ENVIRONMENTAL ASSESSMENT

July 1993

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ACCESS AND TRAVEL MANAGEMENT PLAN

WALLA WALLA RANGER DISTRICT
UMATILLA NATIONAL FOREST

WALLOWA, UNION and UMATILLA COUNTIES, OREGON
COLUMBIA AND WALLA WALLA COUNTIES, WASHINGTON

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INTRODUCTION

The following is an Environmental Assessment (EA) for the Motorized Access and Travel Management Plan for the Walla Walla Ranger District, Umatilla National Forest in Walla Walla and Columbia counties, Washington, and Umatilla, Wallowa and Union counties, Oregon. This EA documents analysis of the environmental consequences of the proposed action and various alternative courses of action. It also provides the decision maker, District Ranger Tom Reilly, with sufficient information to assist in the selection of a course of action. The selected course of action may be the proposed action or any of the other alternatives that he believes best meets combined resource needs while being responsive to public issues. The selected course of action will become known as the "Access and Travel Management Plan."

This EA is needed to meet the requirements of the Umatilla Land and Resource Management Plan, 1990 (Forest Plan), and follows the procedures outlined in the National Environmental Policy Act of 1969 (NEPA). Chapter 1 describes the proposed action and the purpose and need for action. Chapter 2 describes the proposed action in detail and alternatives to the proposed action that address significant issues that are identified through the scoping process. Chapter 3 describes the environmental consequences of the actions. Chapter 4 lists the individuals and agencies that were consulted during the development of this assessment, and Chapter 5 describes how the implementation of the selected course of action will be monitored.

HISTORY OF ACCESS MANAGEMENT

Access and Travel Management has been achieved on the Walla Walla Ranger District as an integral part of the process prescribed by NEPA associated with individual projects such as timber sales, recreation and range activities. The 1980 Road Management Plan for the Walla Walla District set the pattern for annual plans during the 1980's, which announced roads to be closed. These plans were reviewed by the public and state wildlife management agencies and closures were implemented based on perceived concurrence by interested parties. The District has an active program to involve the public, state wildlife management agencies and other interested groups such as snowmobile and 4-wheel-drive clubs. The program involves an annual District open house where proposed projects are announced and comments are solicited. In addition, formal public meetings and meetings with interested groups and agencies are held to receive input prior to making decisions that affect access and travel on the District.

In 1990 a formal process was begun to develop an environmental assessment for access management, in response to direction from the Forest Plan. Specific objectives for this environmental analysis (EA) were:

1. Provide site specific guidelines for future planning.
2. Manage elk habitat.
3. Manage hunter experiences.
4. Provide for recreational Forest users.

Public scoping was begun for this EA at the December 6, 1990 District open house, where comments were solicited for various individual road, trail development and closure projects. Scoping continued at a series of local public meetings, conducted in early 1991 in Pendleton, La Grande and Troy, Oregon and Walla Walla and Dayton, Washington. Numerous comments were received from these meetings and the interdisciplinary team (IDT) began the process of

defining a proposed action based on the issues raised. Similar scoping meetings were held by the other Ranger Districts of the Umatilla National Forest at this time.

The IDT divided the District into 21 Access Management Strategy Areas as a means of focusing attention on site specific management needs. Figure 2 shows the location of these Access Management Strategy Areas. At the April 16, 1991 IDT meeting, the team decided to produce a plan to guide future planning of site specific projects. The plan itself would not make any decisions on changing the status of individual roads or areas, or propose any actions. Future actions would be supported by NEPA analysis. Additional scoping for this plan was conducted during meetings with the Washington Dept. of Wildlife and with the Oregon Dept. of Fish and Wildlife.

In June, 1991, the District released a Motorized Access and Travel Management Plan, which summarized new and existing policy for access management; specifically detailing how access decisions would be made and implemented, and describing the opportunities and management direction for off-highway vehicle use and winter sports access and non-motorized access. Pursuant to the June 1991 plan, access management became an integral part of individual project planning. About 25 individual projects were scoped (including individual road closures) at the December 11, 1991 District Open House for access management.

In March 1992, a meeting was conducted by the Walla Walla District Ranger to clarify the status of access and travel management for the Umatilla Forest Supervisor, Forest staff and Walla Walla District staff. The meeting identified several areas not adequately addressed by the existing 1991 plan. The current A&TM plan, published in June 1991, has the following deficiencies that require additional analysis and disclosure:

1. Current A&TM plan (June 1991) is not a NEPA document. No action is proposed, no decision is documented and no impacts are disclosed.
2. Existing situation is the result of individual NEPA decisions. Cumulative impact of individual decisions has not been analyzed or disclosed.
3. Cumulative effects of existing situation have not been evaluated in terms of the Forest Plan standards and guidelines.
4. Past scoping has not addressed a comprehensive plan for the entire District.
5. The variety of current plans does not provide a consistent and coherent basis for allowing or not allowing administrative use of closed roads.
6. A detailed listing of District Road status is not readily available.

A decision was made at that meeting to proceed with the development of a proposed action, NEPA documentation and cummulative effects analysis.

CHAPTER 1: PURPOSE AND NEED FOR ACTION

PROPOSED ACTION

The Walla Walla Ranger District proposes to change current management of motorized travel and access on the district to respond to the purpose and need for action. These actions will be presented in a comprehensive plan (A&TM Plan) that accomplishes the following:

1. Closes roads not needed for current management activities.
2. Opens roads for public and administrative access.
3. Provides off highway vehicle and snowmobile routes and areas for use when not in conflict with other resources.
4. Manages road closures with the least restrictive regulatory measures available to effectively achieve wildlife and recreation opportunity objectives.

The proposed action is described in detail in Alternative 2-Wildlife Habitat Emphasis (see page 25). The action changes the implementation of decisions and agreements, made prior to this plan, affecting motorized access and travel on roads and trails by highway vehicles, off highway vehicles (OHV) and snowmobiles on the district. This action was developed, primarily, to improve the effectiveness of elk habitat to meet Forest Plan standards and guidelines. High quality elk habitat is one of the primary management goals of the Forest Plan (4-4), and effective road management is important to achieving desired levels of habitat effectiveness. This action will result in measurable improvements in HEI (Habitat Effectiveness Index) over the whole district and within local Access Management Strategy Areas, primarily through effectively closing roads and areas to motorized access.

This action is programmatic, in that it will provide guidance and a consistent basis for future decisions, and will be subject to revision by future site specific environmental analysis. The primary procedure for future A&TM decisions will be site specific environmental assessments and decisions, in accordance with National Environmental Policy Act of 1969 (NEPA), and tiered to the Forest Plan.

