - Proposal: Some roads are high value to access private land, but low value overall. These roads are the highest priority for attempting to transfer jurisdiction as appropriate. They are:
 - 232, 400, 417, 429A, 486, 502, 539, 600, 601, 624, 5559, 9012A, 9021D, 9572, 9988
- **Trails:** Not applicable for trails

Value: Recreation

- **Roads:** 55 roads (4%) are considered high value for recreation use.
 - Proposal: Utilize current laws and guidelines in place (maintain existing scenic by-ways)
- **Trails:** 53 motorized trails have a high value for recreation use.
 - Many of these low value trails are short spurs that dead-end. Because of the dead-end, illegal roads are often created to loop back to another area. These overall low value trails with current motorized status are:
 - 239A, 253D, 329, 5009, 5543, 5661C, 5661D, 5661F, 5661H, 5661Q, 9312, 9611A, 9611B, 9652, 9666A

Value: Access to Timber

- **Roads:** 1202 roads (79%) are high value for accessing timber products.
 - Proposal: In areas where timber products occur, leave roads as closed with a status of existing as opposed to decommissioning them. This would allow future use of these routes if needed and reduce the need for creating new or new temporary roads to access the products.
- **Trails:** Not applicable for trails

Value: Access for Fire/Fuels emergency response

- **Roads:** 999 roads (65%) are high value for fire and fuels emergency response.
 - Proposal: In all areas, leave roads as closed with a status of existing as opposed to decommissioning them. This would allow future use of these roads if needed and reduce the need for creating new authorized roads or new temporary roads to access the areas. Even though the need is rated low based on the criteria, emergencies can occur anywhere and the aforementioned step would enable access if so needed.
- **Trails:** 60 motorized trails have a high value for fire and fuels emergency response
 - Proposal: Keep the trails classified as motorized for potential use by fire suppression crews.

Value: Access for Range (cattle and range structures)

- **Roads:** 1511 roads (99%) are high value for accessing range features and livestock.

- Proposal: Continue the current policy for all roads by issuing special road use permits to range permit holders allowing them to travel on closed routes to access cattle and associated features. Current policy allows ranchers to drive authorized closed roads and across country to render repairs, attend to sick livestock, and other such uses.
- **Trails:** Not applicable for trails

Value: Access to Energy & Mineral Resources

- **Roads:** 5 roads (1%) are high value for accessing energy and mineral resources.
 - No action identified
- **Trails:** Not applicable for trails

Value: Access to Special Use Permit Lands

- **Roads:** 16 roads (2%) are high value for accessing special use permitted lands.
 - Proposal: Continue all current policies and guidelines for granting route access to special use permitted lands.
- **Trails:** Not applicable for trails

Value: Access to Lincoln NF Administrative Sites

- **Roads:** 15 roads (1%) are high value for accessing USFS administrative sites.
 - No action identified
- **Trails:** Not applicable for trails

Value: Access to Hunting Areas

- **Roads:** 399 roads (26%) are high value for accessing hunting areas.
 - Proposal: Temporarily open these routes as motorized trails during hunting seasons to allow use and mitigate environmental impacts.
 - Proposal: Make closed roads available by designating as motorized trails, perhaps with seasonal restrictions.
- **Trails:** 68 motorized trails are low value for hunting access
 - Proposal: Timing restrictions in sensitive areas would allow motorized use only during appropriate hunting seasons and may reduce impacts to the environment.

High Risk Summaries

Risk: Road/Trail Condition

- **Roads:** 1,431 roads (94%) have high risk associated with road condition. 1,031 of these roads (70% of the 1,431) are at maintenance level (ML) 1, which represent closed roads. The remaining roads, 400 or 26%, represent level 2 roads (open to high clearance or 4wd).
 - Reopen a closed road as a motorized or non-motorized trail.
 - Consider lowering the existing maintenance level of ML2 to “closed”.
 - Set aside a number of appropriate roads for use by 4-wheel drive motor vehicle groups.
 - Proposal: Designate a ML2 open road and maintain to very minimal standards.

- Proposal: Designate the road as motorized trail allowing for vehicles with widths greater than 50”.
- **Trails:** 50 motorized trails (27%) have high risk.
 - Proposal: See Table 6-3 below for trail specific actions.

Table 6-3 High Risk Trails Due to Surface Condition

Trail	Description of Need
5008	Wills Canyon trail from FR169 to the junction of trail 113 (Willie White Trail) goes up through a canyon bottom. The trail is highly eroded for approximately 1 mile. Recommend it be rerouted and developed into a more sustainable trail.
251	Lucas Canyon trail: eastern end beginning at FR247 needs erosion control devices suitable for OHV use. The western end prior to reaching FR619 crosses a meadow and has deep ruts and trail braiding. Several logging roads and railroad grades in the immediate vicinity would make a more sustainable trail.
105	Rim Trail: several miles of the northern portion are less than 50” wide and therefore unsuitable for such use. There are also no suitable pull-outs along the northern portion of the trail for large trailers along Sunspot Highway until the Russia Canyon and Bear Wallow area. The ‘managed use’ of the section of the Rim Trail should either be changed to motorcycles or non-motorized uses to reduce impacts associated with ATV use and lessen the possibility for user conflicts between OHV and hikers in this area.
105	Rim Trail north of Cathey Canyon: trail is steep and highly eroded which has resulted in OHV by-passing the section by riding on the Sunspot Highway. This portion of the trail needs to be rerouted at a more sustainable grade.
5005	Benson Ridge Trail: trail is highly eroded and trail braiding is occurring due to OHV avoiding the rutted areas. Trail should be rerouted to a more sustainable grade.
251	Lucas Canyon Trail at the junction of FR223: trail is highly eroded and trail braiding is occurring due to OHV avoiding the rutted areas. Trail should be rerouted to a more sustainable grade.

Risk: Wildlife

- **Roads:** 385 roads (25%) have high risk associated with wildlife.
 - Include effects analysis of roads, trails, and associated motor vehicle traffic on wildlife, wildlife habitats, and ecosystem function in project or area planning.
- **Trails:** 36 motorized trails (19%) have high risk associated with wildlife.
 - Proposal: Limit creation of new motorized trails through existing Mexican Spotted Owl, Goshawk, and other such T&E areas to minimize noise and other motorized impacts on wildlife.
 - Proposal: Divert portions of trails away from T&E plant communities to avoid damage to the resource while keeping the trail open and accessible.

Risk: Water Resources

- **Roads:** 200 roads (13%) have high risk associated with water quality.

- Apply standard mitigating measures as appropriate to minimize movement of sediment into stream channels. Roads of greatest concern for maintaining water quality areas listed below in Table 6-4.

Table 6-4 Specific Proposals for High Risk Roads for Water Quality and Riparian Resources

District	Road	Description
Smokey Bear	130	(Pine Lodge Road) From cabins to NM246, road is a major source of sediment from nearby creek due to Peppin fire and recreational use.
	127A	(Eagle Creek Road) Major recreational area with authorized and unauthorized camp sites. Potential for water quality problems is high.
	107	(Lake Bonito Road) From Lake Bonito to Tanbark Canyon (dirt portion) – High concerns of sediment problems because of key riparian areas as well as Lake bonito being the source of water for the City of Alamogordo.
	108	(Tanbark Road) This is a very steep road leading into both into the Bonito Lake area and the Nogal Canyon area at the upper end of each sub-watershed. As such, it can be a contributor of sediment to key areas below.
Sacramento	162	(La Luz Canyon Road) Continued care on this road is key to protecting wetland and riparian features in the upper reaches of this road as well as protecting water quality for the City of Alamogordo.
	5576	(Steep Hill Road) This road feeds into the 162 road and with its steep incline and dirt surface has a high potential for affecting water quality and riparian areas in the area.
	5009	(Water Canyon Road) This canyon is a major contributor to the waters of the Rio Penasco. As such, continued care for this road is needed to minimize sediment erosion into stream channel. A good number of T&E plans are also in the area near the many springs which need to be protected as well.
	C017	(Rio Penasco Road) Although not a Forest Service Road this road does run the length of the upper portion of the Rio Penasco between Sunspot Highway and NM130. The Rio Penasco is currently listed as an impaired stream.
	460	(Scott Able Canyon Road) This road feeds into both the Agua Chiquita (currently an impaired stream) as well as the Sacramento River. Because of the steepness of the western portion of this road, sediment moving into the Sacramento River is a concern.
Guadalupe	none	

- **Trails:** 56 motorized trails (25%) have high risk associated with water quality
 - Where trails and springs are found together, propose re-routing the trail away from the spring location. This will reduce erosion to the trail and prevent damage to the spring. Table 6-5 lists the specific trail along with a description of the need.

Table 6-5 Specific Proposals for High Risk Trails for Water Quality

Trail	Description of Need
9277	Hubbell Canyon trail crosses Mauldin Springs and is highly eroded. To prevent further damage to the water resource the trail is proposed to be rerouted around the spring area or a constructed crossing such as a bridge should be built.

Risk: Riparian Habitat and Wetlands

- **Roads:** 466 routes (30%) have high risk associated with riparian habitat or wetlands.
 - Apply standard mitigating measures as appropriate to minimize movement of sediment into stream channels. Roads of greatest concern for maintaining water quality areas listed in Table 6-6.
 - Proposal: Conduct surveys to map known riparian sources. The current inventory available for analysis is limited due to riparian areas not being available through GIS. GPS and map.
- **Trails:** 42 trails (23%) have high risk associated with riparian habitat or wetlands.
 - Where trails and riparian areas coincide, suggest re-routing the trail away from the riparian area. This will reduce erosion to the trail and prevent damage to the vegetation.

Table 6-6 Specific Proposals for High Risk Roads for Riparian Resources

Trail	Description of Need
5008	Wills Canyon Trail at the junction with trail 9278 (Upper Wills Canyon Trail) crosses a riparian area. Re-routing of this junction is proposed to prevent further damage.

Risk: Rare Plants

- **Roads:** 330 roads (22%) have high risk associated with known rare plants.
 - Proposal: Close road or portion of road where plant occurs.
 - Proposal: If road remains open, build in mitigation measures to protect plant communities.
- **Trails:** 0 motorized trails (0%) have high risk associated with known rare plants.
 - Close trail to motorized access.
 - If trail remains open, build in mitigation measures to protect plant communities.

Risk: Heritage Resources

- **Roads:** 1,175 routes (77%) have high risk associated with heritage resources. Many of these miles are assumed to be in high risk because an archaeological survey has not been done on many of these roads.
- **Trails:** 66 motorized trails (100%) have high risk associated with heritage resources

Risk: Soil/Geologic Hazard

- **Roads:** 999 routes (65%) have high risk associated with soils.
- **Trails:** 58 motorized trails (31%) have high risk associated with soils

Risk: Right-of-Way

- **Roads:** 86 roads have identified right-of-way needs (see Table 6-7).
 - For lack of right-of-way, Smokey Bear District is in danger of losing public access and management access to significant portions of the District. 65% of the 37 right-of-way needs are on Smokey Bear District.
 - 24 of the 37 right-of-way needs are on high value roads, 22 of those 24 are on Smokey Bear District.

Table 6-7 Specific Proposals for Roads Requiring Right-Of-Way or Closure

District	Road Requiring Right-of-Way
Smokey Bear	56, 57, 72, 84, 105, 107, 107A, 108 , 116, 120, 130, 131, 139, 142, 163, 165, 256, 338, 400, 443, 482, 486, 488, 493, 616, 987A, 5620, 5624, 5639, 5657, 9033B
Sacramento	63, 64, 64J, 90, 90B, 162, 162C, 171, 175, 176, 228 , 232, 245, 252, 253A, 255 , 257 , 258, 265, 269 , 329 , 329A, 339, 405, 417, 429A, 539, 552, 564, 620, 620A, 5608, 9622C, 9673
Guadalupe	67, 69, 277A, 307, 322B, 511, 511B, 524A, 526, 540A, 540B, 5512, 5530A, 9403, 9442, 9471, 9506, 9517, 9572, 9576

- **Trails:** 3 trails have need of right-of-way access (see Table 6-8).
 - Work with landowner(s) to obtain right-of-way access.
 - Proposal: Reroute trail away from private land.

Table 6-8 Trail Requiring Right-Of-Way

Trail	Description of Need
119	A-Trail: this trail travels from the FR90 (West Side Road) all the way to Alamogordo and crosses two sections of private property. No right-of-way (ROW) access has been obtained for either parcel.
104	Alamo Canyon Trail: this trail crosses the City of Alamogordo land for which no ROW has been obtained. Recently gates and fencing have been constructed by the City of Alamogordo to block access by OHV.
118	Goat Springs Trail: this trail begins on private land and ends of Forest Service Land with no ROW access having been obtained. The property owners have expressed interest in granting ROW access.

The proposals from this assessment will be used to guide further changes to the transportation system. Routes from this assessment were incorporated into a methodology that filtered roads and motorized trails to a manageable set of recommendations for fiscal year 2008. The IDT used the results of this methodology, along with public comments, to identify routes recommended for change in FY2008.

Chapter 7: Describing Opportunities and Setting Priorities- Step 5

The roads and trails in the transportation system on the Lincoln National Forest are too numerous to analyze all of them for proposed changes in FY 2008. The IDT established sets of standards for roads and trails that decreased them to a more manageable number for changes. The roads and trails screened out will be considered in developing alternatives and proposed changes in the future.

Developing a Proposed Action

The following standards were applied to roads:

- 1) Identify total road system (TRS) in the TAP
- 2) TRS minus Roadless Areas/Wilderness
- 3) Minus Level 3 & 4 roads open with no proposed changes based on RAP
- 4) Minus high value/low risk, low value/high risk, or low value/low risk roads
- 5) Minus roads with no public comments

These standards resulted in 16 Roads for 67 Miles that were further evaluated for proposed changes. See Table 7-1: Roads Considered for Changes in FY 2008.

The following standards were applied to motorized trails:

- 1) Use total trail system (TTS) in the TAP
- 2) TTS minus Roadless Area/Wilderness
- 3) Minus non-motorized (keeping motorized)
- 4) Minus high value/low risk, low value/high risk, or low value/low risks trails
- 5) Minus trails with no public comments (24 trails/89 miles)

These standards resulted in 24 trails for 89 miles that were further evaluated for changes. See Table 7-2: Trails Considered for Changes in FY 2008.

Table 7-1: Roads Considered for Changes

Roads	Miles	District
108	4.23	Smokey Bear RD
179	1.53	Sacramento RD
228	5.74	Sacramento RD
255	8.65	Sacramento RD
257	7.11	Sacramento RD
269	4.96	Sacramento RD
271	5.34	Sacramento RD
329	4.63	Sacramento RD
329B	4.98	Sacramento RD
430	1.23	Sacramento RD

Roads	Miles	District
5009	2.39	Sacramento RD
5583	5.26	Sacramento RD
5585	2.95	Sacramento RD
5600	2.09	Sacramento RD
607D	4.26	Sacramento RD
69A	2.18	Guadalupe RD
Total	67.00	

Table 7-2: Trails Considered for Changes

Trails	Miles	District
105	6.4	Sacramento RD
109	2.8	Sacramento RD
110	1.7	Sacramento RD
111	1.5	Sacramento RD
113	4.6	Sacramento RD
124	2.7	Sacramento RD
126	4.56	Sacramento RD
132	2.06	Sacramento RD
235	1.36	Sacramento RD
239A	3.29	Sacramento RD
247E	2.04	Sacramento RD
251	4.75	Sacramento RD
329	2.09	Sacramento RD
537	1.23	Sacramento RD
5002	2.53	Sacramento RD
5003	1.12	Sacramento RD
5008	4.4	Sacramento RD
5008D	1.39	Sacramento RD
5601	4.25	Sacramento RD
5660	2.19	Sacramento RD
5661D	0.57	Sacramento RD
9201	2.6	Sacramento RD
9216	1.39	Sacramento RD
9278	4.02	Sacramento RD
Total	89.00	

The District Resource Staff applied filters to these 16 roads and 24 trails at a meeting with the IDT the first week in November 2007. The filters/criteria included:

Roads -

- 1) Recreational scenic loop potential
- 2) Possible maintenance level change
- 3) Any current maintenance agreements
- 4) Connectivity to major roads, trailheads
- 5) Legal consideration versus assessed value
- 6) Safety-fire/emergency escape routes

Trails -

- 1) Recreation - Consider National Designation Standards to maintain status
- 2) Design Standards & use causing user conflict
- 3) Any current agreements with user organizations
- 4) Connected to other trails/roads
- 5) Legal considerations versus assessed value

These roads and trails were developed into a recommendation for proposed actions.

District Proposals for Change

The District Interdisciplinary Teams identified open and closed roads and possible additional routes that would create continuous route systems for use by OHV. The proposal was developed into a recommendation for proposed actions.

- **Proposal:** The actions to implement these are listed here by District. Associated with all districts is the use of existing trailheads and/or the need to construct such trailheads throughout the proposed loop area for loading and unloading of OHV.
- Guadalupe District: Create a motorized route system that allows uninterrupted travel from Queen, NM north and south to the Guadalupe Rim, without travel on paved roads. Designate existing closed roads for use by OHV, either as open maintenance Level 2 roads, or as a motorized trail. Construct new routes if existing unauthorized, un-inventoried routes do not exist.
- Sacramento District: Create a motorized route system that allows uninterrupted travel from south of Cloudcroft, NM southward to the Agua Chiquita area without travel on paved roads. Designate existing closed roads for use by OHV either as open maintenance Level 2 roads or as a motorized trail. Construct new routes if existing unauthorized, un-inventoried routes do not exist. This proposal could include:
 - Designate a number of closed roads in the Lick Ridge area as open roads or as motorized trails for hunting purposes
 - Designate roads 5008E, 164A, 6411A, 6409, 6411, 460C, 9631D and 64K as open roads or as motorized trails. Refer to Appendix E page E-21 for map reference.
 - Create new routes where needed to complete a loop trail using existing open roads or motorized trails.
- Smokey Bear District: Below are some suggestions that would create a system that provides looped motorized routes in the Hale Lake/Ft. Stanton and Jicarilla areas without travel on paved roads (Table 7-2 and Appendix E pages E17-E20 for maps). This proposal could include:
 - Designate 25 miles of existing closed roads for use by OHV, either as open maintenance level 2 roads or as motorized trails
 - 6.5 miles routes south of the Fort Stanton area by opening closed roads or creating motorized trails
 - 3.1 miles in the Jicarilla area

- 15.4 in and around the Hale Lake area
- Designate trails 81 and 82 for motorized vehicles up to 50” wide.
- Locate access points and trailheads in locations that encourage staying on authorized routes.
- Designate new routes (Table 7-3) as OHV accessible.
- Designate 8.3 miles of new Bike trails in the Cedar Creek Area (Table 7-2).

Table 7-3: Smokey Bear District: Proposals for Closed Roads or Current Trails to Consider for Motorized OHV Routes (open the roads as Maintenance Level 2 or designate as motorized trails)

Smokey Bear Ranger District		
Closed Road Route Number	Length (miles)	Action (*)
00585 A	0.66	Make motorized trail
00585 B	2.07	Make motorized trail
00585 C	0.97	Make motorized trail
05648	1.76	Make motorized trail
09031	1.10	Make motorized trail
00443 D	0.20	Make motorized trail
00443 E	1.90	Make motorized trail
00589	3.31	Make motorized trail
00992 D	1.22	Make motorized trail
00992 C	1.65	Make motorized trail
00993 B	1.14	Make motorized trail
00994 E	1.17	Make motorized trail
00996 B	1.49	Make motorized trail
09017	0.40	Make motorized trail
00996 A	1.10	Make motorized trail
05618	0.70	Make motorized trail
05618 A	1.10	Make motorized trail
09024 E	1.50	Make motorized trail
00983	1.60	Make motorized trail
Total Length	24.98	
Trail Number	Length (miles)	Action
81	2.5	Make motorized trail
82	2.3	Make motorized trail
91	3.6	Make motorized trail
91A	1.1	Make motorized trail
91B	0.7	Make motorized trail
93	3.1	Make motorized trail
120	2.7	Designate as Bike trail (new)
120A	0.83	Designate as Bike trail (new)
120B	0.63	Designate as Bike trail (new)
120C	0.35	Designate as Bike trail (new)
120D	0.39	Designate as Bike trail (new)
120E	0.18	Designate as Bike trail (new)
121	2.96	Designate as Bike trail (new)

121A	0.31	Designate as Bike trail (new)
Total Length	21.65	
Sacramento Bear Ranger District		
None requested		
Guadalupe Ranger District		
Trail Number	Length (miles)	Action (all proposals reflect current ground condition)
03028	1.5	Close Road
05506	2.2	Close from tank to end of road
05510	2.7	Open Road
05513	3.0	Open Road to 4WD (currently closed)
09403	1.3	Maintain Road for 4WD use (currently open)
09404	2.1	Maintain Road for 4WD use (currently open)
09426	1.8	Open Road to 4WD (currently closed)
09471	0.8	Open Road
09519	0.3	Open Road
09543	1.4	Open Road
09576	1.1	Close Road
09584	0.9	Open Road
00277 F	1.7	Close Road
00278 A	0.7	Open Road
00278 B	1.1	Open Road
00322 B	3.3	Close road from 322 to Chimney Well
05510 A	0.5	Close Road
09543 B	1.4	Open Road
09595 A	0.3	Open Road
Total To Open	9.6	
Total To Close	10.3	
Total for 4WD	8.2	

Table 7-4: Smokey Bear District – New Route Locations to Consider for OHV Designations

From Route Number	To Routes Number	Length (miles)	Additional Location information
585C	North to Forest Boundary	0.75	Along ridge between Hill and Priest Canyon
585	End of ridge	1.20	Along ridge east of Munoz Canyon
585	End of ridge	1.30	Along ridge west of Munoz Canyon
County E007	593	2.0	Up Little Creek drainage
9022	9043D	.50	Located south of Fort Stanton
9027	9903	.70	Jicarilla Area
Total		6.50	

Recommendations for the NEPA phase

Below are the recommendations for developing a proposed action

Recommendation

The following lists of 16 roads and 24 trails were discussed by the District staff and IDT and the results are listed in Table 7-5 and 7-6. Within each table, the bold road or trail represents a proposed change. The criteria or filters used in the reasons for change are restated below.

Roads -

- 1) Recreational scenic loop potential
- 2) Possible maintenance level change
- 3) Any current maintenance agreements
- 4) Connectivity to major roads, trailheads
- 5) Legal consideration versus assessed value
- 6) Safety-fire/emergency escape routes

Trails -

- 1) Recreation - Consider National Designation Standards to maintain status
- 2) Design Standards & use causing user conflict
- 3) Any current agreements with user organizations
- 4) Connected to other trails/roads
- 5) Legal considerations versus assessed value

Table 7-5: Roads Considered for Change in 2008

Roads	Existing Status	Proposed Change	Reason for Change
108	Open to motorized.	No Change	Main road, access to trail, agreement with county on maintenance, no ROW but in progress. No gates on private yet
179	Open to motorized	Close from junction of 183 to the intersection of 9646F and make hiking, no motorized. The remainder will stay motorized.	No ROW and not being worked on, resource issues (erosion), conflicting use. No gates on private yet.
228	Open to motorized	No Change	Safety – an evacuation route. Access to FS needs. Connectivity to other roads.
255	Open to motorized	No Change	Criteria 1,4,6
257	Open to motorized	No Change	Criteria 3, 4, 6. Need clarification if it is county road or not.
269	Open to motorized	No Change	Criteria 1,6
271	Open to motorized	No Change	Criteria 1,4,5
329	Open to motorized	Close to motorized from Limb Tank to the north. The rest will remain	Criteria 5, 6 Poaching and MSO concerns.

Roads	Existing Status	Proposed Change	Reason for Change
		motorized (329B)	
329B	Open to Motorized	No Change	Criteria 1, 4, 6. Part of a loop and will remain open.
430	Open to Motorized	No Change	Criteria 1, 4, 6
5009	Open to Motorized	No Change	Criteria 1, 4
5583	Open to Motorized	No Change	Criteria 1, 4, 6
5585	Open to Motorized	No Change	Criteria 1, 4
5600	Open to Motorized	No change	Criteria 1, 4, 6
607D	Open to Motorized	No Change	Criteria 1, 4, 6
69A	Open to Motorized	No Change	Criteria 1, 6

Table 7-6: Trails Considered for Changes in 2008

Trails	Existing Status	Proposed Change	Reason for Change
105	Mixed motorized and non motorized	No Change	Criteria 1,4,5
109	Motorized for single tread.	Open to single track motorized from Alamo Peak to junction of 110. The remainder of the trail is closed to all motorized use.	Need to check to see if it has been re-routed al ready. Criteria 2, 4, 6. Closed for resource protection. Mainly for soil erosion.
110	Motorized single track.	No Change	
111	Motorized single track.	No Change	
113	Open to single track.	Open for quad track from Wills to Telephone. The rest will remain single track.	Criteria 2, 4 Natural/Cultural Resource Damage
124	Motorcycle	No Change	Criteria 4
126	Motorcycle	No Change	Connects to closed road
132	Motorcycle	No Change	Criteria 4
235	ATV	No Change	Criteria 3, 4
239A	ATV	No Change	
247E	ATV	Close to motorized-Make non-motorized	Criteria 2 Natural/Cultural Resource Damage
251	ATV	No Change	Criteria 4

Trails	Existing Status	Proposed Change	Reason for Change
329	Motorcycle	No Change	Criteria 4
537	ATV	No Change	Criteria 4
5002	ATV	Close to motorized-Make non-motorized (pack/saddle)	Criteria 3, 4 Natural/Cultural Resource Damage
5003	ATV	Close to motorized-Make non-motorized (pack/saddle)	Criteria 3, 4 Natural/Cultural Resource Damage
5008	ATV	No Change	Criteria 4
5008D	ATV	Close	Natural/Cultural Resource Damage
5601	Motorcycle	No Change	
5660	Motorcycle	No Change	
5661D	Motorcycle	Close	Natural/Cultural Resource Damage
9201	Motorcycle	No Change	Criteria 4
9216	Motorcycle	No Change	
9278	Motorcycle	Motorized- ATV; 9277 & 9278A Motorized ATV	Natural/Cultural Resource Damage
5009	ATV	No Change	Criteria 4
5661F	Motorcycle	Include ATV along with motorcycle use	Criteria 2
5005	ATV	No Change	Criteria 4
5005A	ATV	No Change	Criteria 4
5005B	ATV	No Change	Criteria 4
5006	ATV	No Change	Criteria 4
5007	Motorcycle	Include ATV along with motorcycle use	Criteria 2, 4
5007A	ATV	No Change	Criteria 4
5007C	ATV	No Change	Criteria 4

For any of these roads and/or trails that have existing closure orders, the analysis for these orders will be included in the disclosure document (CE, EA, or EIS).

All of the above roads and trails will also be evaluated for access for dispersed camping sites in order to meet the intent of the Travel Management Rule.

Recommendation

A Forest-wide Plan amendment will be developed to change the existing direction allowing motorized access to dispersed camping, 300 feet off any classified travel way not signed as closed. The proposed Plan amendment is, "Motorized access for dispersed camping can occur within 300 feet off classified travel ways only in designated areas and/or by using designated spur routes as identified on the 2008 Motor Vehicle Use Map."

Recommendation

A Forest Plan amendment will be developed for proposed changes for roads and trails to prohibit motorized access for dispersed camping 300 feet off of these roads/trails. The amendment will state “motorized access for dispersed camping can occur 0 - 300 feet off the identified 16 roads and 24 trails in designated areas and/or corridors as identified on the 2008 Motor Vehicle Use Map.”

Recommendation

Do only those roads and trails that are proposed by the individual districts. See Appendix A, Table A-7.

Recommendation

The Lincoln NF road maintenance program will continue to be implemented under the current conditions. Routine maintenance on roads having no sensitive resource concerns will be included in the proposed action and will have no timing or other restrictions. Routine maintenance on roads having sensitive resource concerns will continue to apply existing management restrictions. Alternatives may include lifting some or all of the restrictions.

Recommendation

Roads which have no legal access to them will be stricken from the designated travel route system. This lack of access may be the result of private land owners gating roads over which the Forest Service has no right-of-way or easement. This lack of access may be the result of data errors indicating a segment of road is open in spite of having closed roads on either end of them.

Table 7-7: displays a section of a road currently designated “open” to motorized vehicle use, for which the Lincoln National Forest has no legal or authorized access leading to public lands.

Table 7-7: Roads with Right-of-Way Constraints

District	Route Number	Miles	Close	Reason for Change
Smokey Bear Ranger District	9732	0.38	Y	Closed by private/ROW
Smokey Bear Ranger District	9031B	0.87	Y	Closed by private/ROW
Smokey Bear Ranger District	1014	0.23	Y	Closed by private/ROW
Smokey Bear Ranger District	9733	0.19	Y	Closed by private/ROW
Smokey Bear Ranger District	1015	0.11	Y	Closed by private/ROW
Sacramento Ranger District	9656	3.45	Y	Closed by private/ROW

The Responsible Official, S.E. ‘Lou’ Woltering, Forest Supervisor will determine the recommendation(s) that will require a subsequent NEPA process for FY 2008.

Appendix A: Key Tables

Table A-1: List of High Value – High Risk Routes

Smokey Bear Ranger District High Value – High Risk Roads							
00056	00057	00107	00108				
Smokey Bear Ranger District High Value – High Risk Trails							
12	13	15	19	25	33	36	39
40	48	54	57	60	61	62	71A
72	74	75	77	78	92		
Sacramento Ranger District High Value – High Risk Roads							
00063	00064 B	00090	00160	00162	00162 C	00175	00179
00228	00255	00257	00269	00271	00329	00329 B	00405
00430	00607 D	05009	05576	05583	05585	05600	
Sacramento Ranger District High Value – High Risk Trails							
103	104	105	105A	106	107	109	110
111	112	113	114	118	119	124	125
126	132	235	239A	247E	250	251	329
433	5001	5002	5003	5004	5005	5005A	5005B
5006	5007	5007A	5007C	5008	5009	5009D	537
5573	5574	5574A	5601	5660	5661D	5661F	5661Q
568	5700	9201	9216	9277	9278	9279	9311
9312	9611A						
Guadalupe Ranger District High Value – High Risk Roads							
00069 A	00527						
Guadalupe Ranger District High Value – High Risk Roads							
68	203						

Table A-2: List of High Value – Low Risk Routes

Smokey Bear Ranger District High Value – Low Risk Roads							
00072	00105	00107	00128	00130	00131	00443	00488
Smokey Bear Ranger District High Value – Low Risk Trails							
59	70	71	79	90	91	91A	93
Sacramento Ranger District High Value – Low Risk Roads							
00064	00064 D	00085	00091	00252	00460	00560	00607
00620	00621	05577					
Sacramento Ranger District High Value – Low Risk Trails							
10	105B	122	130	2105	229	230	231
234	234A	236	5001A	5001B	5001C	5007B	5007D
5579	5601A	5661C	5661H	5688	90V	9278A	9611B
Guadalupe Ranger District High Value – Low Risk Roads							
00067	00069	00540					
Guadalupe Ranger District High Value – Low Risk Trails							
none							

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Table A-3: List of Low Value – High Risk Routes by district:

Smokey Bear Ranger District Low Value – High Risk Roads							
00057 B	00057 C	00057 D	00057 E	00057 F	00057 G	00057 K	00057 L
00057 M	00084	00107 A	00120	00120 A	00120 B	00127 A	00163
00165	00256	00256 A	00338	00400	00401	00441 C	00443 A
00443 B	00443 C	00443 D	00443 E	00482	00483	00486	00493
00496	00497	00500	00502	00534	00536	00580	00585 A
00588	00588 B	00593	00593 A	00593 B	00595	00598	00600
00601	00601 A	00604	00616	00969 M	00969 P	00971 F	00971 J
00971 N	00972 F	00972 G	00972 N	00977	00982 E	00986 E	00987 A
00991 E	00992 B	00995	00995 A	00999 D	00999 E	01014	01015
01017	01030	01031	01032	01037	01051	01056	01066
01079	05613	05615	05616	05617	05619 A	05620	05621
05622	05624	05624 A	05625	05632	05640	05641	05645
05648	05649	05657	05657 A	09001	09004	09012 A	09012 C
09014 A	09015 A	09019 B	09019 D	09021 A	09021 D	09022	09022 E
09022 F	09023	09023 B	09023 C	09023 G	09024 H	09025 E	09026 A
09027 C	09028 D	09029	09029 D	09031	09031 B	09031 C	09031 D
09033 A	09033 B	09033 E	09037	09037 C	09037 D	09037 E	09038
09038 D	09041	09041 B	09043 C	09043 D	09043 F	09044	09049
09051	09061 A	09063	09063 A	09063 B	09081 B	09083	09093
09094	09206 C	09703	09713	09714	09732	09733	09741
09743	09786	09796 A	09813	09827	09834	09843	09845
09855	09856	09863	09902	09903	09943	09944	09945
09965	09971	09982	09988				
Smokey Bear Ranger District Low Value – High Risk Trails							
16	18	20	22	29	35	37	38
41	42	44	50	52	53	55	58
63	64	65	66				
Sacramento Bear Ranger District Low Value – High Risk Roads							
00024 D	00024 K	00024 L	00063 A	00064 J	00064 K	00090 A	00090 B
00090 E	00090 F	00090 V	00090 Z	00091 B	00160 B	00162 A	00164 A
00169 C	00171	00171 E	00171 F	00171 H	00206 C	00223 A	00223 C
00223 D	00223 G	00232	00233	00239	00244 A	00245	00247 A
00247 B	00253	00253 X	00257 A	00257 C	00257 D	00257 J	00257 K
00258	00262	00262 A	00265	00265 A	00265 B	00265 C	00265 D
00265 E	00265 F	00265 G	00269 C	00329 A	00329 D	00339	00382
00417	00427	00434	00434 A	00434 D	00437	00438	00438 A
00460 C	00539	00541 A	00541 B	00541 C	00551	00551 A	00552
00556	00557	00564	00564 A	00564 B	00564 C	00564 D	00565 A
00568	00568 A	00570	00570 A	00607 A	00619	00620 A	00620 C
00620 D	00623	00623 A	00624	00624 A	00627	00633	00633 C
00634	00634 A	00635	00636	00638	00639	00640	00640 A
00640 B	02013	02015	02020	02021	02023	02040	02041
02042	02043	02044	02047	02048	02049	02050	02054
02055	02331	02332	04002	04013	04058	04403	05002
05007	05008 E	05008 F	05013	05014	05015	05017	05018
05549	05568 A	05570	05574	05575	05575 A	05576 A	05584 A
05584 B	05586	05587 B	05589	05589 C	05593	05595	05596
05597	05597 A	05597 B	05597 D	05608	05652	05655	05659
05660 A	05661	05661 A	05661 B	05661 E	05661 G	05662	05663
05663 A	05663 C	06236	06237	06238	06403 A	06409	06411
06411 A	09203 E	09207 B	09209 B	09209 C	09012 A	09216 C	09216 E
09216 F	09217 E	09219 C	09231 A	09231 B	09234 C	09234 D	09237 B
09237 D	09241	09241 A	09245	09307	09328	09334	09604 H

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09605 D	09606 A	09606 C	09606 F	09606 H	09609 A	09609 D	09609 F
09609 G	09609 H	09609 J	09609 M	09611	09612 A	09613 F	09614 A
09614 D	09614 E	09614 F	09615	09615 A	09615 C	09615 D	09615 F
09616 C	09616 D	09616 E	09617 B	09618 C	09618 D	09618 E	09621 A
09622 A	09622 B	09622 C	09622 D	09622 F	09624 D	09624 E	09627 L
09629 C	09629 D	09629 E	09631 C	09631 D	09631 F	09631 G	09631 H
09633 B	09634 D	09636 D	09642 D	09646 B	09646 F	09647 A	09647 C
09649 A	09652	09654 B	09654 D	09655 B	09655 D	09656	09657 B
09657 C	09659 B	09659 C	09669 F	09688	09688 A	09688 B	
Sacramento Ranger District Low Value – High Risk Trails							
123	2094	5543					
Guadalupe Ranger District Low Value – High Risk Roads							
00068	00068 D	00068 E	00070	00201	00277 A	00277 B	00277 D
00277 F	00277 G	00278	00278 C	00307	00313	00317	00321
00321 A	00321 B	00321 D	00322	00322 B	00322 D	00323	00505 A
00511	00511 C	00514	00515	00516	00516 A	00517	00519
00519 B	00521	00521 A	00522	00522 B	00524 A	00525	00526
00527 A	00540 A	00540 B	03000	03008	03010	03045	03066
03084	03087	03090	03093	03096	03099	05501	05501 A
05502	05505	05506	05512	05513	05523	05530 A	09401
09403	09415	09419	09431	09436 A	09442	09471	09504 C
09506	09506 B	09513	09516	09516 A	09517	09518	09521
09524	09525	09529	09532	09553	09572	09576	09586
09589	09592						
Guadalupe Ranger District Low Value – High Risk Trails							
45	56	210					

Table A-4: List of Low Value – Low Risk Routes

Smokey Bear Ranger District Low Value – Low Risk Roads							
00038	00057 A	00057 H	00057 J	00072 A	00088 A	00088 B	00088 C
00105 A	00105 B	00105 E	00107 C	00116	00119	00120 C	00120 D
00139	00142	00163 A	00163 B	00163 C	00163 D	00168	00338 A
00338 B	00338 C	00400 B	00401 A	00411	00435	00440	00441 D
00443 F	00485	00488 A	00488 B	00489	00489 A	00490	00490 A
00491	00493 A	00495	00496 A	00533	00535	00579	00583 A
00583 B	00583 C	00583 D	00585	00585 B	00585 C	00589	00589 A
00589 C	00590	00615	00616 A	00617	00967 C	00967 G	00967 H
00967 J	00967 K	00967 L	00967 P	00969	00969 A	00969 F	00969 G
00969 H	00969 L	00969 N	00969 R	00970	00970 B	00971	00971 M
00972	00972 A	00972 B	00972 H	00972 J	00972 K	00972 L	00972 M
00972 P	00973	00973 G	00973 H	00974	00974 D	00974 E	00975
00975 B	00975 D	00976	00976 A	00976 B	00976 C	00976 D	00976 E
00977 A	00977 B	00977 C	00977 D	00977 E	00977 G	00978 B	00978 D
00978 E	00978 F	00979	00979 C	00980	00980 B	00980 C	00980 E
00981	00983	00984	00984 A	00984 B	00984 D	00984 E	00984 F
00985	00985 C	00985 E	00985 F	00986	00987	00988 G	00989
00989 C	00989 D	00991	00991 B	00991 C	00991 F	00992	00992 C
00992 D	00992 E	00993 A	00993 B	00993 C	00993 D	00994 A	00994 B
00994 E	00995 C	00996 A	00996 B	00996 C	00996 D	00996 E	00997 A
00997 E	00998 A	00998 B	00998 C	00998 E	00999 A	00999 B	01009
01010	01011	01012	01013	01023	01024	01054	01060
01062	01063	01072	05618	05618 A	05619	05620 A	05624 B
05630	05633	05634	05635	05636	05638	05639	05642
05643	05646	05647	05648 A	05648 B	05653	05657 C	09001 A
09002	09003	09005	09006	09006 B	09007	09009	09014
09015	09016 F	09017	09017 D	09017 E	09018 A	09018 B	09019

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09019 A	09019 C	09021	09021 C	09022 A	09022 D	09023 A	09023 D
09023 H	09023 L	09024 A	09024 B	09024 C	09024 E	09024 K	09025 A
09025 B	09025 D	09026	09026 D	09026 E	09027	09027 A	09027 B
09027 C	09028 B	09028 C	09028 E	09029 C	09031 A	09032 A	09032 B
09032 C	09032 D	09032 E	09033	09033 C	09034	09034 B	09034 D
09034 E	09038 C	09038 E	09039	09041 A	09042 B	09044 A	09045 C
09047 A	09048	09053	09057	09064	09072	09073	09077
09078	09079	09084	09086	09087	09088	09092	09702
09704	09705	09706	09707	09707 A	09708	09709	09710
09711	09712	09715	09716	09717	09722	09724	09725
09726	09727	09729	09731	09734	09739	09744	09745
09746	09752	09753	09758	09758 A	09761	09765	09767
09768	09769	09771	09773	09774	09775	09777	09781
09782	09782	09787	09789	09792	09792 A	09794	09795
09797	09803	09804	09806	09807	09808	09809	09814
09818	09819	09824	09825	09828	09831	09836	09837
09839	09841	09846	09847	09848	09849	09850	09851
09852	09854	09857	09858	09589	09861	09862	09865
09866	09866 A	09867	09871 A	09873	09873 A	09874	09882
09883	09885	09892	09893	09894	09901	09904	09911
09912	09915	09921	09922	09924	09925	09941	09942 A
09955	09966 A	09972	09973	09974	09975	09983	09984
09985	09991	09994	09995				
Smokey Bear Ranger District Low Value – Low Risk Trails							
23	26	27	34	43	46	47	49
51	61A	81	82	91B			
Sacramento Ranger District Low Value – Low Risk Roads							
00024 A	00024 B	00024 C	00024 E	00024 G	00024 H	00046 A	00064 C
00064 E	00064 F	00064 G	00090 C	00090 J	00090 L	00090 Q	00090R
00090 U	00090 W	00090 X	00093	00160 A	00171 A	00171 B	00171 K
00171 L	00171 M	00171 N	00171 P	00174	00174 A	00175 B	00175 C
00175 D	00176	00176 B	00176 C	00176 E	00176 G	00176 L	00206
00212 A	00212 B	00223	00223 E	00226	00228 E	00239 A	00239 B
00239 C	00239 D	00239 E	00239 F	00254	00254	00269 A	00269 B
00271 A	00329 C	00382 A	00382 B	00382 C	00422	00426	00427 A
00429 A	00437 A	00460 A	00460 B	00501	00538 A	00542	00544
00553 F	00557 A	00570 B	00570 C	00607 E	00607 F	00607 G	00612
00620 B	00620 G	00624 B	00624 C	00625 A	00630	00630 B	00630 C
00630 D	02014	02016	02017	02019	02022	02026	02027
02028	02029	02030	02031	02032	02033	02037	02038
02056	04001	04005	04005 A	04006	04007	04010	04012
04016	04018	04019	04020	04021	04022	04025	04028
04029	04030	04031	04032	04042	04044	04048	04055
04073	04087	04108	04112	04113	04120	04124	04129
04130	04131	04133	04136	04142	04143	05010	05010 B
05017 A	05017 B	05017 C	05017 E	05533	05535	05544	05546
05556	05556 A	05559	05560	05563	05565	05568	05571
05572	05572 A	05572 B	05579	05581 A	05581 B	05582	05583 A
05583 B	05583 C	05583 D	05583 E	05583 F	05583 G	05583 H	05583 J
05583 K	05583 L	05585 A	05586 A	05586 C	05587	05603	05603 A
05608 A	05610 A	05650	05660	05667	06403	09058	09203
09204	09205 B	09205 C	09205 D	09205 E	09208 B	09208 C	09208 D
09217 D	09219	09219 A	09222	09234 B	09239	09243	09260
09261	09263	09265	09273	09282	09295	09296	09327
09338	09341	09601 A	09602	09602 C	09603 A	09603 B	09603 F
09603 G	09603 H	09603 K	09603 L	09603 M	09603 N	09604	09604 B
09604 C	09604 E	09604 F	09604 G	09604 J	09605 B	09605 C	09605 E
09606	09606 D	09606 E	09606 G	09606 J	09606 K	09606 L	09607 A

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09607 B	09607 C	09607 F	09609	09609 B	09611 D	09611 F	09611 G
09612 C	09613 D	09614	09616 B	09617 C	09617 D	09617 E	09618
09618 A	09618 B	09618 F	09619	09619 B	09619 C	09619 F	09619 G
09619 H	09619 J	09619 K	09619 L	09619 M	09621 C	09621 D	09623 D
09624	09625 D	09625 E	09626 A	09626 B	09627	09627 A	09627 C
09627 D	09627 F	09627 G	09627 H	09627 J	09628	09628 D	09629
09629 B	09629 F	09632	09633	09633 C	09634	09634 A	09635
09635 B	09635 D	09636	09637	09637 A	09637 B	09637 C	09637 E
09637 F	09637 G	09637 H	09637 J	09637 K	09637 L	09637 M	09638
09639 B	09639 C	09639 E	09641	09641 E	09641 F	09641 G	09642
09642 A	09642 E	09642 F	09643 B	09643 C	09644 A	09645 A	09645 B
09645 C	09646 A	09647	09648	09648 A	09648 D	09648 E	09648 F
09648 G	09649	09649 B	09649 D	09649 E	09649 F	09649 G	09649 H
09651	09651 A	09651 B	09651 C	09651 D	09651 E	09652 A	09652 B
09652 G	09653 A	09654	09654 A	09654 E	09654 F	09655	09656 C
09656 F	09657 A	09657 D	09658	09658 A	09658 B	09659	09659 D
09659 E	09661 E	09662 C	09664	09664 B	09664 C	09665 B	09665 E
09666 A	09666 E	09667 A	09667 B	09668	09668 A	09668 B	09668 C
09668 E	09669 A	09669 C	09673	09673 A	09673 B		
Sacramento Ranger District Low Value – Low Risk Trails							
219	232	233	253D	9652	9666A		
Guadalupe Ranger District Low Value – Low Risk Roads							
00067	00068	00068 D	00068 E	00069	00069 A	00070	00070 A
00201	00201 A	00227	00276	00277	00277 A	00277 B	00277 C
00277 D	00277 F	00277 G	00278	00278 A	00278 B	00278 C	00307
00313	00317	00321	00321 A	00321 B	00321 D	00322	00322 A
00322 B	00322 D	00323	00505 A	00511	00511 B	00511 C	00511 D
00511 E	00514	00514 A	00514 B	00515	00515 B	00516	00516 A
00516 B	00516 C	00516 D	00517	00518	00519	00519 A	00519 B
00521	00521 A	00522	00522 B	00522 C	00522 D	00523	00523 A
00524	00524 A	00525	00525 A	00525 B	00525 C	00526	00527
00527 A	00528	00540	00540 A	00540 B	03000	03003	03004
03007	03008	03010	03011	03028	03030	03045	03054
03055	03064	03065	03066	03071	03071 B	03073	03075
03080	03082	03083	03084	03086	03087	03088	03089
03090	03093	03096	03098	03099	03102	03104	03105
03106	03110	03111	05501	05501 A	05502	05505	05506
05506 A	05508	05509	05510	05510 A	05512	05513	05514
05514 A	05515	05516	05521	05522	05523	05524	05530
05530 A	05530 B	09401	09403	09404	09405	09406	09412
09413	09415	09417	09419	09422	09426	09427	09427 A
09429	09431	09431 A	09432	09434	09435	09436	09436 A
09438	09439	09440	09441	09441 A	09442	09443	09471
09501	09503	09504 B	09504 C	09504 E	09505	09506	09506 A
09506 B	09507	09508	09509	09509 A	09509 B	09512	09512 A
09513	09515	09516	09516 A	09517	09518	09519	09521
09521 A	09524	09525	09529	09532	09536	09543	09543 A
09543 B	09546	09548	09551	09553	09563	09566	09572
09573	09574	09576	09579	09581	09582	09583	09584
09585	09586	09586 A	09587	09589	09592	09593	09595
09595 A	09596	09596 A	09597	09598			
Guadalupe Ranger District Low Value – Low Risk Trails							
200	202	205	207	208	211	212	214
215	217	222	223	224	225	226	227
228	67	68A	68E				

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Table A-5: List of Roads & Trails requiring right-of-way:

District	Road Requiring Right-of-Way
Smokey Bear	56, 57, 72, 84, 105, 107, 107A, 108, 116, 120, 130, 131, 139, 142, 163, 165, 256, 338, 400, 443, 482, 486, 488, 493, 616, 987A, 5620, 5624, 5639, 5657, 9033B
Sacramento	63, 64, 64J, 90, 90B, 162, 162C, 171, 175, 176, 228, 232, 245, 252, 253A, 255, 257, 258, 265, 269, 329, 329A, 339, 405, 417, 429A, 539, 552, 564, 620, 620A, 5608, 9622C, 9673
Guadalupe	67, 69, 277A, 307, 322B, 511, 511B, 524A, 526, 540A, 540B, 5512, 5530A, 9403, 9442, 9471, 9506, 9517, 9572, 9576
Sacramento Ranger District	
Trail	Trail Requiring Right-of-Way
119	A-Trail: this trail travels from the FR90 (West Side Road) all the way to Alamogordo and crosses two sections of private property. No right-of-way (ROW) access has been obtained for either parcel.
104	Alamo Canyon Trail: this trail crosses the City of Alamogordo land for which no ROW has been obtained. Recently gates and fencing have been constructed by the City of Alamogordo to block access by OHV's.
118	Goat Springs Trail: this trail begins on private land and ends of Forest Service Land with no ROW access having been obtained. The property owners have expressed interest in granting ROW access.