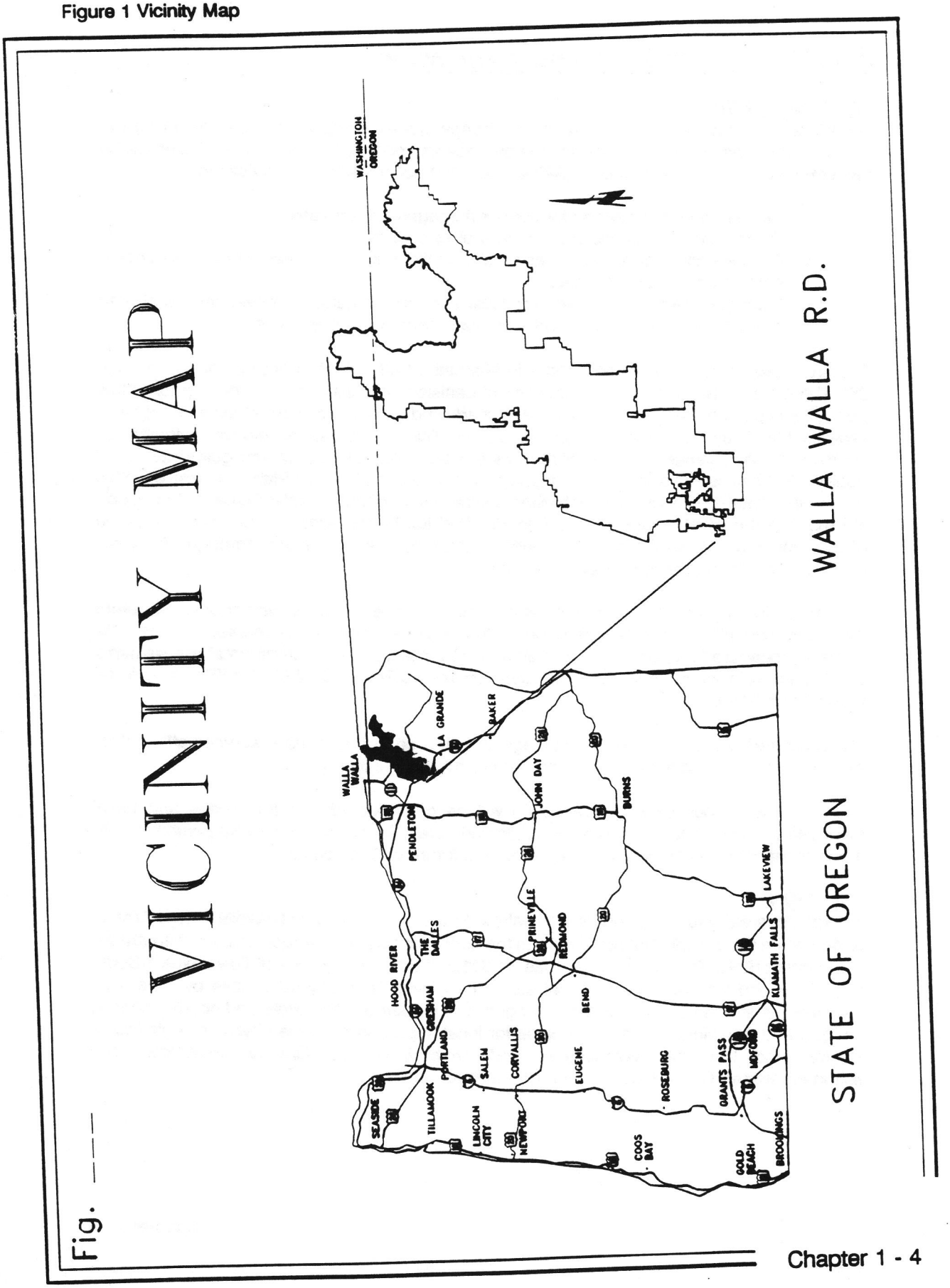
The proposed action will move the management and condition of the resources affected by motorized access and travel toward the desired future condition (DFC).

The activities associated with this action will be consolidated into an access and travel management plan, that will provide the public and Forest Service administrative personnel with a comprehensive guide for current activities and future district actions.

LOCATION

The project area includes the entire Walla Walla Ranger District. The Walla Walla Ranger District is located on the Umatilla National Forest in the northeast corner of Oregon State and southeast Washington State. The District encompasses 381,300 acres, in portions of Townships 1-South to 8-North and Ranges from 35 to 44 east. The District is readily accessible by road from Interstate 84 and state highway 204 in Oregon, and numerous other state and county roads in Oregon and Washington. Departure sites for local access include the towns of Walla Walla, Dayton and Pomeroy, Washington, and Troy, Elgin, La Grande, Pendleton and Milton-Freewater, Oregon. See Figure 1 for location maps.

Figure 1 Vicinity Map



PURPOSE AND NEED

The proposed action is needed to implement the Forest Plan. The need for the proposed action is to provide for public and administrative access to the Walla Walla Ranger District in a way that meets Forest Plan standards and guidelines. The action will:

1. Reduce conflicts between recreational user groups while still providing a variety of recreation opportunities.
2. Reduce vehicular disturbance to soil, vegetative and wildlife resources.
3. Prohibit motorized use on roads not currently needed for resource management to reduce maintenance costs.
4. Maintain access to private lands.
5. Provide for commodity removal by the public and commercial interests.
6. Provide for administrative activities.
7. Provide site specific guidelines for future planning.
8. Manage elk habitat.
9. Manage hunter experiences.

This action will contribute to management consistency across the Forest, provide a basis for long term travel and access management that allows for changes as needs change. The action will also provide a user friendly means for the public and agency personnel to determine the open, closed or restricted status of individual roads on the district.

DECISIONS TO BE MADE

This EA will provide the basis for the Walla Walla District Ranger to make the following decisions:

1. Whether to implement the proposed action or an alternative to the proposed action.

2. What specific mitigation measures are needed to achieve objectives for specific resources?

3. Whether individual cooperative agreements and closure orders need changes to meet Forest Plan standards and guidelines, and recommend such changes to the Umatilla National Forest Supervisor.

4. Specific monitoring requirements to insure that mitigation measures are implemented and are effective.

SCOPE

The scope of this analysis is limited to implementing management decisions that effect motorized travel and access. No ground disturbing activity is proposed under this action or alternatives to this action. Decisions to obliterate roads, construct, reconstruct or relocate existing roads or trails are beyond the scope of this action, and will require separate analysis and decisions. Consultation with other agencies regarding the management of habitat for threatened or endangered species may result in revisions of this plan.

TIERING AND INCORPORATION BY REFERENCE

Tiering to other higher level documents is appropriate to narrow this analysis, to focus on the issues which are ripe for decision and to exclude from consideration issues already decided or

not yet ripe (40 CFR 1508.28). Ripeness means the issue is timely and can be addressed within the scope of this proposal and decision being made.

The Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Umatilla National Forest Land and Resource Management Plan (Forest Plan) provides direction for all natural resource management activities and establishes management standards and guidelines for the Umatilla National Forest for the next 10 to 15 years.

In order to eliminate repetition and focus on site specific analysis, material from these documents is incorporated into this environmental assessement (EA) by reference. This EA is tiered to the Forest Plan FEIS and ROD as permitted by 40 CFR 1502.20. Copies of these documents are available for review at the Walla Walla Ranger District office.

The analysis file is also incorporated by reference into this document. The following specialist reports are in the analysis file and available for your review at the Walla Walla Ranger District Office:

1. Elk Habitat Effectiveness Report

2. Administrative use reports:

   Fire & Fuel management
   Grazing allotment management
   Administrative Use-General
   Law Enforcement

3. Implementation Report

DESIRED FUTURE CONDITION

The Forest Plan describes the physical and biological setting of the Forest after the next 10 and 50 years, assuming the direction from the Plan remains constant. Each resource on the Forest has a described desired future condition (DFC) that is generalized for the Forest, as well as specific for each management area. Specific objectives for the Desired Future Condition (DFC) are found in the Forest Plan. This EA will make no attempt to repeat or paraphrase the Forest Plan. References to access are numerous and cover all resources and management strategies represented on the District. The following is a general summary of how access and travel will be managed to achieve resource objectives and a summary of Forest Plan standards and guidelines used to formulate issues and alternatives.

Summary: Access and travel management is used to meet resource objectives. Roads will be constructed to support the timber management program, but overall emphasis will be on closing roads to meet big game management objectives, provide a wide range of recreation opportunities and to protect soil and water resources. The Walla Walla Ranger District will continue to provide the full spectrum of access that both public and commercial users have come to expect, but access to individual areas will be modified after analysis of the direct, indirect and cumulative effects of the action. Decisions affecting access and travel will be supported by NEPA documents and full public involvement, except for short term restrictions required for resource protection.

ISSUES

Issues are the result of public scoping and interdisciplinary team (IDT) discussion to identify resource conflicts and effects of the proposed action. The IDT identified the following as issues significant ("key") to the development of action alternatives.

KEY ISSUES:

ELK HABITAT

Elk habitat effectiveness is significantly reduced by the disturbance resulting from the use of roads by motorized vehicles. The effects of motorized use vary based on the location, season and frequency of use. Big game animals require varying levels of protection from human disturbance to allow utilization of habitat for basic needs such as food, water, cover and reproduction. Disturbance by motorized vehicles can result in animals moving out of an area to escape the disturbance.

Evaluation Criteria:

Habitat Effectiveness Index: Calculated on relative amounts of cover, forage and open road density.

Disturbance: Open Road Density: Miles of open road per square mile area.

HUNTING

Hunting is an important recreation activity on the Forest, and access to hunting areas and camps is important to maintaining the Forest as one of the best places to hunt in the Blue Mountains. Elderly and disabled persons rely on motorized vehicles to access the Forest, and lack of motorized access favors the physically able hunter. Some hunters believe that isolation gained by limiting motorized access contributes to a "quality hunt", while other hunters consider the ability to hunt near open roads to be important to the hunting experience. Motorized access, required for access to dispersed and developed camp sites, provides for easier retrieval of game animals, and allows individuals to select areas that meet a variety of recreational needs. Motorized access to trailheads is needed for hunters using horses and foot travel to access hunting areas.

Evaluation Criteria:

Open Road Density: Open road miles per square mile area during hunting season for vehicles less than 50inches wide and greater than 50inches wide.

Dispersed Campsites: Relative number of sites available by motorized vehicle.

Acres of land open and closed to motorized vehicles.

WINTER RECREATION

The Tollgate area in Oregon is one of the heaviest snowmobile use areas in the state. In addition, Nordic skiing (cross country) is popular in the Spout Springs developed ski area and on marked trails in the Horseshoe Prairie area. Unlimited access for snowmobile use allows riders to disperse over a wide area, providing recreational experiences for riders who prefer groomed trails as well as those who prefer a cross-country experience, and avoid the safety problems inherent in concentrated use. Nordic skiers, seeking solitude and a safe skiing experience are often in conflict with the speed and noise of snowmobiles. Recreationists with four-wheel-drive vehicles equipped to travel over the snow are increasing in number. Areas to accommodate this and other potential winter recreation activities are limited.

Evaluation Criteria:

Miles of snowmobile and Class I ATV trails
Miles of nordic ski trails (Cross Country skiing)
Miles of Class II ATV trail.

OFF HIGHWAY VEHICLES

Motorcycles and other all terrain vehicles (Oregon Class 1,2,3 ATV) are widely used for recreation and hunter access. OHV's can utilize restricted roads and trails that allow motorized use, or operate off of roads and trails. Extensive trail systems with loop opportunities provide the highest quality recreational experiences. Trail systems may need to be specifically designed for each class of OHV to minimize user conflicts. Unrestricted use can result in erosion and damage to natural features and conflicts with non-motorized recreational users. Designated trail systems can provide unique recreational opportunities, and access to parts of the National Forest that would be inaccessible except to foot travel with resource degradation limited to acceptable levels.

Evaluation Criteria:

Miles of designated OHV trails, by ATV class.
Acres of land open to OHV use

ADMINISTRATIVE USE

Motorized vehicles allow resource management access for a variety of activities conducted by the Forest Service, cooperating government agencies, contractors, and permittees. Non-motorized access is also available for management activities, generally at increased cost and inconvenience compared to motorized access. The variety of activities conducted include contract administration, resource inventories, fire and fuels management, range allotment administration and educational activities. Seasonal restrictions on administrative use may limit opportunities for resource management activity. Permit systems can be used to limit administrative access, and allow for use to be monitored.

Evaluation Criteria:

Compared by evaluating the relative cost and convenience of administrative activities, as a factor of:

Open road miles
Closed road miles

ANADROMOUS FISH HABITAT

Headwaters for several major anadromous fish streams are located within the Walla Walla Ranger District, tributary to the Columbia River Basin. About 66% of the district is located within the Grande Ronde subbasin, tributary to the Snake River drainage, and provides habitat for the Spring Chinook Salmon, recently listed as threatened or endangered, pursuant to the Endangered Species Act,1973 (ESA). Roads and trails on the District can contribute sediment to streams that ultimately affect the quality of spawning and rearing habitat. Use of roads can contribute to road surface instability that can cause substantial increases in sediment yield, over roads that are not used.

It is beyond the scope of this analysis to determine the actual sediment load contributed, or evaluate the risk to fish bearing streams from the District road and trail system. Because these contribution and risk factors are site specific, they can best be evaluated during individual

project analysis. The District road system is currently being evaluated for its effect on habitat critical to Spring Chinook salmon habitat, pursuant to requirements of the ESA. Results of this evaluation may result in revisions of actions resulting from analysis for access and travel management. A&TM influences the use of existing roads, and usage affects the stability of road surfaces. Relative stability is an indication of the risk of sediment contribution to fish bearing streams.

Evaluation Criteria:

Road Surface Stability: Based on road miles by expected maintenance level.

OTHER ISSUES:

These issues have been raised by the public and the IDT but are not considered to be key to developing alternatives. These issues will be considered under each alternative.

Physically Challenged Forest Visitors: Access for the public with physical limitations will be assessed under each alternative. Differing levels of access can be expected and will be equivalent to open road density, with higher open road density being more accessible than lower open road density.

Tribal and Traditional Use: Access to areas traditionally used for subsistence gathering and spiritual use will not be affected by this plan. Motorized travel to some areas will be limited to mitigate effects on other resources. Motorized access to local areas can be assessed by examining Alternative maps, and Road Status List for each Alternative (See Appendix F).