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Table A-7: List of district requested changes:

Smokey Bear Ranger District		
Closed Road Route Number	Length (miles)	Action (*)
00585 A	0.66	Make motorized trail
00585 B	2.07	Make motorized trail
00585 C	0.97	Make motorized trail
05648	1.76	Make motorized trail
09031	1.10	Make motorized trail
00443 D	0.20	Make motorized trail
00443 E	1.90	Make motorized trail
00589	3.31	Make motorized trail
00992 D	1.22	Make motorized trail
00992 C	1.65	Make motorized trail
00993 B	1.14	Make motorized trail
00994 E	1.17	Make motorized trail
00996 B	1.49	Make motorized trail
09017	0.40	Make motorized trail
00996 A	1.10	Make motorized trail
05618	0.70	Make motorized trail
05618 A	1.10	Make motorized trail
09024 E	1.50	Make motorized trail
00983	1.60	Make motorized trail
Total Length	24.98	
Trail Number	Length (miles)	Action
81	2.5	Make motorized trail
82	2.3	Make motorized trail
91	3.6	Make motorized trail
91A	1.1	Make motorized trail
91B	0.7	Make motorized trail
93	3.1	Make motorized trail
120	2.7	Designate as Bike trail (new)
120A	0.83	Designate as Bike trail (new)
120B	0.63	Designate as Bike trail (new)
120C	0.35	Designate as Bike trail (new)
120D	0.39	Designate as Bike trail (new)
120E	0.18	Designate as Bike trail (new)
121	2.96	Designate as Bike trail (new)
121A	0.31	Designate as Bike trail (new)
Total Length	21.65	
Sacramento Bear Ranger District		
None requested		
Guadalupe Ranger District		
Trail Number	Length (miles)	Action (all proposals reflect current ground condition)
03028	1.5	Close Road
05506	2.2	Close from tank to end of road

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Guadalupe Ranger District		
Trail Number	Length (miles)	Action (all proposals reflect current ground condition)
05510	2.7	Open Road
05513	3.0	Open Road to 4WD (currently closed)
09403	1.3	Maintain Road for 4WD use (currently open)
09404	2.1	Maintain Road for 4WD use (currently open)
09426	1.8	Open Road to 4WD (currently closed)
09471	0.8	Open Road
09519	0.3	Open Road
09543	1.4	Open Road
09576	1.1	Close Road
09584	0.9	Open Road
00277 F	1.7	Close Road
00278 A	0.7	Open Road
00278 B	1.1	Open Road
00322 B	3.3	Close road from 322 to Chimney Well
05510 A	0.5	Close Road
09543 B	1.4	Open Road
09595 A	0.3	Open Road
Total To Open	9.6	
Total To Close	10.3	
Total for 4WD	8.2	

* Opening a closed road or converting to a motorized trail are both options.

Appendix B: Literature Cited

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Access Rights - A privilege or right of a person or entity to pass over or use another person's or entity's travel way. (36 CFR 212.1, FSM 5460.5 - Rights of Way Acquisition, FSM 7700 - Transportation System)

Annual Maintenance - Work performed to maintain serviceability, or repair failures during the year in which they occur. Includes preventive and/or cyclic maintenance performed in the year in which it is scheduled to occur. Unscheduled or catastrophic failures of components or assets may need to be repaired as a part of annual maintenance. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Arterial Road - A forest road providing service to large land areas and usually connects with other arterial roads or public highways. (FSH 7709.54 - Forest Transportation Terminology Handbook, no longer in print)

Capital Improvement - The construction, installation, or assembly of a new fixed asset, or the significant alteration, expansion, or extension of an existing fixed asset to accommodate a change of purpose. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Classified Road - Road wholly or partially within or adjacent to National Forest System lands that are determined to be needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, National Forest System roads, and other roads authorized by the Forest Service. (36 CFR 212.1, FSM 7705 - Transportation System)

Collector Road - Forest road connecting to a smaller land area. Usually connects forest arterial roads to local forest roads or terminal. (FSH 7709.54 - Forest Transportation Terminology Handbook, no longer in print)

Construction – To erect, build, install, or assemble of a new fixed asset. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Critical Need - Requirement that addresses a serious threat to public health or safety, a natural resource, or the ability to carry out the mission of the organization. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Critical Vehicle - The vehicle, normally the largest (by weight, size, or unique configuration), whose limited use on the road is necessary to complete the planned activity. (FSH 7709.56, Sec 4.1 - Road Preconstruction Handbook)

Culvert - A conduit or passageway under a road, trail, or other obstruction. A culvert differs from a bridge in that it is usually constructed entirely below the elevation of the traveled way. (EM 7720-100R, EM 7720-100LL, Sec 102)

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Decommission - Demolition, dismantling, removal, obliteration and/or disposal of a deteriorated or otherwise unneeded asset or component, including necessary cleanup work. This action eliminates the deferred maintenance needs for the fixed asset. Portions of an asset or component may remain if they do not cause problems nor require maintenance. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Deferred Maintenance - Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period. When allowed to accumulate without limits or consideration of useful life, deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value. Deferred maintenance needs may be categorized as critical or non-critical at any point in time. Continued deferral of non-critical maintenance will normally result in an increase in critical deferred maintenance. Code compliance (e.g. life safety, ADA, OSHA, environmental, etc.), Forest Plan Direction, Best Management Practices, Biological Evaluations other regulatory or Executive Order compliance requirements, or applicable standards not met on schedule are considered deferred maintenance. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Design Speed - The speed determined for design and correlation of the physical features of a route that influence vehicle operation. The maximum safe speed the design vehicle can maintain over a specified segment of a route when conditions are so favorable that the design features of the road, rather than operational limitations of the vehicle, govern. The design speed is the safe speed for the design situation only. (FSH 7709.56, Sec 4.25 - Road Preconstruction Handbook)

Design Vehicle - The vehicle frequently using the road that determines the minimum standard for a particular design element. No single vehicle controls the standards for all the design elements for a road. Determine the maximum and minimum standards from the type and configuration of the vehicles using the road. Analyze each design element to determine which vehicle governs the standard for that element. (FSH 7709.56, Sec 4.1- Road Preconstruction Handbook)

Disconnected Road - An open road that is inaccessible. An example of disconnected roads can include those no longer accessible because the Forest has lost right-of-way access to it and errors in road closures where all other roads accessing the disconnected road have been closed leaving an open road accessible via only closed roads.

Emergency Need - Urgent maintenance need resulting in injury, illness, or loss of life, natural resource, or property; and must be satisfied immediately. Emergency needs generally require a declaration of emergency or disaster, or a finding by a line officer that an emergency exists. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

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Forest Development Trail - Those trails wholly or partly within or adjacent to and serving the National Forests and other areas administered by the Forest Service that have been included in the Forest Development =Transportation Plan. (36 CFR 212.1 and 261.2, FSM 2353.05)

Forest Road - As defined in Title 23, Section 101 of the United States Code (23 U.S.C. 101), any road wholly or partly within, or adjacent to, and serving the National Forest System and which is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (FSM 7705 - Transportation System)

Forest Highway - A forest road under the jurisdiction of, and maintained by, a public authority and open to public travel. (USC: Title 23, Section 101(a)).

Forest Transportation Atlas - An inventory, description, display, and other associated information for those roads, trails, and airfields that are important to the management and use of National Forest System lands or to the development and use of resources upon which communities within or adjacent to the National Forests depend. (36 CFR 212.1)

Forest Transportation Facility - A classified road, designated trail, or designated airfield, including bridges, culverts, parking lots, log transfer facilities, safety devices and other transportation network appurtenances under Forest Service jurisdiction that is wholly or partially within or adjacent to National Forest System lands. (36 CFR 212.1, FSM 7705 - Transportation System)

Forest Transportation System Management - The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands. (FSM 7705 - Transportation System)

Functional Class - The way a road services land and resource management needs, and the character of service it provides. (FSH 7709.54, Forest Transportation Terminology Handbook, no longer in print)

GIS - Geographic Information Systems: a computer based mapping program which stores special information on features such as roads and trails as well as as descriptive a-spatial (tabular) information describing the feature.

GPS - Global Positioning Systems: A handheld unit which enables on the ground mapping of features through the use of satellites.

Health and Safety Need - A requirement that addresses a threat to human safety and health (e.g. violations of National Fire Protection Association 101 Life Safety Code or appropriate Health Code) that requires immediate interim abatement and/or long-term

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permanent abatement. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Jurisdiction - The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method. (FSM 7705 - Transportation System)

Local Road - Forest road connecting terminal facilities with forest collector, forest arterial or public highways. Usually forest local roads are single purpose transportation facilities. (FSH 7709.54 - Forest Transportation Terminology Handbook, no longer in print)

Maintenance - The preservation of the entire highway, including surface, shoulders, roadsides, structures and such traffic-control devices as are necessary for its safe and efficient utilization. (USC: Title 23, Section 101(a)).

Maintenance - The upkeep of the entire forest development transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (36 CFR 212.2(i)).

Maintenance - The act of keeping fixed assets in acceptable condition. It includes preventive maintenance normal repairs; replacement of parts and structural components, and other activities needed to preserve a fixed asset so that it continues to provide acceptable service and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than those originally intended. Maintenance includes work needed to meet laws, regulations, codes, and other legal direction as long as the original intent or purpose of the fixed asset is not changed. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Maintenance Level - Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria. (FSH 7709.58, Sec 12.3 - Transportation System Maintenance Handbook)

Maintenance Level 1 - Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resource to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate". Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

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Maintenance Level 2 - Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

Maintenance Level 3 - Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

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

Maintenance Level 5 - Assigned to roads that provide a high degree of user comfort and convenience. Normally, roads are double-lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage."

Major Culvert - A culvert that provides an opening of more than 35 square feet (3.3 m²) in a single or multiple installations. A major culvert may consist of a single round pipe, pipe arch, open or closed-bottom box, bottomless arch, or multiple installations of these structures placed adjacent or contiguous as a unit. Certain major culverts are classified as bridges when they provide an opening of more than 20 feet (6.1 m), measured parallel to the roadway; such culverts may be included in the bridge inventory. See "Federal Highway Administration Coding Guide for Bridge Inventory and Appraisal," items 49 and 112 (sec. 8.08) for culverts being classified as bridges. (FSH 7709.56b, Sec 05 - Transportation Structures Handbook)

Minor Culvert - Any culvert not classified as a major culvert. (FSH 7709.56b, Sec 05 - Transportation Structures Handbook)

National Forest System Road - A classified forest road under the jurisdiction of the Forest Service. The term "National Forest System roads" is synonymous with the term "forest development roads" as used in 23 U.S.C. 205. (FSM 7705 - Transportation System)

New Construction - The erection, construction, installation, or assembly of a new fixed asset. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

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New Road Construction - Activity that results in the addition of forest classified or temporary road miles. (36 CFR 212.1, FSM 7705 - Transportation System)

Non-critical Need - A requirement that addresses potential risk to public or employee safety or health, compliance with codes, standards, regulations etc., or needs that address potential adverse consequences to natural resources or mission accomplishment. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Objective Maintenance Level - Maintenance level assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. (FSH 7709.58, Sec12.3 - Transportation System Maintenance Handbook)

Open for Public Travel - The road section is available and passable by four-wheeled standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight or class of registration, except during scheduled periods, extreme weather or emergency conditions. (23 CFR 460.2(c))

Operational Maintenance Level - The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.58, Sec 12.3 - Transportation System Maintenance Handbook)

Other System - Additional network(s) of travel ways serving a common need or purpose, managed by an entity with the authority to finance, build, operate and maintain the routes. (U.S.C. 101 23 CFR 660, FSM 7740.5 - Federal Lands Highway Programs)

Primary Maintainer - The agency or party having primary (largest share) financial responsibility for maintenance. (FSH 7709.58, Chapter 13 - Transportation System Maintenance Handbook)

Private Road - A road under private ownership authorized by easement to a private party, or a road which provides access pursuant to a reserved or private right. (FS-643, Roads Analysis; Informing Decisions about Managing the National Forest Transportation System, August 1999)

Public Authority - A Federal, State, county, town or township, Indian tribe, municipal or other local government or instrumentality thereof, with authority to finance, build, operate or maintain toll or toll-free highway facilities. (23 CFR 460.2(b))

Public Forest Service Road - A National Forest System Road that is open to public travel and has been approved for inclusion into the Public Forest System Road Program.

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Public Road - Any road or street under the jurisdiction of and maintained by a public authority and open to public travel. (23 U.S.C. 101(a), 23 CFR 460.2(a), FSM 7705 - Transportation System)

Resource Protection Need - A requirement that addresses a threat or risk of damage, obstruction, or negative impact to a natural resource. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Road - A motor vehicle travel way over 50 inches wide, unless designated and managed as a trail. A road may be classified, unclassified, or temporary. (36 CFR 212.1, FSM 7705 - Transportation System)

Road Decommissioning - Activities that result in the stabilization and restoration of unneeded roads to a more natural state. (36 CFR 212.1, FSM 7705 - Transportation System)

Road Improvement - Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function. (FSM 7705 - Transportation System)

Road Maintenance - Ongoing upkeep of a road that is necessary to retain or restore the road to the approved road management objective. (FSM 7705 - Transportation System)

Road Management Objectives (RMO) - Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria. (FSH 7709.55, Sec 33 - Transportation Planning Handbook)

Road Realignment - Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway. (FSM 7705 - Transportation System)

Road Reconstruction - Activity that results in a Road Improvement or Road Realignment of an existing classified road. (FSM 7700 - Transportation System)

Service Life - The length of time that a facility is expected to provide a specified service. (FSH 7709.56b, Sec 05 - Transportation Structures Handbook)

State - Any one of the 50 states, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and American Samoa. (23 CFR 460.2(e))

Subject to the Highway Safety Act - National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a

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seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7705 - Transportation System)

Temporary Road - Road authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management. (36 CFR 212.1, FSM 7705 - Transportation System)

Traffic Service Level - Describes the significant characteristics and operating conditions of a road. (FSH 7709.56, Ch 4 - Road Preconstruction Handbook, FSM 7705 - Transportation System)

Transportation Facility Jurisdiction - The legal right to control or regulate use of a transportation facility derived from fee title, an easement, an agreement, or other similar method. While jurisdiction requires authority, it does not necessarily reflect ownership. (FSM 7705 - Transportation System)

Travel Way - The portion of the roadway used for the movement of vehicles; not including turnouts, exclusive of shoulders and auxiliary lanes. (EM 7720-100LL, Section 102.)

Unclassified Roads or User-Created Roads - Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travel ways, and off-road vehicle tracks that have not been designated and managed as a trail; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization. (36 CFR 212.1, FSM 7705 - Transportation System)

Route ID	Route Type	Route Level	VALUE											RISK								RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Stack	Humping	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Wetlands & Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
00024 A	Road	3	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low
00024 B	Road	4	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low
00024 C	Road	4	2	2	2	1	1	1	1	1	1.33	Low	1	1	1	2	1	1	2	1	1.25	Low	Low-Low
00024 D	Road	4	2	2	2	1	1	1	1	1	1.33	Low	1	1	2	2	1	2	2	1	1.50	High	Low-High
00024 E	Road	4	2	2	2	1	1	1	1	1	1.33	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low
00024 G	Road	4	2	2	2	1	1	1	1	1	1.33	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low
00024 H	Road	4	2	2	2	1	1	1	1	1	1.33	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low
00024 K	Road	1	2	2	2	2	1	1	1	1	1.44	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
00024 L	Road	1	2	2	2	2	1	1	1	1	1.44	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
00038	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00046 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00056	Road	2	2	2	2	2	1	1	2	2	1.78	High	1	1	1	1	2	2	2	2	1.50	High	High-High
00057	Road	2	2	2	2	2	1	2	1	2	1.67	High	1	2	1	2	2	1	2	2	1.63	High	High-High
00057 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00057 B	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	2	1	1	2	1	2	1	1.50	High	Low-High
00057 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00057 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00057 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00057 F	Road	1	1	1	2	2	1	1	1	2	1.33	Low	2	2	1	2	2	1	2	1	1.63	High	Low-High
00057 G	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00057 H	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
00057 J	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
00057 K	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00057 L	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High
00057 M	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	2	1	2	2	2	2	1	1.75	High	Low-High
00063	Road	3	2	2	2	2	1	2	1	2	1.67	High	1	1	2	2	1	2	2	2	1.63	High	High-High
00063 A	Road	1	2	1	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
00064	Road	3	2	2	2	2	1	1	2	2	1.78	High	1	1	2	1	1	1	2	2	1.38	Low	High-Low
00064 B	Road	3	2	2	2	2	1	2	1	1	1.56	High	1	1	2	2	1	2	2	1	1.50	High	High-High
00064 C	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
00064 D	Road	3	2	2	2	2	1	1	2	1	1.67	High	1	1	1	2	1	2	2	1	1.38	Low	High-Low
00064 E	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
00064 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
00064 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
00064 J	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	2	1	2	2	2	2	1.75	High	Low-High
00064 K	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00067	Road	3	2	2	1	2	1	2	2	1	1.67	High	1	2	1	1	1	1	1	2	1.25	Low	High-Low
00068	Road	2	2	1	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00068 D	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00068 E	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00069	Road	2	2	2	1	2	1	1	2	2	1.67	High	1	2	1	1	2	1	1	2	1.38	Low	High-Low
00069 A	Road	2	2	2	1	2	1	1	2	2	1.67	High	2	2	2	1	2	2	1	1	1.63	High	High-High

Route ID	Route Type	Route Level	VALUE											RISK							RESULTS			
			Recreati on	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hum ing	AVERAGE ASSESSME NT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSME NT	Overall VALUE- RISK											
00070	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00070 A	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00072	Road	3	2	2	2	2	2	1	1	1	2	1.67	High	1	1	1	1	1	2	2	2	1.38	Low	High-Low
00072 A	Road	3	1	2	1	2	1	1	1	1	2	1.33	Low	1	1	1	1	1	2	1	1	1.13	Low	Low-Low
00084	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	2	1.75	High	Low-High
00085	Road	3	1	2	2	2	1	1	1	2	2	1.56	High	1	1	1	1	1	2	1	2	1.13	Low	High-Low
00088 A	Road	2	1	2	2	1	1	1	1	1	2	1.33	Low	1	1	1	1	2	2	2	1	1.38	Low	Low-Low
00088 B	Road	3	2	1	2	1	1	1	1	1	1	1.22	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
00088 C	Road	1	1	1	2	1	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090	Road	3	2	2	2	2	1	2	2	1	2	1.78	High	1	2	2	1	2	2	2	2	1.75	High	High-High
00090 A	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	2	1.50	High	Low-High
00090 B	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	2	2	2	1.75	High	Low-High
00090 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 E	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
00090 F	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00090 J	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 L	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 Q	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 R	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 U	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 V	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00090 W	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 X	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00090 Z	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00091	Road	3	1	2	2	2	1	2	1	1	2	1.56	High	1	1	1	1	1	2	2	1	1.25	Low	High-Low
00091 B	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00093	Road	1	1	1	2	2	1	1	2	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
00105	Road	3	1	2	2	2	1	2	1	1	2	1.56	High	1	1	1	1	1	1	2	2	1.25	Low	High-Low
00105 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00105 B	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low
00105 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00107	Road	3	2	2	2	2	1	2	1	1	2	1.67	High	1	1	1	1	1	1	2	2	1.25	Low	High-Low
00107 A	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	2	2	1	2	2	1.88	High	Low-High
00107 C	Road	4	1	2	2	1	1	1	1	1	2	1.33	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
00108	Road	2	2	2	2	2	1	2	1	1	2	1.67	High	2	2	1	2	2	2	2	2	1.88	High	High-High
00116	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	1	1	1	1	1	1	2	2	1.25	Low	Low-Low
00117	Road	3	2	2	2	1	1	2	1	2	2	1.67	High	1	2	2	2	1	1	2	1	1.50	High	High-High
00117 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00119	Road	2	1	1	2	1	1	1	1	1	2	1.22	Low	1	1	2	1	2	1	2	1	1.38	Low	Low-Low
00120	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	1	2	1	2	2	1	2	2	1.63	High	Low-High
00120 A	Road	2	1	2	2	1	1	1	1	1	2	1.33	Low	2	1	1	2	2	1	2	1	1.50	High	Low-High
00120 B	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	1	2	1	1.50	High	Low-High

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00120 C	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	1	1.38	Low	Low-Low			
00120 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00127 A	Road	3	1	2	2	1	1	1	1	2	1.33	Low	1	1	2	2	1	2	2	1	1.50	High	Low-High	
00128	Road	3	2	2	2	2	1	1	1	2	1.56	High	1	1	2	1	1	2	2	1	1.38	Low	High-Low	
00130	Road	3	2	2	1	2	1	2	2	1	1.67	High	1	1	1	2	1	2	1	2	1.38	Low	High-Low	
00131	Road	3	1	2	2	2	1	2	1	2	1.67	High	1	1	1	1	1	1	2	2	1.25	Low	High-Low	
00139	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	2	1.38	Low	Low-Low	
00142	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	2	1.38	Low	Low-Low	
00160	Road	1	2	2	2	2	1	1	1	2	1.67	High	1	2	2	1	1	2	2	1	1.50	High	High-High	
00160 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00160 B	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
00162	Road	3	2	2	2	2	1	2	1	1	1.67	High	1	1	2	2	1	1	2	2	1.50	High	High-High	
00162 A	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High	
00162 C	Road	3	1	2	2	2	1	2	1	1	1.56	High	1	1	1	2	1	2	2	2	1.50	High	High-High	
00163	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	2	2	2	1	2	1.63	High	Low-High	
00163 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00163 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00163 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00163 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00164 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00165	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High	
00168	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00169 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00171	Road	2	1	2	2	2	1	1	1	2	1.44	Low	1	2	2	2	2	2	2	2	1.88	High	Low-High	
00171 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 E	Road	1	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High	
00171 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00171 H	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00171 K	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 L	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 M	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 N	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00171 P	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00174	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00174 A	Road	3	1	2	2	2	1	1	1	1	1.33	Low	1	1	1	1	1	2	2	1	1.25	High	Low-Low	
00175	Road	3	1	2	2	2	1	2	1	2	1.56	High	1	1	2	1	1	2	2	2	1.50	High	High-High	
00175 B	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00175 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00175 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00176	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	2	1.38	Low	Low-Low	
00176 B	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Turf Use	Fire & Fuel Use	Mineral & Energy Access to Development	Permitting & Special Administrative Use	Humane Use	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants & Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00176 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00176 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00176 G	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00176 L	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00179	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	1	1	2	2	2	1	1.63	High	High-High
00201	Road	1	2	1	1	2	1	1	1	1	2	1.33	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
00201 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00206	Road	3	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low
00206 C	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High
00212 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00212 B	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00223	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	1	2	1	2	1	1.38	Low	Low-Low
00223 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00223 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00223 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00223 E	Road	3	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low
00223 G	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00226	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
00227	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00228	Road	2	2	2	2	2	1	2	1	1	2	1.67	High	2	2	2	1	2	1	2	2	1.75	High	High-High
00228 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
00232	Road	1	1	2	2	2	1	2	1	1	1	1.44	Low	2	2	2	2	2	1	2	2	1.88	High	Low-High
00233	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
00239	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	2	2	2	2	1	1.75	High	Low-High
00239 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00239 B	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00239 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00239 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00239 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00239 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00244 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00245	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High
00247 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00247 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
00252	Road	3	1	2	2	2	1	2	1	1	2	1.56	High	1	1	1	1	1	2	2	2	1.38	Low	High-Low
00253	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	1	2	2	2	1	1.75	High	Low-High
00253 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	2	1.38	Low	Low-Low
00253 X	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
00254	Road	2	1	2	1	2	1	1	1	2	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low
00255	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	2	2	2	1	2	2	1.88	High	High-High
00256	Road	2	2	1	1	2	1	2	1	1	2	1.44	Low	2	1	1	1	2	2	1	2	1.50	High	Low-High
00256 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Historic Engineering	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00257	Road	2	1	2	2	2	1	2	1	2	1.56	High	1	2	2	2	2	1	2	2	1.75	High	High-High	
00257 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
00257 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
00257 D	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00257 G	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High	
00257 K	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	2	2	2	2	2	1	1.88	High	Low-High	
00258	Road	1	1	2	2	2	1	1	1	1	1.33	Low	1	1	2	2	1	2	2	2	1.63	High	Low-High	
00262	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High	
00262 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
00265	Road	2	1	2	2	2	1	1	1	1	2.44	Low	1	2	2	2	2	2	2	2	1.88	High	Low-High	
00265 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00265 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00265 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00265 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00265 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
00265 F	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High	
00265 G	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
00269	Road	2	2	2	2	2	1	1	1	2	1.56	High	1	2	1	1	2	2	2	2	1.63	High	High-High	
00269 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00269 B	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00269 C	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00271	Road	2	2	2	1	2	1	1	1	2	1.56	High	2	2	2	1	2	1	1	1	1.50	High	High-High	
00271 A	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low	
00276	Road	4	1	2	1	2	1	1	1	2	1.33	Low	1	2	1	1	1	2	1	1	1.25	Low	Low-Low	
00277	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low	
00277 A	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	2	1.63	High	Low-High	
00277 B	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
00277 C	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00277 D	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00277 F	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00277 G	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00278	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00278 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00278 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00278 C	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00307	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00313	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	2	1.63	High	Low-High	
00317	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High	
00321	Road	1	2	1	1	2	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00321 A	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00321 B	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00321 D	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	

Route ID	Route Type	Route Level	VALUE											RISK								RESULTS		
			Recreational Turf	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Setback	Humping	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00322	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	1	1	1.50	High	Low-High
00322 A	Road	1	1	0	1	2	1	1	1	2	1.11	Low	2	1	1	2	2	2	1	1	1	1.38	Low	Low-Low
00322 B	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	2	2	1.75	High	Low-High
00322 D	Road	2	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	2	2	1	1	1	1.50	High	Low-High
00323	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	2	2	2	1	1	1	1.63	High	Low-High
00329	Road	2	1	2	2	2	1	2	1	2	1.56	High	1	2	2	1	2	2	2	2	2	1.75	High	High-High
00329 A	Road	2	1	2	1	2	1	2	1	1	2	1.44	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High
00329 B	Road	2	1	2	2	2	1	2	1	1	2	1.56	High	2	2	2	1	2	2	2	1	1.75	High	High-High
00329 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00329 D	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1	1.50	High	Low-High
00338	Road	1	1	2	2	2	1	1	1	2	1.44	Low	2	2	1	1	2	1	2	2	1	1.63	High	Low-High
00338 A	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	1	2	1	1	1.38	Low	Low-Low
00338 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00338 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1	1.25	Low	Low-Low
00339	Road	3	1	2	2	2	1	1	1	2	1.44	Low	1	1	2	2	1	1	2	2	1	1.50	High	Low-High
00382	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	1	2	2	2	2	1	1	1.75	High	Low-High
00382 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00382 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00382 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00400	Road	2	1	1	2	2	1	2	1	1	2	1.44	Low	1	2	2	2	2	2	2	2	1.88	High	Low-High
00400 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1	1.25	Low	Low-Low
00401	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	2	1	2	1	2	1	1	1.50	High	Low-High
00401 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1	1.25	Low	Low-Low
00405	Road	3	1	2	2	2	1	2	1	2	1.56	High	1	1	2	2	1	1	2	2	1	1.50	High	High-High
00411	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1	1.25	Low	Low-Low
00417	Road	1	1	2	2	2	1	2	1	1	1.44	Low	2	1	1	1	1	2	2	2	2	1.50	High	Low-High
00422	Road	3	2	2	2	2	1	1	1	1	1.44	Low	1	1	2	2	1	1	2	1	1	1.38	Low	Low-Low
00426	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1	1.25	Low	Low-Low
00427	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1	1.63	High	Low-High
00427 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1	1.38	Low	Low-Low
00429 A	Road	1	1	1	2	2	1	2	1	1	1.33	Low	1	1	1	1	1	2	2	2	2	1.38	Low	Low-Low
00430	Road	2	1	2	2	2	1	1	1	2	1.56	High	2	1	2	2	2	2	2	1	1	1.75	High	High-High
00434	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1	1.50	High	Low-High
00434 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1	1.50	High	Low-High
00434 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1	1.50	High	Low-High
00435	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1	1.25	Low	Low-Low
00437	Road	2	1	2	2	2	1	1	1	2	1.44	Low	1	2	2	2	2	1	2	1	1	1.63	High	Low-High
00437 A	Road	3	1	2	2	2	1	1	1	1	1.33	Low	1	1	2	1	1	1	2	1	1	1.25	Low	Low-Low
00438	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	2	1	2	2	2	1	1	1.75	High	Low-High
00438 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1	1.50	High	Low-High
00440	Road	1	1	1	2	2	1	1	1	1	1.22	Low	1	1	2	1	1	1	2	2	1	1.38	Low	Low-Low
00441 C	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	2	1	1	2	2	2	1	1	1.63	High	Low-High

Route ID	Route Type	Route Level	RECREATION & TRAIL CONDITION										PLANTS & WETLANDS								AVERAGE ASSESSMENT		Overall VALUE-RISK		
			Recreation	Trail	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Stump	Condition	Wildlife	Rare Plants	Wetlands	Heritage (archaeology)	Soil & Geology	Rights-of-Way	AVERAGE ASSESSMENT	RISK	RESULTS					
00441 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00443	Road	3	2	2	2	2	1	2	1	1	2	1.67	High	1	1	1	1	1	2	2	2	1.38	Low	High-Low	
00443 A	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00443 B	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00443 C	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00443 D	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00443 E	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00443 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00460	Road	3	2	2	2	2	1	1	2	1	1	1.56	High	1	1	2	2	1	1	2	1	1.38	Low	High-Low	
00460 A	Road	3	1	2	2	2	1	1	1	1	1	1.33	Low	1	1	2	1	1	1	2	1	1.25	Low	Low-Low	
00460 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00460 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High	
00482	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00483	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
00485	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00486	Road	1	1	0	2	2	1	2	1	1	2	1.33	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High	
00488	Road	3	1	2	2	2	1	2	1	1	2	1.56	High	1	1	1	1	1	2	2	2	1.38	Low	High-Low	
00488 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00488 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00489	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low	
00489 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00490	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00490 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00491	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00493	Road	2	1	2	1	2	1	2	1	1	2	1.44	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00493 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00495	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low	
00496	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	2	1	2	2	1	2	1	1.63	High	Low-High	
00496 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00497	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00500	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High	
00501	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00502	Road	2	1	1	1	2	1	2	1	1	1	1.22	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00505 A	Road	1	1	0	1	2	1	1	1	1	2	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00511	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	2	1.75	High	Low-High	
00511 B	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	2	1.38	Low	Low-Low	
00511 C	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00511 D	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low	
00511 E	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00514	Road	1	1	0	1	2	1	1	1	1	2	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00514 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00514 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	

Route ID	Route Type	Route Level	Recreation Fire & Fuels Mineral & Energy Access to Development Permittee & Special Administrative Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed					AVERAGE ASSESSMENT Overall VALUE-RISK						
			VALUE											RISK							RESULTS				
00515	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00515 B	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00516	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00516 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00516 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00516 C	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00516 D	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00517	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00518	Road	3	2	2	1	2	1	1	1	1	2	1.44	Low	1	1	1	1	1	2	1	1	1.13	Low	Low-Low	
00519	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
00519 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00519 B	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00521	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
00521 A	Road	2	1	2	1	2	1	1	1	1	1	1.22	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
00522	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00522 B	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
00522 C	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00522 D	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
00523	Road	2	1	1	1	2	1	1	1	2	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00523 A	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00524	Road	3	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low	
00524 A	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	2	1.50	High	Low-High	
00525	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
00525 A	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00525 B	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00525 C	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00526	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	2	1.50	High	Low-High	
00527	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	1	1	2	2	2	1	1.63	High	High-High	
00527 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
00528	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00533	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00534	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High	
00535	Road	3	1	2	2	2	1	1	1	1	1	1.33	Low	1	1	1	2	1	2	2	1	1.38	Low	Low-Low	
00536	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High	
00538 A	Road	4	1	2	2	2	1	1	1	1	1	1.33	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low	
00539	Road	1	1	1	2	2	1	2	1	1	2	1.44	Low	2	2	2	2	2	1	2	2	1.88	High	Low-High	
00540	Road	2	2	2	1	2	1	1	2	2	2	1.67	High	1	2	2	1	2	1	1	1	1.38	Low	High-Low	
00540 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00540 B	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00541 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00541 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00541 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	

Route ID	Route Type	Route Level	VALUE										RISK								RESULTS		
			Recreational Turf	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
00542	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1.38	Low	Low-Low	
00544	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00551	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
00551 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
00552	Road	1	1	1	2	2	1	1	1	1	1.33	Low	2	2	2	1	2	1	2	2	1.75	High	Low-High
00553 F	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00556	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High
00557	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
00557 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
00560	Road	3	1	2	2	2	1	1	1	2	1.56	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low
00564	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	2	2	2	2	2	2	2	2.00	High	Low-High
00564 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00564 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00564 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00564 D	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00565 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00568	Road	3	1	2	2	2	1	1	1	1	1.44	Low	1	1	2	2	1	2	2	1	1.50	High	Low-High
00568 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00570	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00570 A	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00570 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00570 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00579	Road	3	2	2	1	2	1	1	1	1	1.44	Low	1	1	1	1	1	2	1	1	1.13	Low	Low-Low
00580	Road	2	1	1	2	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
00583 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
00583 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00583 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00583 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
00585	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low
00585 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00585 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
00585 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
00588	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00588 B	Road	2	1	1	2	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00589	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00589 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00589 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00590	Road	1	1	1	2	2	1	1	1	1	1.33	Low	1	1	1	1	2	1	2	1	1.25	Low	Low-Low
00593	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	2	1	2	2	2	2	1	1.75	High	Low-High
00593 A	Road	2	1	1	2	2	1	1	1	1	1.33	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High
00593 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00595	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	2	2	2	1	1	2	1	1.63	High	Low-High

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS		
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00598	Road	1	2	0	2	2	1	1	1	2	1.33	Low	2	2	2	1	2	2	1	1.75	High	Low-High			
00600	Road	1	1	0	2	2	1	2	1	1	2	1.33	Low	2	2	2	2	2	2	1	1.88	High	Low-High		
00601	Road	1	1	1	2	2	1	2	1	1	2	1.44	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High	
00601 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High		
00604	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High		
00607	Road	3	2	2	2	2	1	1	1	1	2	1.56	High	1	1	2	1	1	2	1	1.25	Low	High-Low		
00607 A	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	2	2	2	1	1.75	High	Low-High		
00607 D	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	2	1	2	2	2	1	1.75	High	High-High	
00607 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00607 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00607 G	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00612	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low	
00615	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00616	Road	2	1	2	1	2	1	2	1	1	2	1.44	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
00616 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
00617	Road	2	1	2	1	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00619	Road	1	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	2	2	2	1	2	1	1.63	High	Low-High	
00620	Road	3	1	2	2	2	1	2	1	1	2	1.56	High	1	1	2	1	1	1	2	2	1.38	Low	High-Low	
00620 A	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	2	1.75	High	Low-High	
00620 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00620 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
00620 D	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	2	1	2	2	2	1	1.75	High	Low-High	
00620 G	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
00621	Road	3	2	2	2	2	1	1	2	1	2	1.67	High	1	1	2	1	1	2	2	1	1.38	Low	High-Low	
00623	Road	3	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	2	2	1	2	2	1	1.50	High	Low-High	
00623 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00624	Road	1	1	1	2	2	1	2	1	1	2	1.44	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High	
00624 A	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High	
00624 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00624 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
00625 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00627	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	2	2	2	2	1	1.88	High	Low-High	
00630	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00630 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00630 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00630 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
00633	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00633 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
00634	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	1	2	2	1	2	2	2	1	1.63	High	Low-High	
00634 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
00635	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	2	2	2	2	1	1.75	High	Low-High	
00636	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	2	2	2	2	1	1.75	High	Low-High	

Route ID	Route Type	Route Level	VALUE										RISK								RESULTS			
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
00638	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	1	1.50	High	Low-High		
00639	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	1	2	1	1.50	High	Low-High
00640	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High
00640 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00640 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
00967 C	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
00967 G	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00967 H	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00967 J	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00967 K	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00967 L	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00967 N	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00967 P	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00969	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
00969 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
00969 F	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00969 G	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00969 H	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00969 L	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00969 M	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00969 N	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
00969 P	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
00969 R	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00970	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
00970 B	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00971	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
00971 F	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High
00971 J	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00971 M	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
00971 N	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High
00972	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
00972 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
00972 B	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	2	1	2	1	1	1	1.38	Low	Low-Low
00972 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00972 G	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	2	2	1	2	1	1.50	High	Low-High
00972 H	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	1	1	1	1.25	Low	Low-Low
00972 J	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00972 K	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00972 L	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00972 M	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
00972 N	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00972 P	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low

Route ID	Route Type	Route Level	VALUE										RISK								RESULTS				
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Historic Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE RISK	ASSESSMENT	Overall VALUE- RISK											
00973	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00973 G	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00973 H	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00974	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00974 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00974 E	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00975	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00975 B	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
00975 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00976	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00976 A	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
00976 B	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
00976 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00976 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00976 E	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.25	Low	Low-Low		
00977	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
00977 A	Road	1	1	0	2	2	2	1	1	2	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low		
00977 B	Road	2	1	1	2	2	2	1	1	2	1.44	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low		
00977 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00977 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
00977 E	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
00977 G	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
00978 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00978 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00978 E	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
00978 F	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
00979	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00979 C	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00980	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00980 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00980 C	Road	1	1	0	1	2	1	1	1	1	2	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
00980 E	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00981	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00982 E	Road	1	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
00983	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984 D	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984 E	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00984 F	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00985	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		

Route ID	Route Type	Route Level	Recreational Fire & Fuel Mineral & Energy Access Development Permittee & Special Administrative Staff Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed											AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK											RESULTS	
00985 C	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	1	1	1.38	Low	Low-Low			
00985 E	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00985 F	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00986	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00986 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High		
00987	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
00987 A	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	2	1	2	2	2	2	2	1.88	High	Low-High		
00988 G	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low		
00989	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00989 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low		
00989 D	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00990 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00991	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00991 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00991 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00991 E	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
00991 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00992	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
00992 B	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
00992 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00992 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00992 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00993 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00993 B	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00993 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00993 D	Road	1	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low		
00994 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00994 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00994 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00995	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
00995 A	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
00995 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00996 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00996 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low		
00996 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00996 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00996 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00997 A	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low		
00997 E	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low		
00998 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00998 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
00998 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		

Route ID	Route Type	Route Level	VALUE										RISK								RESULTS		
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK									
00998 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00999 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00999 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
00999 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
00999 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01009	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
01010	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
01011	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
01012	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
01013	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
01014	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
01015	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
01017	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01023	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
01024	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
01030	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01031	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01032	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01037	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
01051	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	2	1	2	1	2	2	1	1.63	High	Low-High
01054	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
01056	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
01060	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low
01062	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
01063	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low
01066	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High
01072	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
01079	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
02013	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
02014	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02015	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02016	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02017	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02019	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
02020	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02021	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02022	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
02023	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02026	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
02027	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
02028	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
02029	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access to Development Permittee & Special Administrative Hunting											AVERAGE ASSESSMENT Road & Trail Condition		Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed							AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK							RESULTS			
02030	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
02031	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
02032	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02033	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02037	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
02038	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
02040	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
02041	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02042	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
02043	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02044	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02047	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
02048	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
02049	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
02050	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
02054	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02055	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
02056	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
02331	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
02332	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
03000	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
03003	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low
03004	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03007	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03008	Road	2	1	2	1	2	1	1	1	1	1	1.22	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
03010	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
03011	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03028	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03030	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03045	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
03054	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03055	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03064	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03065	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03066	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
03071	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03071 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03073	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03075	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03080	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	1	1	1	1.25	Low	Low-Low
03082	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
03083	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access Development Permittee & Special Administrative Staff Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed					AVERAGE ASSESSMENT Overall VALUE-RISK				
			VALUE											RISK					RESULTS				
03084	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	1	1	1.50	High	Low-High	
03086	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03087	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
03088	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03089	Road	1	1	1	1	2	1	1	1	1	1.13	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03090	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
03093	Road	1	1	0	2	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
03096	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High
03098	Road	2	1	1	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
03099	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
03102	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03104	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03105	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03106	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
03110	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
03111	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
04001	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04002	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
04005	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04005 A	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04006	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04007	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04010	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04012	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
04013	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
04016	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04018	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04019	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04020	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
04021	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
04022	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
04024	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04025	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04028	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04029	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04030	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04031	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low
04032	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04042	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04044	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04047	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
04048	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low

Route ID	Route Type	Route Level	VALUE										RISK								RESULTS		
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
04055	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04058	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
04073	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04087	Road	0	1	0	2	2	1	1	1	1	1.11	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
04108	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
04112	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04113	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04120	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04124	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04129	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04130	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04131	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04133	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04136	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04142	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
04143	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
04403	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
05002	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
05007	Road	2	1	2	2	2	1	1	1	1	2 1.44	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
05008 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
05008 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
05009	Road	2	2	2	2	2	1	1	1	1	2 1.56	High	2	2	2	2	2	2	2	1	1.88	High	High-High
05010	Road	4	1	2	2	2	1	1	2	1	1 1.44	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low
05010 B	Road	2	1	2	2	2	1	1	2	1	1 1.44	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low
05013	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	2	1	2	1	1.50	High	Low-High
05014	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	2	1	2	1	1.50	High	Low-High
05015	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High
05017	Road	2	1	2	2	2	1	1	1	1	2 1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
05017 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
05017 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
05017 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
05017 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
05018	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	2	1	2	2	2	1	1.75	High	Low-High
05501	Road	2	1	2	1	2	1	1	1	1	2 1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
05501 A	Road	2	1	1	1	2	1	1	1	1	2 1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
05502	Road	2	1	2	1	2	1	1	1	1	2 1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High
05505	Road	2	1	1	1	2	1	1	1	1	2 1.22	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High
05506	Road	2	1	2	1	2	1	1	1	1	2 1.33	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High
05506 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
05508	Road	2	1	2	1	2	1	1	1	1	2 1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
05509	Road	2	1	1	1	2	1	1	1	1	2 1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
05510	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low

Route ID	Route Type	Route Level	Recreational, Fire & Fuel, Mineral & Energy Access, Permitted, Special Administrative, Hunting											Road & Trail Condition, Rare Plants, Wetlands & Heritage (archaeology), Soil & Geology, Right-of-Way, Risked											Overall VALUE-RISK ASSESSMENT	
			VALUE											RISK											RESULTS	
05510 A	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05512	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High			
05513	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High			
05514	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05514 A	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05515	Road	2	1	1	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05516	Road	1	1	0	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05521	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05522	Road	2	1	1	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05523	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High			
05524	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
05530	Road	1	1	0	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05530 A	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	1	2	1.50	High	Low-High			
05530 B	Road	2	1	1	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
05533	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
05535	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05544	Road	3	1	2	2	2	1	1	1	1	1.44	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low			
05546	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05549	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High			
05556	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
05556 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
05559	Road	1	1	0	2	2	1	2	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05560	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05563	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
05565	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05568	Road	1	2	1	2	2	1	1	1	1	1.44	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low			
05568 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High			
05570	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High			
05571	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05572	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05572 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05572 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
05574	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	1	2	2	2	2	1	1.75	High	Low-High			
05575	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High			
05575 A	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High			
05576	Road	2	1	2	2	2	1	2	1	1	1.56	High	2	1	1	2	2	2	2	1	1.63	High	High-High			
05576 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High			
05577	Road	1	1	1	2	2	1	2	2	1	1.56	High	1	1	1	2	1	2	2	1	1.38	Low	High-Low			
05579	Road	2	2	2	1	2	1	1	1	1	1.44	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low			
05581 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low			
05581 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low			
05582	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low			

Route ID	Route Type	Route Level	VALUE											RISK								RESULTS			
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
05583	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	2	1	2	1	2	1	1.63	High	High-High	
05583 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	1	1	1	1	2	1	1.25	Low	Low-Low	
05583 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
05583 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05583 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05583 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05583 F	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05583 G	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
05583 H	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
05583 J	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low	
05583 K	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05583 L	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05584 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
05584 B	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High	
05585	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	1	2	1	2	1	2	1	1.50	High	High-High	
05585 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05586	Road	1	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High	
05586 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05586 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05587	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
05587 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
05589	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	2	2	2	1	2	1	1.75	High	Low-High	
05589 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
05593	Road	1	1	2	2	2	1	1	2	1	1	1.44	Low	2	1	2	1	2	1	2	1	1.50	High	Low-High	
05595	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
05596	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	1	2	1	1.50	High	Low-High	
05597	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	2	2	1	2	1	1.63	High	Low-High	
05597 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
05597 B	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	2	2	1	2	1	1.63	High	Low-High	
05597 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
05600	Road	2	2	2	2	2	1	1	1	1	2	1.56	High	2	2	2	1	2	2	2	1	1.75	High	High-High	
05603	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
05603 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
05608	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
05608 A	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
05610 A	Road	4	1	2	2	1	1	1	1	1	1	1.22	Low	1	1	2	2	1	1	2	1	1.38	Low	Low-Low	
05613	Road	1	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
05615	Road	1	1	1	2	1	1	1	1	1	2	1.22	Low	2	1	2	2	2	2	2	1	1.75	High	Low-High	
05616	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
05617	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
05618	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
05618 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access to Development Permittee & Special Administrative Hunting											AVERAGE ASSESSMENT Road & Trail Condition		Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed							AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK							RESULTS			
05661 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
05661 G	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
05662	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
05663	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
05663 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
05663 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
05667	Road	4	1	2	2	2	1	1	1	1	2	1.44	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low
06236	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
06237	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	2	2	2	1	1.75	High	Low-High
06238	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High
06403	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
06403 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
06409	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
06411	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	2	2	1	1	2	1	1.63	High	Low-High
06411 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09001	Road	2	1	0	1	2	1	1	1	1	2	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09001 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09002	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09003	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09004	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09005	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09006	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
09006 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09007	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
09009	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09012 A	Road	2	1	1	2	2	1	2	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
09012 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09014	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09014 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09015	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09015 A	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	2	2	2	2	2	2	1	1.88	High	Low-High
09016 F	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09017	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09017 D	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	1	1	2	1	1	1	2	1	1.25	Low	Low-Low
09017 E	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	1	1	1	1	1	2	2	1	1.25	Low	Low-Low
09018 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09018 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09019	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09019 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low
09019 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09019 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09019 D	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	

Route ID	Route Type	Route Level	Recreational, Fire & Fuel, Mineral & Energy Access, Permittee & Special Administrative Staff, Hunting											Road & Trail Condition, Rare Plants, Wetlands & Heritage (archaeology), Soil & Geology, Right-of-Way, Rippled											Overall VALUE-RISK ASSESSMENT	
			VALUE											RISK											RESULTS	
09021	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	2	1	1	2	1	1.38	Low	Low-Low			
09021 A	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High			
09021 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low			
09021 D	Road	1	1	1	2	2	1	2	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09022	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	2	2	1	2	1	1.63	High	Low-High		
09022 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09022 D	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09022 E	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09022 F	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High		
09023	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	2	1	1	1	2	2	1	1.50	High	Low-High		
09023 A	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
09023 B	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09023 C	Road	1	1	0	2	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	1	2	1	1.50	High	Low-High		
09023 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09023 G	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High		
09023 H	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low		
09023 L	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09024 A	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
09024 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	2	1	2	1	1	1	1.38	Low	Low-Low		
09024 C	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	1	1	1	1.25	Low	Low-Low		
09024 E	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09024 H	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High		
09024 K	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low		
09025 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09025 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09025 D	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09025 E	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
09026	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09026 A	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
09026 D	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
09026 E	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09027	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09027 A	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low		
09027 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low		
09027 C	Road	2	1	2	1	2	2	1	1	1	2	1.44	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
09028 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09028 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09028 D	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09028 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09029	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High		
09029 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09029 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High		

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Setback	Humming bird	AVERAGE ASSESSMENT	Road & Trail Condition	Wildlife	Rare Plants	Prehistoric Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK								
09031	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1.50	High	Low-High		
09031 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09031 B	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09031 C	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09031 D	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High	
09032 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09032 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09032 C	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low	
09032 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09032 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low	
09033	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09033 A	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09033 B	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	2	2	1.75	High	Low-High	
09033 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09033 E	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09034	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09034 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09034 C	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09034 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09034 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09035 E	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High	
09037	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	2	1	2	2	2	1	1.75	High	Low-High	
09037 C	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09037 D	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09037 E	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09038	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09038 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09038 D	Road	2	1	0	2	2	1	1	1	2	1.22	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09038 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09039	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09041	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09041 A	Road	2	1	1	2	2	1	1	1	1	1.22	Low	1	1	1	1	2	2	2	1	1.38	Low	Low-Low	
09041 B	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High	
09042 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
09043 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
09043 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	2	1	2	2	2	2	1	1.75	High	Low-High	
09043 F	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09044	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09044 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09045 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09047 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09048	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access Development Permittee & Special Administrative Staff Hunting											AVERAGE ASSESSMENT Road & Trail Condition		Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed							AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK							RESULTS			
09049	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High
09051	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High
09053	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09057	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09058	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09061 A	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High
09063	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09063 A	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09063 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09064	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09072	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09073	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09077	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09078	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09079	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09081 B	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09083	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09084	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09086	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09087	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09088	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09092	Road	2	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09093	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09094	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09203	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09203 E	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09204	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09205 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09205 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09205 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09205 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09206 C	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09207 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09207 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09207 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09208 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09208 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09208 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09209 B	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High
09209 C	Road	0	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	2	1	2	1	1.63	High	Low-High
09212 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09216 C	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High