Noxious Weeds: The spread of noxious weeds by vehicles, domestic animals and people traveling on the Forest is influenced by the type and frequency of the travel. The spread of noxious weeds is beyond the scope of this analysis because it is not practical to actively mitigate for noxious weed dispersal caused by public access. Site specific project plans will develop mitigation based on the environmental analysis.

Motorized Access: Travel by motorized vehicles covers a wide range of issues including the key issues described above. Casual summer motoring through the Forest will be allowed under all alternatives on the open road system. Development of additional motorized access facilities will be considered through separate project environmental assessments. Opportunities for motorized travel on designated trails remains the same for each alternative.

Non-Motorized Summer Recreation: Trails and facilities for hiking, bicycling and horse riding and packing are currently available, and are described in Chapter II, under Alternative 1. These trails and facilities do not change between alternatives. The accessibility of dispersed recreation sites or facilities is a factor of open road density, and acres not available for motorized vehicles. Alternatives can be compared based on these factors shown under key issues Elk Habitat, Hunting and OHV.

Forest Health: Access for the treatment of disease and insect infested areas of the Forest is an administrative use. Decisions to allow access and travel that modify decisions of the A&TM plan, will be based on site specific project analysis and disclosure of effects in accordance with NEPA procedures.

Access to Private Land and Mineral Claims: Access to private land and patented mining claims will be protected. Proposed access needs will be evaluated on a case by case basis following site specific environmental assessment.

Water Quality: The major effects of A&TM on water quality involve sediment production, as a result of road use and maintenance. Relative changes in predicted sediment production are shown under the Anadromous Fish key issue.

Winter Logging: Removal of timber during periods of moderate snow cover can be used as a tool to effectively reduce adverse impacts to forest resources. This administrative use will be treated the same under each alternative. Decisions to allow winter use of roads that modify the A&TM plan will be made with appropriate levels of environmental analysis to consider effects on other resources.

Road Maintenance: Road maintenance will be continued according to the standard prescribed for each road under the selected alternative.

CHAPTER 2: DESCRIPTION OF ALTERNATIVES

INTRODUCTION

Alternatives were developed to respond to the Key issues. Alternative 1 is a description of the Existing Situation, and provides the basis for comparing the effects of other action alternatives. Alternative 2 is the Proposed Action as described in Chapter 1. Alternative 3 is an alternative to the proposed action that demonstrates an alternate method of addressing the key issues. Maps of each alternative are available at the back of this document.

The following defines terms used throughout the discussion of alternatives.

DEFINITION OF TERMS:

Arterials (2 digit numbered roads): Roads that are open and maintained for public travel most of the year. Many of these routes are designated as snowmobile routes by Order under 36CFR 261, during which time they are closed to large motorized vehicles.

Collector Roads (4 digit): Roads that are often open to public travel, but are designed and maintained to lower standards. Collectors may be regulated by CFR order seasonally or year around, to prohibit some or all motorized vehicles, or use may be discouraged using gates or barricades.

Closed Road: For this plan is a road not available for motorized vehicle travel by order under 36CFR. Motorized use is allowed by permit only, but total use will not exceed one round trip per month. Snowmobiles are allowed during the winter except where specifically prohibited. Direction for managing closed roads is defined by Interagency Technical Guidelines for Managing Travel for Elk Related Recreation, (June 1991, supplement to other Master Memoranda of Understanding); "A road is closed if it receives no more than two passes or one round trip by a motorized vehicle per month...this applies to the time period in which elk are present in a given monitoring unit."

From the Forest Plan, Appendix C, page C-3: "Further, all roads will be considered as "open" until effectively closed by gates, barriers, signs, closure orders, or implementation of a permit system that will limit traffic to less than an average of one vehicular trip per week during any one month period." The supplemental memorandum of understanding referenced above further restricts the Forest Plan definition to one round trip per month.

Local Roads (7 digit numbered): Roads that are managed for a primitive motorized travel experience or motorized travel may be restricted by physical barricade or regulated by CFR order closing the road to certain types of vehicles or to all vehicles.

OHV/ATV: Off Highway Vehicles and All Terrain Vehicles. These terms are used interchangeably to describe motorcycles, small 3 and 4 wheel recreational vehicles (less than 50 inches wide), and large 4 wheel drive jeeps and pickups that are capable of traveling off public roads.

Oregon ATV Classes:

Class I: Is not more than 50 inches in width
Has a dry weight of 600 pounds or less

	Travels on 3 or more low pressure tires and Has a saddle type seat for the operator
Class II:	Weighs more than 600 pounds, but less than 8000 pounds Is designed for and capable of travel cross-country on or over land water, sand, snow, ice, marsh, swampland or other natural terrain Is actually being operated off a highway.
Class III:	Has a dry weight of 600 pounds or less and Travels on two tires.
Snowmobile:	A self-propelled vehicle capable of traveling over ice or snow which: Uses an endless belt, tread or cleats, or a combination of tread and cleats as its means of propulsion. Is steered wholly or in part by skis or sled-type runners; Is not registered as any other type of vehicle.

Class I and III ATV's must be state licensed to operate on public and private land in Oregon. Operators must have valid drivers licenses or special permit.

Class II ATV's are not considered a separate class of vehicle by Oregon State DMV, and must be licensed to operate on public roads.

Open Road: Roads available and maintained for use by passenger vehicles year around, except when blocked by snow.

Regulated: Travel restriction ordered under 36CFR (Code of Federal Regulations) 261 part B, by the Forest Supervisor. This regulation may restrict or prohibit use by particular types of vehicles, or period of time. These roads are considered to be "Open" for elk HEI calculations.

Restricted Road: Roads not maintained for passenger vehicles where use is discouraged by physical barricade or regulated under 36CFR order to allow only specified classes of vehicles. These road are considered to be "Open" for elk HEI calculations.

Seasonal Open Road: Roads available for use only during specified seasons. Seasonal use is regulated by 36CFR order. These roads are considered to be "Open" for elk HEI calculations.

Strategy Areas: The District has been subdivided into 21 analysis areas. Each area has a mix of Forest Plan management areas and contains a road system that connects of other strategy areas at common points. (See Appendix A for area descriptions.) Delineation approximates a "transportation-shed", and does not correspond to sub-watersheds or other management units. See Figure 2.

"Trip": Includes use by motorcycles, other ATV's, motorized administrative, commercial and public use.

"User Defined" Roads: Uninventoried wheel track roads not managed as transportation routes, and are obliterated as they are identified and time and available budget allocation allows.

Mitigation measures common to all alternatives:

The District will mitigate the effects of open roads by continuing to close new roads constructed under existing and future timber sales after timber sale activity is completed, pursuant to the decisions made based on site specific environmental analysis.

Overland snowmobile use is allowed, except for specified areas and periods of time when specifically prohibited to protect watershed or habitat values or to reduce conflicts with non-motorized users when detrimental effects are observed.

Class I ATV's, snowmobiles and cross country skiers are allowed on all designated snowmobile trails.

Mountain bicycles, horses and hikers are permitted on all roads and trails open to motorized vehicles.

Areas closed to motorized travel (outside of Wilderness Areas) are open to mountain bicycles, horses and hikers, except in the Mill Creek Watershed #3. Mountain bicycles are not permitted in Wilderness areas, including North Fork Umatilla #13.

Class I and III ATV's are permitted on designated open and restricted roads when properly licensed for use on public roads. Operator licenses are also required. These vehicles are not permitted on designated closed roads, or roads when closed seasonally, except on designated snowmobile routes when Class I ATV's are allowed by regulation.

Motorized use of unregulated local roads may be discouraged (restricted) by physical barricade.

Access to dispersed camping sites is permitted within 300 feet of open roads.

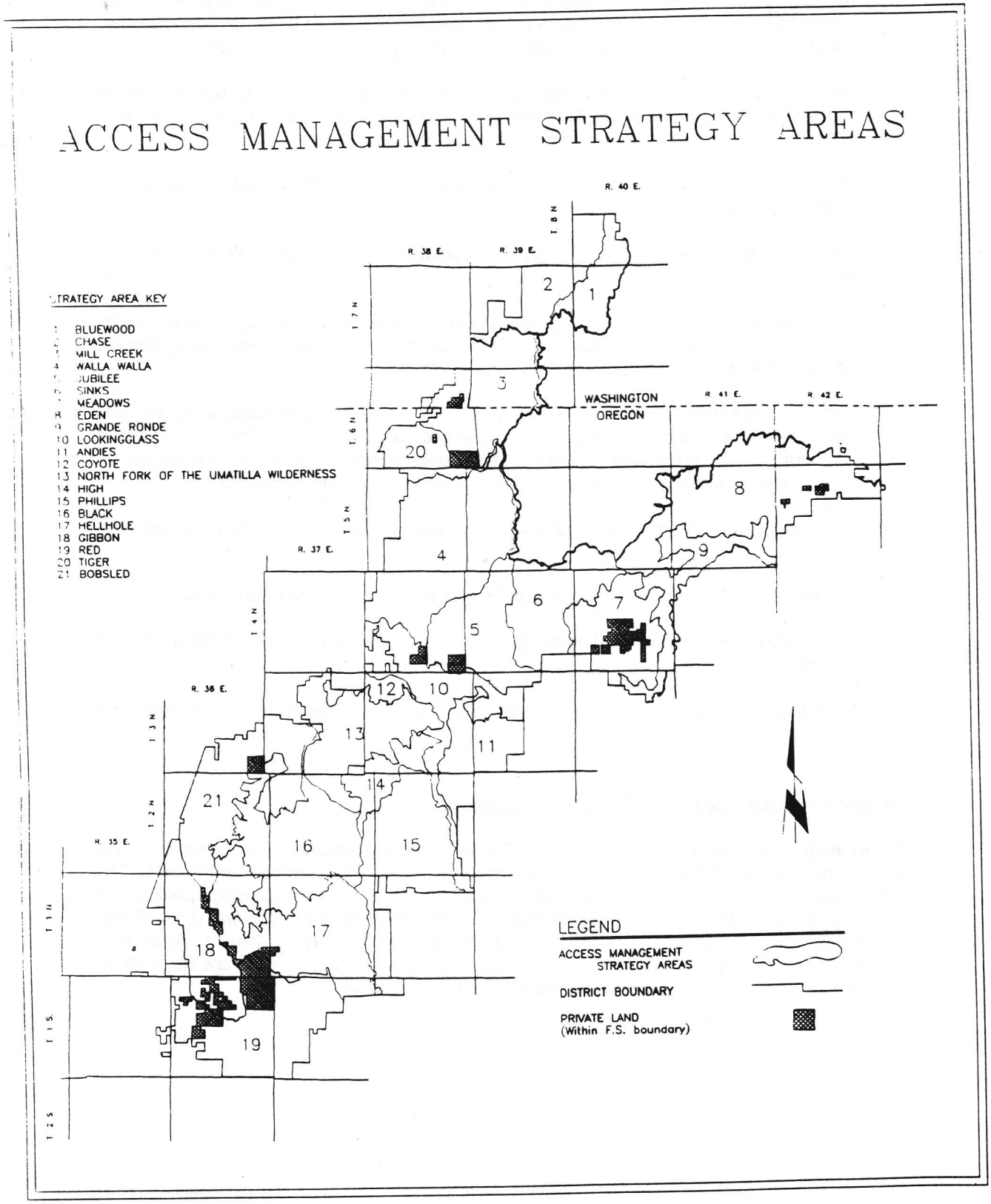
Snowmobiles are not permitted on designated open roads when conditions allow wheeled vehicles.

Motorized vehicles, except snowmobiles unless specifically prohibited, are not permitted on closed roads.

Alternatives Eliminated From Detailed Consideration:

No Management: The intent of this alternative was to provide maximum motorized access to the District by removing regulations prohibiting motorized use from most District roads. The alternative would have reversed numerous decisions made in the past regarding specific road and area closures. It would have allowed unrestricted motorized access to all areas of the district without regard to effected resources. This alternative was not given detailed consideration because it fails to respond to the purpose and need, it is clearly unreasonable and illegal given the laws and regulations governing National Forest management.

Figure 2 Access Management Strategy Areas



ALTERNATIVE 1. Continue Current Management (Existing Situation)

This alternative is the No Action alternative as required by NEPA. This alternative describes the existing situation and provides the basis for comparing alternatives that change current management. The existing situation includes the implementation of decisions and agreements affecting access and travel management made prior to this plan. It assumes that processes and methods currently in place will be continued. The primary procedure for managing access is the site specific E.A. and Decision Notice, tiered to the Umatilla NF Land and Resource Management Plan (1990).

The visitor to the District is confronted by a variety of access and travel management regulations and restrictions. Current management regulations for each strategy area are listed below. See Appendix C for a complete listing of recreational travel and access opportunities by strategy area.

Bluewood #1: Bluewood Ski area closure Order 84-9; all year, no motorized vehicles permitted within the ski area, except on road 6400-650 to the lodge.

Chase #2: Griffin Peak Area closure Order 84-41; Hunting season closure to all motorized vehicles west of road 6437. Order 88-26, closes roads west of 6437 to motorized over 50 inches wide. Whitney Timber sale E.A. will implement April 1-Nov.30 closure to all motorized and allow snowmobiles Dec. 1-March 31, after timber sale activity is completed.

Mill Creek #3: Watershed closure Order 81-13; all year, foot/horse by permit

Walla Walla #4: Order 81-45 prohibits motorized vehicles over 40 inches wide on Walla Walla River Trail 3225. Order 88-28 closes local roads adjacent to 6511 and 6512 to motorized vehicles over 50 inches wide. Roads 6500-040 (Yellow Jacket), 6512 (Table Springs), and 6500-294 (Trailhead trail 3225) are open, and motorized use of trails #3222, 3223, 3225, 3226 is allowed.

Jubilee #5: Order 90-1 closes roads 64 and 6403 to all motorized vehicles except snowmobiles and Class I ATV's from December 1-March 31. Local roads are restricted.