Route ID	Route Type	Route Level	Recreational, Fire & Fuel, Mineral & Energy Access, Development, Permittee & Special Administrative Staff, Hunting											Road & Trail Condition					Rare Plants, Wetlands & Heritage (archaeology), Soil & Geology, Right-of-Way					Overall VALUE-RISK	
			VALUE											RISK					RESULTS						
09216 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High		
09216 F	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High		
09217 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low		
09217 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High		
09219	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09219 A	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09219 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09222	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09231 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09231 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09234 B	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09234 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09234 D	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09237 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
09237 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
09239	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09241	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09241 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High	
09243	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09245	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High	
09260	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09261	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09263	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09265	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09273	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09282	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09295	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09296	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09307	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	2	2	1	1	2	2	1	1.63	High	Low-High	
09327	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09328	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09334	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09338	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09341	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09401	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
09403	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
09404	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09405	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09406	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09412	Road	2	1	2	1	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09413	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09415	Road	2	1	1	1	2	1	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	

Route ID	Route Type	Route Level	RECREATION & TRAIL CONDITION											RISK				RESULTS					
			Recreational Value	Trail Condition	Wildlife	Rare Plants	Herpetarian & Wetlands	Soil & Geology	Rights of Way	AVERAGE ASSESSMENT	AVERAGE ASSESSMENT	Overall VALUE-RISK	Overall VALUE-RISK	Overall VALUE-RISK	Overall VALUE-RISK								
09417	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09419	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High
09422	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09426	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09427	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09427 A	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09429	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09431	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09431 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09432	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	2	2	1	1	1	1.38	Low	Low-Low
09434	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09435	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09436	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
09436 A	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09438	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09439	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09440	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09441	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09441 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09442	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High
09443	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09471	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High
09501	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09503	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09504 B	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09504 C	Road	2	1	0	1	2	1	1	1	2	1.11	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
09504 E	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low
09505	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09506	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	2	1.75	High	Low-High
09506 A	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09506 B	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09507	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09508	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09509	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09509 A	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09509 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09512	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09512 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09513	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High
09515	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09516	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High
09516 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High

Route ID	Route Type	Route Level	VALUE ASSESSMENT											RISK ASSESSMENT								RESULTS		
			Recreational	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Hunting	Average Value	Road & Trail Condition	Rare Plants	Wetlands & Heritage (archaeology)	Soil & Geology	Rights-of-Way	Average Risk	Overall Value-Risk	High	Low					
09517	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	2	1.63	High	Low-High	
09518	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	2	1	1	2	2	2	1	1	1.50	High	Low-High
09519	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09521	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
09521 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	2	1	1	1	2	1	1	1.38	Low	Low-Low	
09524	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	2	2	2	1	1	1.50	High	Low-High	
09525	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
09529	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
09532	Road	1	1	0	1	2	1	1	1	2	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
09536	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09543	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09543 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09543 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09546	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09548	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09551	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09553	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High	
09563	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low	
09566	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09572	Road	2	1	1	2	2	1	2	1	2	1.44	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High	
09573	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09574	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09576	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	2	1.63	High	Low-High	
09579	Road	2	1	1	1	2	1	1	1	2	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09581	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09582	Road	1	1	0	1	2	1	1	1	2	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09583	Road	1	1	0	1	2	1	1	1	2	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09584	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09585	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09586	Road	1	1	0	1	2	1	1	1	2	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
09586 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09587	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09589	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High	
09592	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	2	1	2	2	2	1	1	1.63	High	Low-High	
09593	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low	
09595	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09595 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09596	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09596 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09597	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09598	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09601 A	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access Development Permittee & Special Administrative Staff Hunting											Road & Trail Condition					Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed					AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK										RESULTS	
09602	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09602 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09603 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 F	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 G	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 H	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 K	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09603 L	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09603 M	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09603 N	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09604	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09604 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09604 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09604 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09604 F	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09604 G	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09604 H	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09604 J	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09605 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low	
09605 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09605 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09605 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09606 A	Road	2	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High	
09606 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09606 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606 F	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	2	1	2	2	2	1	1.63	High	Low-High	
09606 G	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606 H	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09606 J	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606 K	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09606 L	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09607 A	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09607 B	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09607 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09607 F	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09609	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09609 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	
09609 B	Road	0	1	2	2	2	1	1	1	1	1	1.33	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low	
09609 D	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High	

Route ID	Route Type	Route Level	RECREATION & TRAIL CONDITION										PLANT & SOIL SCIENCE					RISK		RESULTS			
			Recreation	Trail	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Stump	AVERAGE VALUE	ASSESSMENT	Rare Plants	Wetlands & Heritage (archaeology)	Soil & Geology	Risk of Way	AVERAGE RISK	ASSESSMENT	Overall VALUE-RISK				
09609 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09609 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09609 H	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09609 J	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09609 M	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09611	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09611 D	Road	0	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09611 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09611 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09612 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09612 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09613 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09613 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09614	Road	0	1	2	2	2	1	1	1	1	1.33	Low	1	1	2	1	1	1	2	1	1.25	Low	Low-Low
09614 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09614 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09614 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09614 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09615	Road	2	1	2	2	2	1	1	1	1	2 1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
09615 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09615 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09615 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09615 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09616 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09616 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09616 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09616 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09617 B	Road	1	1	2	2	2	1	1	1	1	2 1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09617 C	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09617 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09617 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09618	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09618 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09618 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09618 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09618 D	Road	2	1	2	2	2	1	1	1	1	2 1.44	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
09618 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09618 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low

Route ID	Route Type	Route Level	VALUE										RISK							RESULTS			
			Recreational Turf	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Spec	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
09619 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	1	1.38	Low	Low-Low	
09619 H	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low
09619 J	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 K	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 L	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09619 M	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
09621 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09621 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09621 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09622 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09622 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09622 C	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	2	2	2	2	2	2	2.00	High	Low-High
09622 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09622 F	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09623 D	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09624	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09624 D	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09624 E	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09625 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09625 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09626 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09626 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09627	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09627 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09627 C	Road	2	1	2	1	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09627 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09627 F	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09627 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09627 H	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09627 J	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09627 L	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09628	Road	2	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09628 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09629	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09629 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09629 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09629 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09629 E	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	2	2	1	1.63	High	Low-High
09629 F	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09631 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09631 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High
09631 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High

Route ID	Route Type	Route Level	Recreational, Fire & Fuel, Mineral & Energy Access, Permittee & Special Administrative Staff, Hunting											Road & Trail Condition, Rare Plants, Wetlands & Heritage (archaeology), Soil & Geology, Right-of-Way, Roadside											Overall VALUE-RISK	
			VALUE											RISK											RESULTS	
09631 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High			
09631 H	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	2	1	1	2	1	1.50	High	Low-High			
09632	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09633	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09633 B	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High			
09633 C	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09634	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09634 A	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09634 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High			
09635	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09635 B	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low			
09635 D	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low			
09636	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09636 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High			
09637	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09637 A	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 B	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09637 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low			
09637 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low			
09637 G	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 H	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 J	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 K	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09637 L	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low			
09637 M	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low			
09638	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low			
09639 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low			
09639 C	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low			
09639 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low			
09641	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low			
09641 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09641 F	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09641 G	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09642	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09642 A	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09642 D	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	2	2	1	2	2	1	1	1.63	High	Low-High			
09642 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09642 F	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low			
09643 B	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09643 C	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09644 A	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			

Route ID	Route Type	Route Level	VALUE ASSESSMENT										RISK ASSESSMENT							RESULTS			
			Recreational	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special Use	Administrative	Historical	Average Value	Road & Trail Condition	Rare Plants	Wetlands & Heritage (archaeology)	Soil & Geology	Rights-of-Way	Average Risk	Assessment	Overall Value-Risk					
09645 A	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09645 B	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09645 C	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09646 A	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09646 B	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09646 F	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09647	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09647 A	Road	1	1	1	2	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09647 C	Road	2	1	2	2	2	1	1	1	1	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High
09648	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09648 A	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09648 D	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09648 E	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09648 F	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09648 G	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09649 A	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High
09649 B	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649 E	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649 F	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649 G	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09649 H	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09651	Road	2	1	2	1	2	1	1	1	1	1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low
09651 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09651 B	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	2	1	1	2	1	1	1.38	Low	Low-Low
09651 C	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09651 D	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09651 E	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09652	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09652 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09652 B	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09652 G	Road	1	1	1	2	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09653 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09654	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09654 A	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09654 B	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09654 D	Road	1	1	2	2	2	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09654 E	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09654 F	Road	1	1	2	1	2	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09655	Road	1	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09655 B	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	2	2	1	2	2	2	1	1.75	High	Low-High

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Setback	Humming bird	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology Right-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK											
09655 D	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	1	1	1	2	2	1	1.50	High	Low-High	
09656	Road	2	1	2	2	2	1	1	1	1	2	1.44	Low	2	2	1	1	2	1	2	1	1.50	High	Low-High
09656 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	1	2	1	1.38	Low	Low-Low
09656 F	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09657 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09657 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09657 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09657 D	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	2	1	2	1	1	1.38	Low	Low-Low
09658	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09658 A	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09658 B	Road	1	1	0	1	2	1	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09659	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09659 B	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09659 C	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High
09659 D	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09659 E	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09661 E	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
09662 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09664	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09664 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09664 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09665 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low
09665 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09666 A	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09666 E	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09667 A	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09667 B	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09668	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09668 A	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09668 B	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low
09668 C	Road	1	1	2	1	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09668 E	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09669 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09669 C	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09669 F	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09673	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	2	1.38	Low	Low-Low
09673 A	Road	1	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low
09673 B	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low
09688	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09688 A	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09688 B	Road	1	1	2	2	2	1	1	1	1	1	1.33	Low	2	1	2	1	1	2	2	1	1.50	High	Low-High
09702	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low

Route ID	Route Type	Route Level	VALUE											RISK							RESULTS			
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Access	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
09703	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	1	1.50	High	Low-High		
09704	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09705	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09706	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09707	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09707 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09708	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09709	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09710	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.25	Low	Low-Low	
09711	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low	
09712	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low	
09713	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09714	Road	2	1	2	2	2	1	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09715	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09716	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09717	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09722	Road	2	1	1	1	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	
09724	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09725	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09726	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09727	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09729	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09731	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09732	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09733	Road	1	1	0	2	2	1	1	1	2	1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09734	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.25	Low	Low-Low	
09739	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09741	Road	2	1	1	2	2	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09743	Road	2	1	2	2	2	1	1	1	1	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09744	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09745	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09746	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09752	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09753	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09758	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09758 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09761	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09765	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09767	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09768	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09769	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09771	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	

Route ID	Route Type	Route Level	VALUE										RISK										RESULTS	
			Recreational Trail	Fire & Fuel	Mineral & Energy Access to Development	Permittee & Special Administrative Spec	Hunting	AVERAGE ASSESSMENT	Road & Trail Condition	Rare Plants Wetlands & Heritage (archaeology)	Soil & Geology	Rights-of-Way Needed	AVERAGE ASSESSMENT	Overall VALUE- RISK										
09773	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09774	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09775	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09777	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09781	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09782	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09784	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09786	Road	2	1	1	2	2	1	1	1	1	1.22	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09787	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09789	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09792	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09792 A	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09794	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09795	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09796 A	Road	2	1	1	2	2	1	1	1	1	2 1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09797	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09803	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09804	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09806	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09807	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09808	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09809	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09813	Road	2	1	1	2	2	1	1	1	1	2 1.33	Low	2	2	1	1	2	1	2	1	1.50	High	Low-High	
09814	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09818	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09819	Road	2	1	2	2	2	1	1	1	1	2 1.44	Low	2	1	1	1	2	1	2	1	1.38	Low	Low-Low	
09824	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09825	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09827	Road	2	1	1	2	2	1	1	1	1	2 1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09828	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low	
09831	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09834	Road	1	1	0	2	2	1	1	1	1	2 1.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09836	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09837	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09839	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09841	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09843	Road	2	1	1	2	2	1	1	1	1	2 1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High	
09845	Road	2	1	1	2	2	1	1	1	1	2 1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High	
09846	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09847	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low	
09848	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low	
09849	Road	2	1	2	1	2	1	1	1	1	2 1.33	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low	

Route ID	Route Type	Route Level	Recreation Fire & Fuel Mineral & Energy Access to Development Permittee & Special Administrative Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed											AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK											RESULTS	
09850	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1.38	Low	Low-Low				
09851	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09852	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09854	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09855	Road	1	1	0	2	2	1	1	1	1	2.22	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High			
09856	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High			
09857	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09858	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09859	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09861	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09862	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09863	Road	1	1	0	2	2	1	1	1	1	2.22	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High			
09865	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09866	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09866 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09867	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09871 A	Road	1	1	0	2	2	1	1	1	1	1.10	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09873	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09873 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09874	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09882	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
09883	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09885	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09892	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09893	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09894	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09901	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09902	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High			
09903	Road	2	1	1	1	2	1	1	1	1	2.22	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High			
09904	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09911	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09912	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09915	Road	2	1	1	1	2	1	1	1	1	2.22	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
09921	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low			
09922	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09924	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
09925	Road	2	1	1	1	2	1	1	1	1	1.11	Low	2	1	1	1	2	2	1	1	1.38	Low	Low-Low			
09941	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low			
09942 A	Road	1	1	0	2	2	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low			
09943	Road	1	1	0	1	2	1	1	1	1	1.00	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High			
09944	Road	2	1	1	1	2	1	1	1	1	2.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High			
09945	Road	1	1	0	1	2	1	1	1	1	2.22	Low	2	1	2	1	2	2	1	1	1.50	High	Low-High			

Route ID	Route Type	Route Level	Recreation Fire & Fuels Mineral & Energy Access Development Permitting & Special Administrative Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed											AVERAGE ASSESSMENT Overall VALUE-RISK	
			VALUE											RISK											RESULTS	
09955	Road	1	1	1	1	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1	1.25	Low	Low-Low		
09965	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	2	1	2	2	1	1.50	High	Low-High		
09966 A	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	1	1.25	Low	Low-Low			
09971	Road	2	1	1	2	2	1	1	1	1	1	1.22	Low	2	1	1	2	2	2	2	1	1.63	High	Low-High		
09972	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09973	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low		
09974	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09975	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09982	Road	2	1	1	2	2	1	1	1	1	2	1.33	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09983	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09984	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09985	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09988	Road	2	1	1	2	2	1	2	1	1	2	1.44	Low	2	1	1	1	2	2	2	1	1.50	High	Low-High		
09991	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09994	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
09995	Road	1	1	0	2	2	1	1	1	1	1	1.11	Low	2	1	1	1	1	2	2	1	1.38	Low	Low-Low		
10	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	1	2	1	1.25	Low	High-Low		
103	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	2	1	1.63	High	High-High		
104	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	2	1	1.63	High	High-High		
105	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
105	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
105	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
105A	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	1	2	1	1.38	Low	High-Low		
105B	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	1	2	1	1.25	Low	High-Low		
106	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High		
107	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	2	1	1.63	High	High-High		
109	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
110	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	1	2	2	1	1.63	High	High-High		
111	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	1	2	1	1	2	2	1	1.50	High	High-High		
112	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High		
113	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
114	Trail	motorized	2	NA	1	NA	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	2	1	1	1.50	High	Low-High		
118	Trail	motorized	2	NA	1	NA	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	1	2	1	1	1.38	Low	Low-Low		
119	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	2	2	1	1.38	Low	High-Low		
12	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	2	1	1	2	1	1.63	High	High-High		
122	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low		
123	Trail	non-motorized	1	NA	2	NA	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	2	1	1.63	High	Low-High		
124	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	1	2	2	1	2	2	2	1	1.63	High	High-High		
125	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High		
126	Trail	motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High		
13	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High		

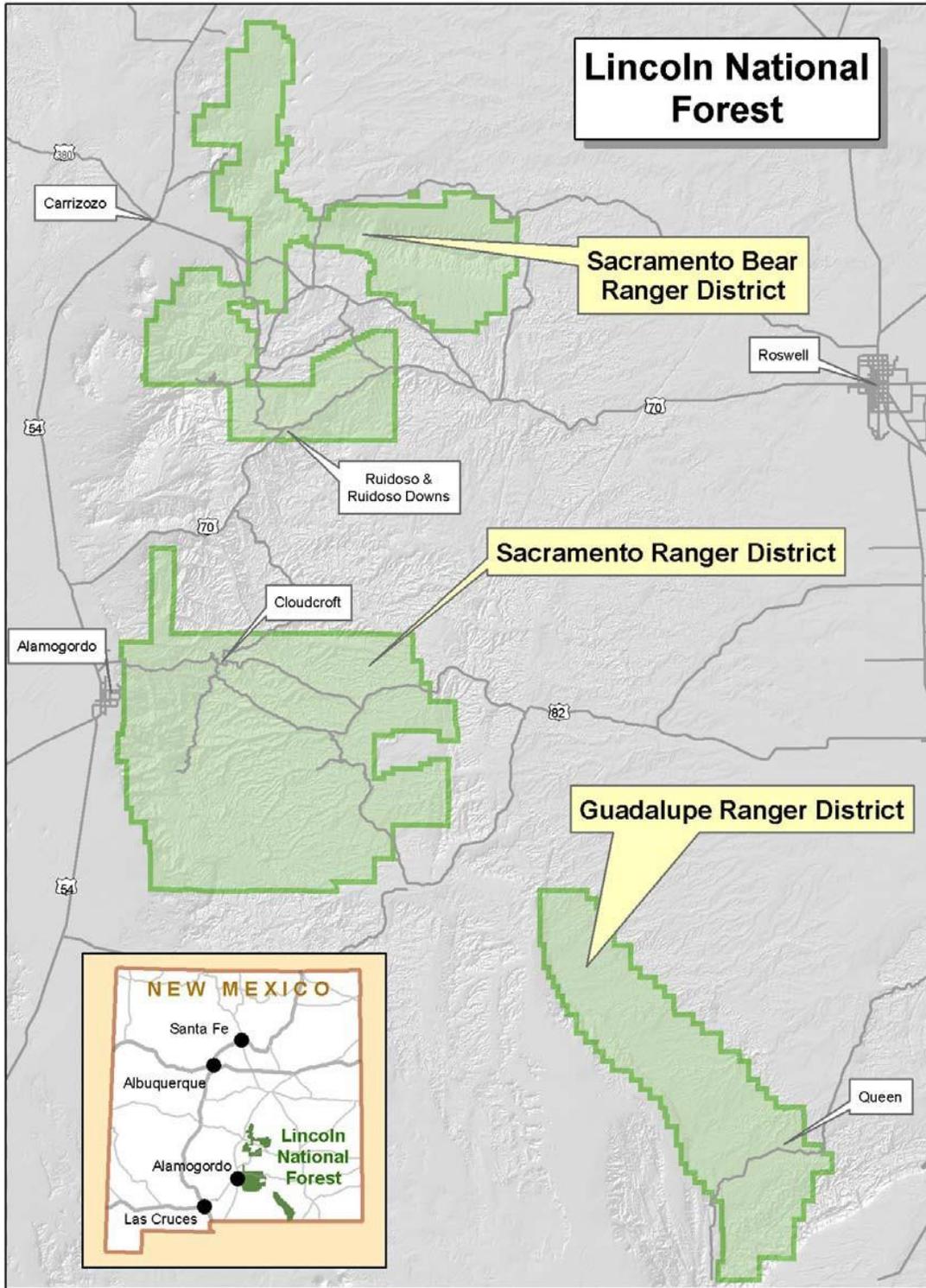
Route ID	Route Type	Route Level	Recreational Value											Road & Trail Condition											Overall Value-Risk Assessment	
			Recreational Value	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Stipend	Hummingbird	Average Value	Assessment	Road & Trail	Condition	Wildlife	Rare Plants	Herpetarian & Wetlands	Soil & Geology	Rights of Way	Narrow Road	Risk	Average Risk	Assessment	Overall Value-Risk		
130	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	2	1	1.13	Low	High-Low				
132	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	1	1.63	High	High-High				
15	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	1	1	2	1	1.63	High	High-High			
16	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1	1.50	High	Low-High			
18	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1	1.50	High	Low-High			
19	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High			
20	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	2	1	1	1	1.63	High	Low-High			
200	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	1	1	1	1	1	1	1	1	1.00	Low	Low-Low			
202	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
203	Trail	motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	2	1	1	1.50	High	Low-High			
205	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
207	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
208	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
2094	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
210	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1	1.50	High	Low-High			
2105	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low			
211	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
212	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
214	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
214	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
215	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	1	1	1.13	Low	Low-Low			
217	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
219	Trail	non-motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	2	1	1.25	Low	Low-Low			
22	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1	1.50	High	Low-High			
222	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
223	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	1	1	1	1	1.25	Low	Low-Low			
224	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
225	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	2	1	1	1	1	1	1.25	Low	Low-Low			
226	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
227	Trail	non-motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
228	Trail	non-motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
229	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low			
23	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low			
230	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low			
231	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	1	2	1	1.13	Low	High-Low			
232	Trail	non-motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low			
233	Trail	non-motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	1	1	1	1	2	1	1.13	Low	Low-Low			
234	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	1	2	1	1.38	Low	High-Low			
234A	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	2	1	1	2	1	2	1	1.38	Low	High-Low			
235	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	2	1	1.63	High	High-High			
236	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	1	2	1	1.38	Low	High-Low			
239A	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	2	1	1	2	2	2	1	1.50	High	Low-High			

Route ID	Route Type	Route Level	RECREATION & TRAIL CONDITION											PLANT & SOIL					RISK		RESULTS		
			Recreation	Trail	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Stump	AVERAGE VALUE	Trail Condition	Rare Plants	Wetlands & Heritage (archaeology)	Soil & Geology	Right-of-Way	AVERAGE RISK	ASSESSMENT	Overall VALUE-RISK				
247E	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High	
25	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High
250	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	2	1	1	1	2	1	1.38	Low	High-Low
251	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High
253D	Trail	motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	1	2	1	1	2	2	1	1	1.38	Low	Low-Low
26	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1	1.38	Low	Low-Low
27	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low
29	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	2	2	1	1	1	1.50	High	Low-High
329	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	2	2	1	1.63	High	Low-High
33	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High
34	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1	1.38	Low	Low-Low
35	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1	1.50	High	Low-High
36	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High
37	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	2	1	1	1	1.63	High	Low-High
38	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1	1.50	High	Low-High
39	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High
40	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High
41	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	2	1	1	1	1.63	High	Low-High
42	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1	1.50	High	Low-High
43	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1	1.38	Low	Low-Low
433	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	1	2	1	1.63	High	High-High
44	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	2	1	1	1	1.63	High	Low-High
45	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1	1.38	Low	Low-Low
46	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1	1.38	Low	Low-Low
47	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low
47	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low
48	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	1	2	1	1.63	High	High-High
49	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1	1.38	Low	Low-Low
50	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	2	2	1	1	1	1.50	High	Low-High
5001	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	1	2	1	1.38	Low	High-Low
5001A	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	2	2	1	1.25	Low	High-Low
5001B	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	1	2	1	1.25	Low	High-Low
5001C	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	1	2	1	1.25	Low	High-Low
5002	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	2	1	1.63	High	High-High
5003	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High
5004	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High
5005	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High
5005A	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	2	1	1	2	2	2	1	1.50	High	High-High
5005B	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	2	1	1	2	2	1	1.50	High	High-High
5006	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	2	1	1	2	2	1	1.50	High	High-High
5007	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High
5007A	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High

Route ID	Route Type	Route Level	RECREATION & TRAIL CONDITION											RISK ASSESSMENT							RESULTS			
			Recreation	Trail	Fire & Fuel	Mineral & Energy Access	Development	Permittee & Special	Administrative	Stewardship	Value	Average	Assessment	Road & Trail	Condition	Rare	Plants	Wetlands & Heritage	Soil & Geology	Rights of Way	Risk	Average	Assessment	Overall Value
5007B	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	2	1	1.13	Low	High-Low		
5007C	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High		
5007D	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	2	1	1	2	1	1.25	Low	High-Low		
5008	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High		
5008D	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	1	1.63	High	High-High		
5009	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	2	1	1	2	2	1	1.50	High	Low-High		
51	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1.38	Low	Low-Low		
52	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1.50	High	Low-High		
53	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1.50	High	Low-High		
537	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	2	2	1	2	2	1	1.63	High	High-High		
54	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	1	2	1	1.63	High	High-High	
55	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	2	1	1	1.50	High	Low-High		
5543	Trail	motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	1	2	2	1	2	2	1	1.50	High	Low-High		
5573	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	1	1.63	High	High-High		
5574	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	1	1.63	High	High-High		
5574A	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	2	1	1.63	High	High-High		
5579	Trail	motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	2	1	1.25	Low	Low-Low		
56	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	1	1	1	1	1.38	Low	Low-Low		
5601	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High		
5601A	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	2	1	1	2	1	1.38	Low	High-Low		
5660	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High		
5661C	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	1	1	1	2	1	1.25	Low	Low-Low		
5661D	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	1	2	1	1	2	1	1.50	High	Low-High		
5661F	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	1	2	1	1	2	1	1.50	High	Low-High		
5661H	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	2	1	1.38	Low	Low-Low		
5661Q	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	2	1	2	1	1	2	1	1.50	High	Low-High		
568	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	2	1	1.38	Low	High-Low		
5688	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	2	1	1.25	Low	High-Low		
57	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	2	2	1	1	1.63	High	High-High		
5700	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	1	1.75	High	High-High		
58	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1.50	High	Low-High		
59	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	2	1	1.38	Low	High-Low		
60	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	2	2	1	2	1	1.63	High	High-High	
61	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High	
61A	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	2	1	1	1	1.25	Low	Low-Low		
62	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High	
63	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	2	2	1	1	1.50	High	Low-High		
64	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1.50	High	Low-High		
65	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	2	2	1	1	1.50	High	Low-High		
66	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	2	2	1	1	1	1.50	High	Low-High		
67	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	2	1	1	2	1	1	1.38	Low	Low-Low		
68	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High	

Route ID	Route Type	Route Level	Recreational Fire & Fuel Mineral & Energy Access Development Permittee & Special Administrative Staff Hunting											Road & Trail Condition Rare Plants Wetlands & Heritage (archaeology) Soil & Geology Right-of-Way Needed											AVERAGE ASSESSMENT Overall VALUE- RISK	
			VALUE											RISK											RESULTS	
68A	Trail	non-motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	2	1	1	1	1	1	1	1.13	Low	Low-Low				
68A	Trail	non-motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	2	1	1	1	1	1	1	1.13	Low	Low-Low				
68E	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	1	1	1	1	1	1	1	1.00	Low	Low-Low				
70	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	2	1	1.25	Low	High-Low				
71	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	1	1	1	1	2	1	1.25	Low	High-Low				
71A	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High			
72	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High			
74	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	2	1	2	1	1.50	High	High-High			
75	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	1	2	1	1.63	High	High-High			
77	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	2	2	1	2	1	1.75	High	High-High			
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79	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	2	1	1.38	Low	High-Low				
81	Trail	non-motorized	2	NA	1	NA	NA	NA	NA	1	1.33	Low	2	1	1	1	1	1	1	1.13	Low	Low-Low				
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91A	Trail	non-motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	2	1	1	2	1	1.25	Low	High-Low				
91B	Trail	non-motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	2	1	1	2	1	1.25	Low	Low-Low				
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9277	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High			
9278	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	2	1	2	2	2	1	1.75	High	High-High			
9278A	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	1	1	1	1	1	2	2	1	1.25	Low	High-Low			
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9311	Trail	motorized	2	NA	2	NA	NA	NA	NA	1	1.67	High	2	2	1	1	1	2	2	1	1.50	High	High-High			
9312	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low			
9611A	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	2	2	1	2	2	2	1	1.63	High	Low-High			
9611B	Trail	motorized	1	NA	2	NA	NA	NA	NA	1	1.33	Low	1	1	2	1	1	2	2	1	1.38	Low	Low-Low			
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9666A	Trail	motorized	1	NA	1	NA	NA	NA	NA	1	1.00	Low	1	1	1	1	2	2	1	1	1.13	Low	Low-Low			

General Location Map of the Lincoln National Forest:

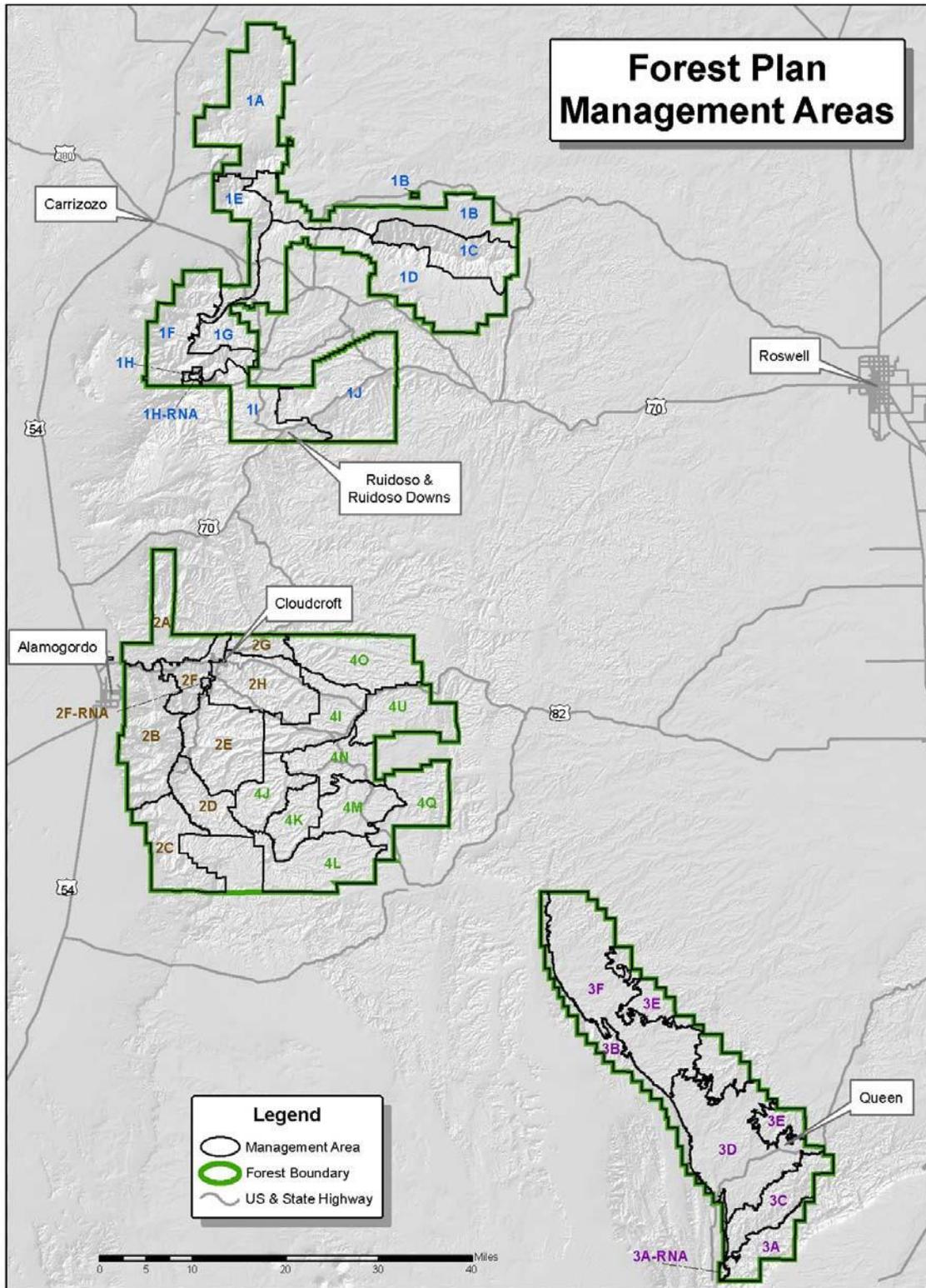


Appendix E: Maps

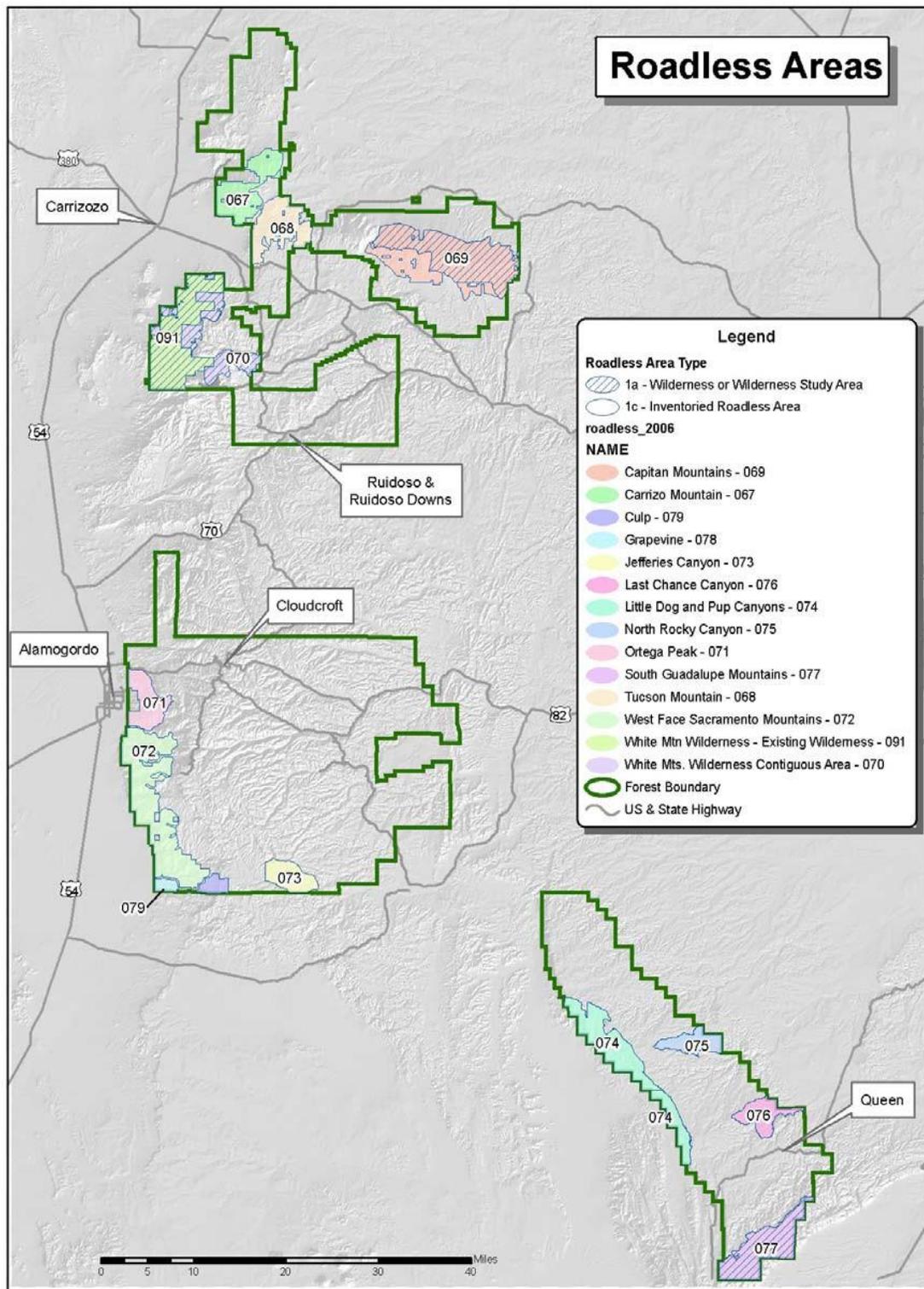
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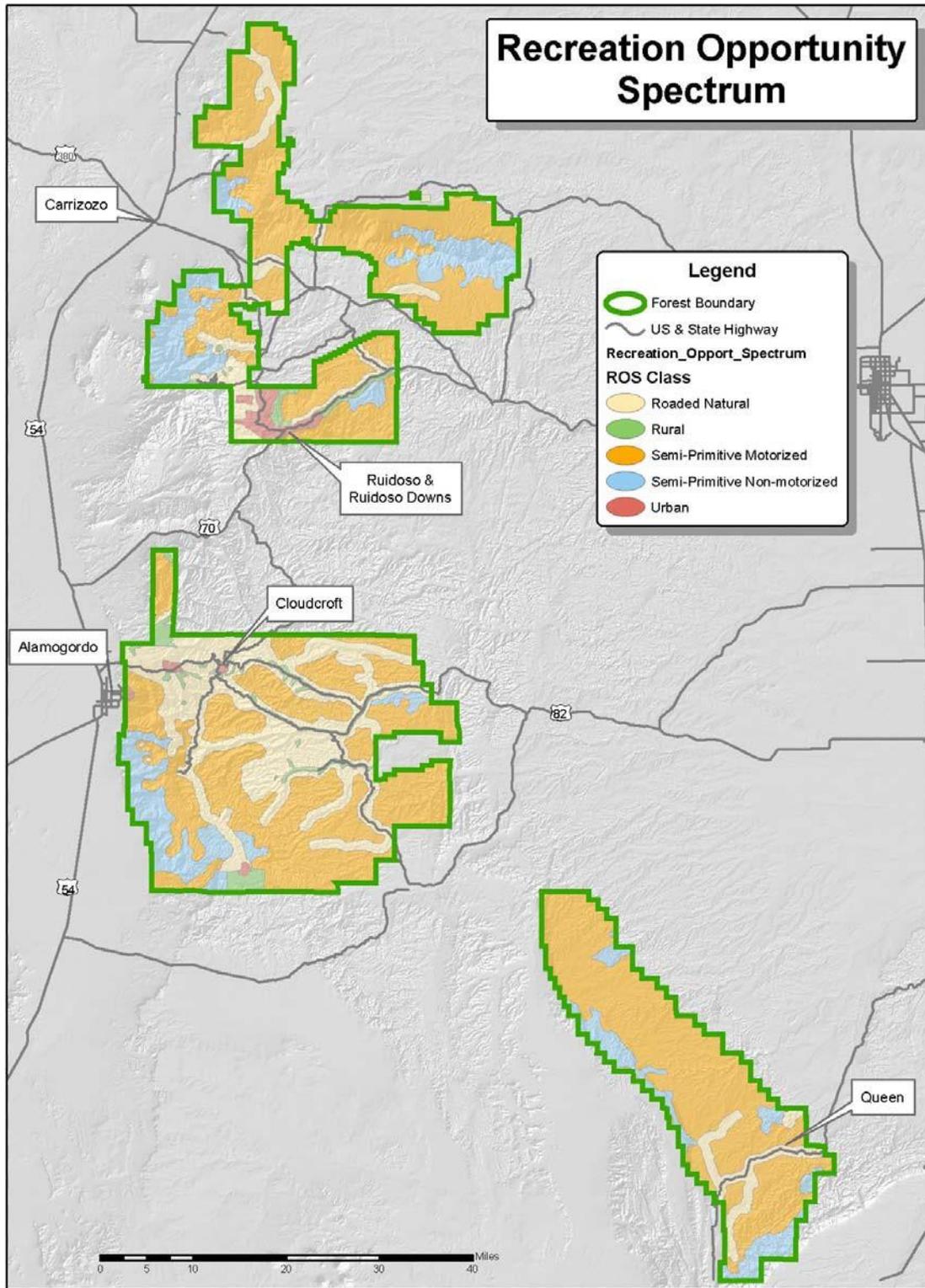
Forest Land Management and Resource Planning (LMRP) Areas:



Roadless Areas:



Recreation Opportunity Spectrum Classes:

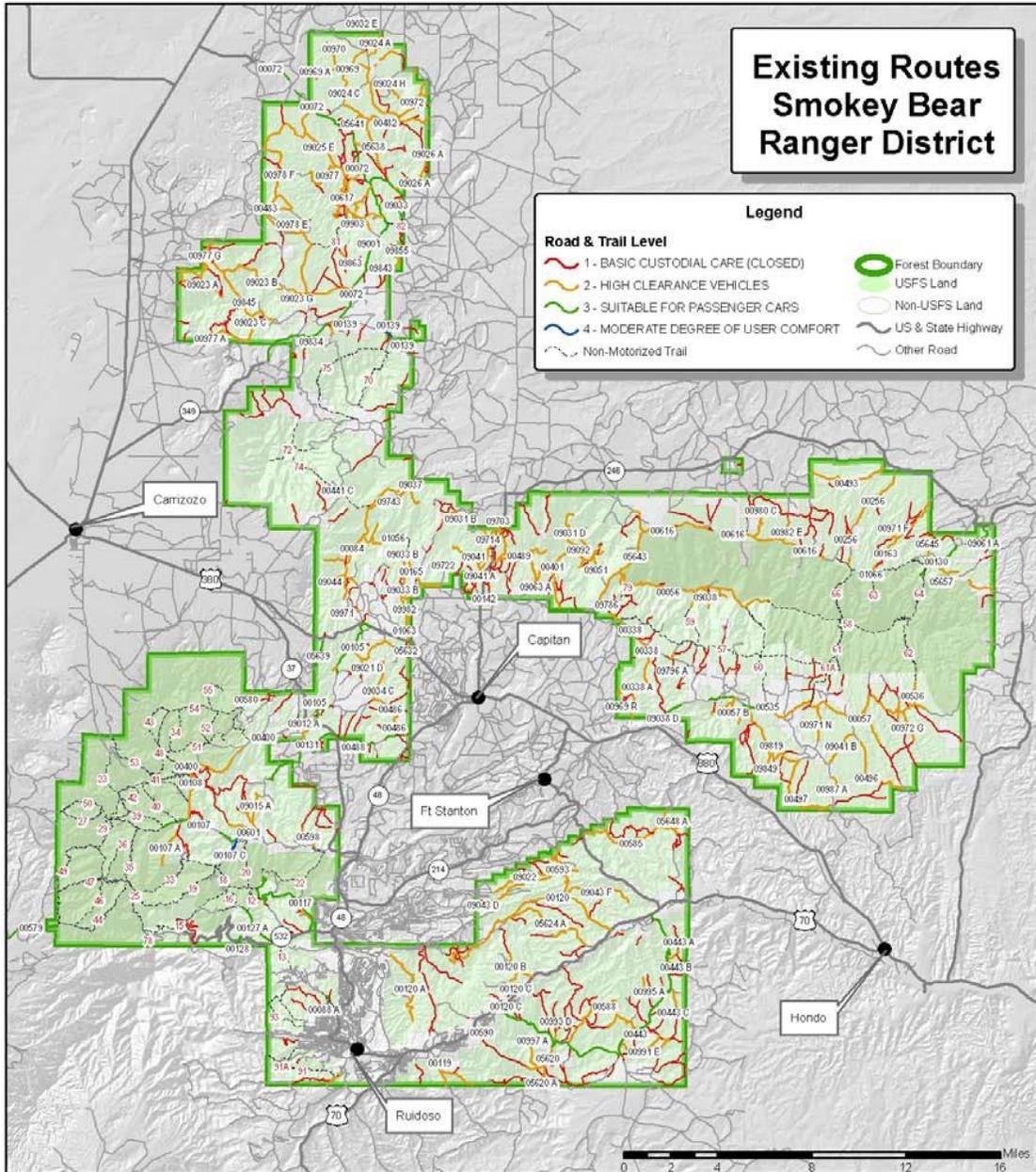


Appendix E: Maps

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Existing Route System: Smokey Bear Ranger District (note: only the open routes display road numbers)

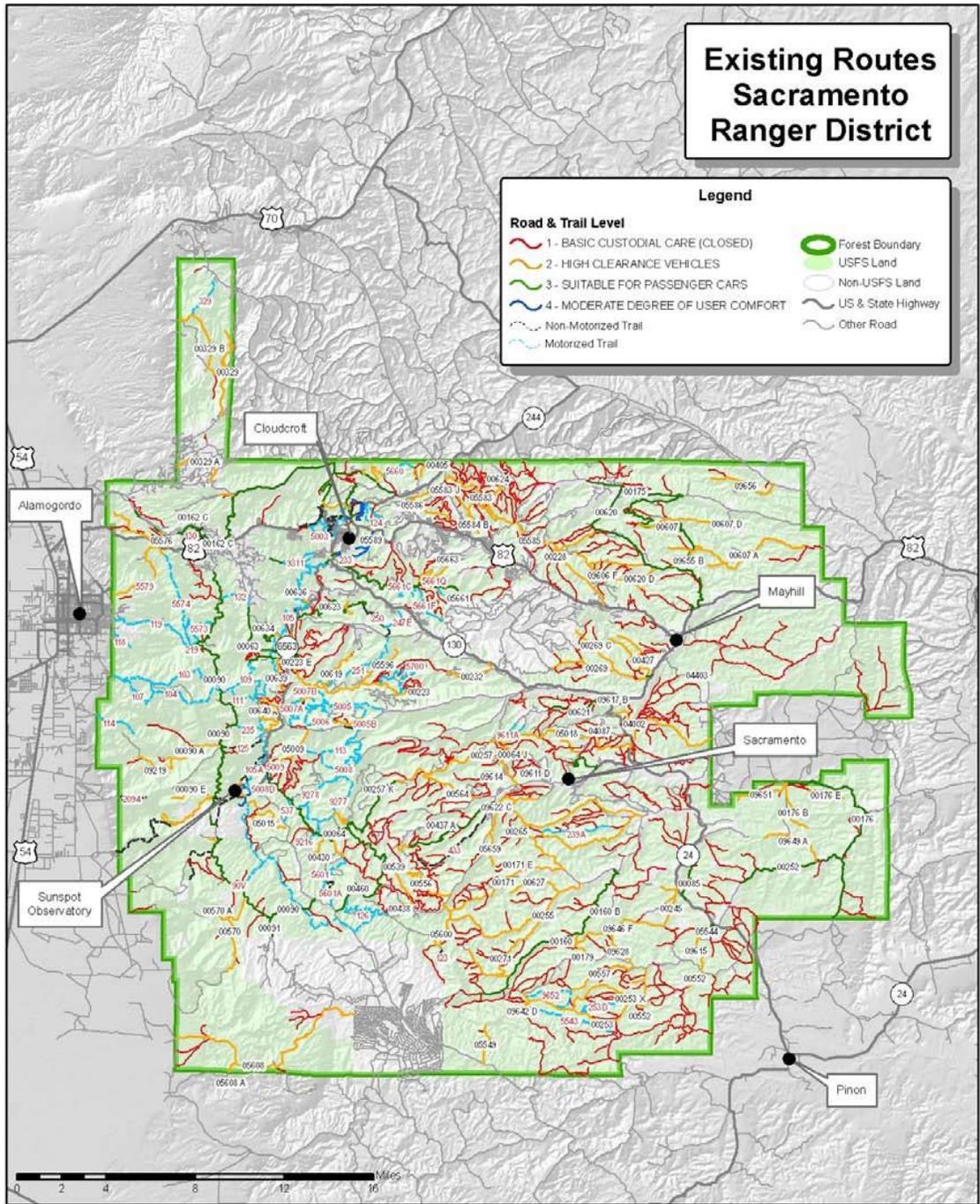


Appendix E: Maps

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Existing Route System: Sacramento Ranger District (note: only the open routes display road numbers)

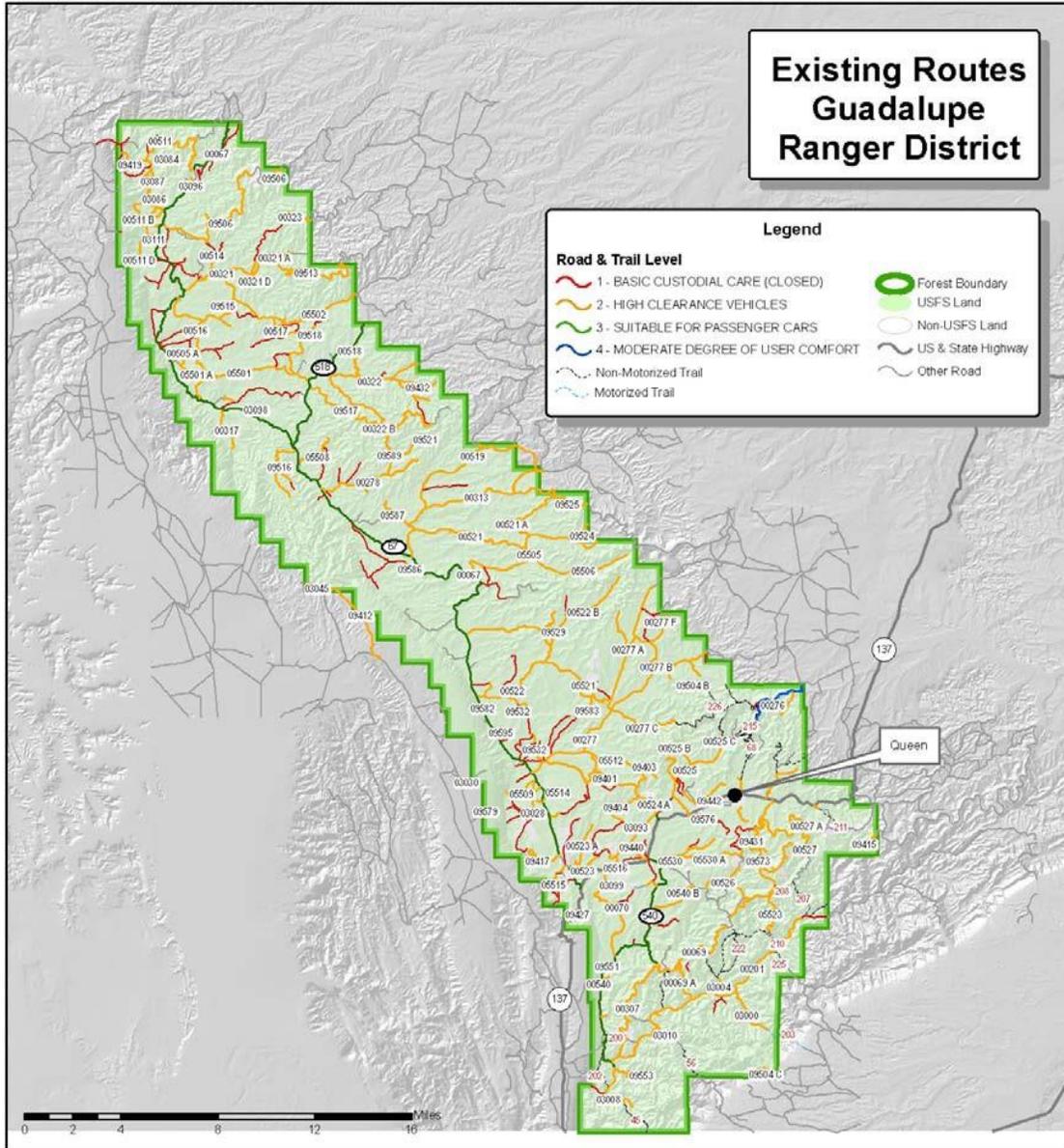


Appendix E: Maps

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Existing Route System: Guadalupe Ranger District (note: only the open routes display road numbers)

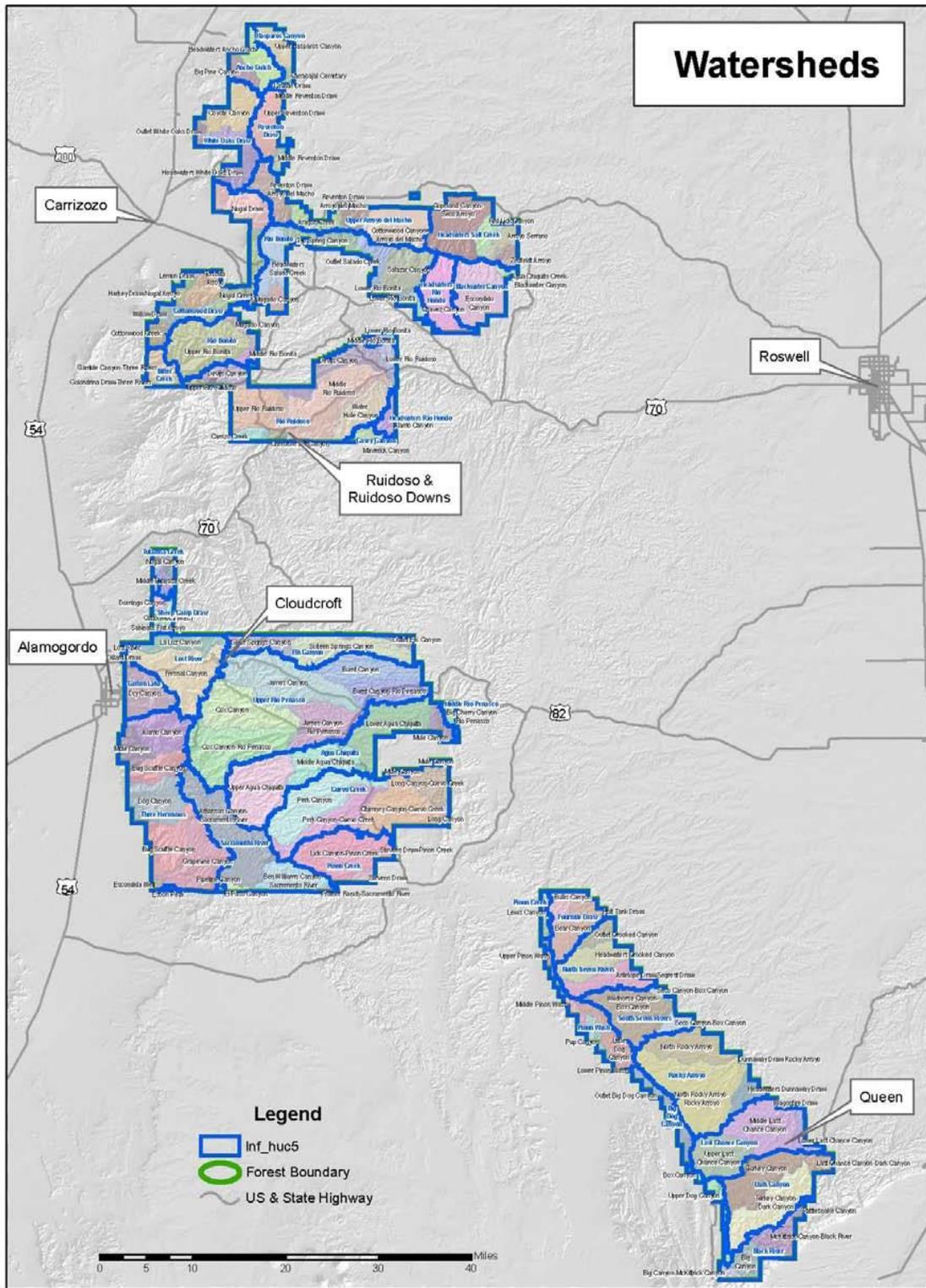


Appendix E: Maps

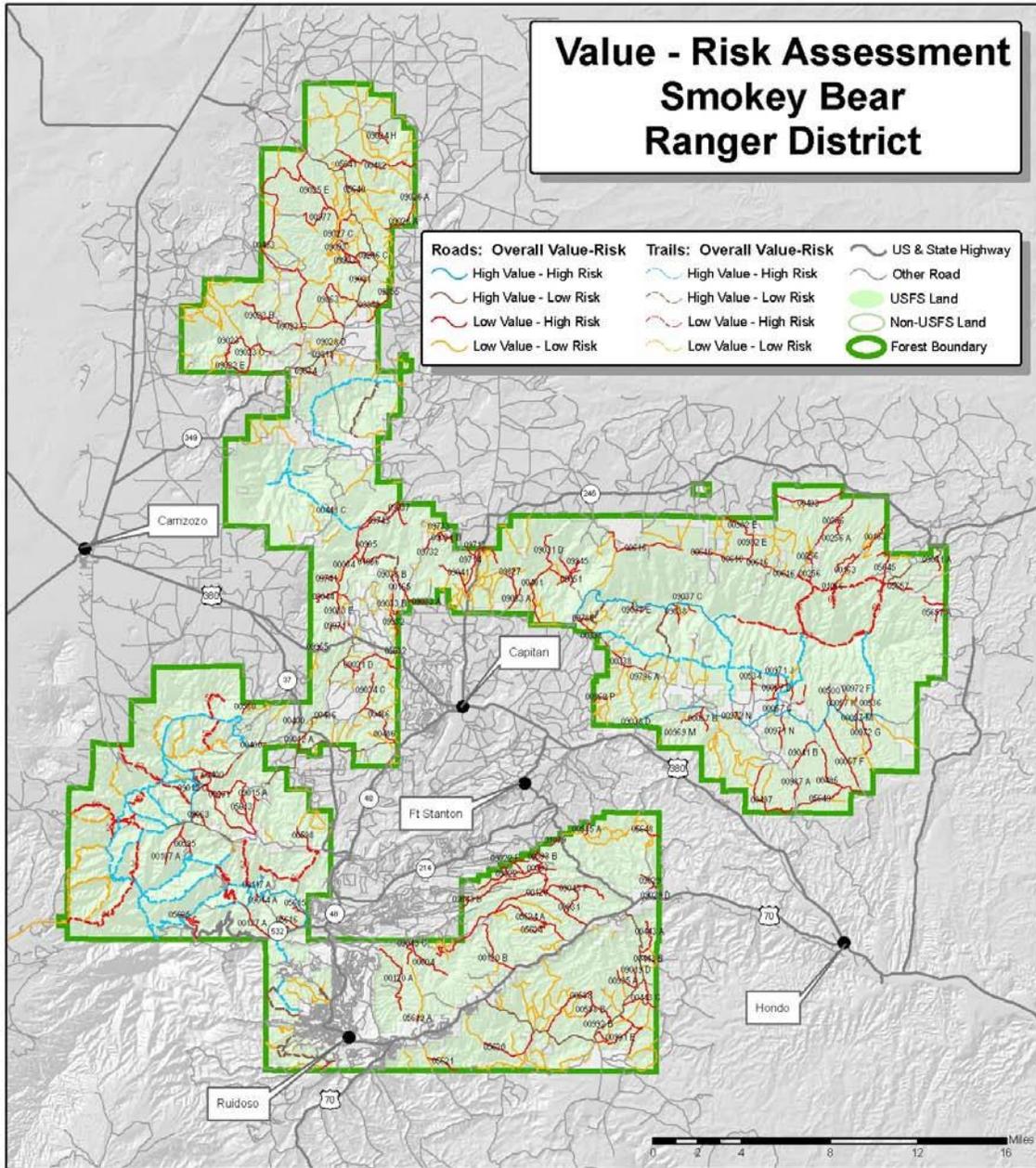
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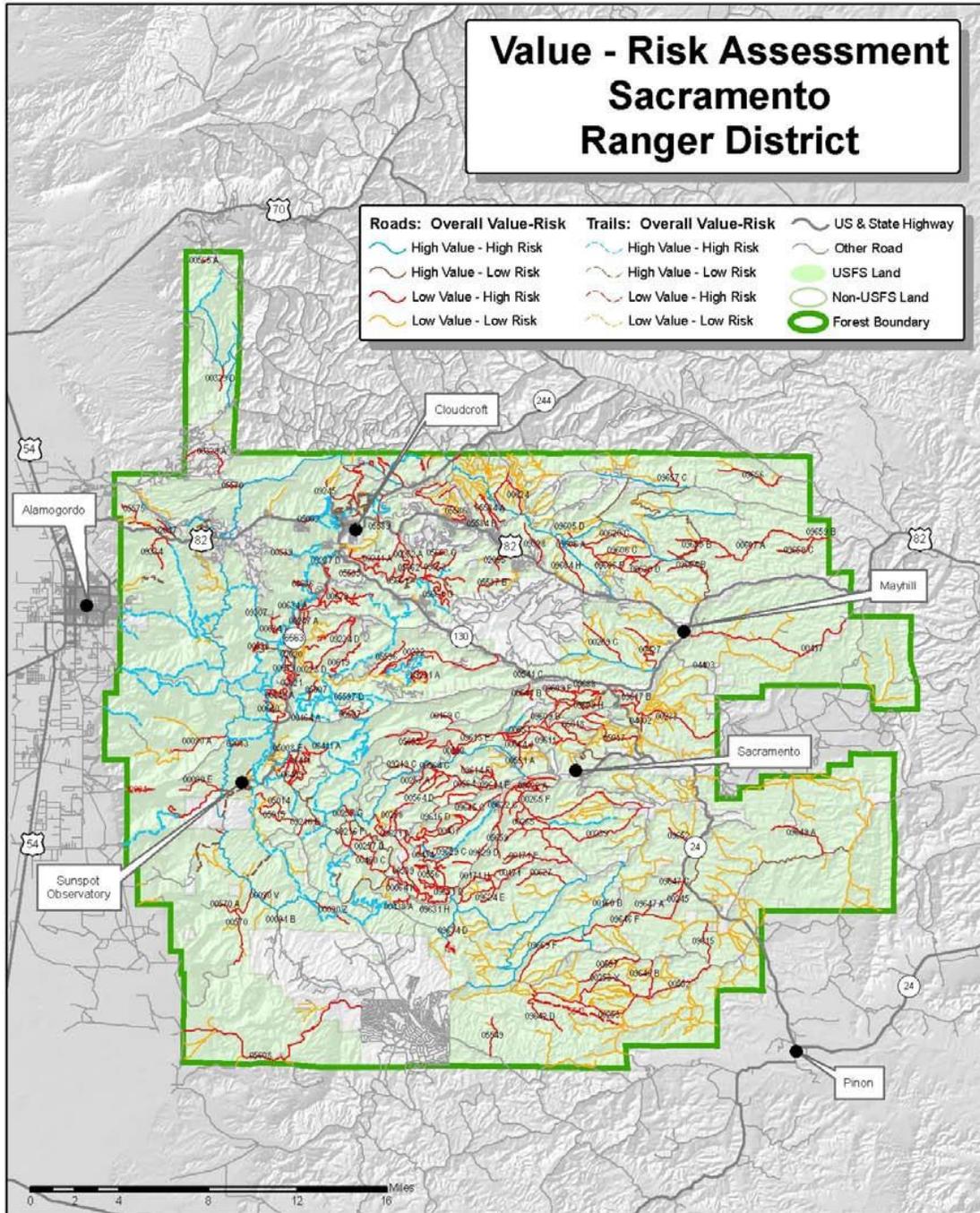
Watersheds (6th Code {sub-watersheds}): Smokey Bear Ranger District



Overall Results of the Value-Risk Assessment: Smokey Bear Ranger District (note: only the Low Value – High Risk routes display road numbers)



Overall Results of the Value-Risk Assessment: Sacramento Ranger District (note: only the Low Value – High Risk routes display road numbers)

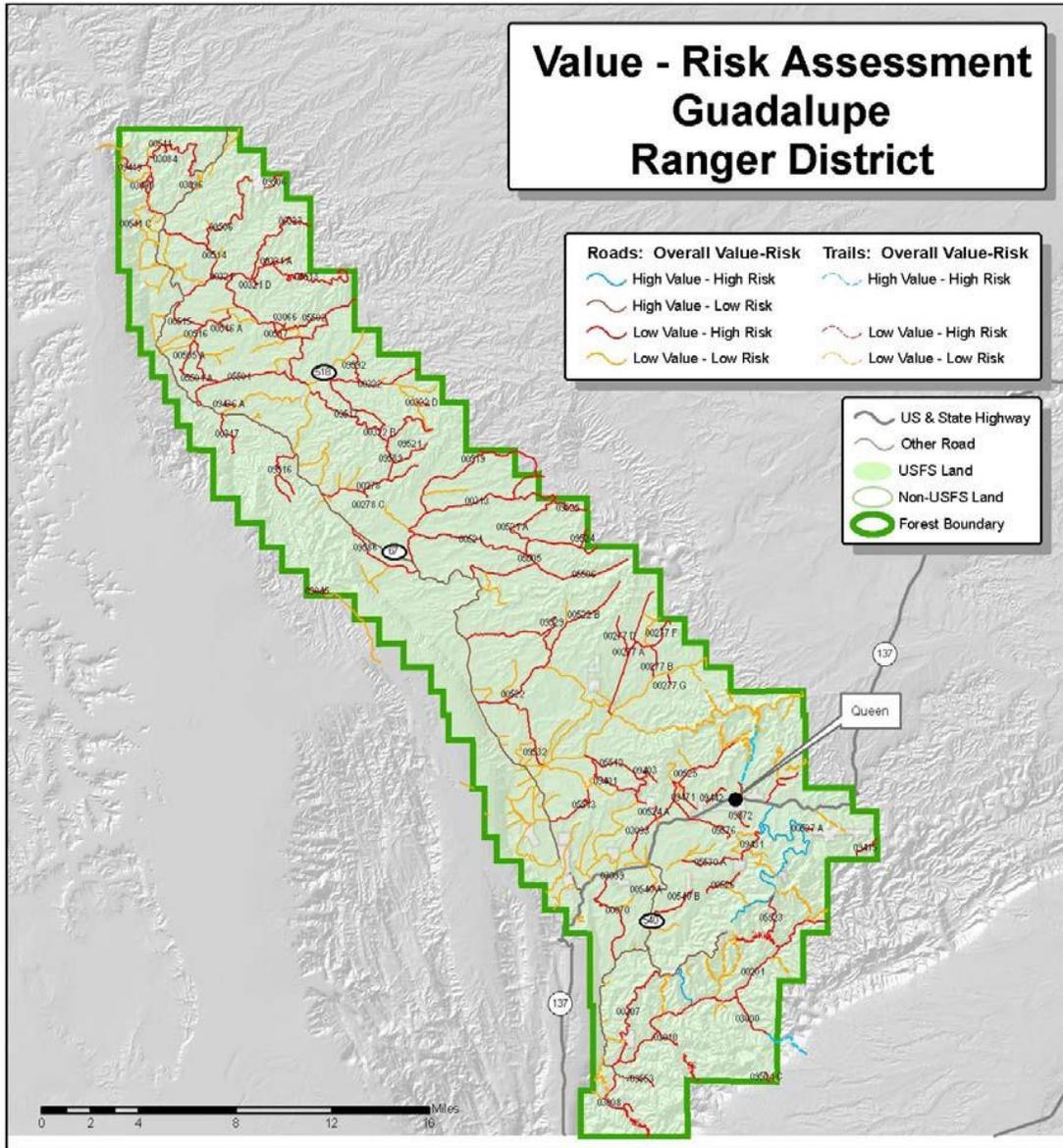


Appendix E: Maps

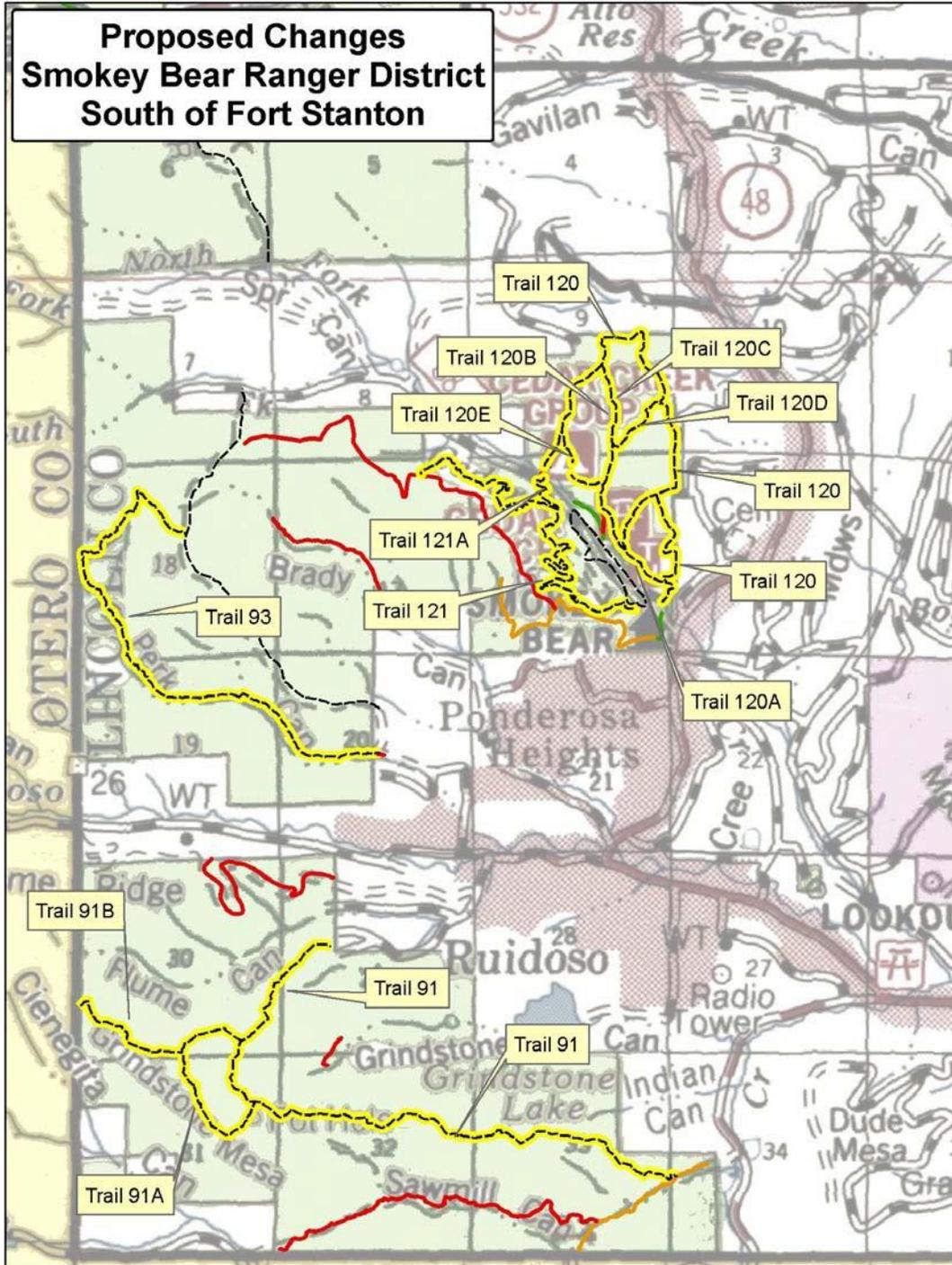
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Overall Results of the Value-Risk Assessment: Guadalupe Ranger District (note: only the Low Value – High Risk routes display road numbers)



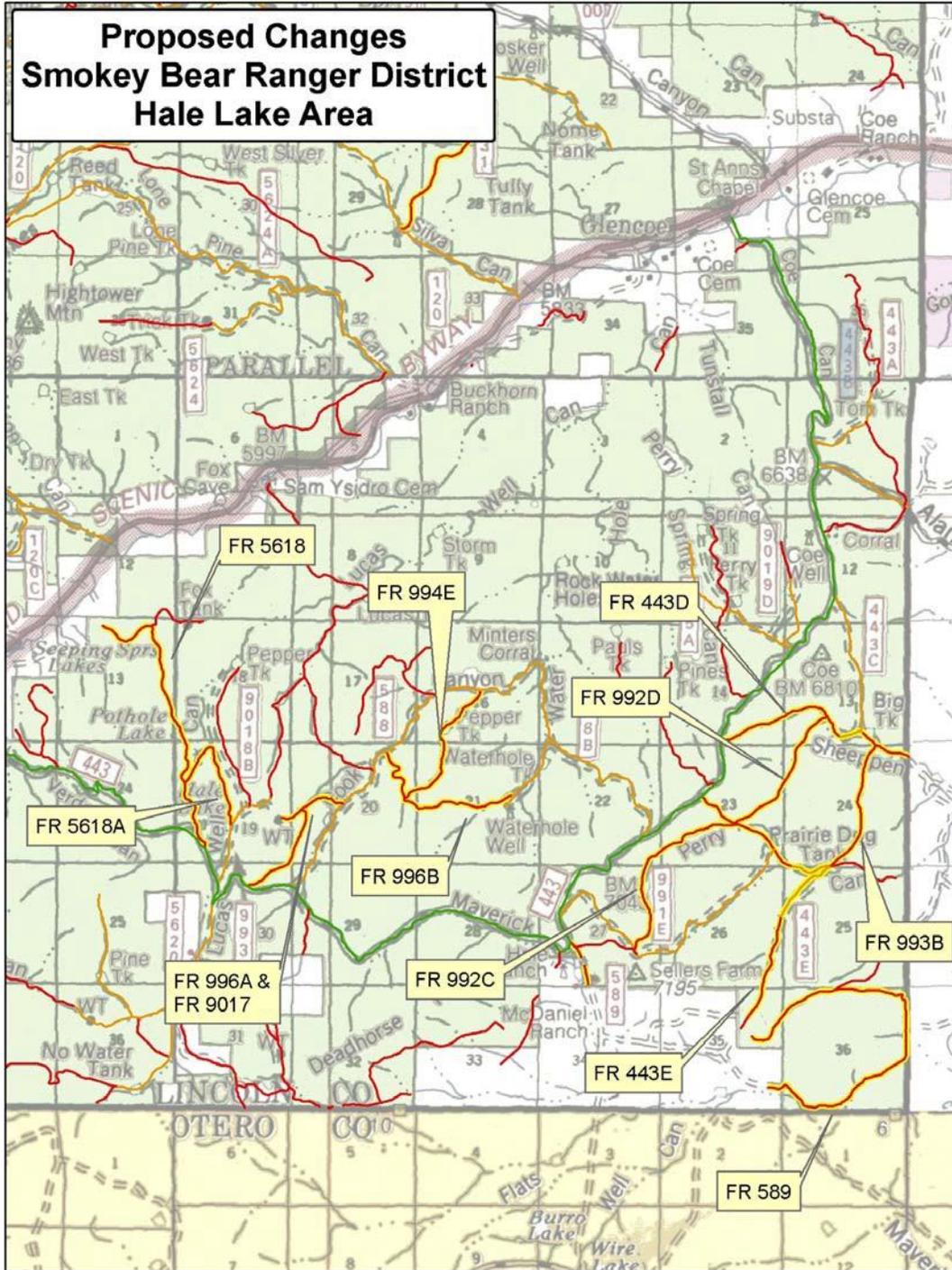
Proposed Changes to Route System: Ruidoso Area



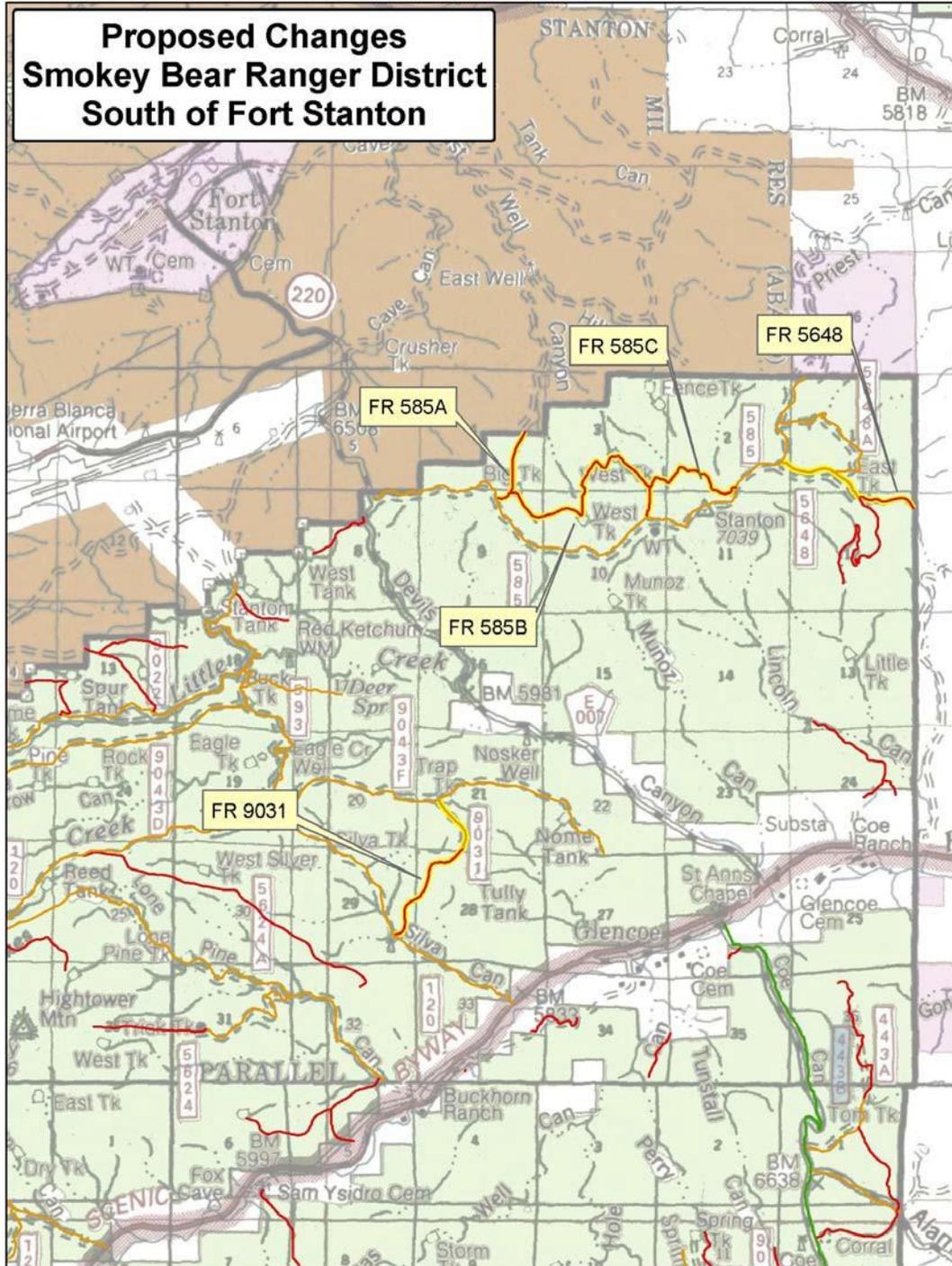
Proposed Changes to Route System: Smokey Bear Ranger District - Jicarilla Area



Proposed Changes to Route System: Smokey Bear Ranger District - Hale Lake Area



Proposed Changes to Route System: Smokey Bear Ranger District - South of Fort Stanton Area

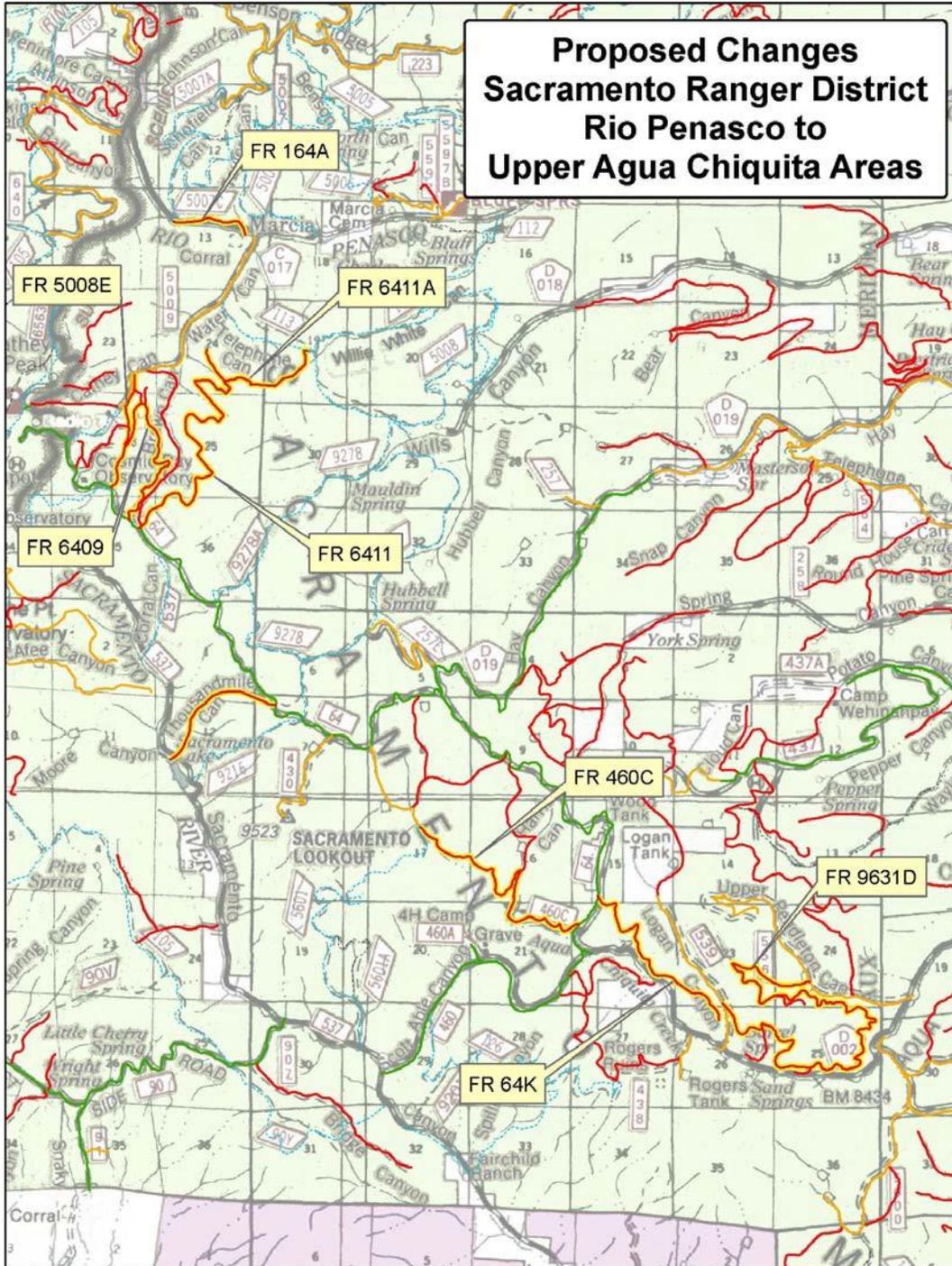


Appendix E: Maps

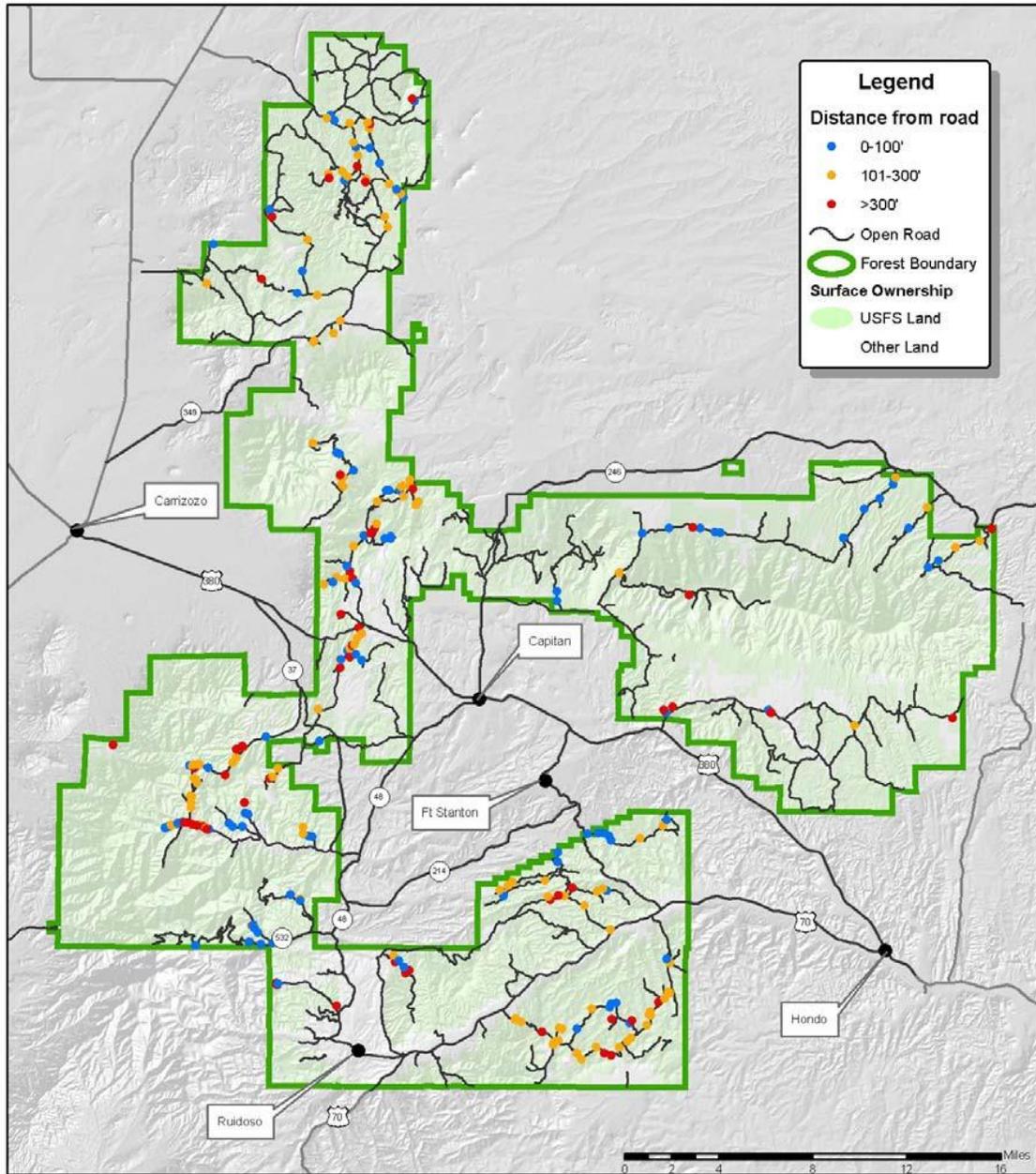
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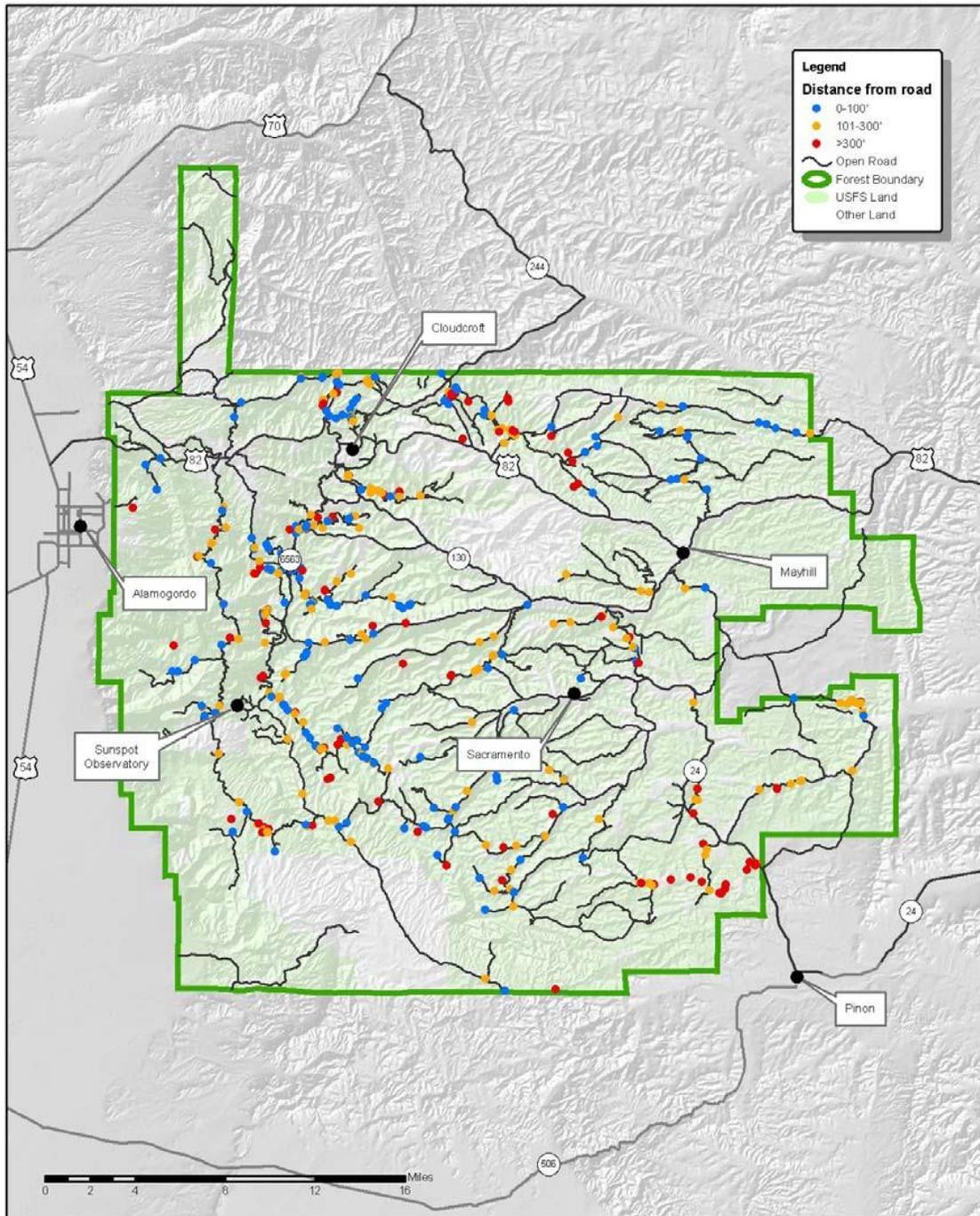
Proposed Changes to Route System: Sacramento Ranger District – Rio Penasco to Upper Agua Chiquita areas



Dispersed Camping Sites & Distances from Roads: Smokey Bear Ranger District



Dispersed Camping Sites & Distances from Roads: Sacramento Ranger District

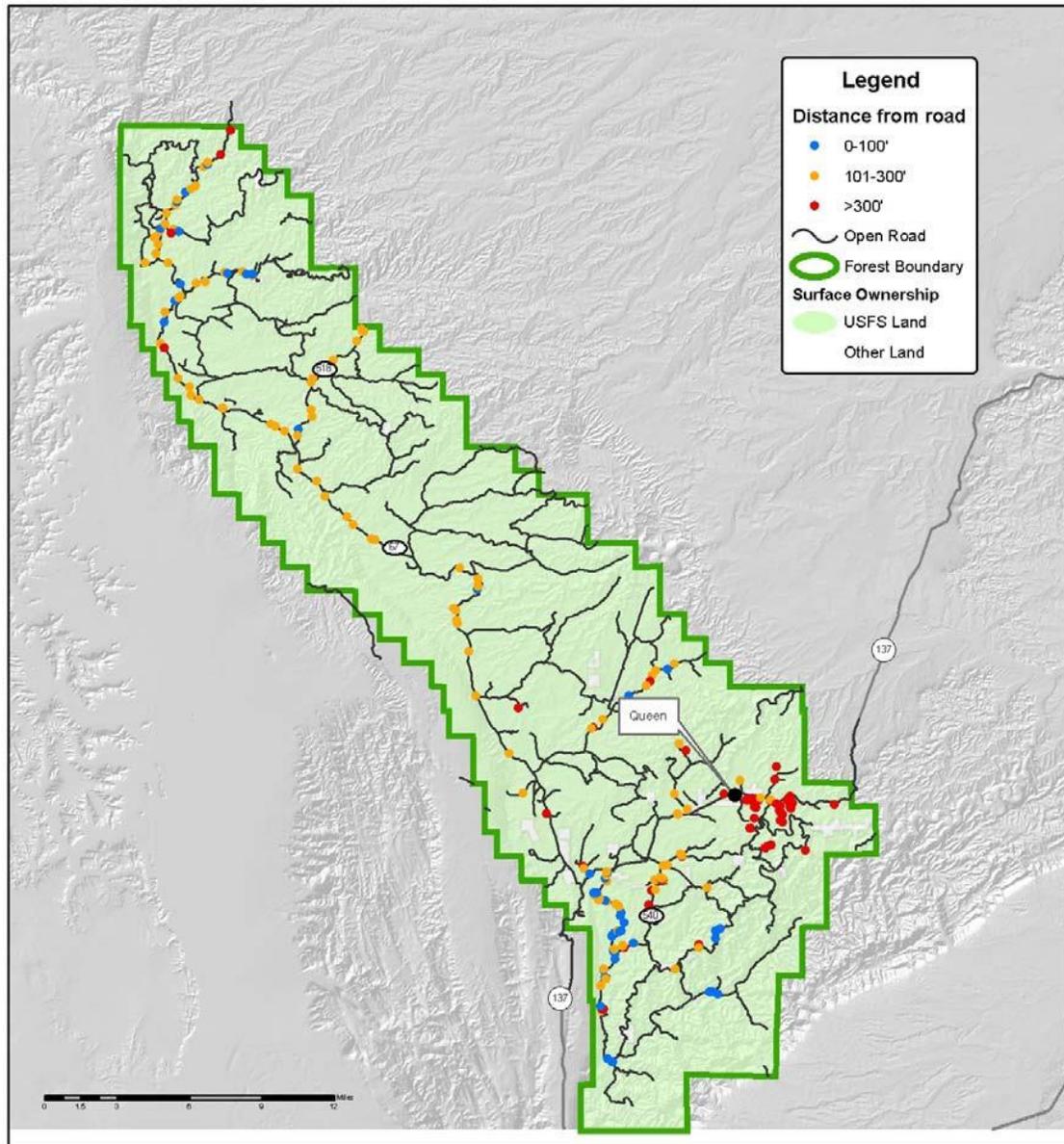


Appendix E: Maps

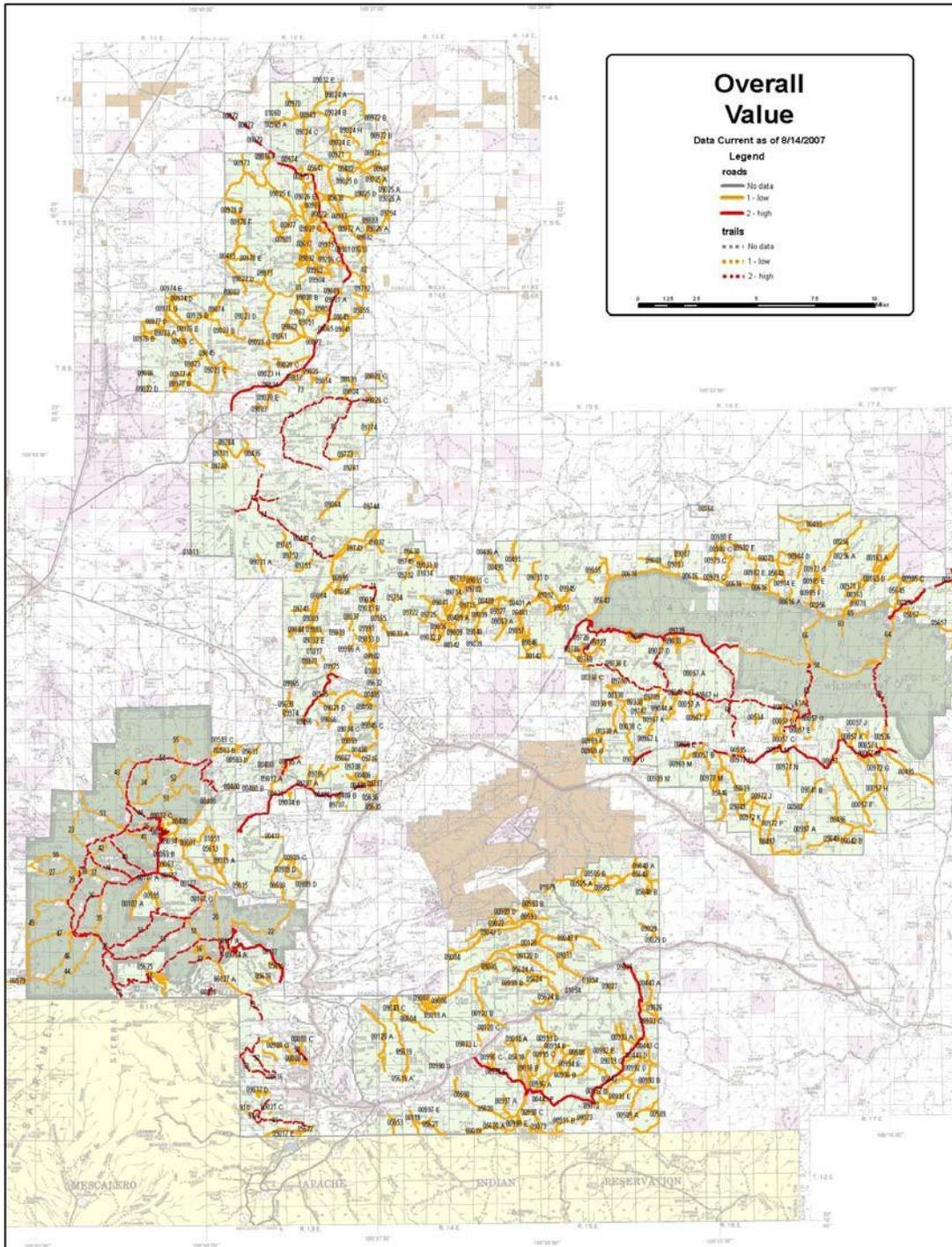
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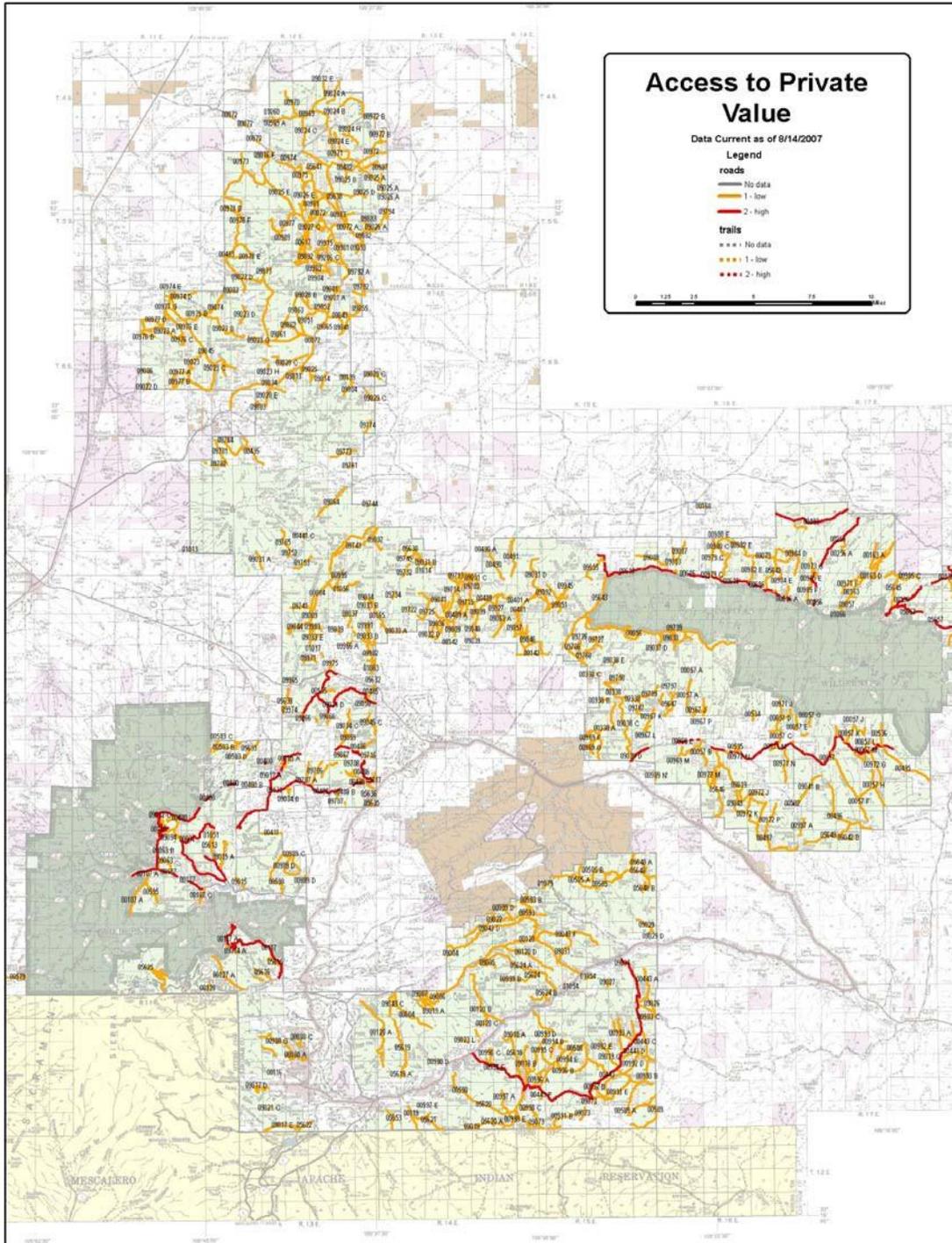
Dispersed Camping Sites & Distances from Roads: Guadalupe Ranger District