Sinks #6: Little Big Hole Timber Sale area will be closed to all motorized vehicles following timber sale activity. Order 88-26 Closes road 6307 and tributary roads to motorized vehicles over 40 inches wide.

Meadows #7: The Next Meadow timber sale E.A. decision would be implemented without changes by the following actions: Local roads adjoining road 6234 would be closed by Order to all motorized vehicles, except snowmobiles, except during hunting season, where roads 6234-020, 030, 040, 050, 052 would be open to access hunting camps. Road 6234 will be open, to the gate in section 35. 6231-040 would be open to the seed orchard road 6231-042. Limited administrative use would be permitted on 6231-040 south of 042 to allow access the other seed orchard unit. Local roads are restricted.

Eden #8: Huntit Springs Area closure Order 92-18 closes roads north of road 62 during hunting season to all motorized vehicles. Order 88-26, 88-27, prohibits access by motorized vehicles greater than 50 inches wide, within closure area north of road 62 (Bear Crk, Elk Flat, Palmer Corral and Cross Canyon areas), outside of hunting season closure period. Local roads are restricted.

Grande Ronde #9: Wild & Scenic River closure Order 91-3, closes area within 1/2 mile of the Grande Ronde River to all motorized vehicles.

Lookingglass #10: Spout Springs ski area closure 83-15, 84-30, all year, no motorized travel. Local roads are restricted.

Andies #11: Portion of areas within Gordon/Middle Ridge Area closure Order 84-40, no motorized vehicles during hunting season. Local roads are restricted.

Coyote #12: Order 90-1 designates certain roads as snowmobile routes from December 1 to March 31. Local roads are restricted.

North Fork Umatilla Wilderness #13: all year, no mechanized travel.

High #14: Local roads are restricted. Motorized access to trail 6143 is available.

Phillips #15: Local roads are restricted except during hunting season when the Gordon/Middle Ridge Area Closure (Order 84-40) portion is closed.

Black #16: Local roads are restricted. Road 32, from the Corporation Guard Station to Ruckel Junction, provides a winter driving opportunity for Class II ATV's.

Hellhole #17: Roads 3100158, 159 and 155 provide opportunities for high clearance Class II ATV's.

Gibbon #18: The road system in this area provides a year long primitive road experience for Class II ATV's and other four-wheel-drive vehicles.

Red #19: Portion is closed by order 92-2, all year, no motorized travel. Remainder of the area is open to motorized travel with some roads restricted.

Tiger #20: Road 65 travels from Walla Walla County road 582 (Mill Creek) through elk winter range. At Tiger Saddle, road 6511 takes off and provides access to Big Meadows which is located on private land. There are limited opportunities for winter driving experiences for Class II ATV's on road 65 from junction with county road #82 to its junction with road 6500040 and on road 6500040.

Bobsled #21: Class II ATV access is allowed on the following ridges: Stumbough; road 3128-300, Rattlesnake; road 3128-350, Johnson; road 3128-320, and Starve to Death; road 3128-140. Class III ATV access allowed on the following trail systems: Shimmiehorn Ridge, Goodman Ridge, Bobsled Creek and Bobsled Ridge and the South Fork of the Umatilla.

The following paragraphs describe how this alternative addresses the Purpose and Need for Action and Key Issues. Table 8 displays the resource outputs and levels of management for each alternative.

Elk Habitat is managed through seasonal area closures that provide escapement areas during hunting season (Chase #2, Andies #11 & Phillips #15, Eden #8). Motorized access outside of hunting season is managed by discouraging travel with physical barricades and local area closures (Red #19, and Chase #2 and Sinks #6 following current timber sale activity). Current

HEI for each Strategy Area is displayed in Table 2. Current open road density is displayed in Table 3.

Hunting and Non-Motorized Summer Recreation access is available for a wide variety of experiences and modes of travel. Seasonal closure areas (see above) provide hunters as well as big game animals a chance to escape from motorized intrusion. Motorized access is available outside of closure areas, and on designated open roads. In addition hunters and other forest visitors are provided with non-motorized travel year around in the North Fork Umatilla Wilderness with more than 20,000 acres for foot and pack animal travel. The Wenaha-Tucannon Wilderness (Pomeroy Ranger District) has 177,465 acres for foot and pack animal travel only, and is accessed from several points on the Walla Walla District. Non-Motorized recreation access is available on about 54 miles of trails outside of the Mill Creek Watershed closure area, and 56 miles of trails are inside the Mill Creek Watershed, available by special permit (special hunting season and limited administrative use) only. See Table 1 and Figures 3 and 4 for a detailed list of District trails and locations.

Winter Recreation access is available from several areas including the highway 204 corridor from Elgin to McDougal camp, Bluewood and Spout Springs ski areas, road 62 from Troy, road 31 from I-84, and road 32 from Dry Creek and Thomas Creek, road 64 from Dayton and road 65 from Walla Walla. Snowmobile routes are accessible from each of these areas and a network of about 250 miles of marked routes, with about 150 miles of groomed trails, is provided with the cooperation of local snowmobile clubs. Snowmobile access, outside of developed ski areas is limited only by terrain. Designated routes along Forest roads are regulated for snowmobile use only by Order 90-1. Class II ATV's have limited access from Tiger Canyon road 65 (Tiger #20) from Walla Walla county, road 32 (Thomas Creek) from Umatilla County, and Road 62 from Wallowa county, and numerous roads from private land.

Skiers have access to the District at two developed areas offering alpine (downhill) and Nordic (cross country) skiing opportunities. Ten miles of groomed trails are available for Nordic skiers at Spout Springs ski area. In addition, the Horseshoe Prairie area (Lookingglass #10 and High #14) has been informally designated as a Nordic ski area, where snowmobile use is discouraged. A non-motorized "snow play" area has been designated in the Andies Prairie rock pit area (Andies #11), and closed to motorized vehicles by Order under 36CFR 261.

Off-Highway Vehicles are allowed on most of the District's 665 miles of restricted roads, and roads regulated to allow Class I and III only. About 107 miles of trails are also available for Class III ATV (off highway motorcycle) use. See Table 2 and Figure 3 for location of Trails for motorized vehicle use.

Administrative Use is managed by a permit system that limits entry onto all restricted and closed roads. Permits are required for motorized travel on all roads with physical barricades.

Anadromous Fish Habitat is protected by managing restricted roads (Level I, managed as closed to motorized travel) to maintain surface stability by reducing motorized travel. 26 miles of road are closed to all motorized vehicles.