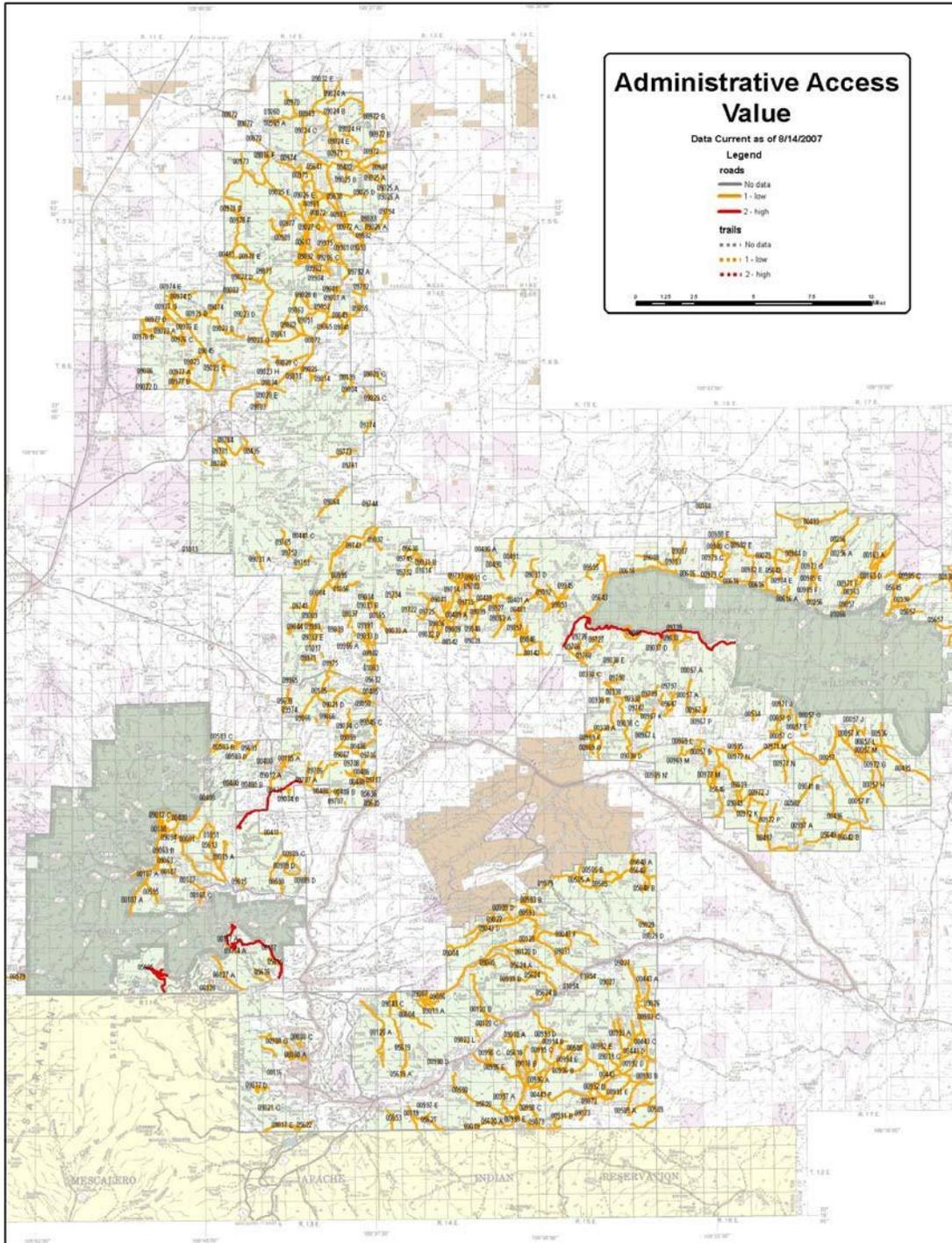
Overall Value: Smokey Bear Ranger District



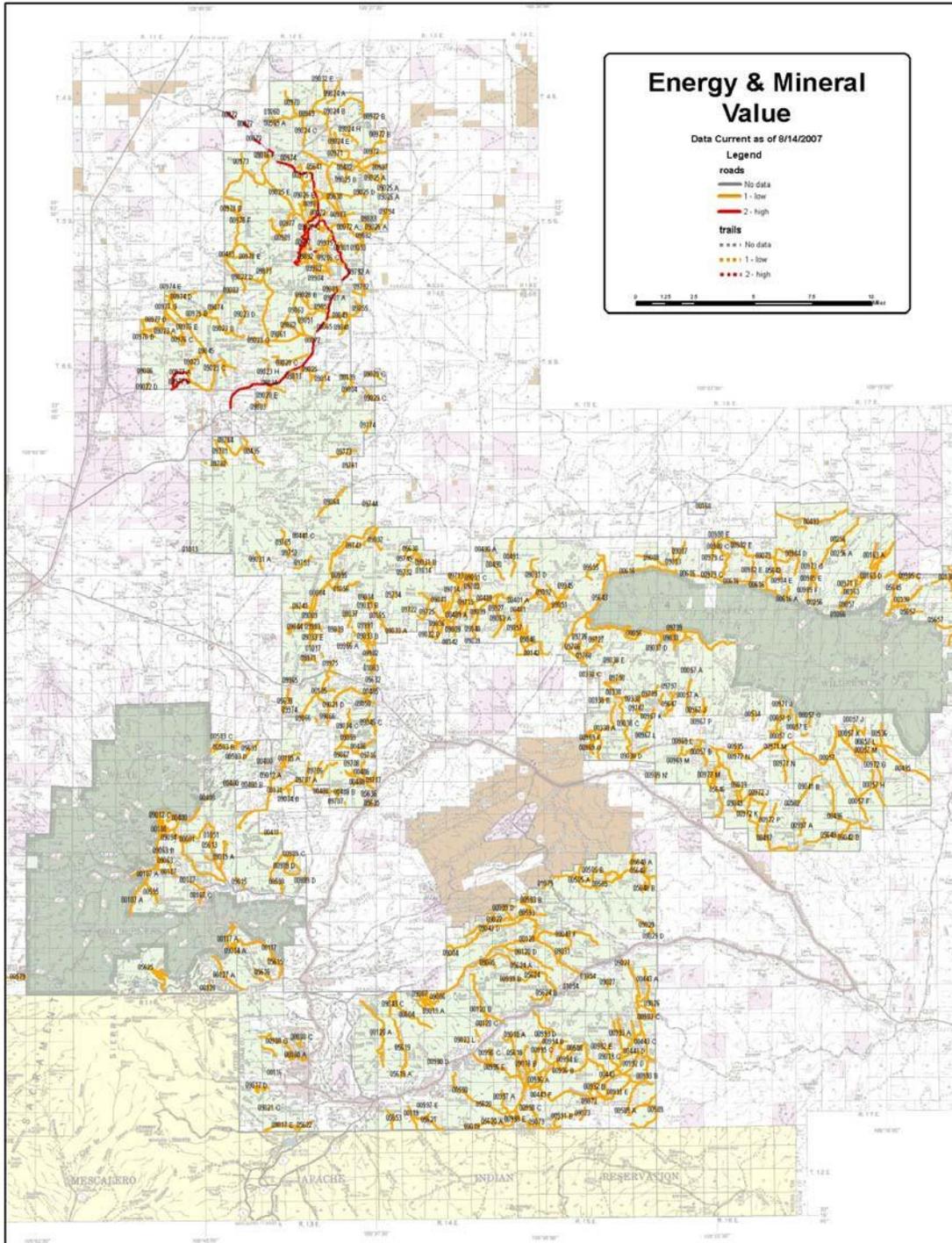
Access to Private Land Value: Smokey Bear Ranger District



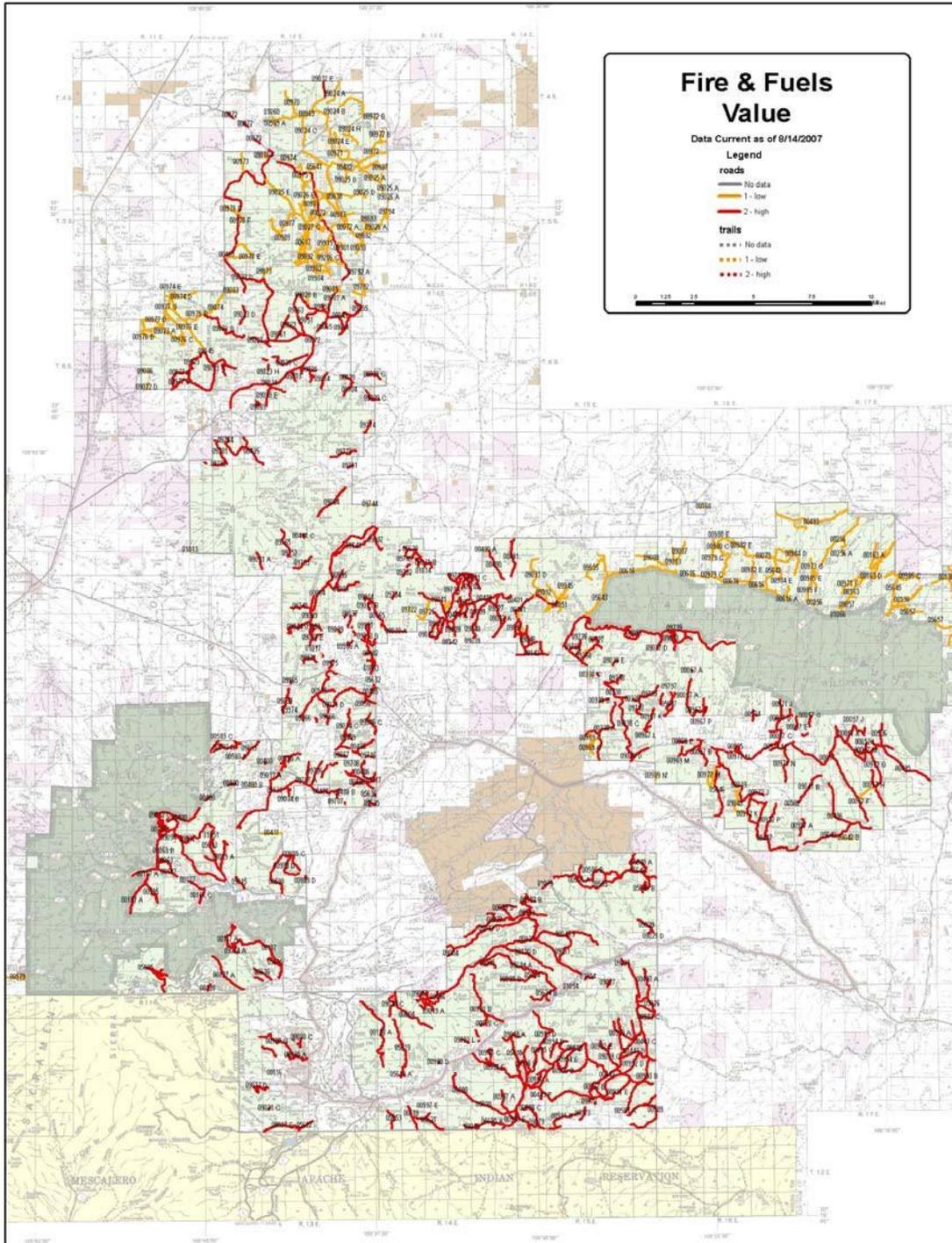
Administrative Site Access Value: Smokey Bear Ranger District



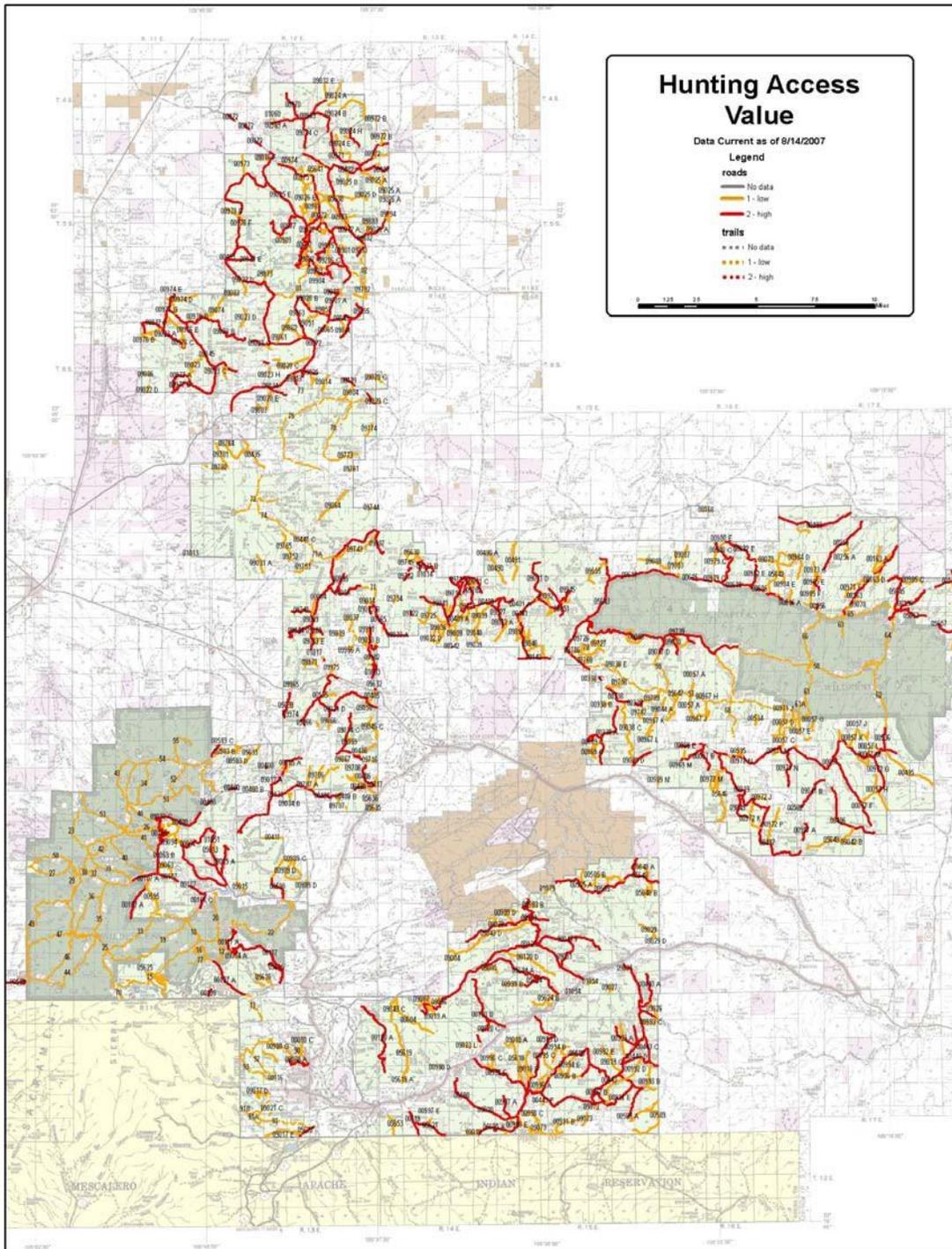
Energy & Mineral Value: Smokey Bear Ranger District



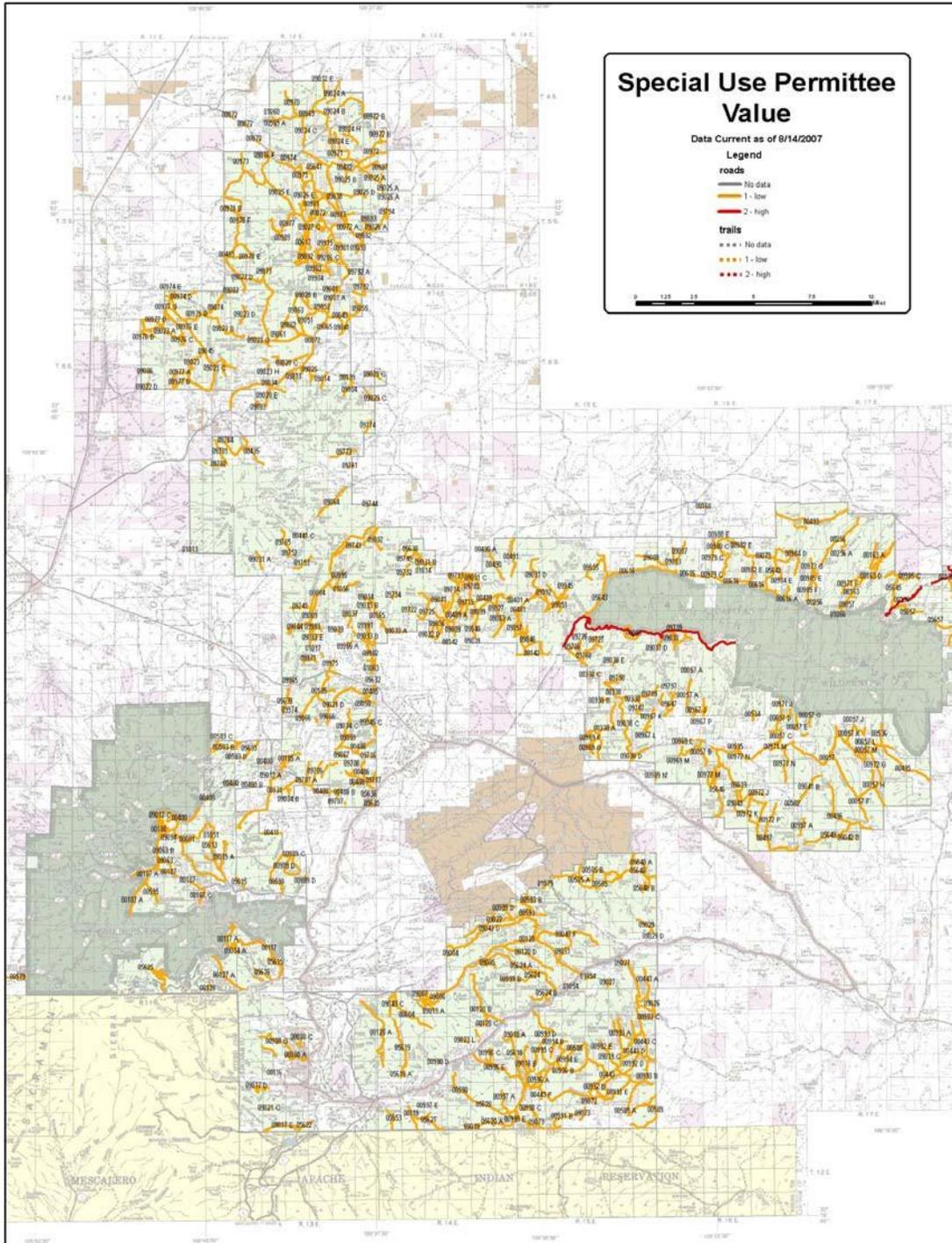
Fire & Fuels Value: Smokey Bear Ranger District



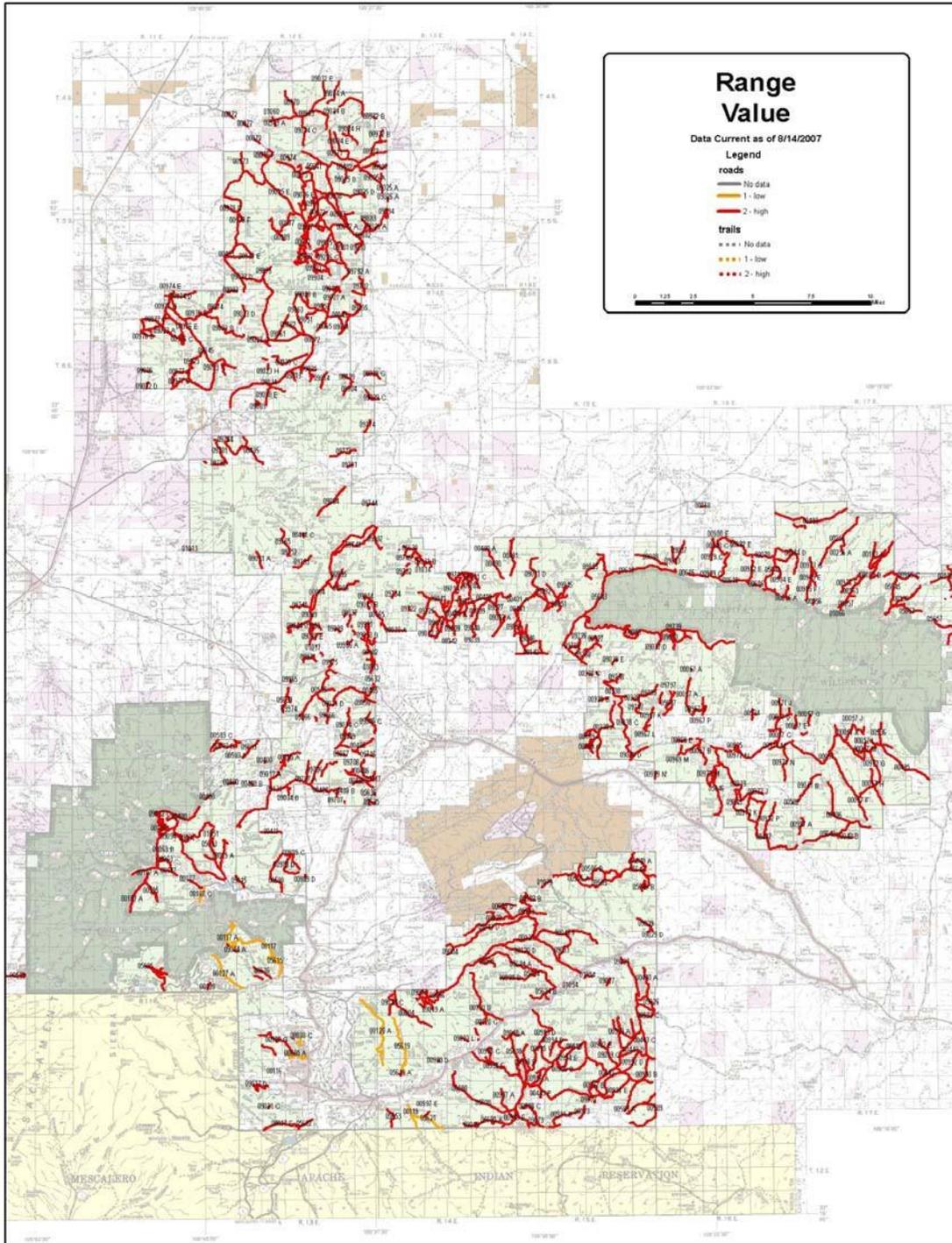
Hunting Value: Smokey Bear Ranger District



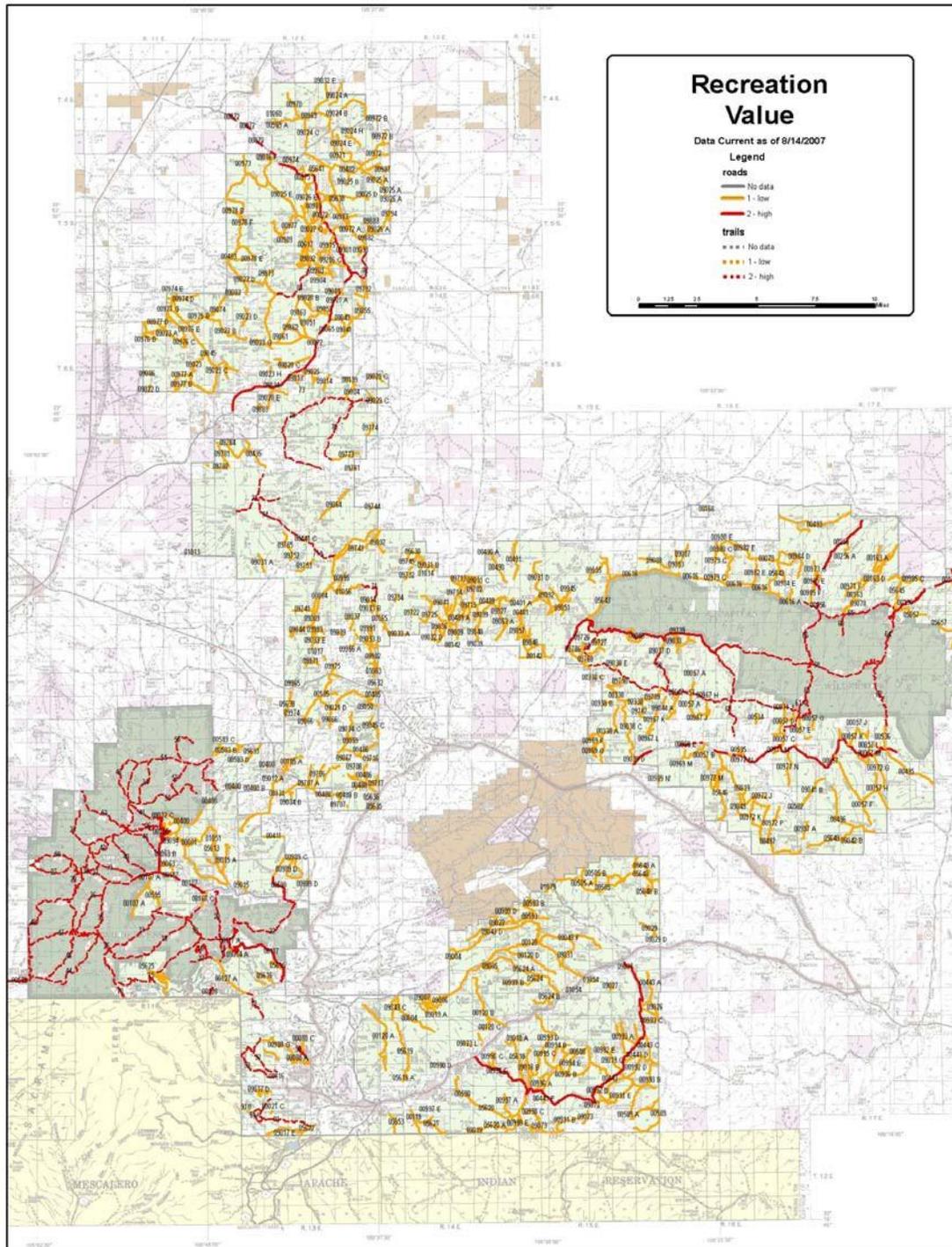
Special Use Permit Value: Smokey Bear Ranger District



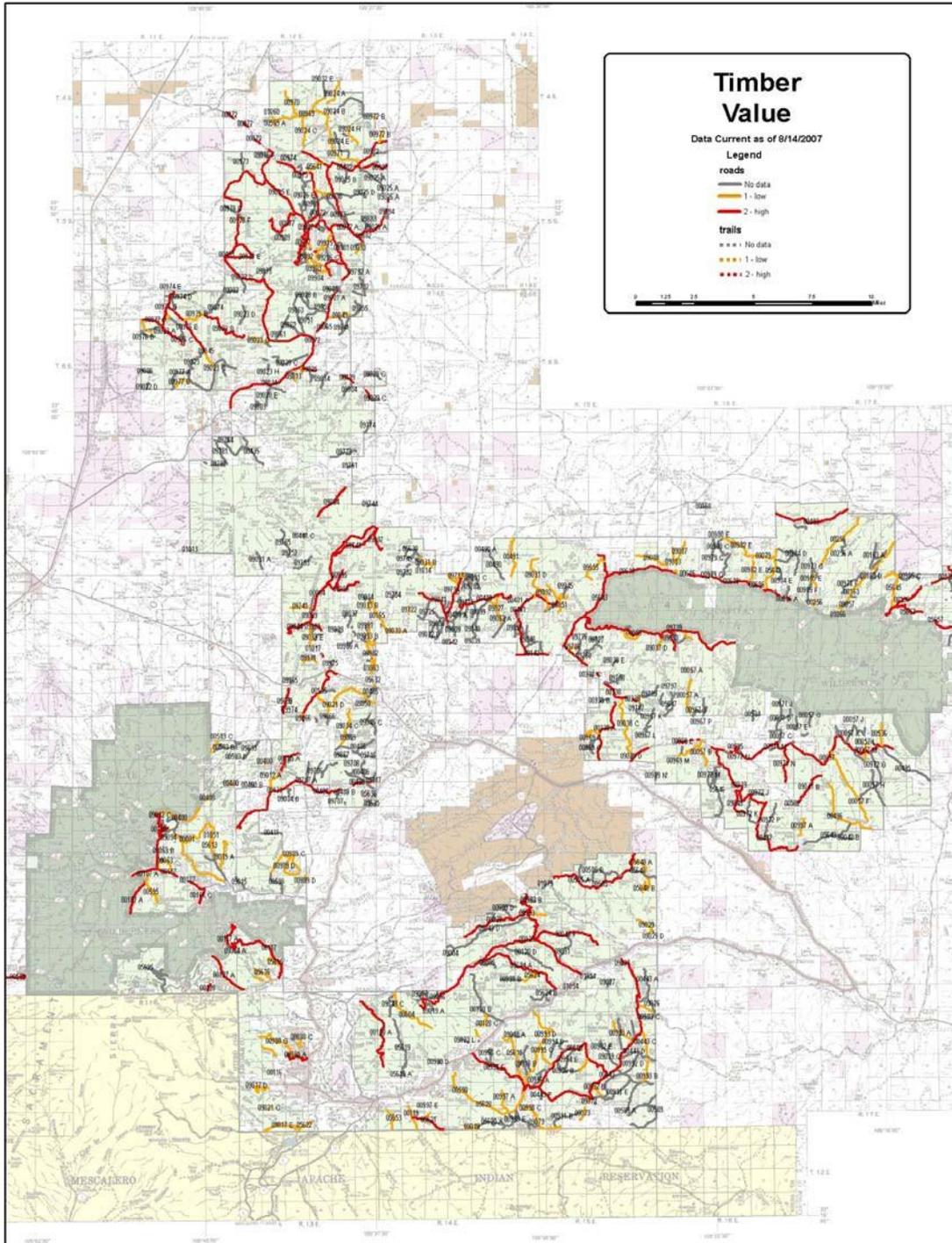
Range Value: Smokey Bear Ranger District



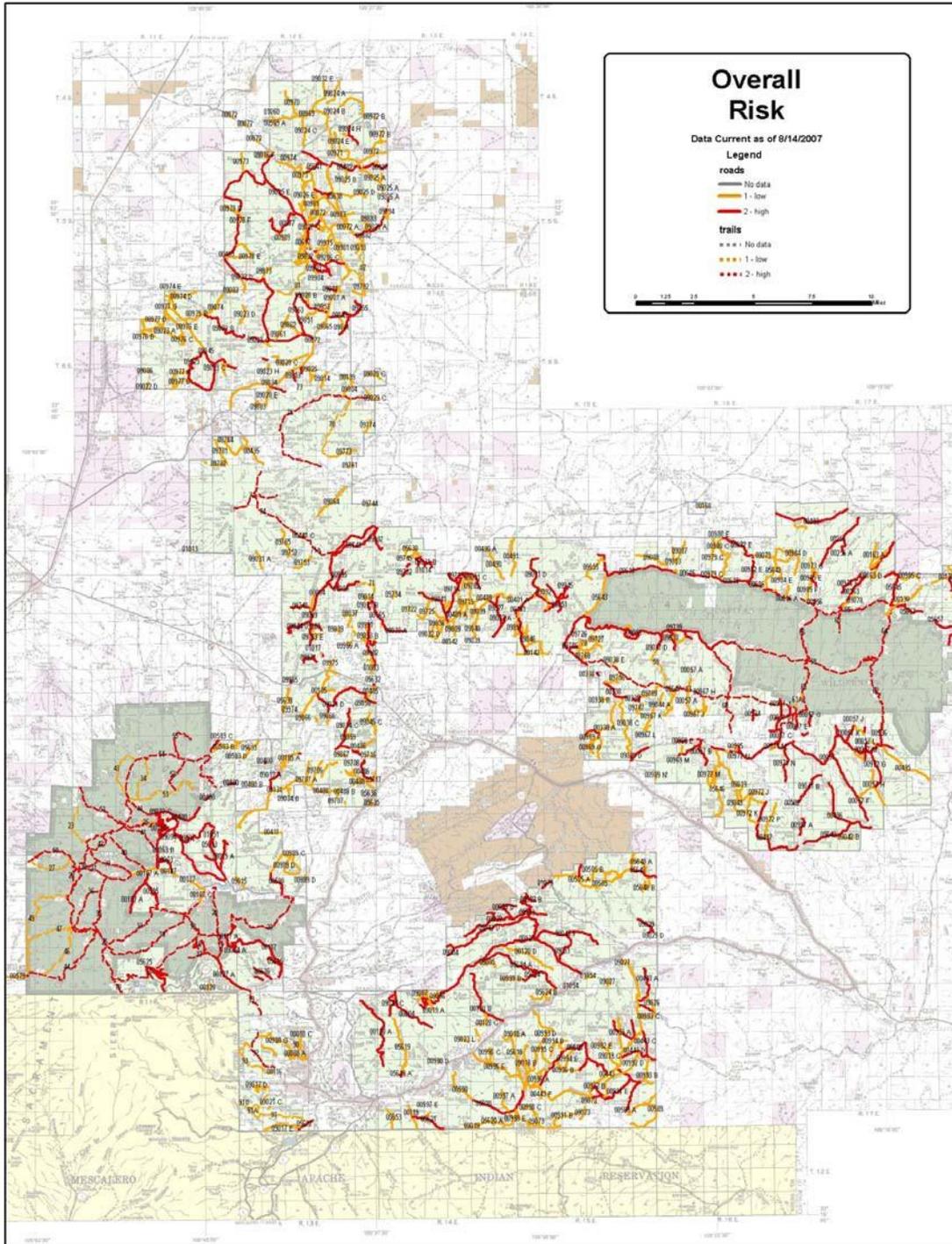
Recreation Value: Smokey Bear Ranger District



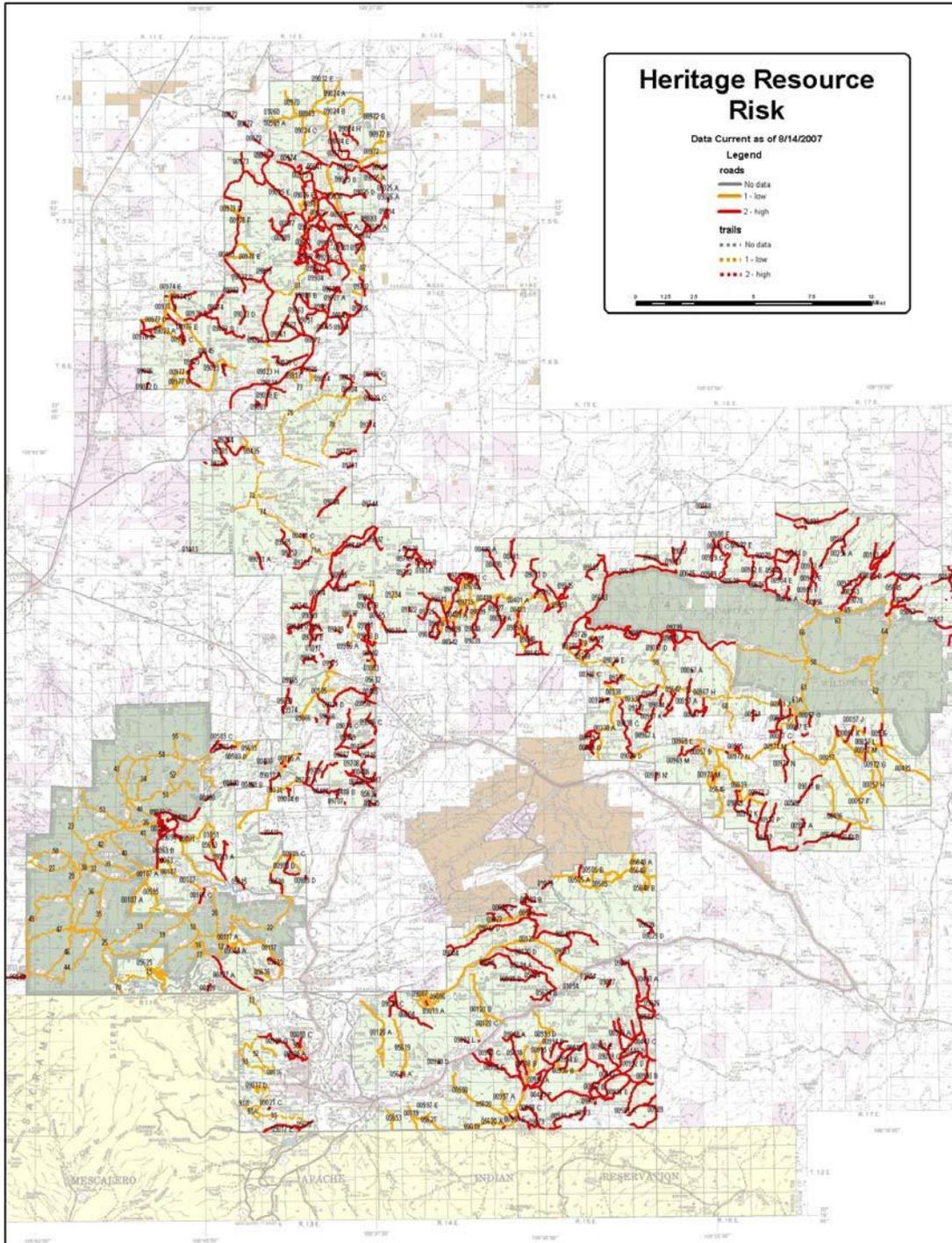
Timber Value: Smokey Bear Ranger District



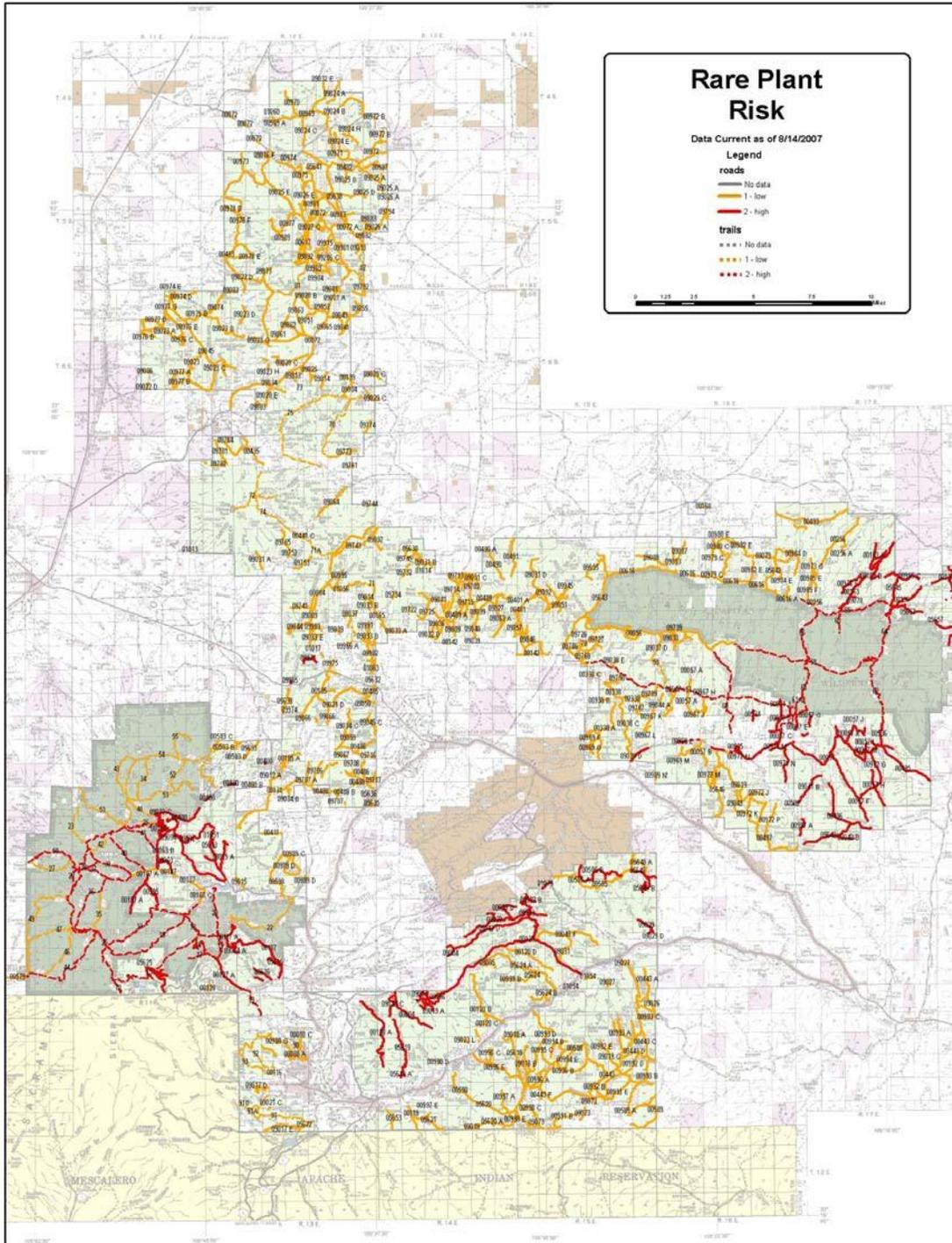
Overall Risk: Smokey Bear Ranger District



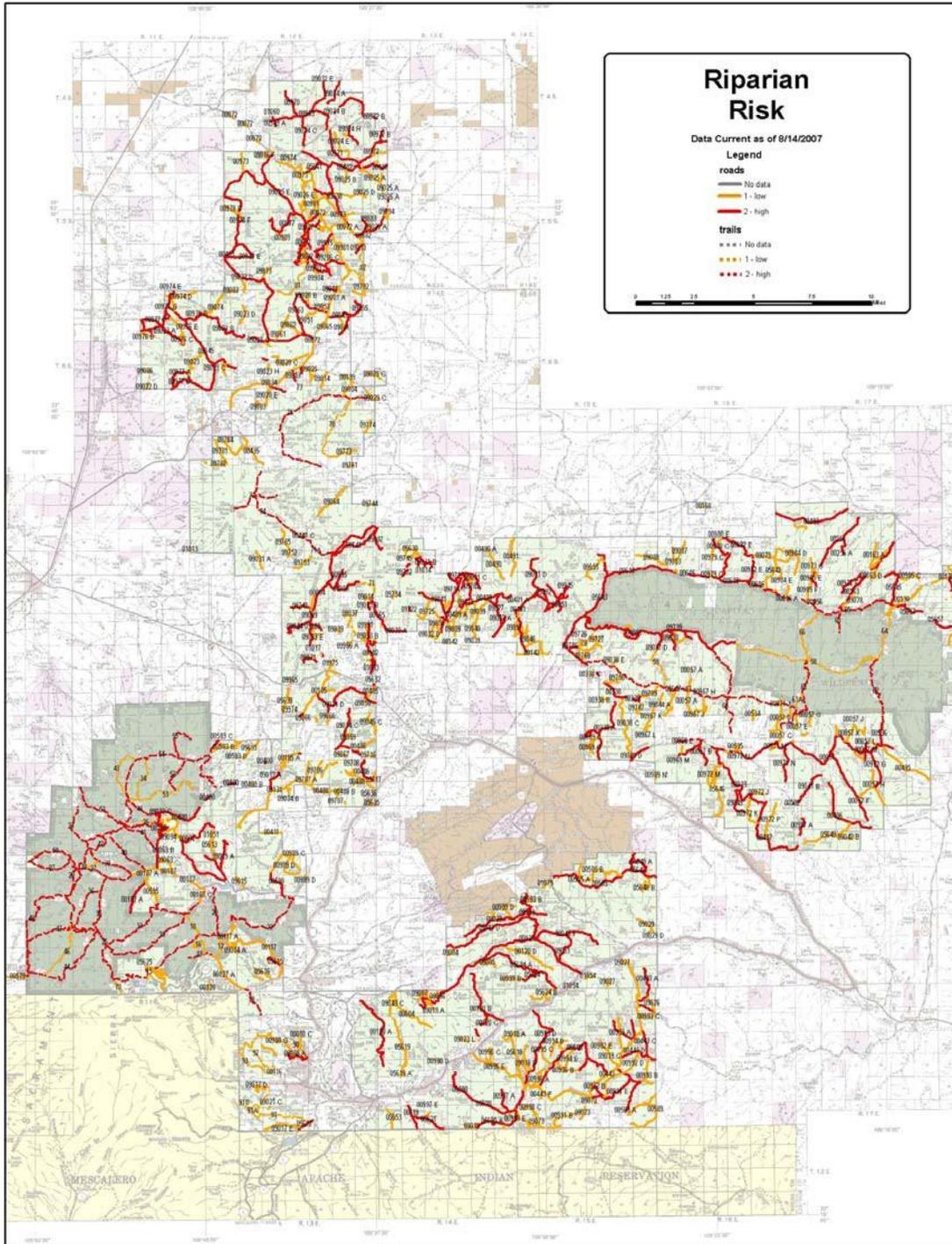
Heritage Resource Risk: Smokey Bear Ranger District



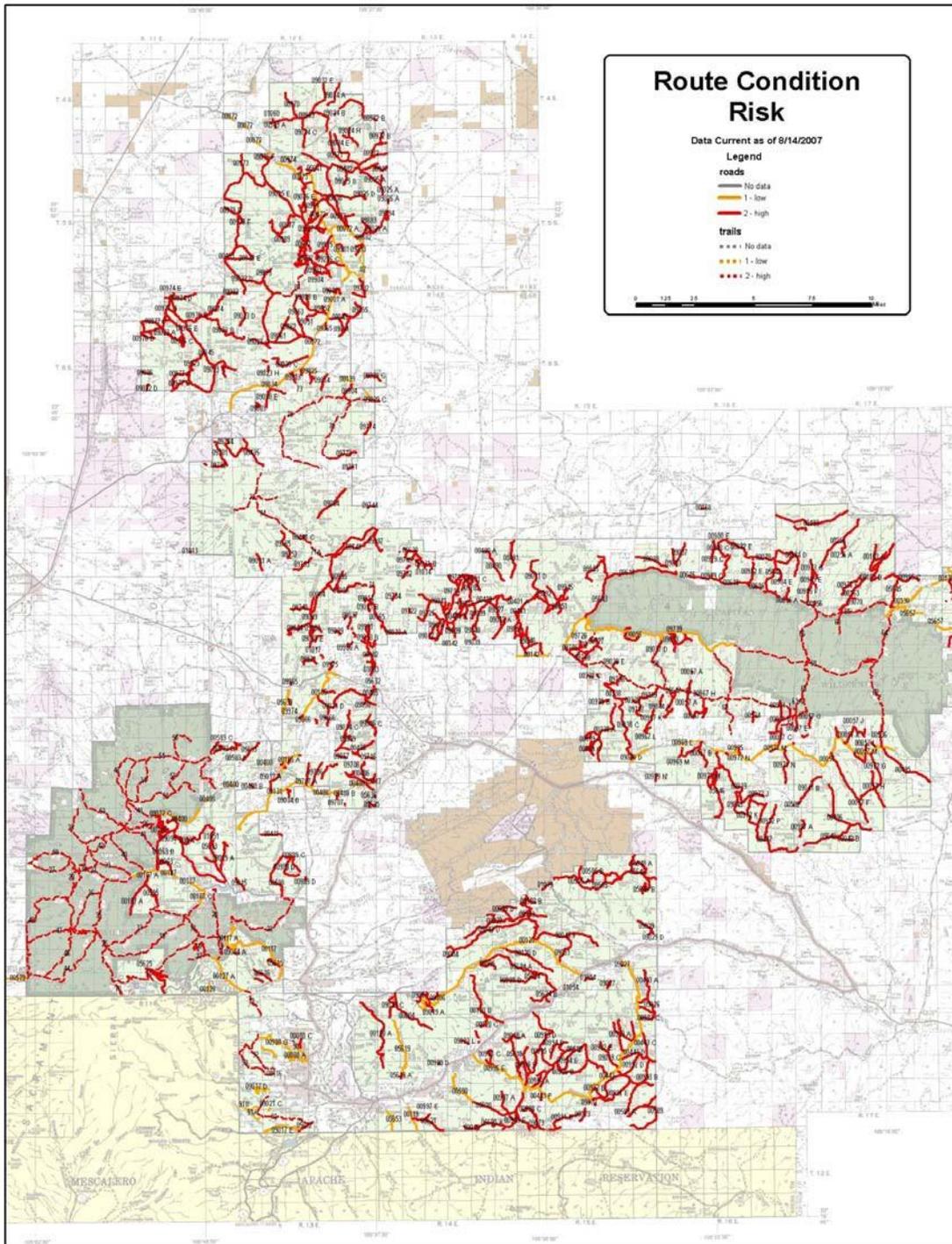
Rare Plant Risk: Smokey Bear Ranger District



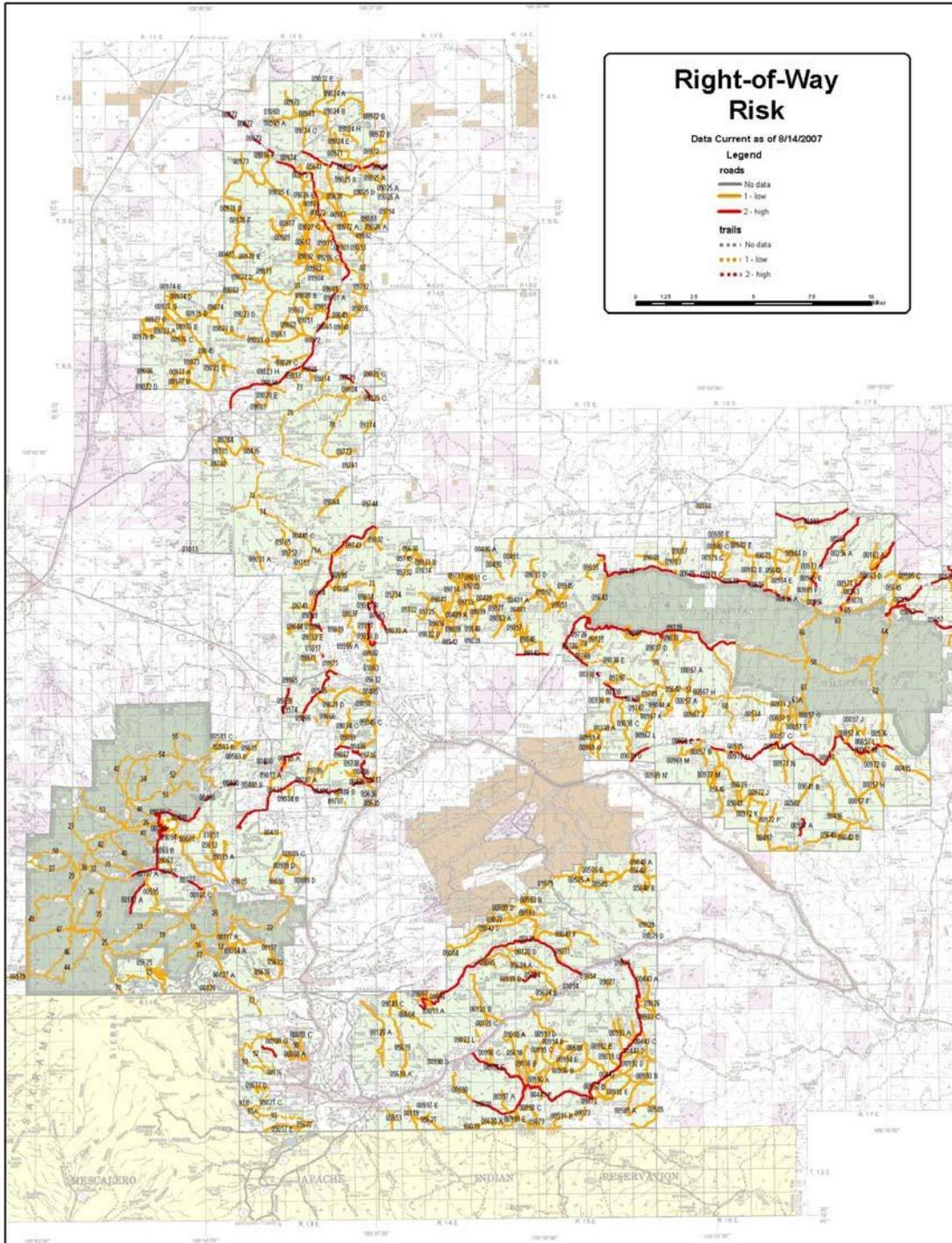
Riparian Risk: Smokey Bear Ranger District



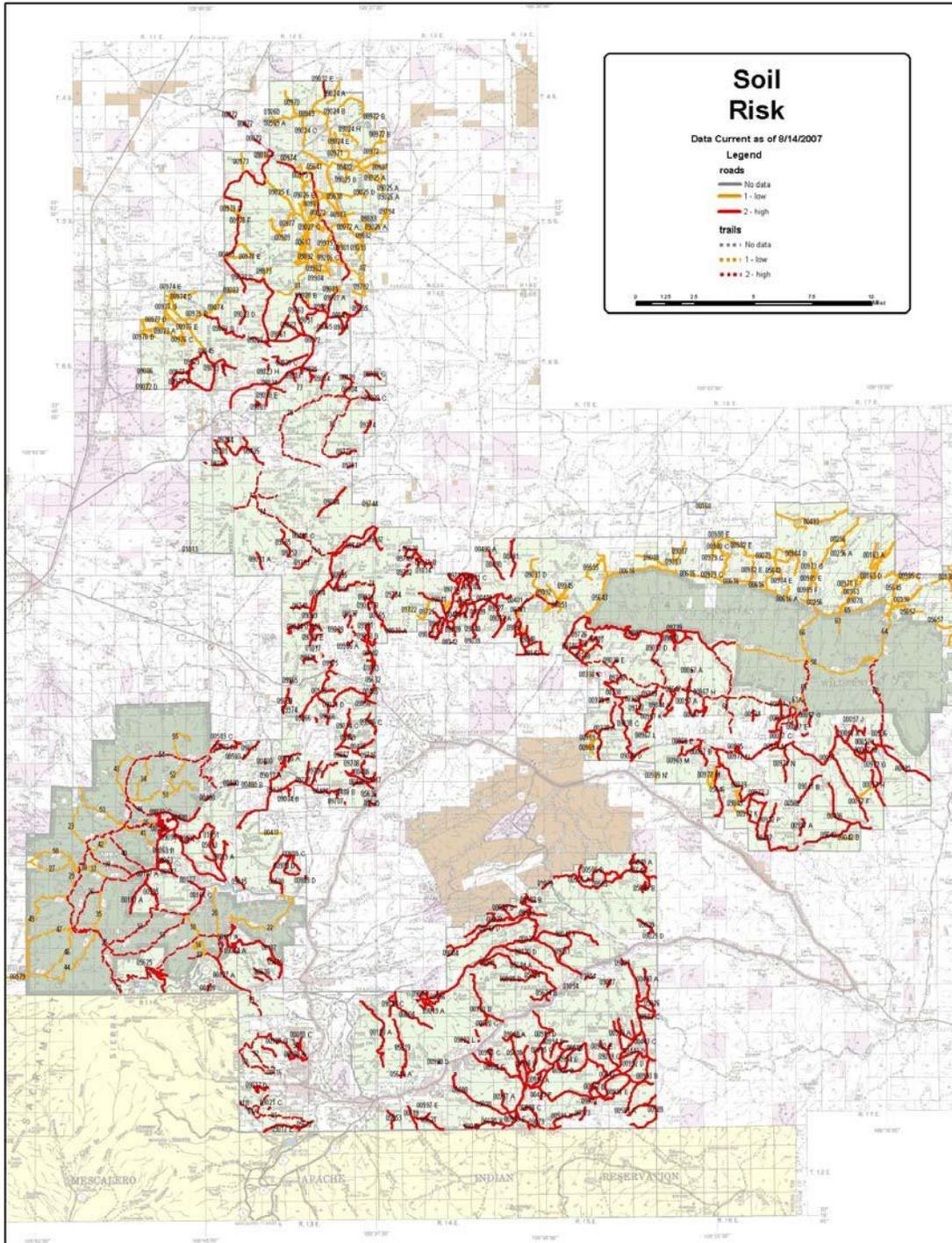
Route Condition Risk: Smokey Bear Ranger District



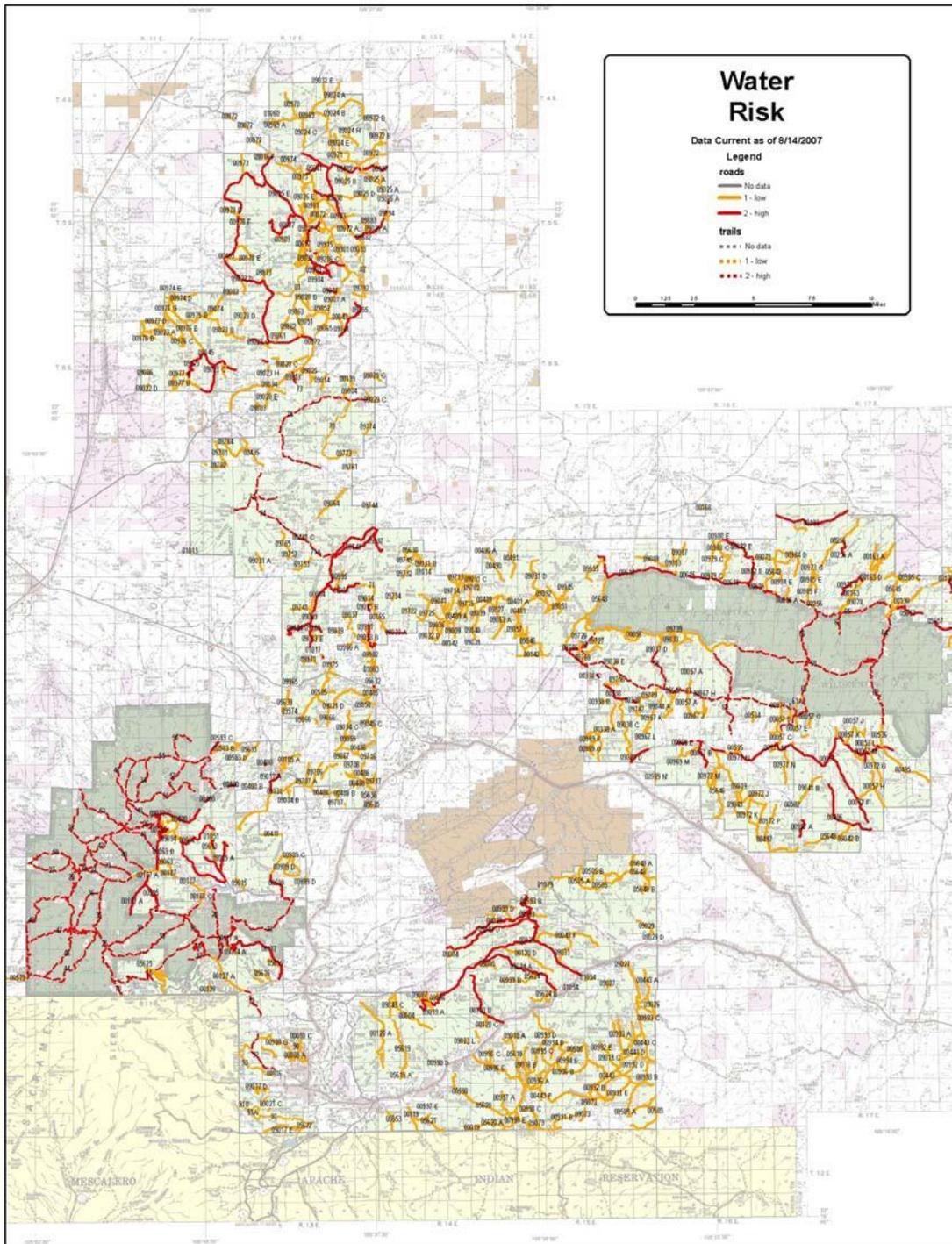
Right-of-Way Risk: Smokey Bear Ranger District



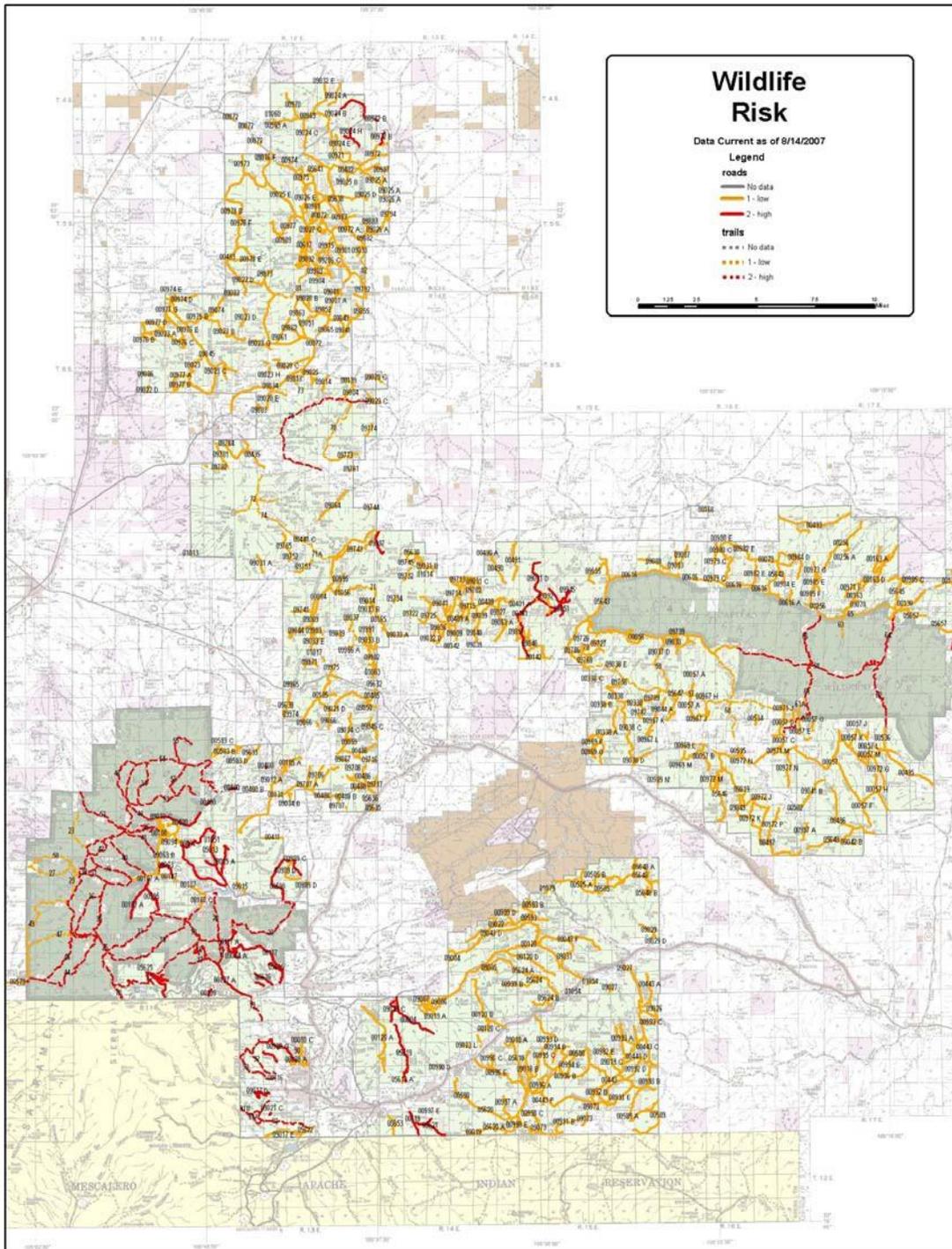
Soil Risk: Smokey Bear Ranger District



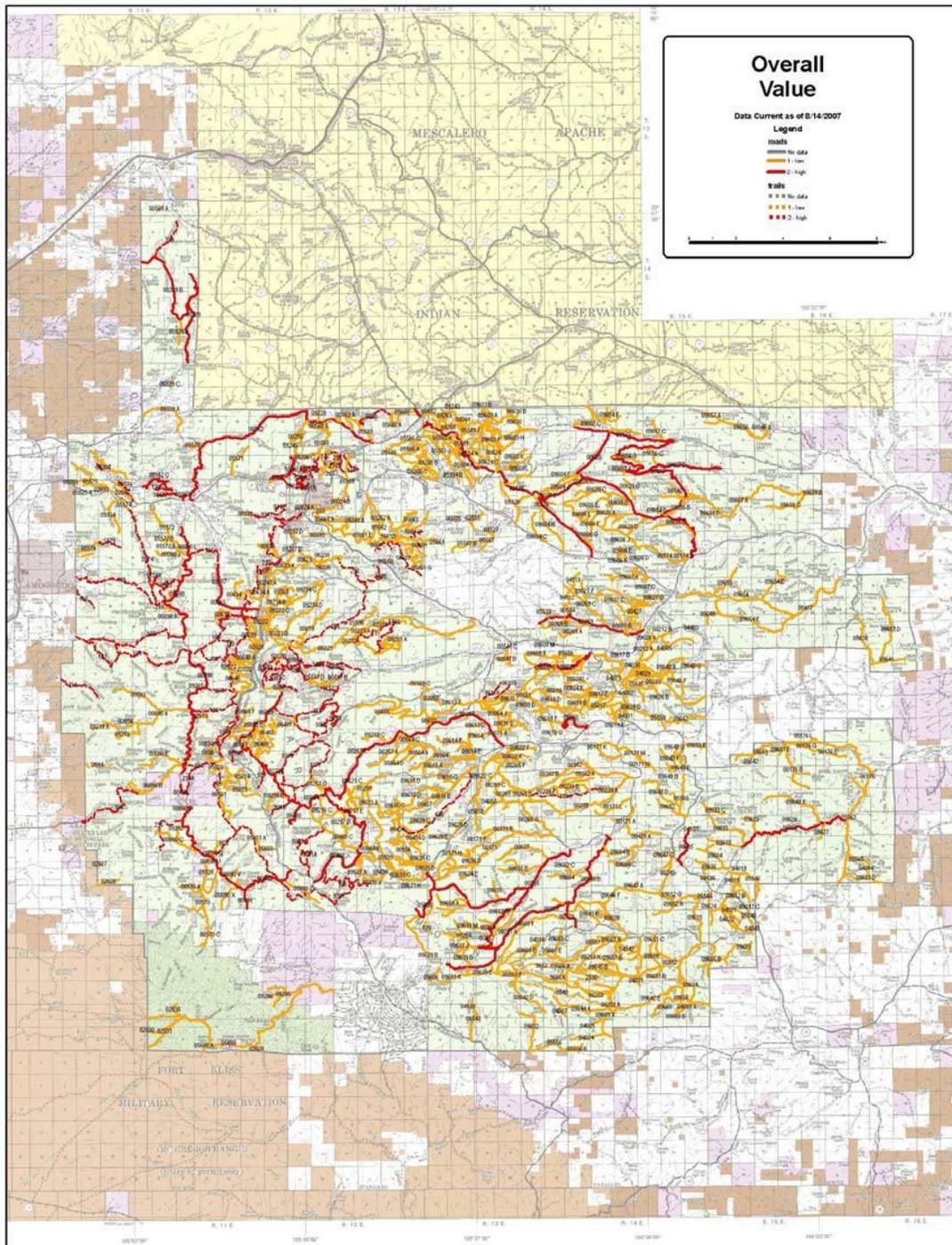
Water Risk: Smokey Bear Ranger District



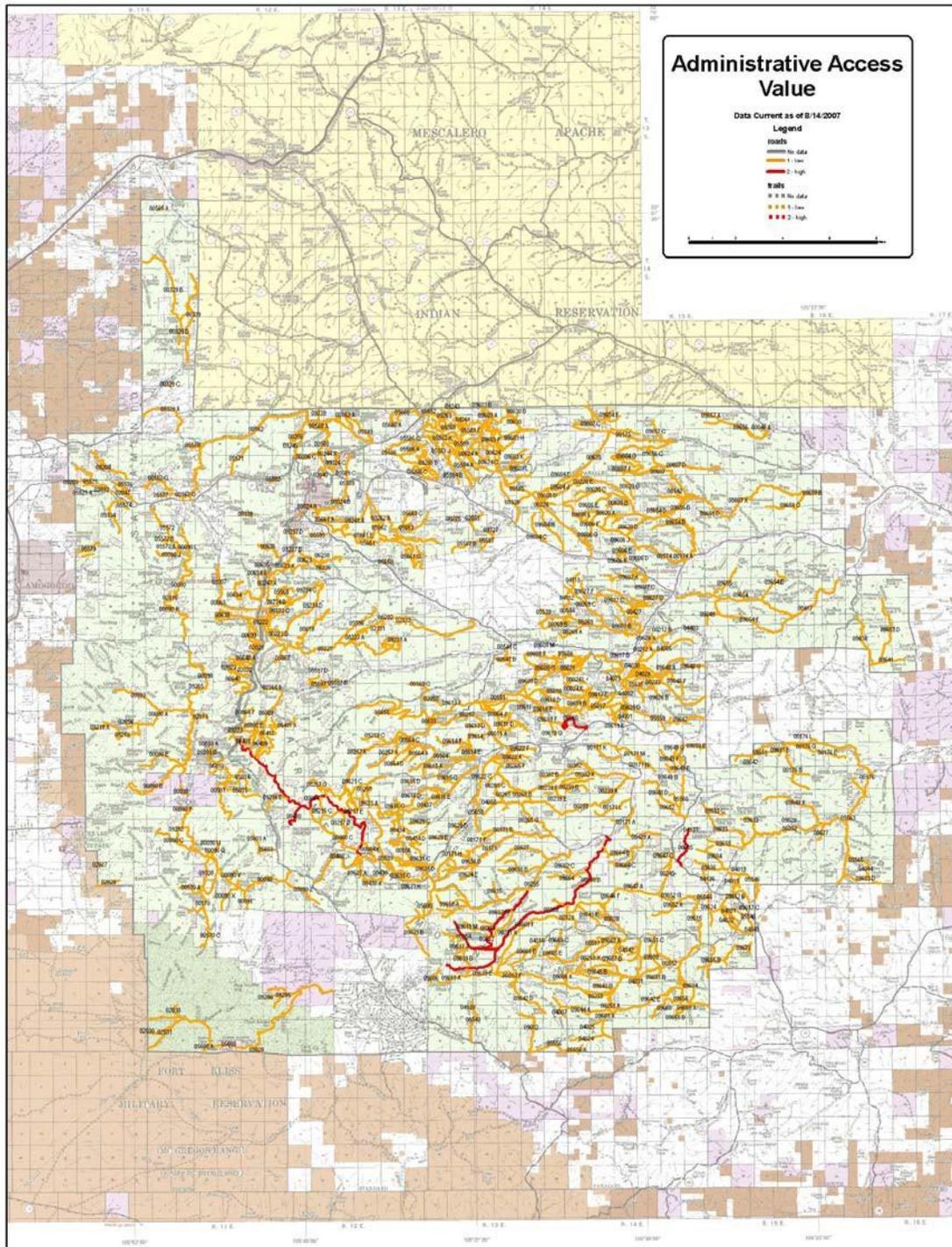
Wildlife Risk: Smokey Bear Ranger District



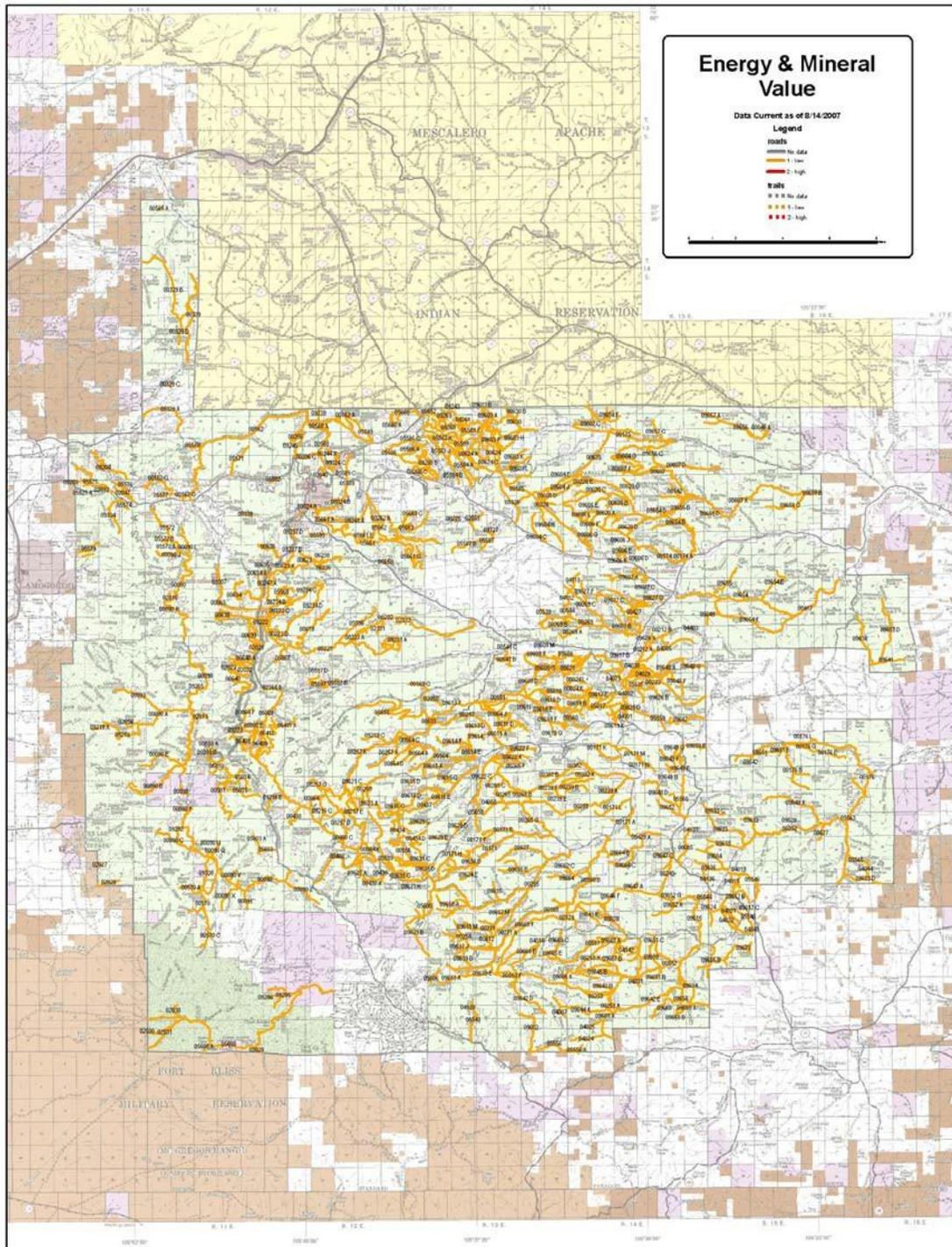
Overall Value: Sacramento Ranger District



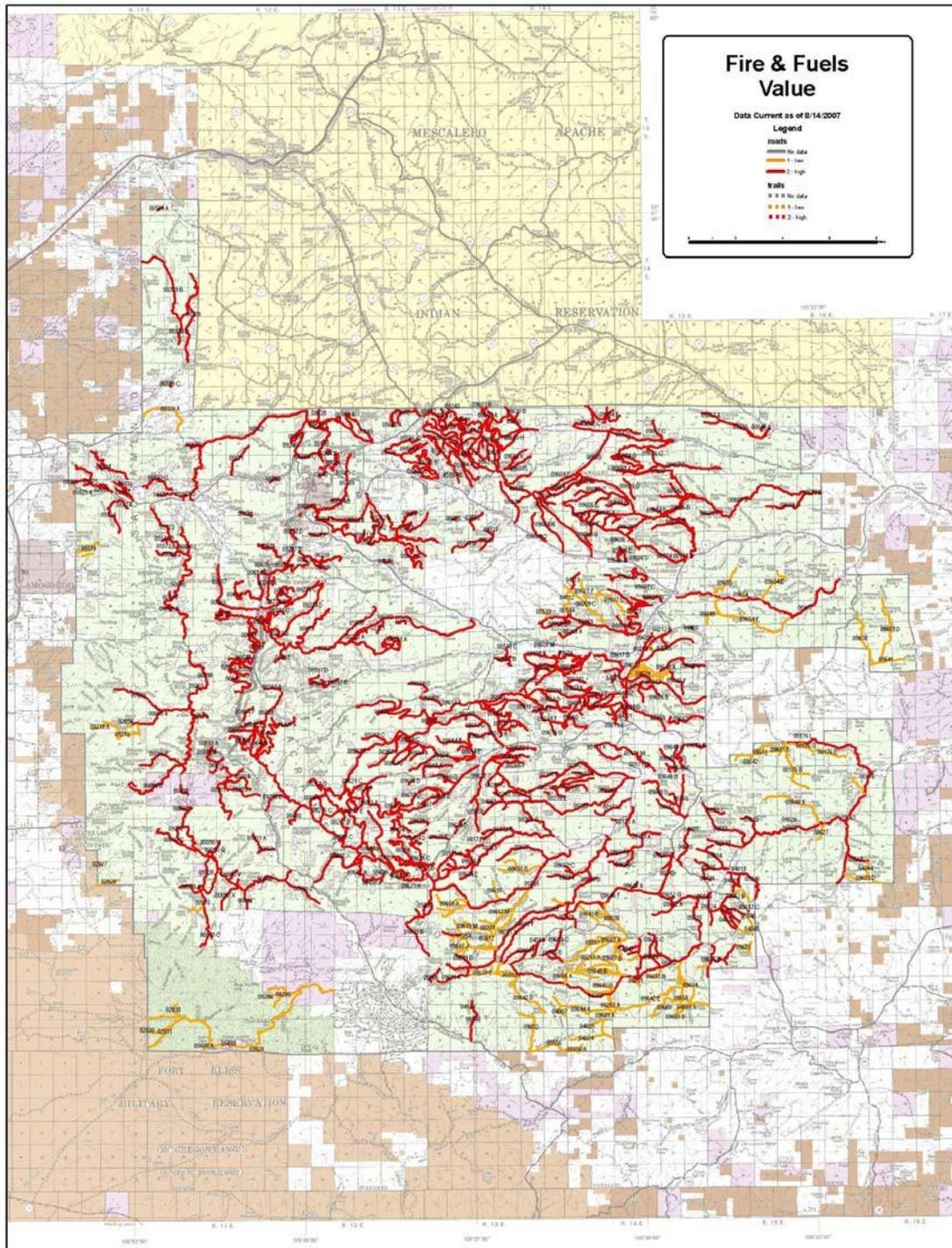
Administrative Site Access Value: Sacramento Ranger District



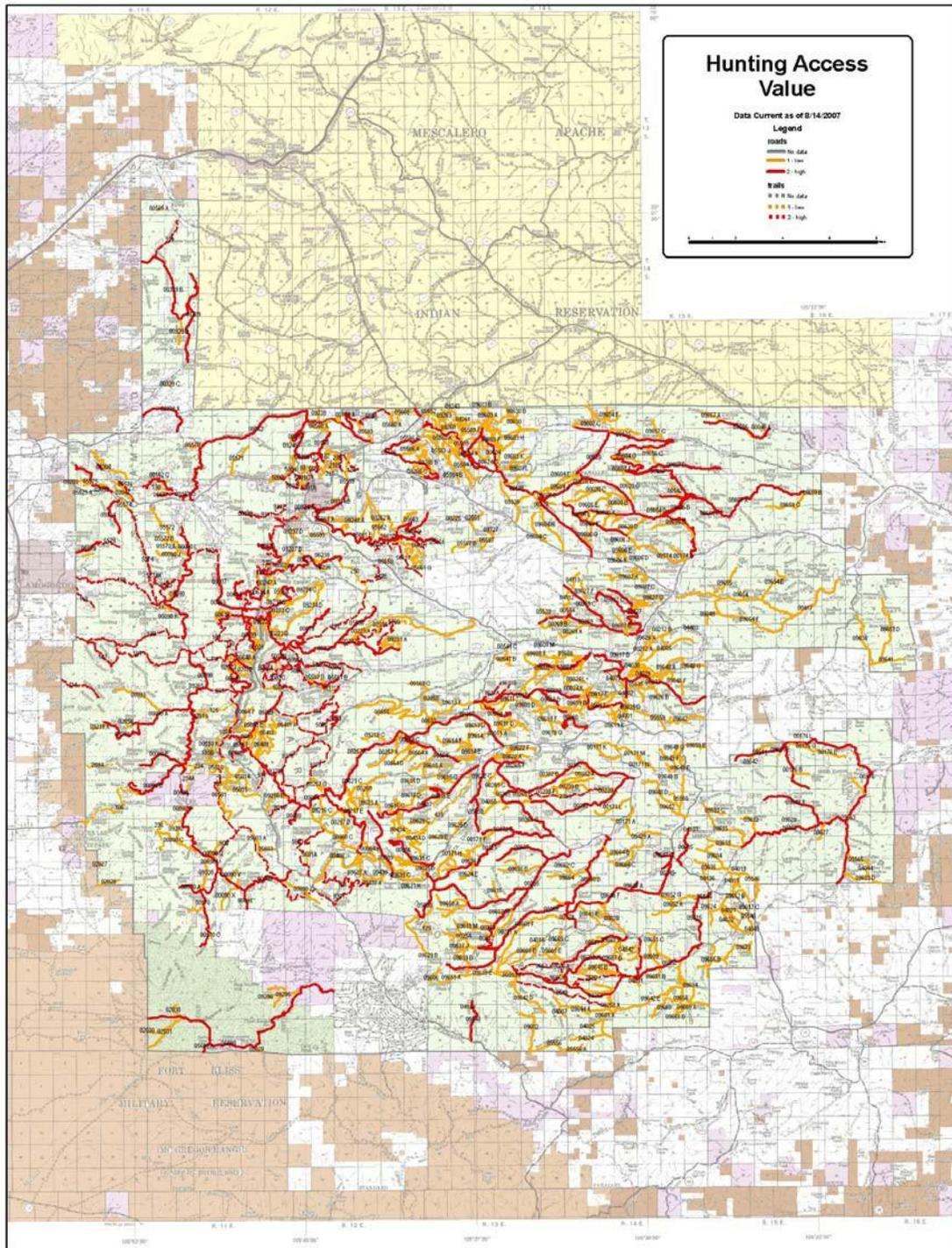
Energy & Mineral Value: Sacramento Ranger District



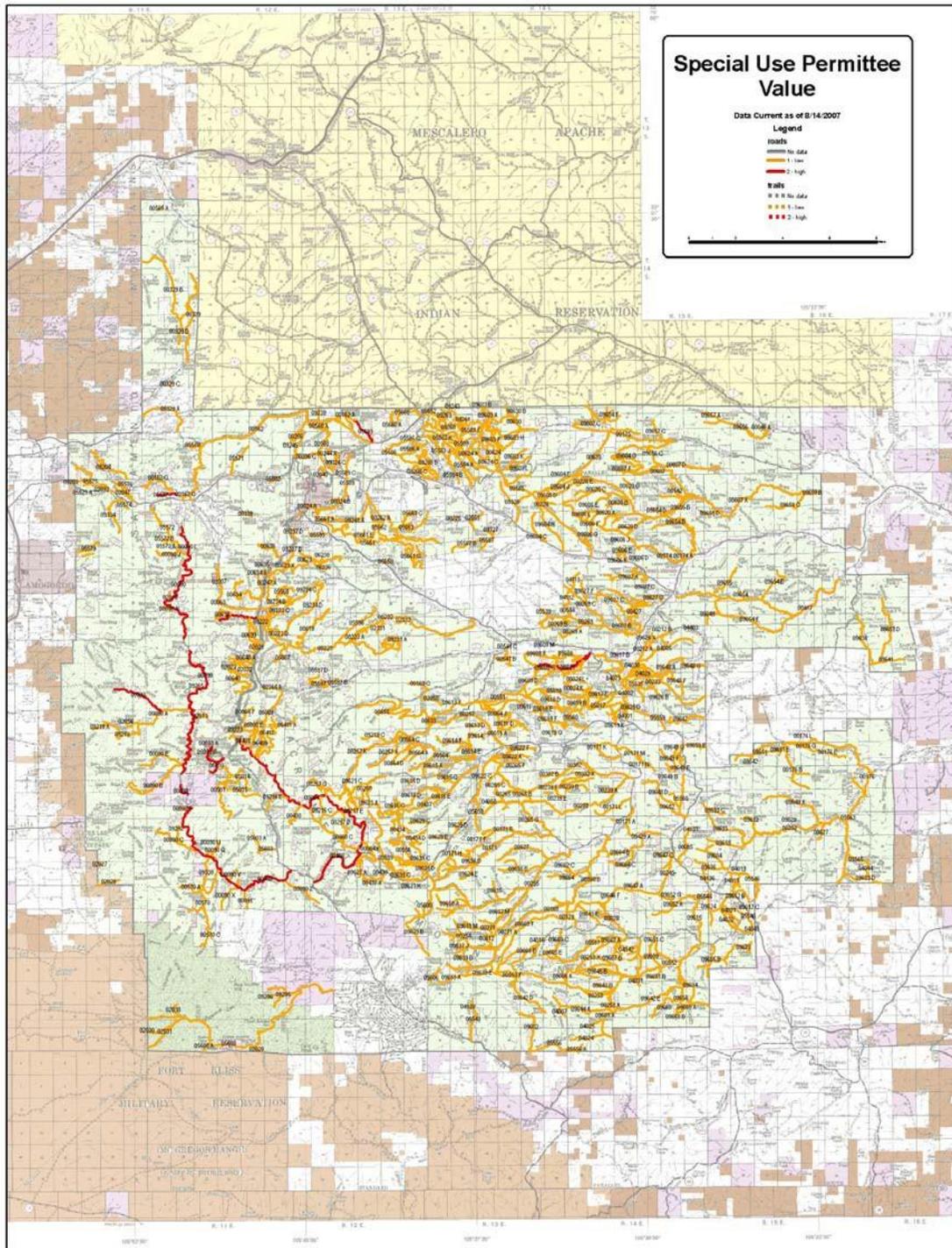
Fire & Fuels Value: Sacramento Ranger District



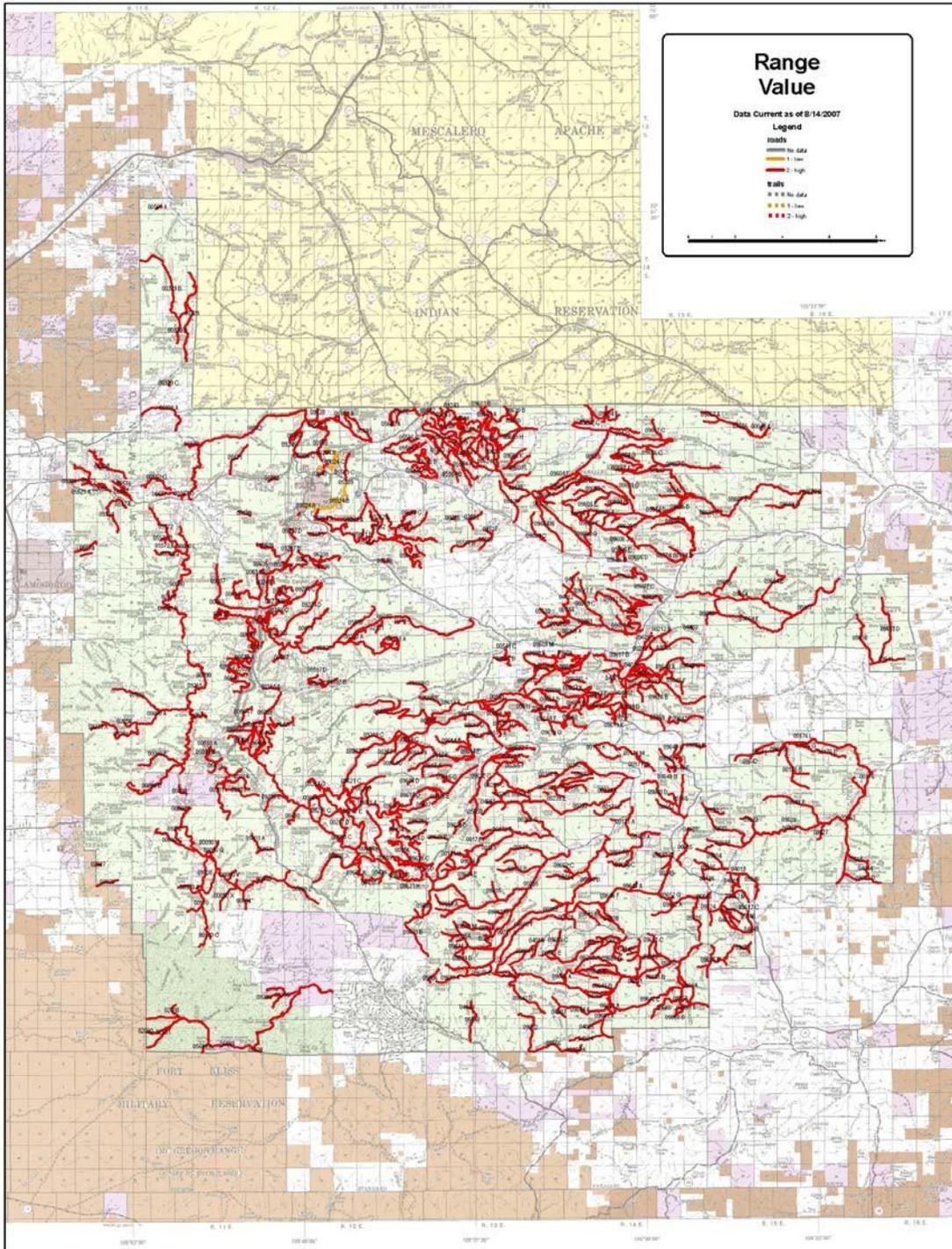
Hunting Value: Sacramento Ranger District



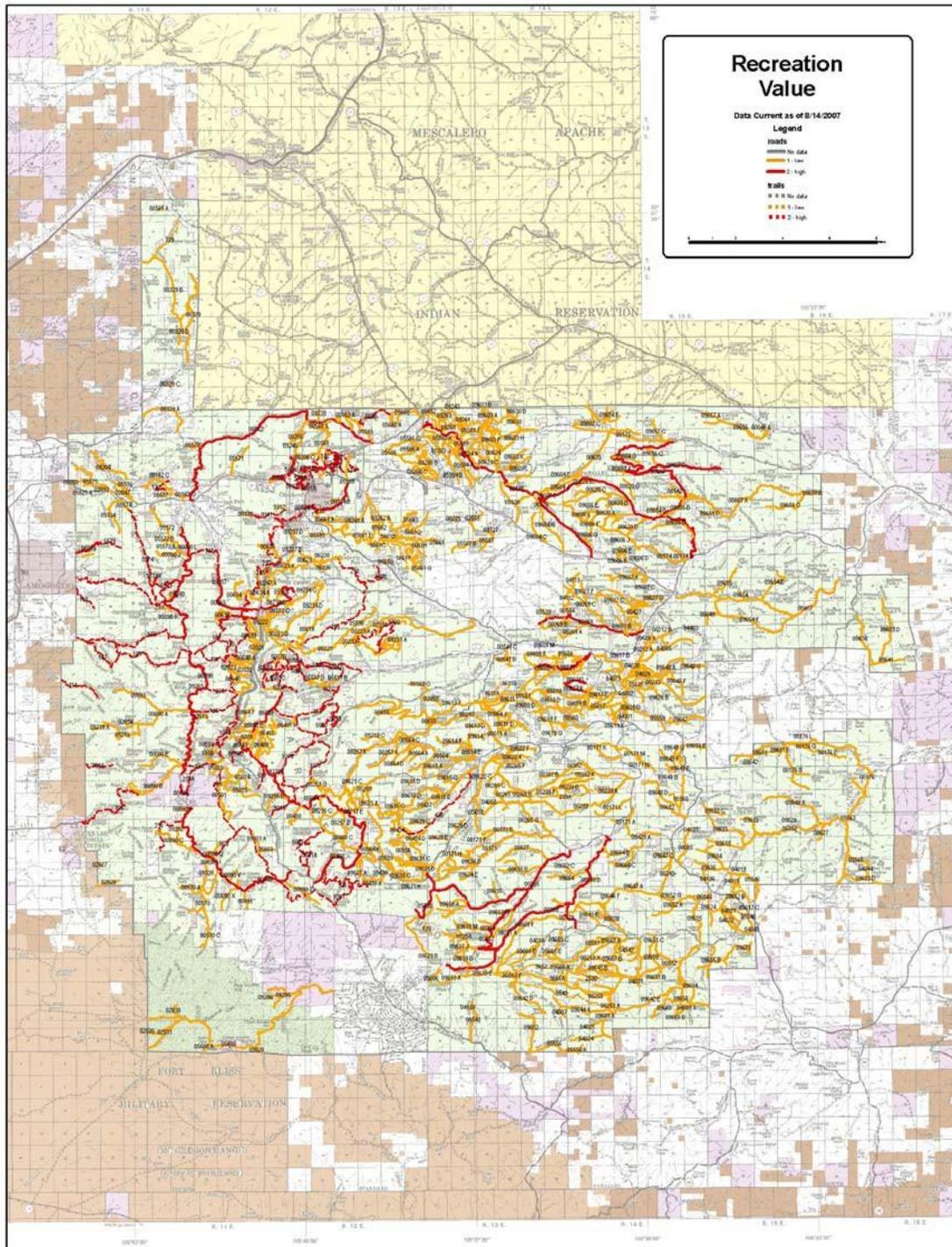
Special Use Permit Value: Sacramento Ranger District