TABLE 1 CURRENT WALLA WALLA RANGER DISTRICT TRAILS

TRAIL NUMBER	TRAIL NAME	STRATEGY AREA	STATUS	RECREATION OPPORTUNITIES
3070	LICK CREEK	13	NM	HIKER, HORSE
3071	GROUSE MOUNTAIN	13	NM	HIKER, HORSE
3072	NINE MILE	13 14	NM NM	HIKER, HORSE HIKER, HORSE
3073	BUCK CREEK	13 16	NM NM	HIKER, HORSE HIKER, HORSE
3074	BEAVER MARSH	16	NM	MOTORIZED WHEELCHAIR, HIKER, HORSE
3075	BUCK MOUNTAIN	13 14	NM NM	HIKER, HORSE HIKER, HORSE
3076	GOODMAN RIDGE	21	M	HORSE, HIKER, CLASS III, MTN BIKE
3077	SHIMMIEHORN RIDGE	16	NM	HORSE, HIKER
3078	SHIMMIEHORN CREEK	21	NM	HIKER, HORSE
3079	LAKE CREEK	13 14	NM NM	HORSE, HIKER HORSE, HIKER
3080	COYOTE RIM	12	NM	HORSE, HIKER
3082	HWY 204 WOODWARD WOODLAND	10	M	CLASS I AND III ATV
3083	N.F. UMATILLA	13 14 11	NM NM NM	HORSE, HIKER HORSE, HIKER HORSE, HIKER
3084	JOHNSON CRK N.F.NINEMILE TIE	13	NM	HORSE, HIKER
3085	LANGDON LAKE	11	NM	HIKER
3086	CAMP CREEK	21	M	HORSE, HIKER, MTN BIKE, CLASS III
3087	JOHNSON RIDGE	21	M	HORSE, HIKER, MTN BIKE, CLASS III
3088	BOBSLED RIDGE	21	M	HORSE, HIKER, MTN BIKE, CLASS III
3089	BOBSLED CREEK	21	M	HORSE, HIKER, MTN BIKE, CLASS III
3090	DUSTY SADDLE	17	NM	HORSE, HIKER, MTN BIKE
3091	BUTCHER HURON	18	NM	HORSE, HIKER, MTN BIKE
3092	N.F. MEACHAM CREEK	17	M	HORSE, HIKER, CLASS III, MTN BIKE
3093	S.F. UMATILLA RIVER	21	M	HORSE, HIKER, CLASS III, MTN BIKE
3094	DUNCAN CANYON	18	M	HORSE, HIKER, CLASS III, MTN BIKE
3095	WHITMAN OVERLOOK	19	NM	HIKER, BARRIER FREE
3096	THE KNOB	17 19	NM NM	HORSE, HIKER HORSE, HIKER
3097	BEAR CREEK (SUMMIT)	17 19	M M	HORSE, HIKER, CLASS III, MTN BIKE HORSE, HIKER, CLASS III, MTN BIKE

TABLE 1 CURRENT WALLA WALLA RANGER DISTRICT TRAILS (continued)

TRAIL NUMBER	TRAIL NAME	STRATEGY AREA	STATUS	RECREATION OPPORTUNITIES
3098	HUCKLEBERRY MTN	17	M	HORSE, HIKER, CLASS III, MTN BIKE
3099	THIMBLEBERRY MTN	17	NM	HORSE, HIKER
6143	BLUE MTN WEST OF 204	14 10	M M	HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III
6146	BLUE MTN EAST OF 204	10 5 6 7 8 9	M M M M M M	HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III
3200	MIDDLE POINT RIDGE	1	M	HORSE, HIKER, MTN BIKE, CLASS III
3201	TOUCHET CORRAL	1	M	HORSE, HIKER, MTN BIKE, CLASS III
3202	CHASE MOUNTAIN	1	M	HORSE, HIKER, MTN BIKE, CLASS III
3203	WOLF FORK	2	NM	HORSE, HIKER, MTN BIKE
3204	WOLF LOOP	2	NM	HORSE, HIKER, MTN BIKE
3205	WOLF-INTAKE TIE	2	NM	HORSE, HIKER, MTN BIKE
3206	GRIFFIN PEAK	2	NM	HORSE, HIKER, MTN BIKE
3207	BURNT FORK	2	NM	HORSE, HIKER, MTN BIKE
3208	GREEN FK DEADMAN PK	2	NM	HORSE, HIKER, MTN BIKE
3209	GREEN PEAK RIDGE	3	NM	HORSE, HIKER (PERMIT ONLY)
3210	BULL	3	NM	HORSE, HIKER (PERMIT ONLY)
3211	INTAKE	2 3	M M	HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III
3212	N.F. MILL CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3213	DEADMAN CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3214	MILL CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3215	PARADISE RIDGE	3	NM	HORSE, HIKER (PERMIT ONLY
3216	PARADISE CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3217	BROKEN RIDGE	3	NM	HORSE, HIKER (PERMIT ONLY)
3218	LOW CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3219	BROKEN CREEK	3	NM	HORSE, HIKER (PERMIT ONLY)
3220	LOW RIDGE	3	NM	HORSE, HIKER (PERMIT ONLY)
3255	LOW LOOP	3	NM	HORSE, HIKER (PERMIT ONLY)
3221	INDIAN RIDGE	4	NM	HORSE, HIKER, MTN BIKE
3222	N.F. WALLA WALLA RIVER	4	M	HORSE, HIKER, MTN BIKE, CLASS III
3223	TABLE SPRING	4	M	HORSE, HIKER, MTN BIKE, CLASS III

TABLE 1 CURRENT WALLA WALLA RANGER DISTRICT TRAILS (continued)

TRAIL NUMBER	TRAIL NAME	STRATEGY AREA	STATUS	RECREATION OPPORTUNITIES
3224	TIGER RIDGE	4 20	M M	HORSE, HIKER, MTN BIKE, CLASS III HORSE, HIKER, MTN BIKE, CLASS III
3225	S.F. WALLA WALLA RIVER	4	M	HORSE, HIKER, MTN BIKE, CLASS I & III
3226	BURNT CABIN	4	M	HORSE, HIKER, MTN BIKE, CLASS I & II
3227	ROUGH FORK	4	M	HORSE, HIKER, MTN BIKE, CLASS I & III
3228	YELLOW JACKET	4	NM	HORSE, HIKER
3229	HUSKY	4	NM	HORSE, HIKER
3230	JUBILEE LAKE	5	NM	HIKER, BARRIER FREE
3231	LOOKINGGLASS CREEK	10	NM	HORSE, HIKER, MTN BIKE
3232	EAGLE SPRING	11	M	HORSE, HIKER, MTN BIKE, CLASS III
3233	MOTTET-SINKS	6	NM	HORSE, HIKER, MTN BIKE
3234	SPOUT SPRINGS NORDIC	10	NM	CROSS COUNTRY SKI, MTN BIKE, HIKER