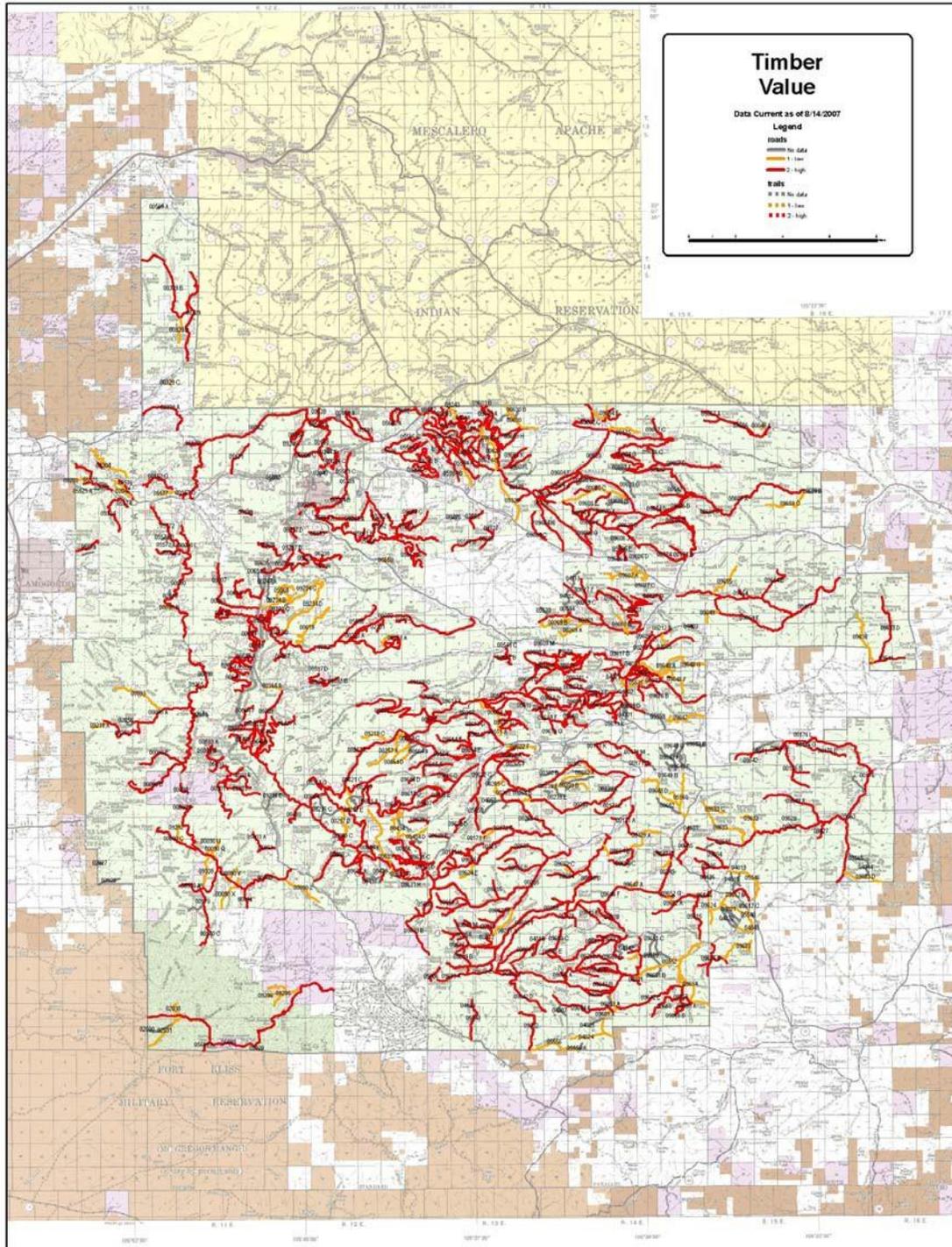
Range Value: Sacramento Ranger District



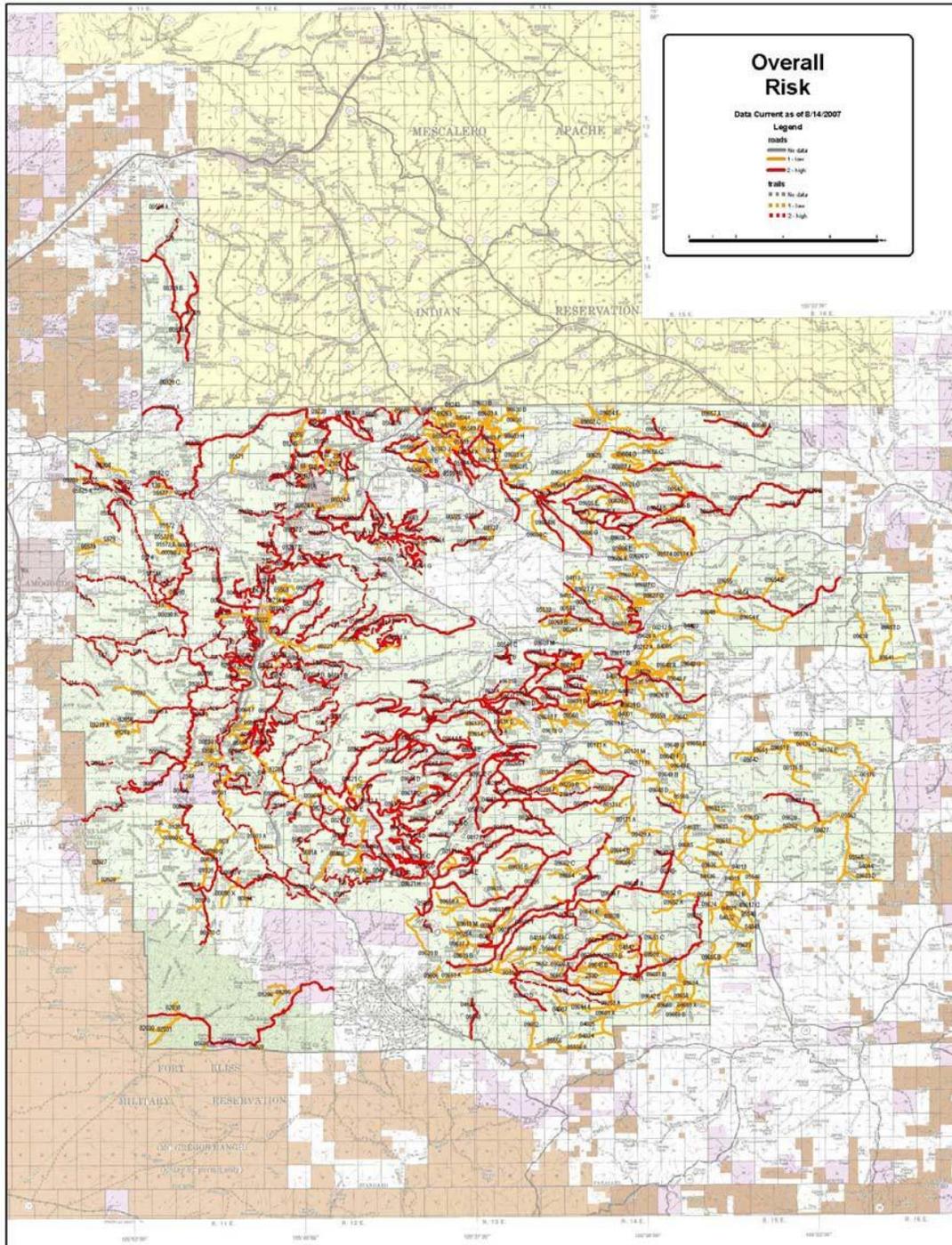
Recreation Value: Sacramento Ranger District



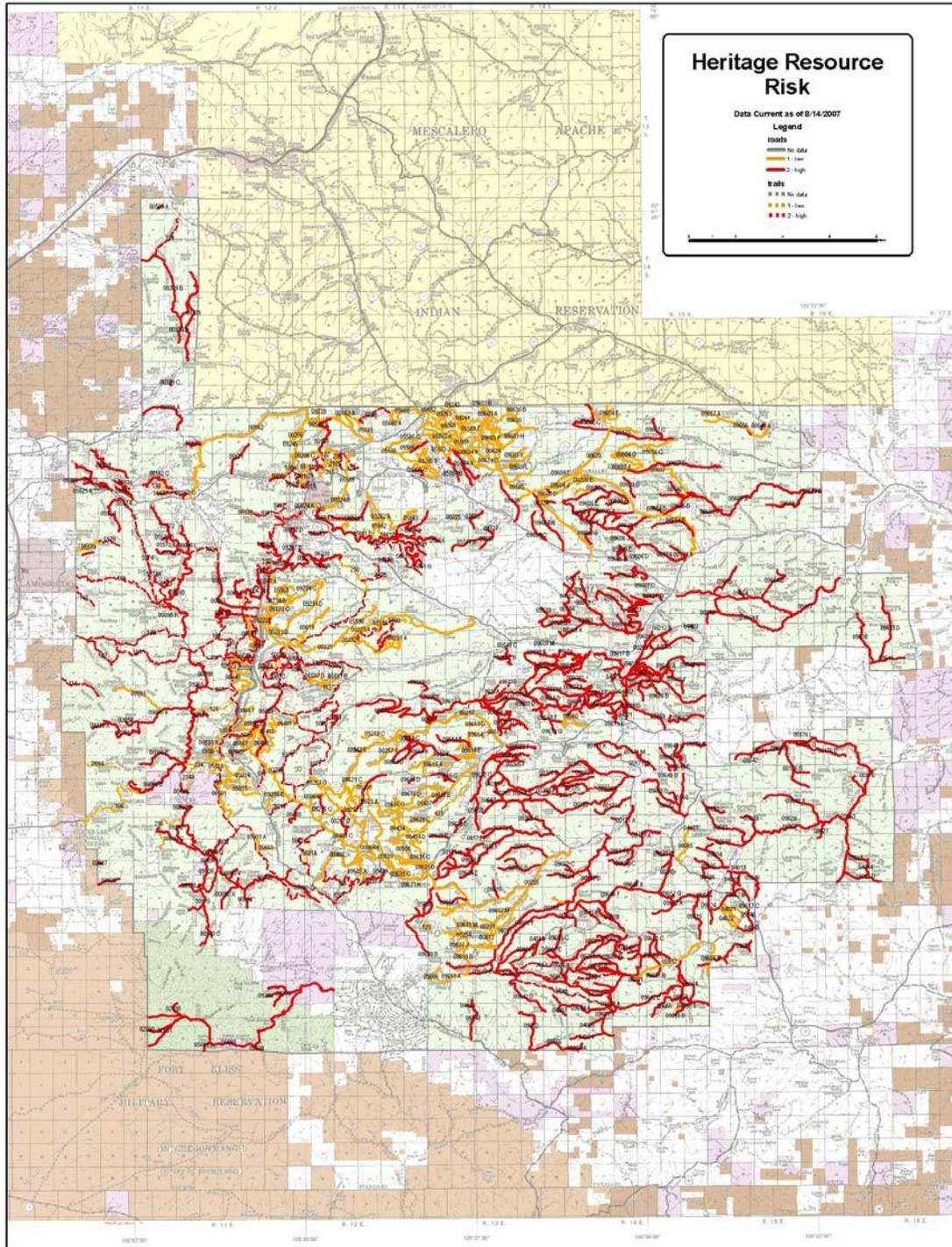
Timber Value: Sacramento Ranger District



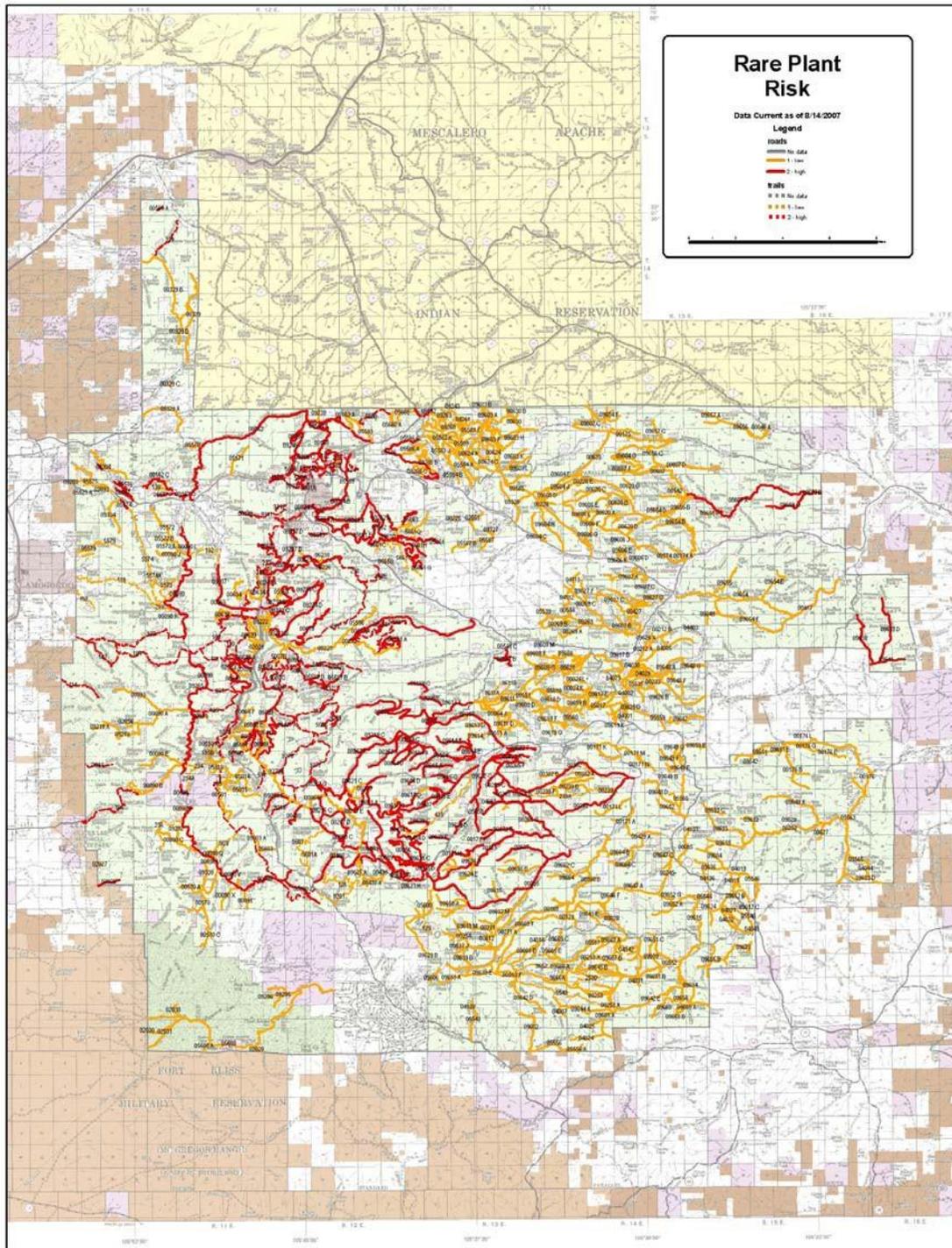
Overall Risk: Sacramento Ranger District



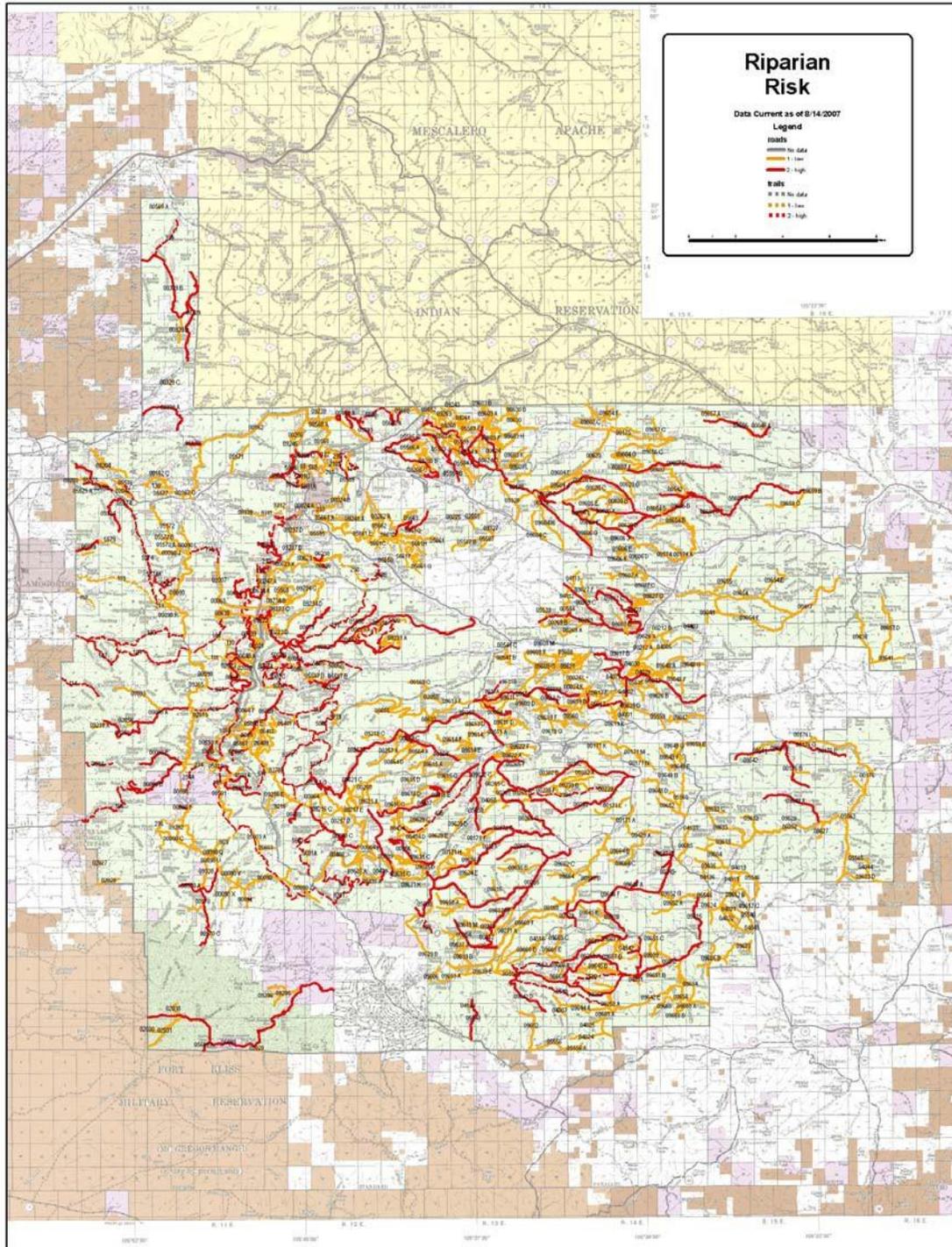
Heritage Resource Risk: Sacramento Ranger District



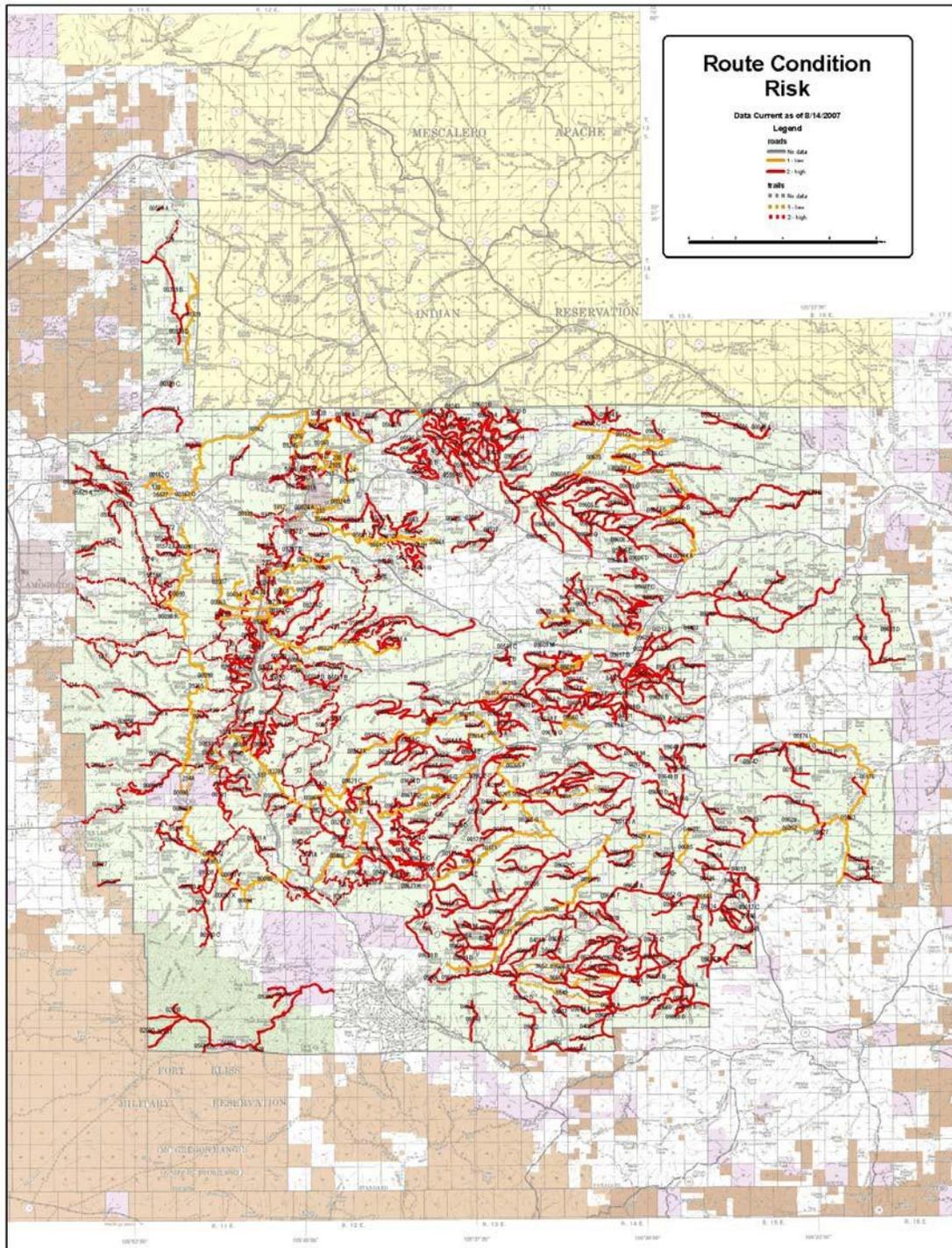
Rare Plant Risk: Sacramento Ranger District



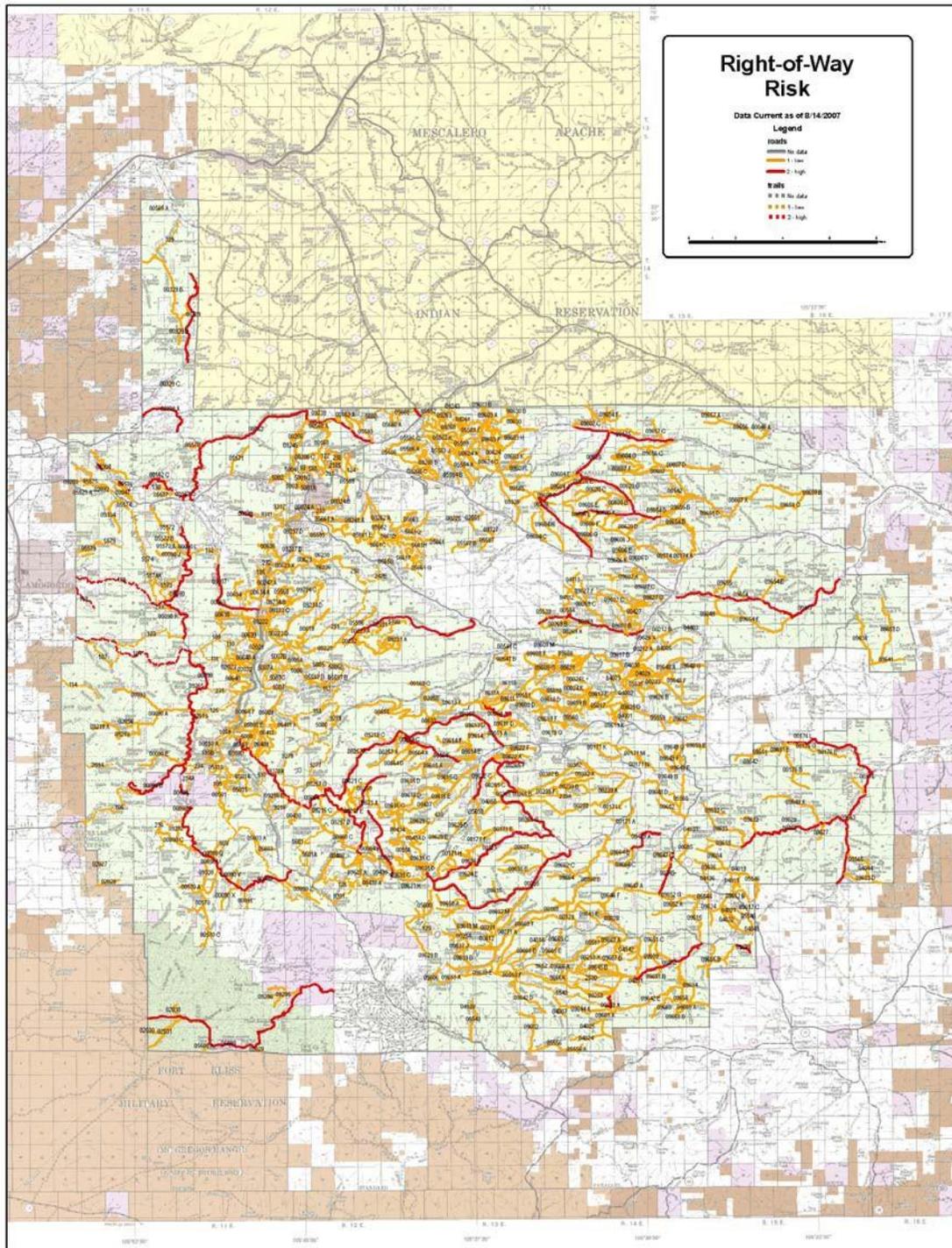
Riparian Risk: Sacramento Ranger District



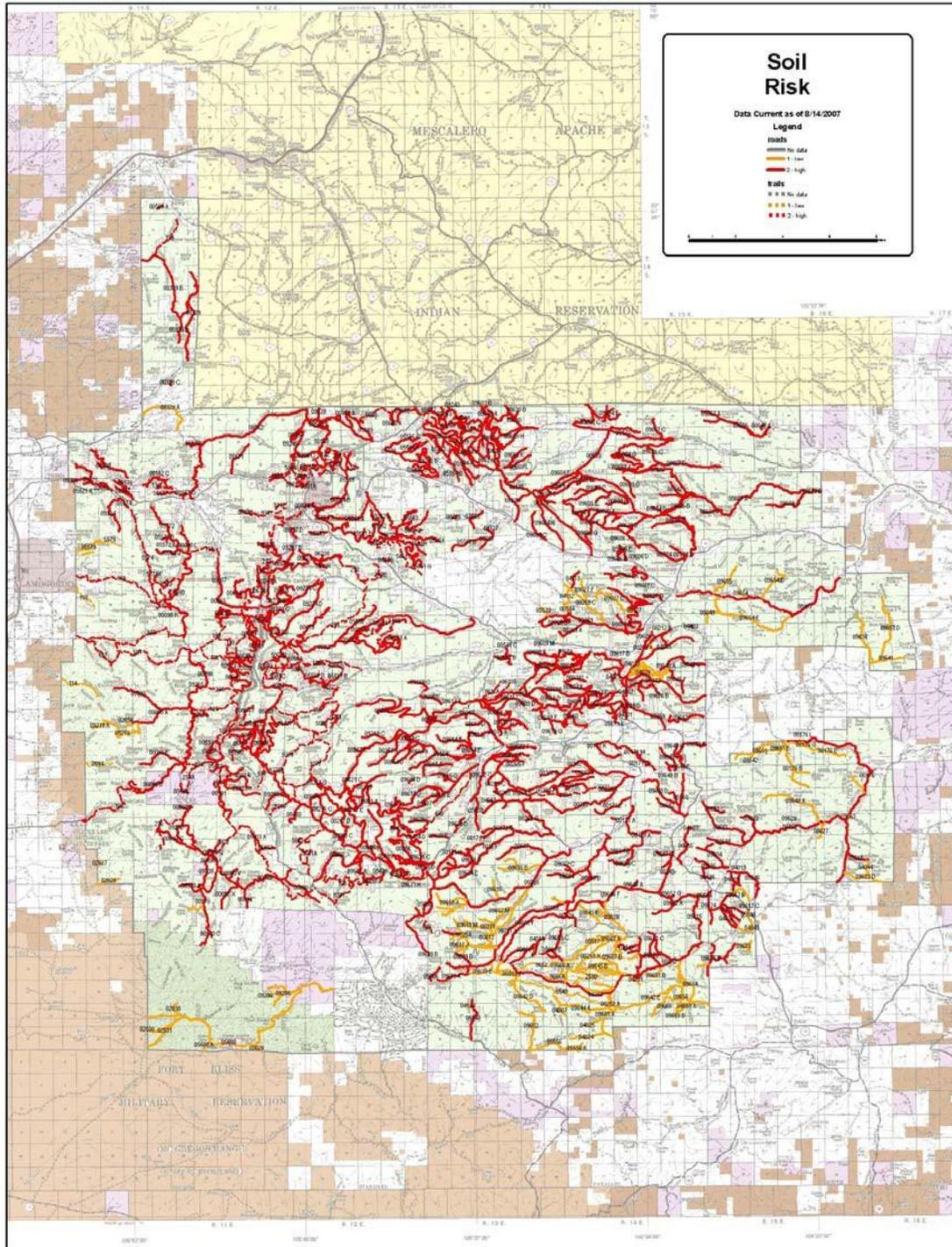
Route Condition Risk: Sacramento Ranger District



Right-of-Way Risk: Sacramento Ranger District



Soil Risk: Sacramento Ranger District

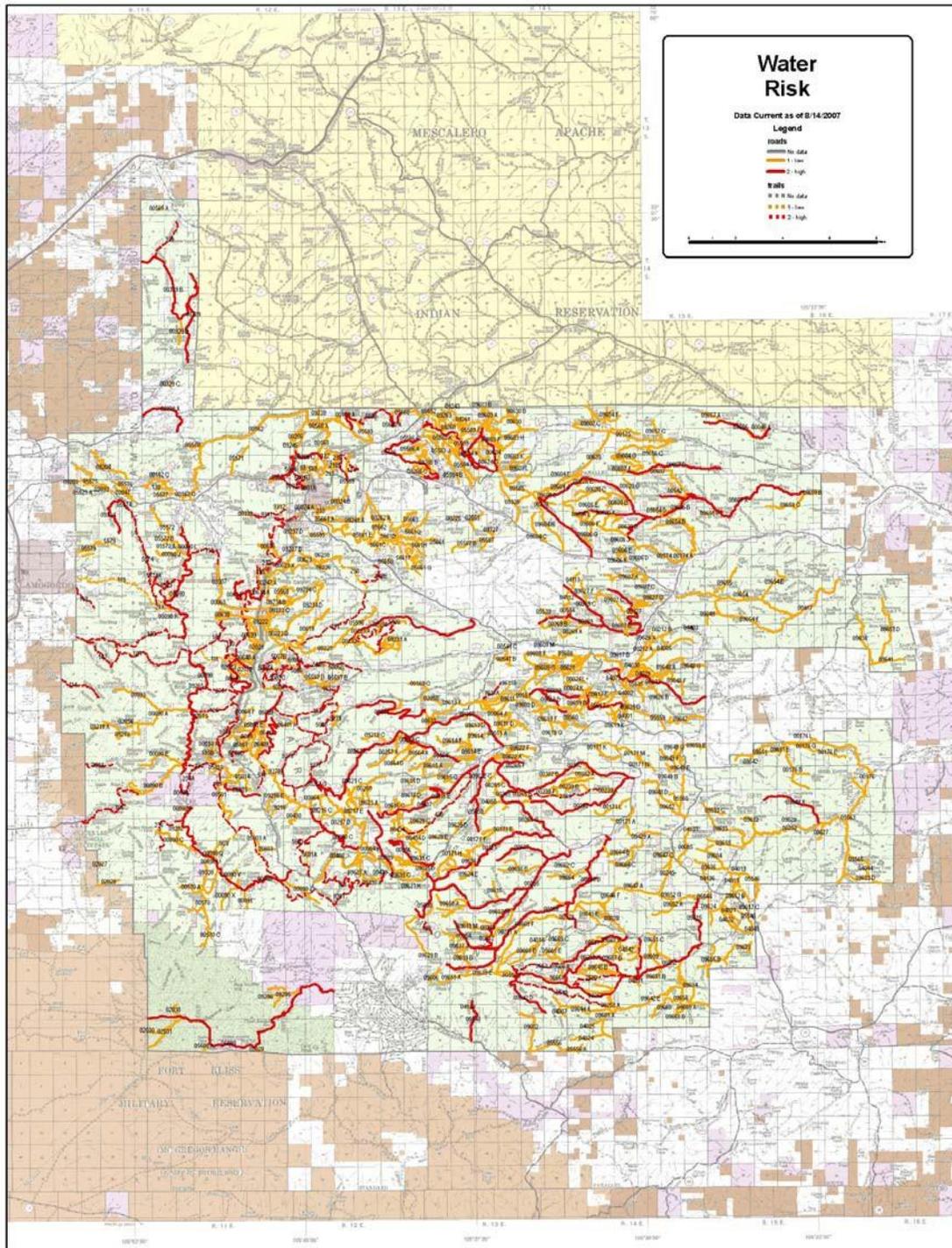


Appendix E: Maps

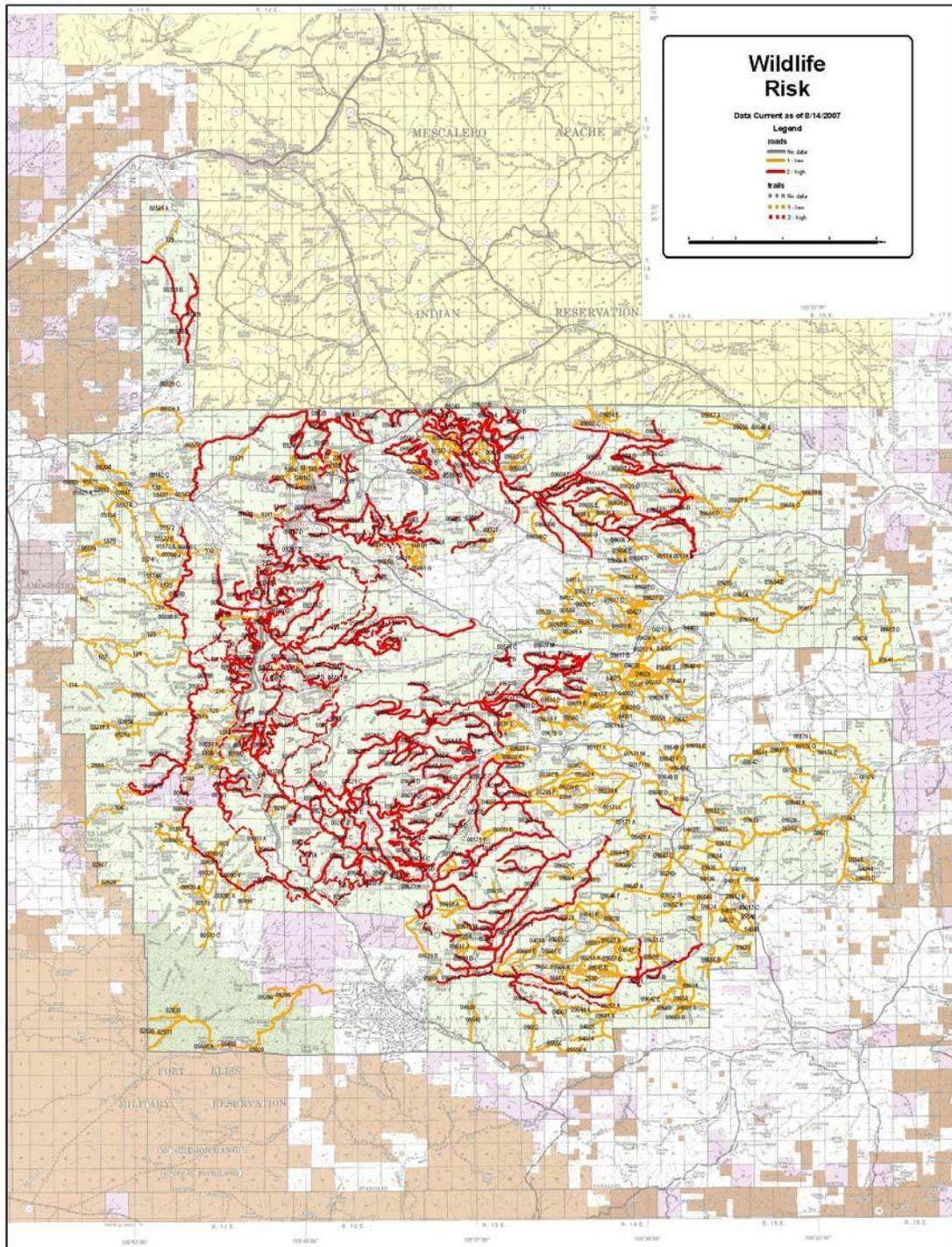
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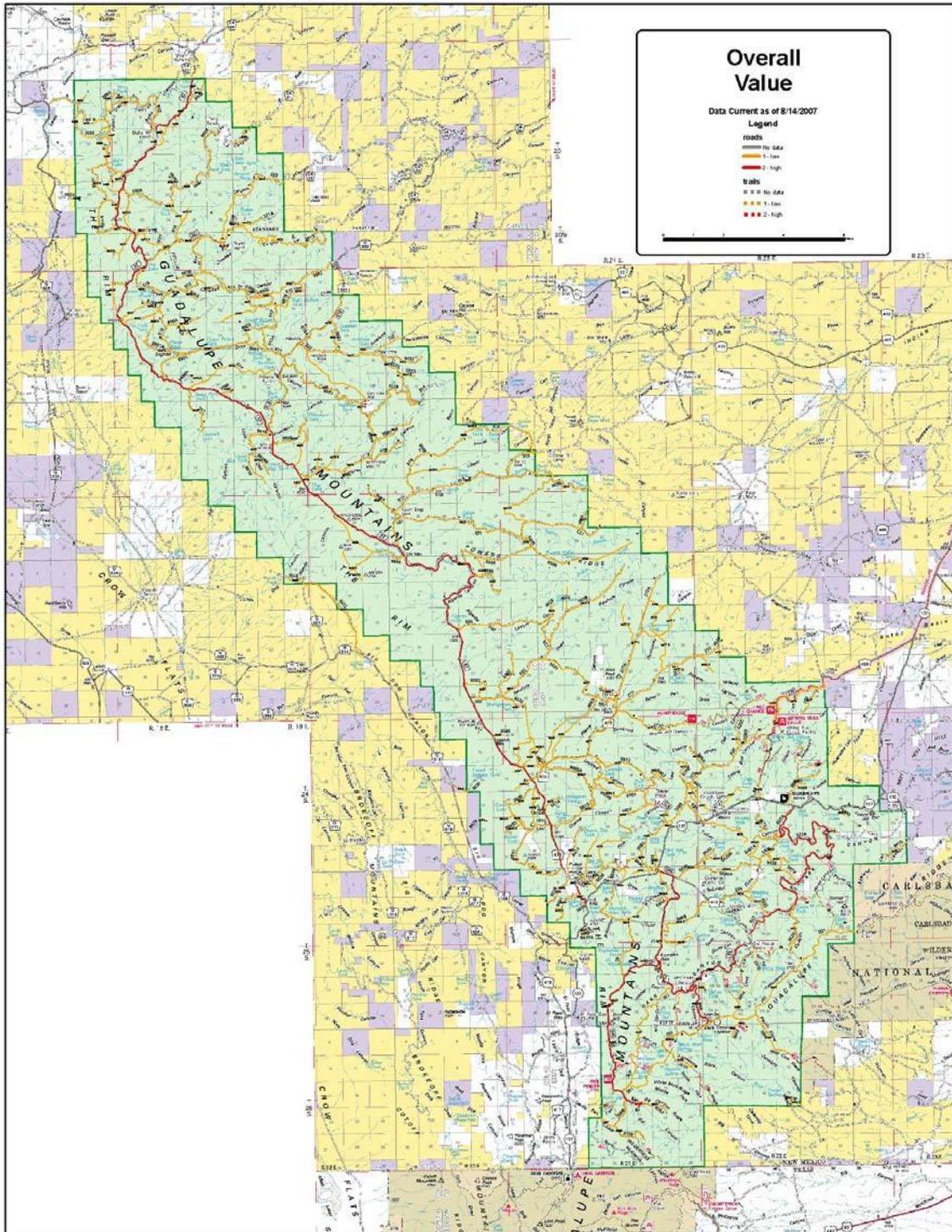
Water Risk: Sacramento Ranger District



Wildlife Risk: Sacramento Ranger District



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Overall Value: Guadalupe Ranger District

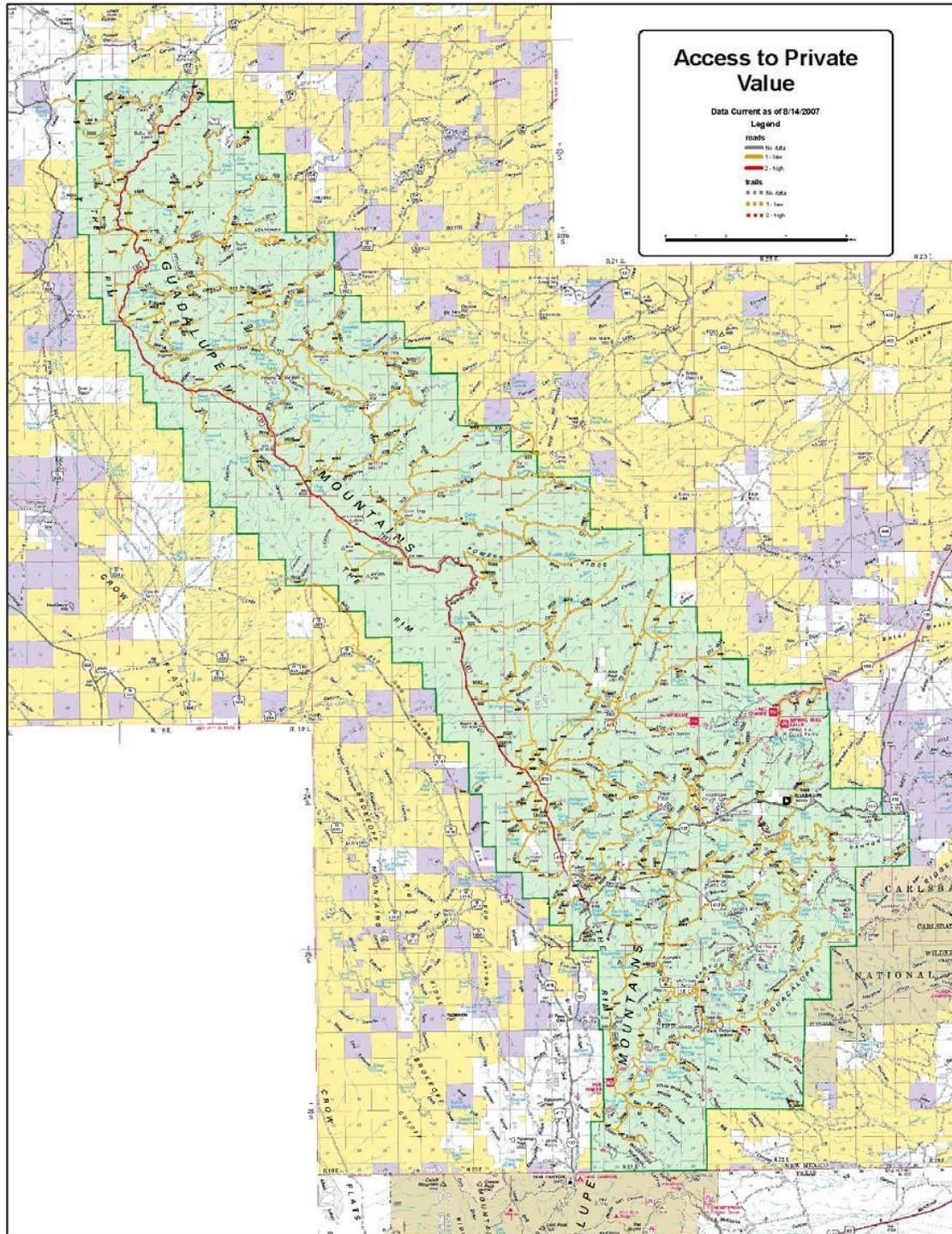


Appendix E: Maps

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Access to Private Lands Value: Guadalupe Ranger District

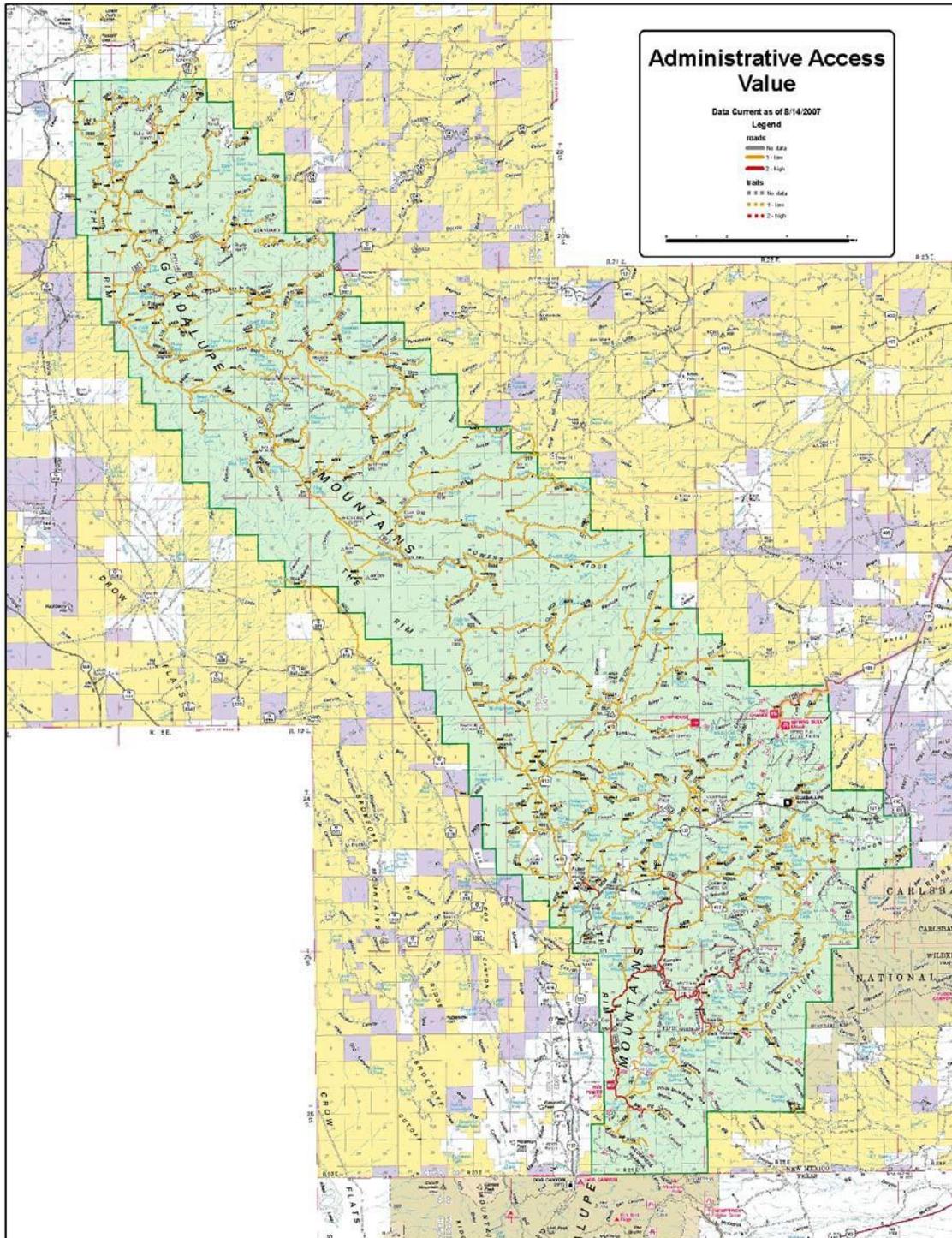


Appendix E: Maps

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Administrative Site Access Value: Guadalupe Ranger District

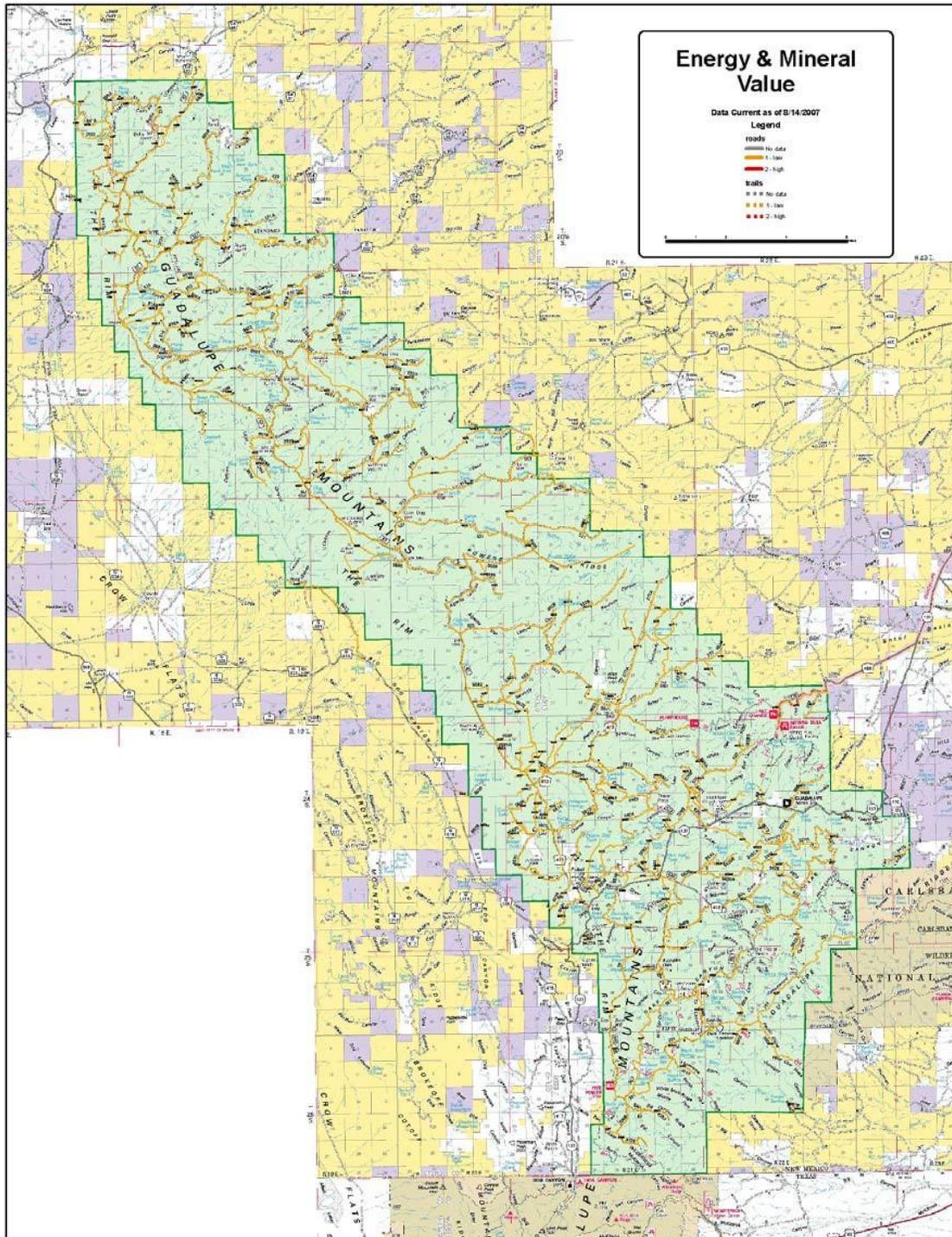


Appendix E: Maps

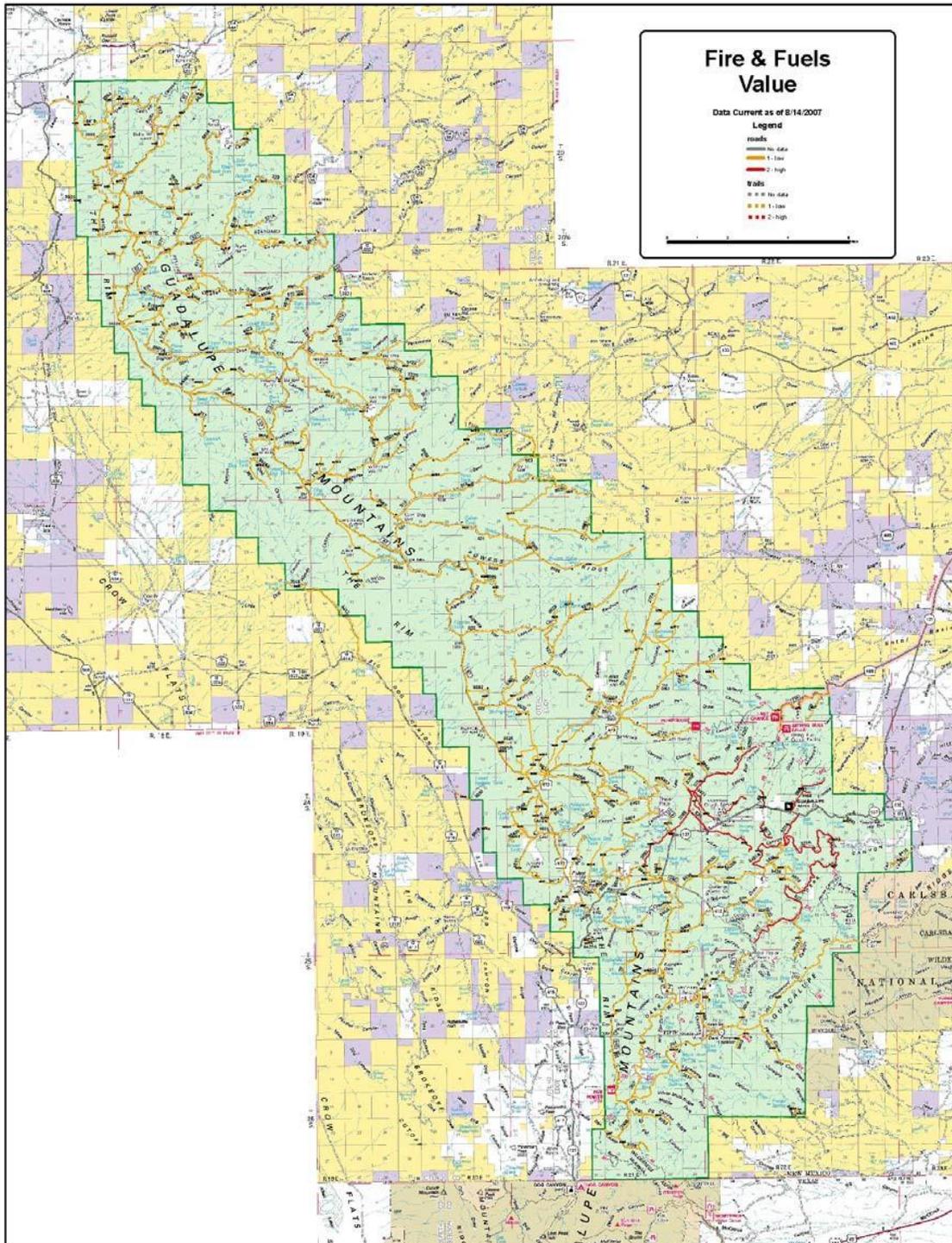
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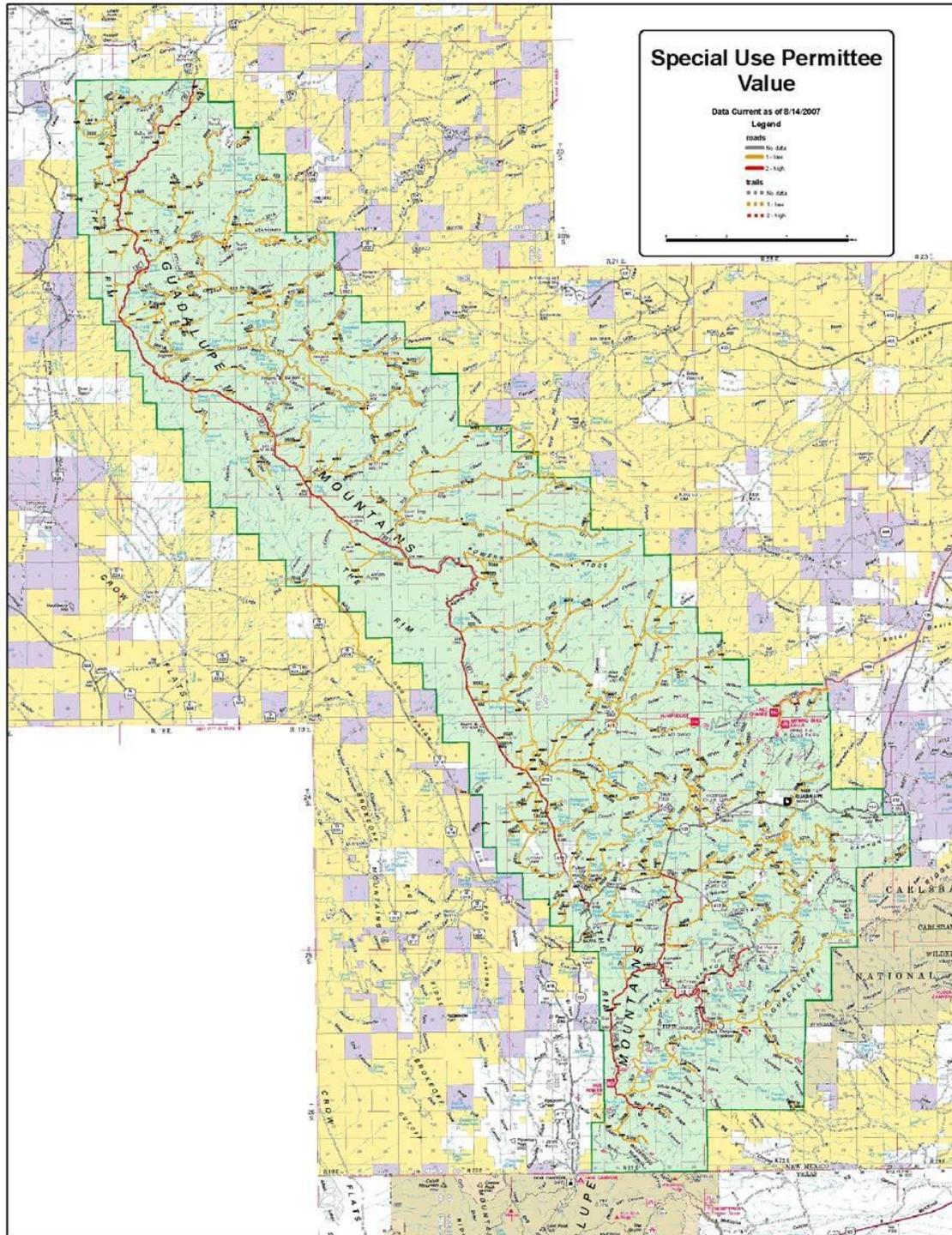
Energy & Mineral Value: Guadalupe Ranger District



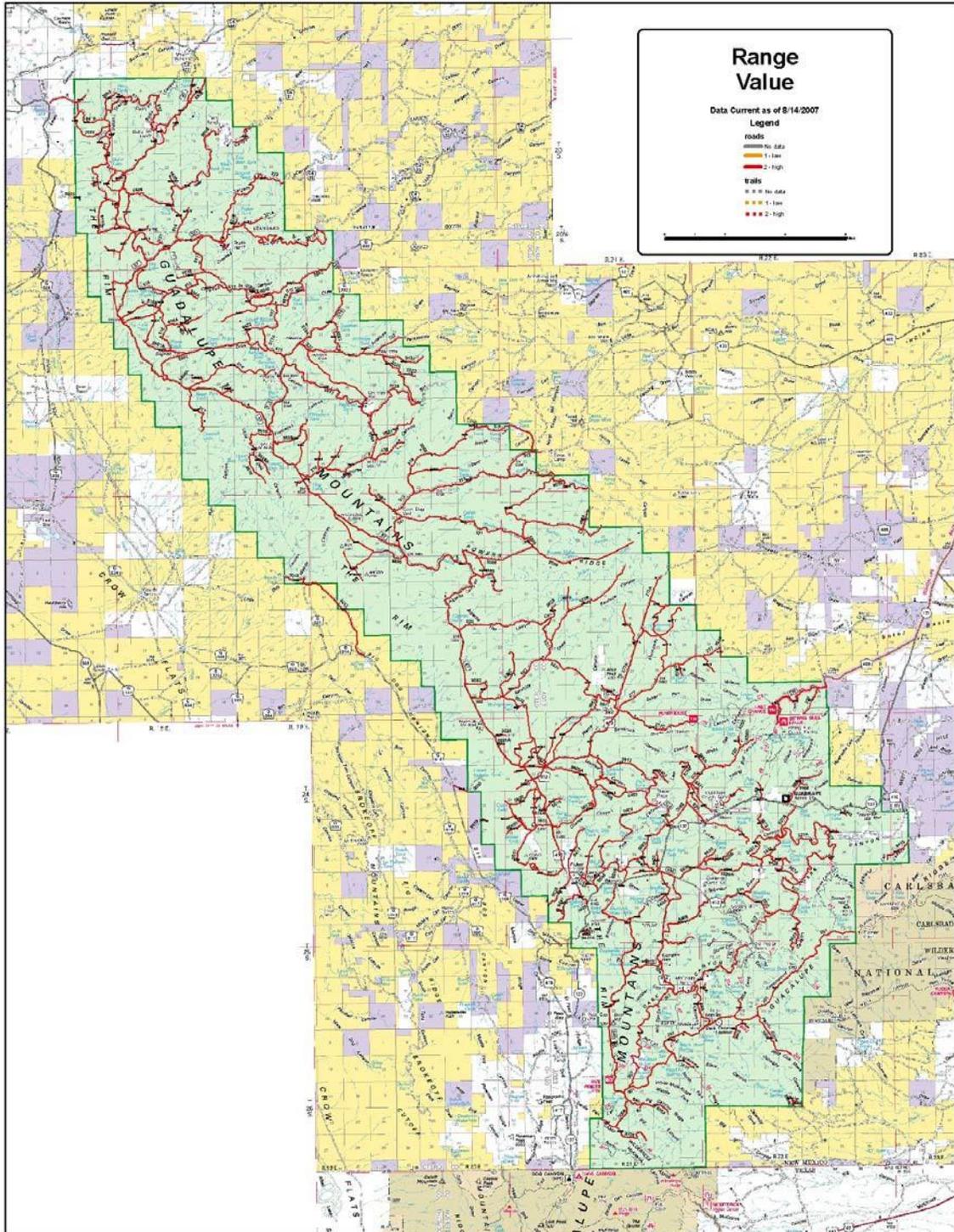
Appendix E: Maps
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Fire & Fuels Value: Guadalupe Ranger District



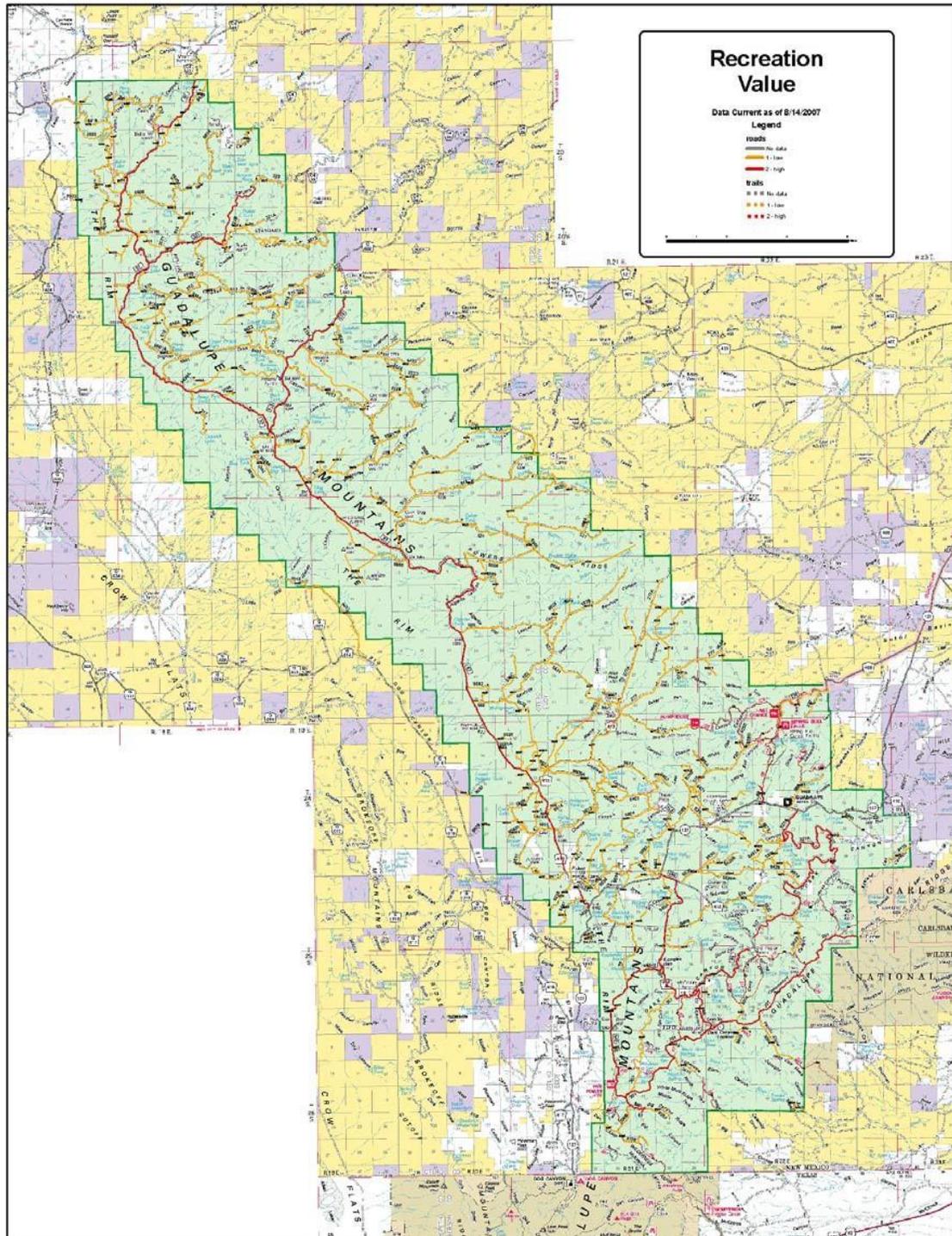
Appendix E: Maps
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Special Use Permit Value: Guadalupe Ranger District



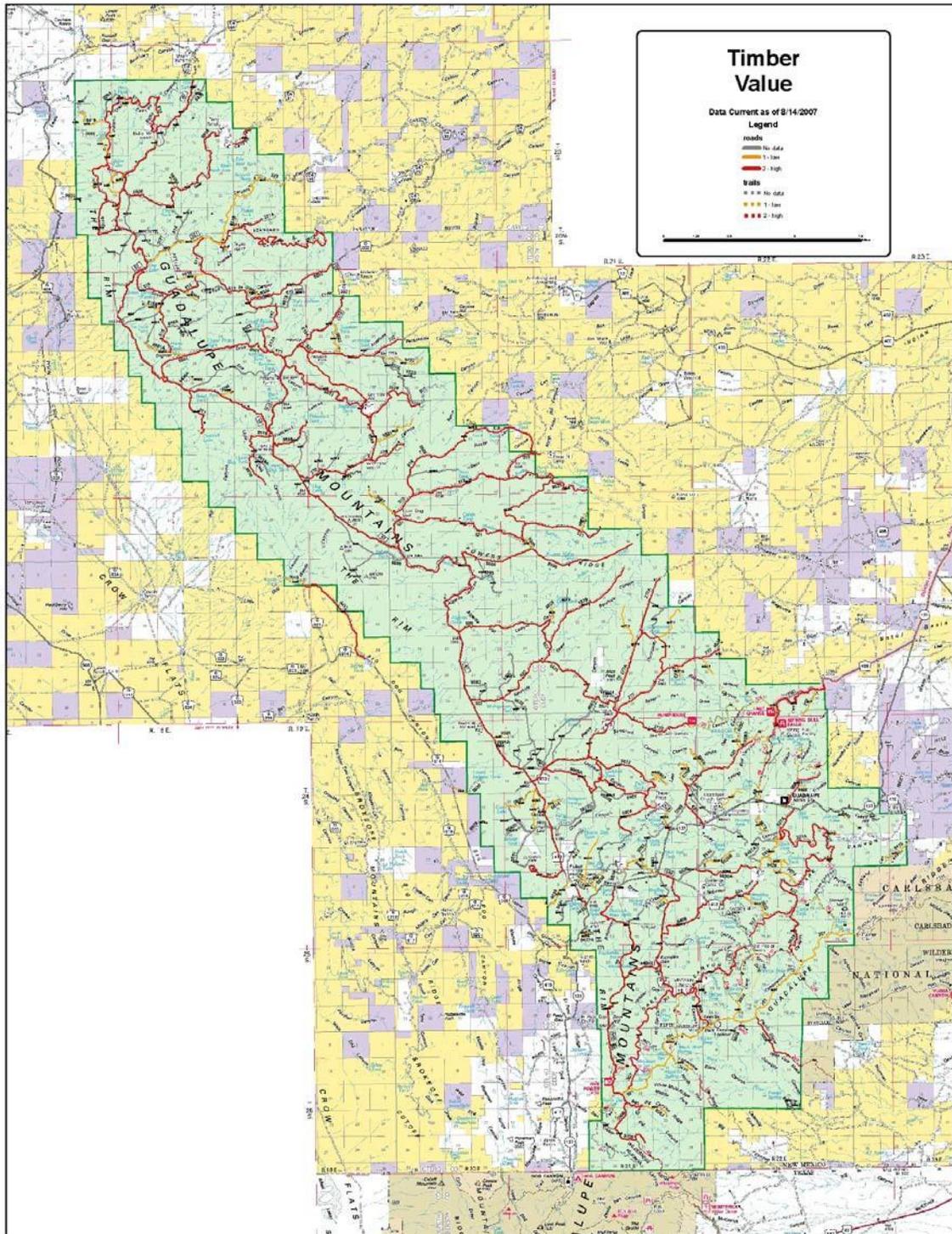
Appendix E: Maps
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Range Value: Guadalupe Ranger District



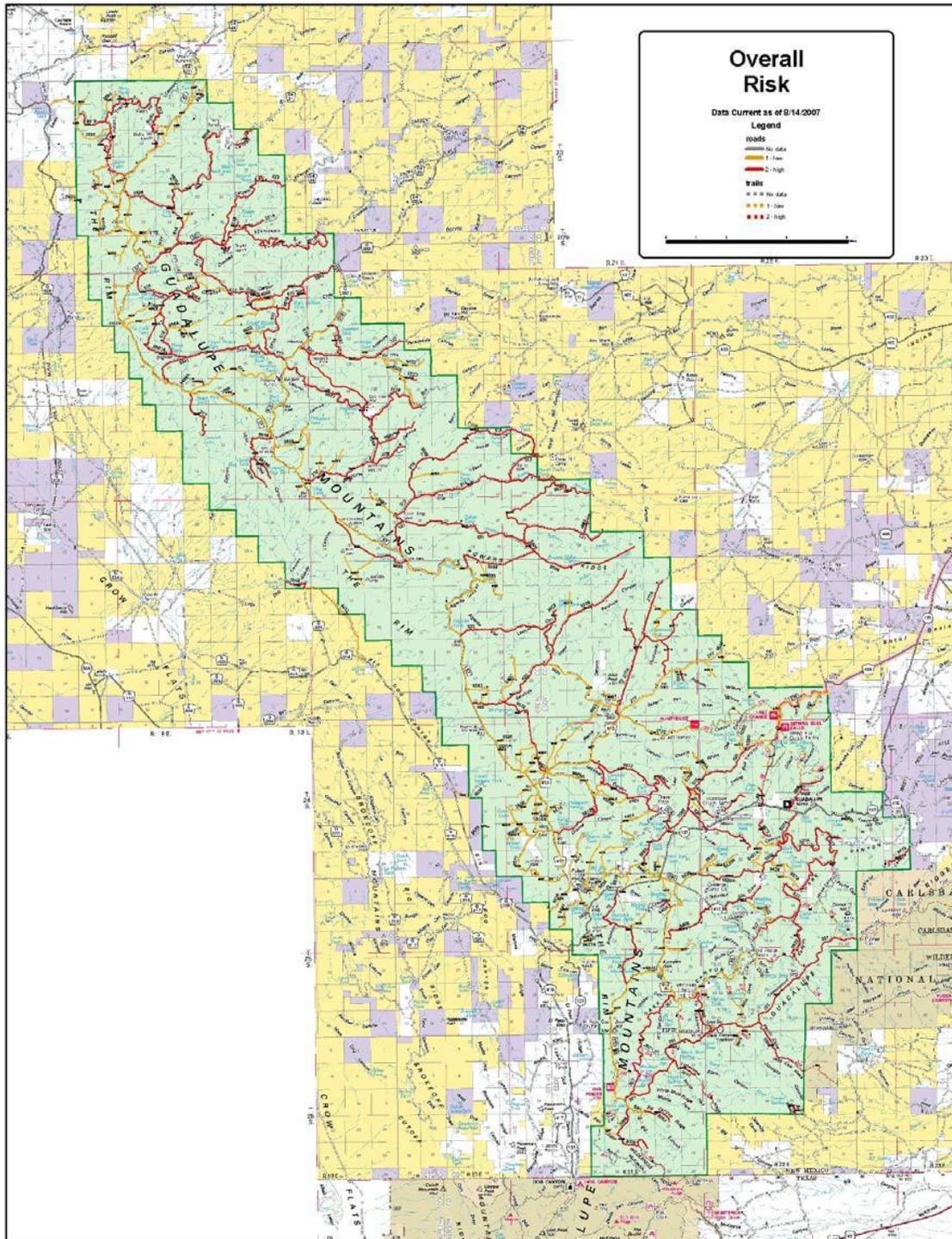
Appendix E: Maps
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Recreation Value: Guadalupe Ranger District



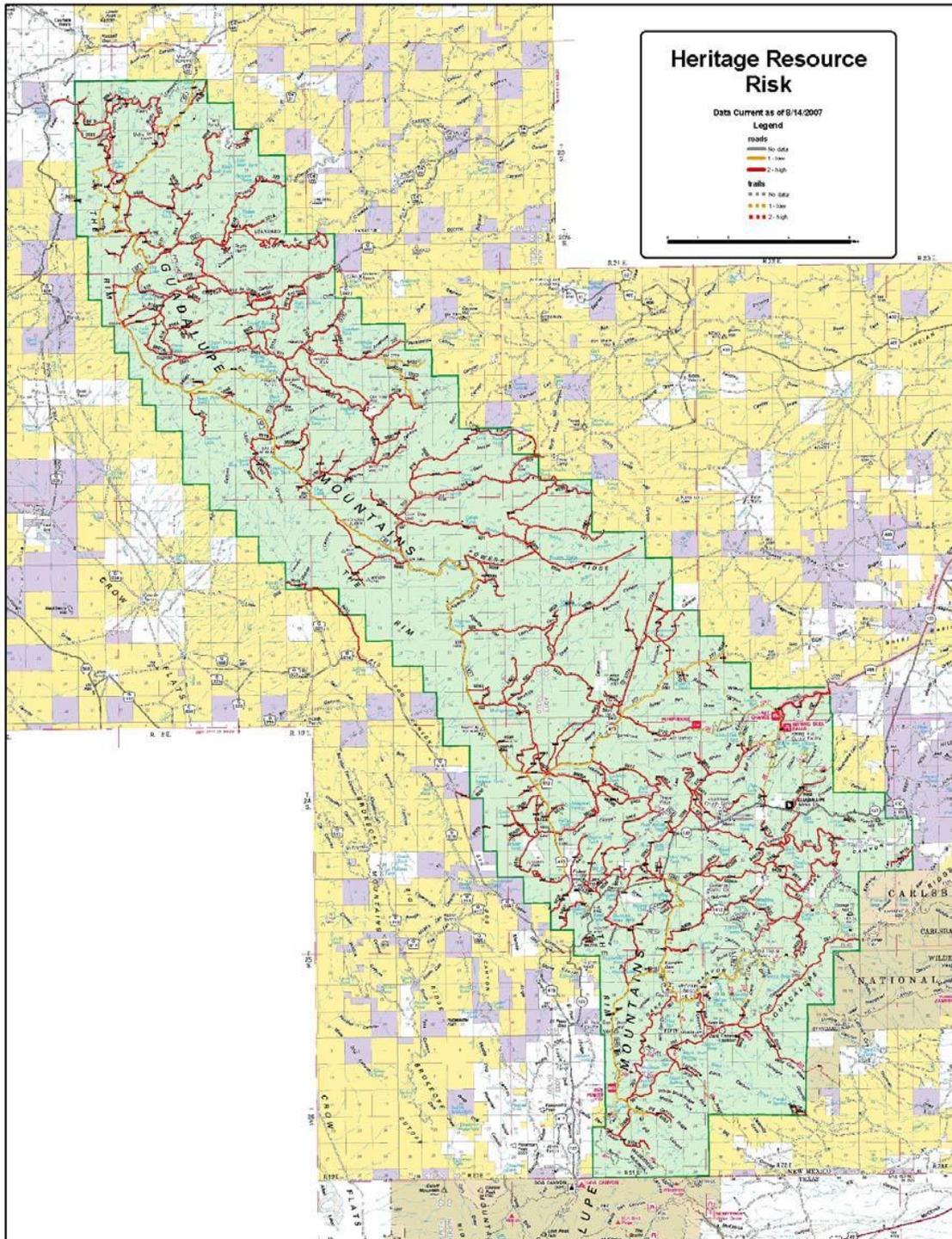
Appendix E: Maps
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Timber Value: Guadalupe Ranger District



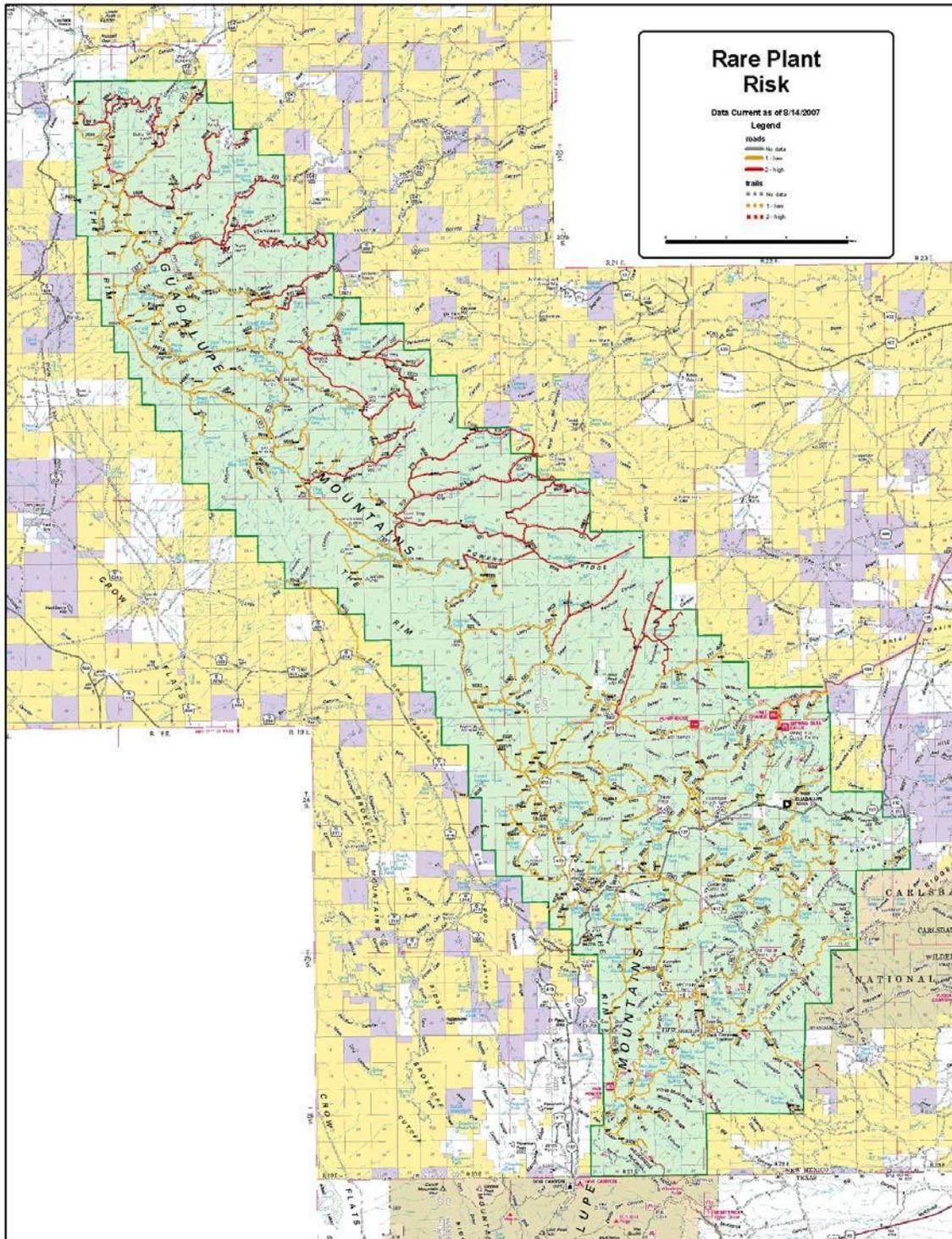
Appendix E: Maps
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Overall Risk: Guadalupe Ranger District



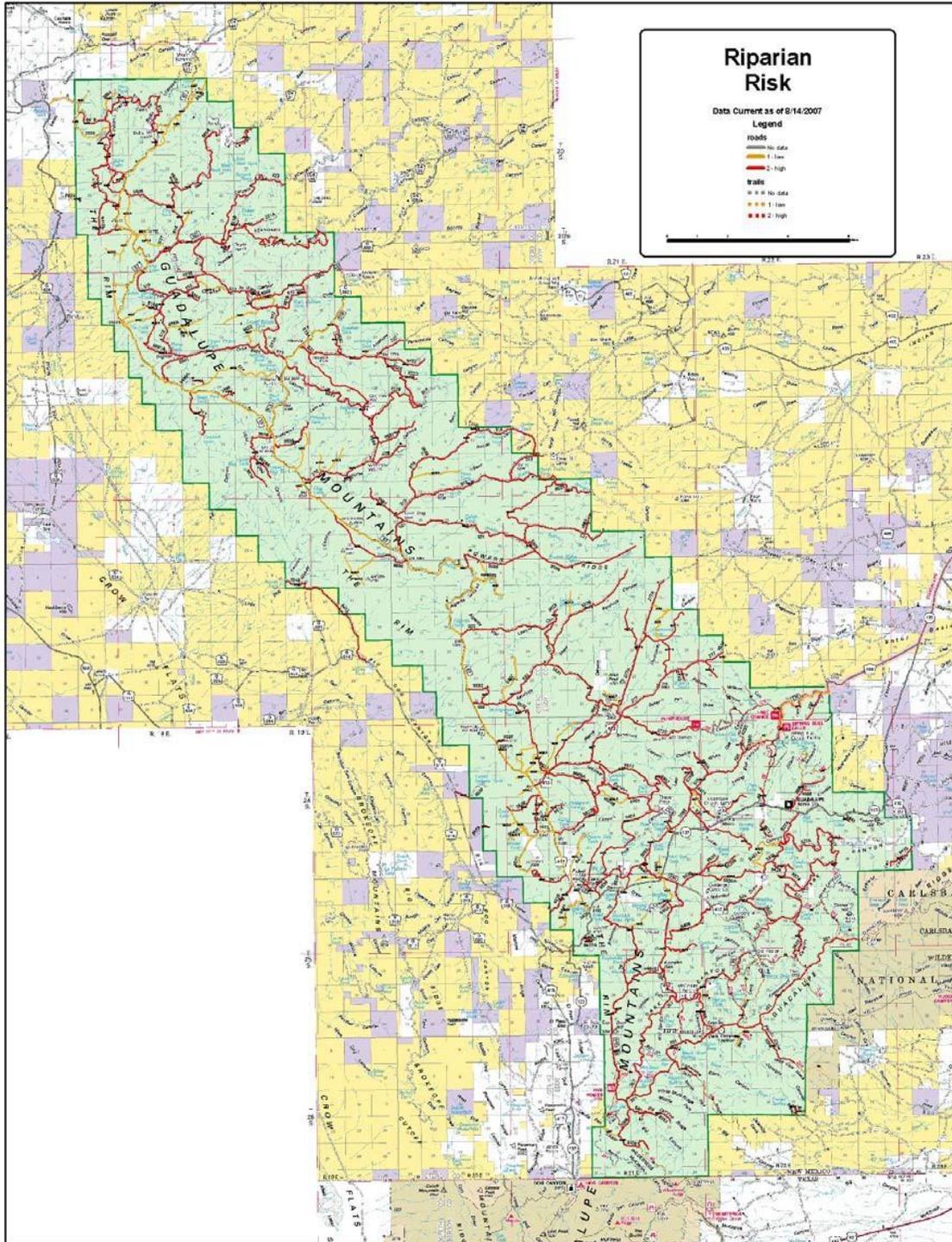
Appendix E: Maps
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Heritage Resource Risk: Guadalupe Ranger District



Appendix E: Maps
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Rare Plant Risk: Guadalupe Ranger District



Appendix E: Maps
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Riparian Risk: Guadalupe Ranger District

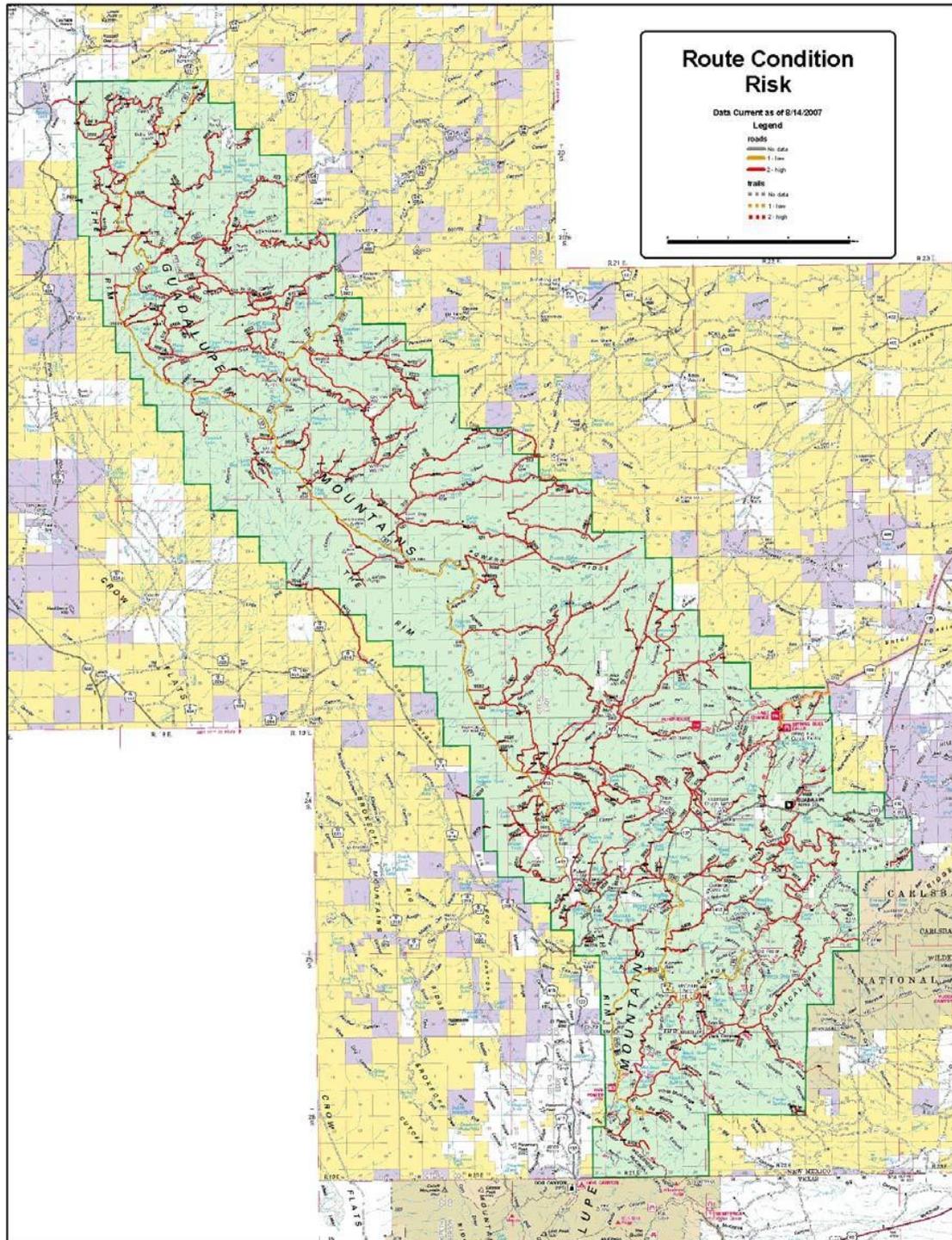


Appendix E: Maps

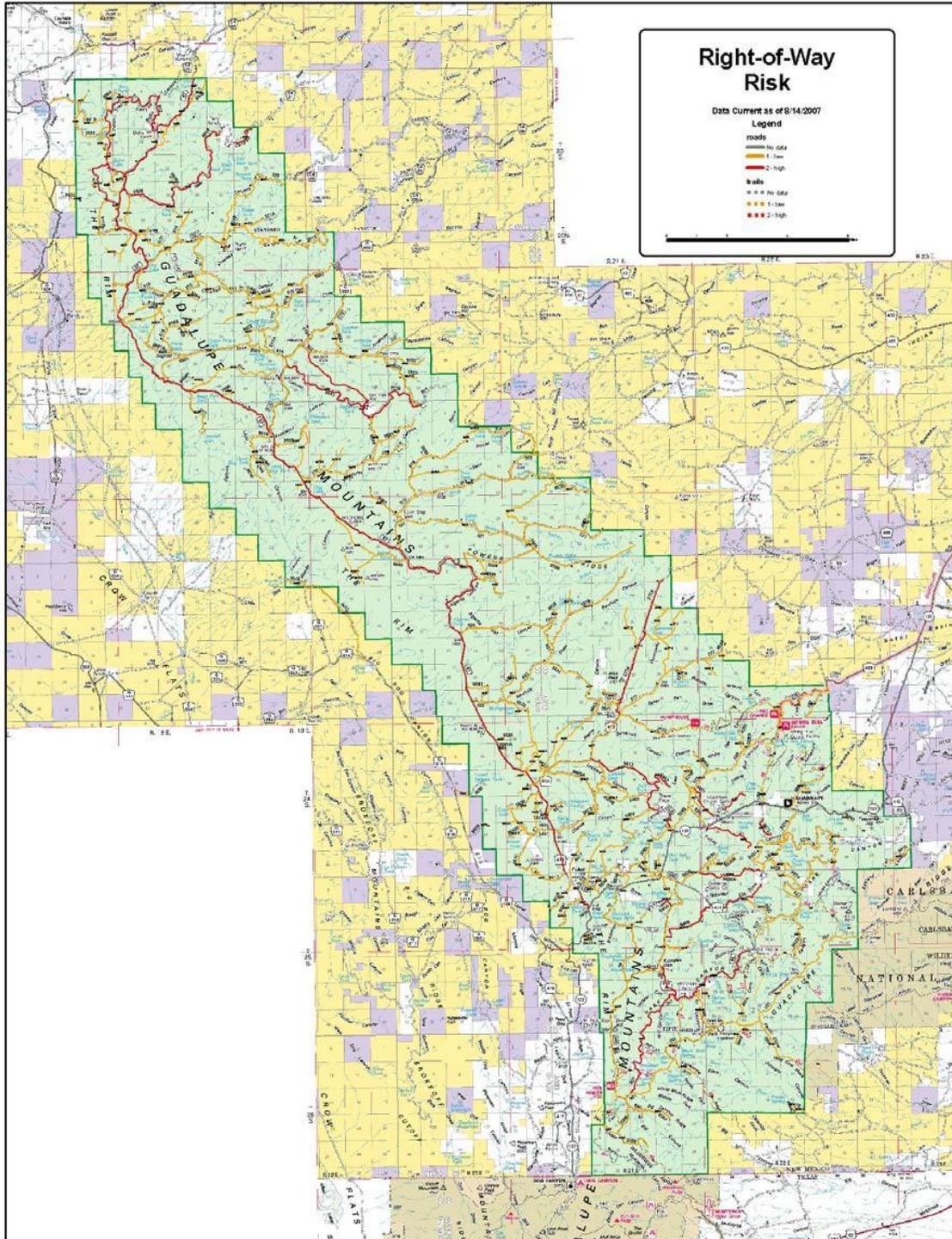
Draft Report

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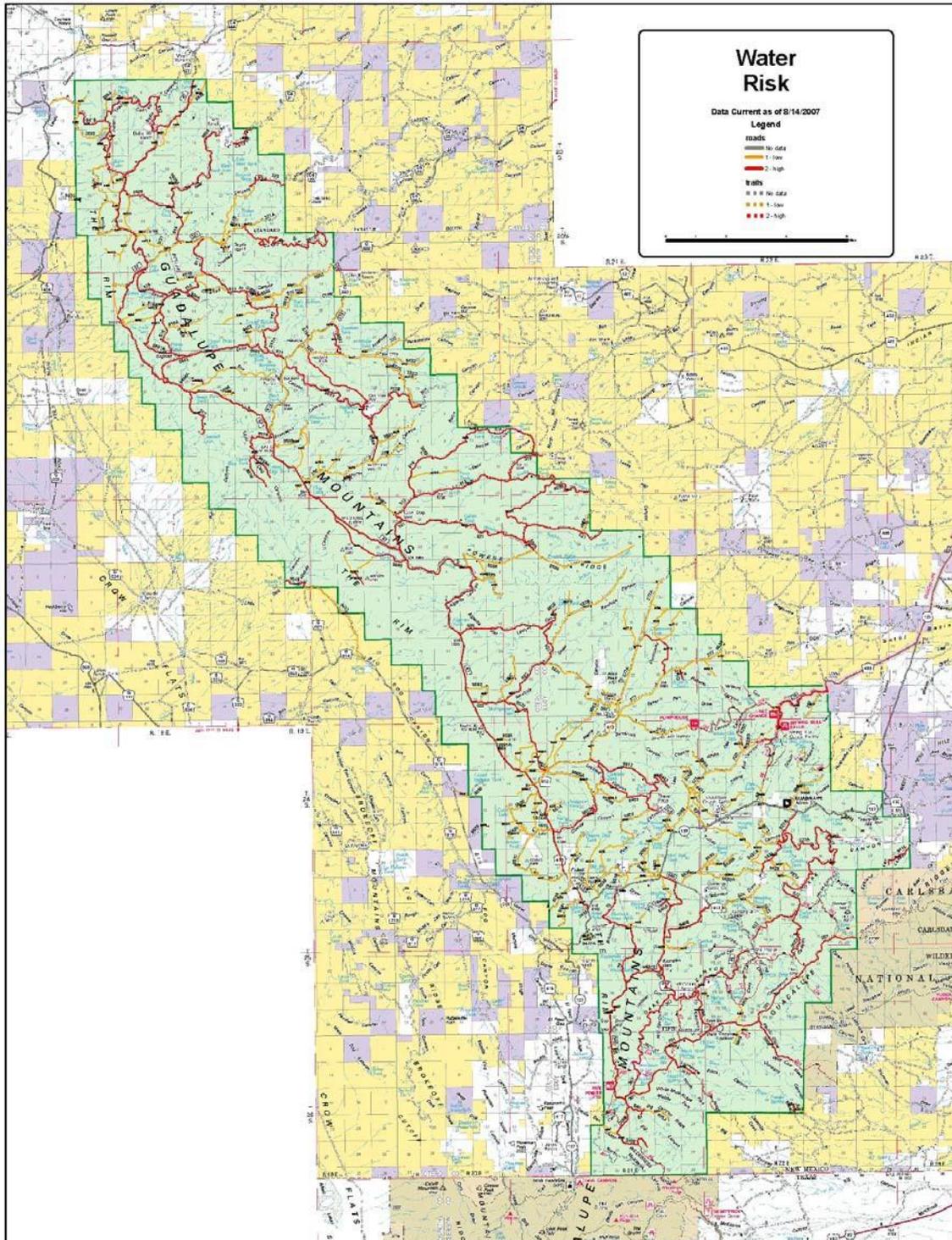
Route Condition Risk: Guadalupe Ranger District



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Right-of-Way Risk: Guadalupe Ranger District



Appendix E: Maps
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Water Risk: Guadalupe Ranger District



Appendix E: Maps
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Wildlife Risk: Guadalupe Ranger District