Figure 3. Motorized Trails Location Map

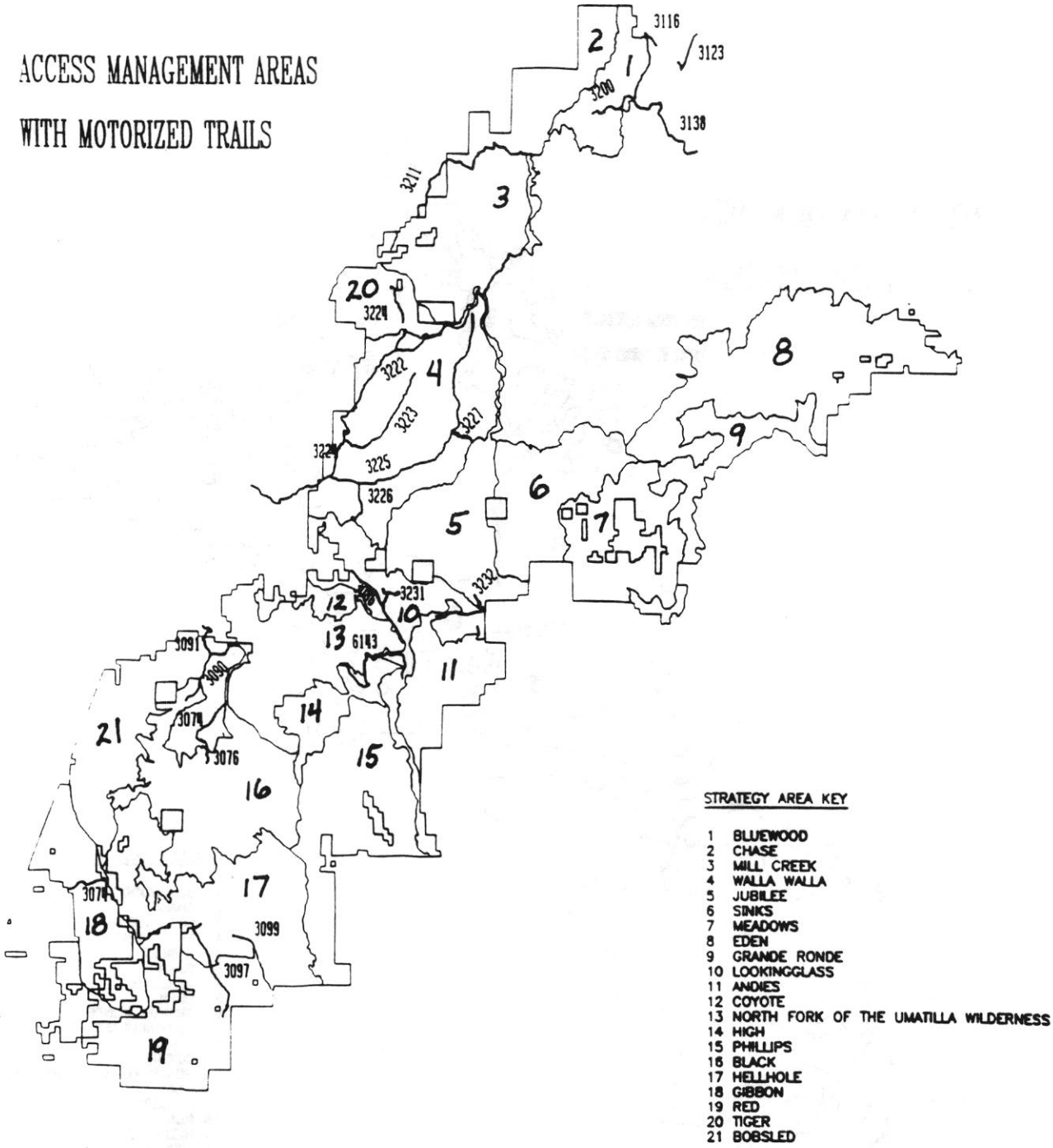
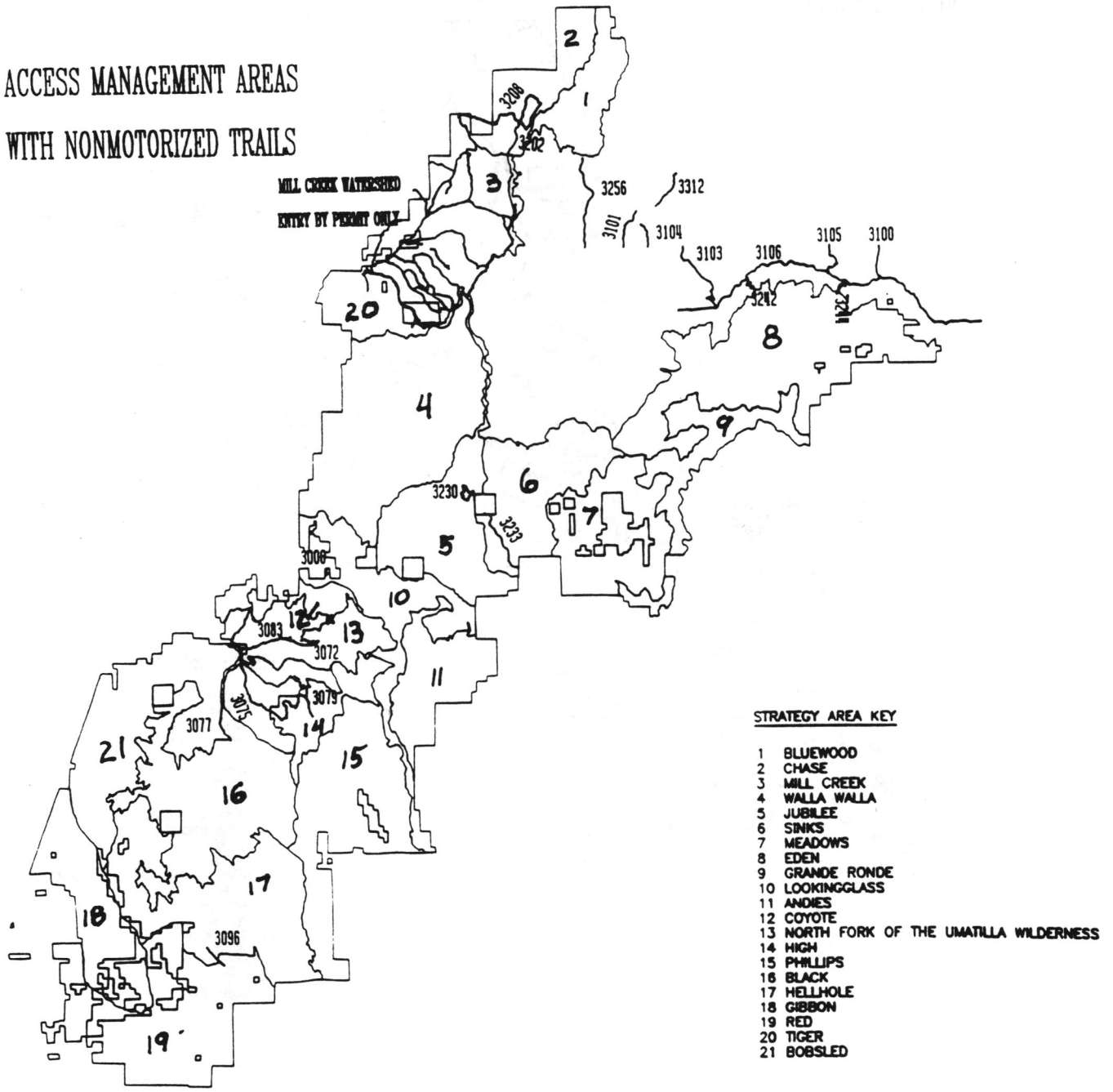


Figure 4. Non-Motorized Trails Location Map



ALTERNATIVE 1

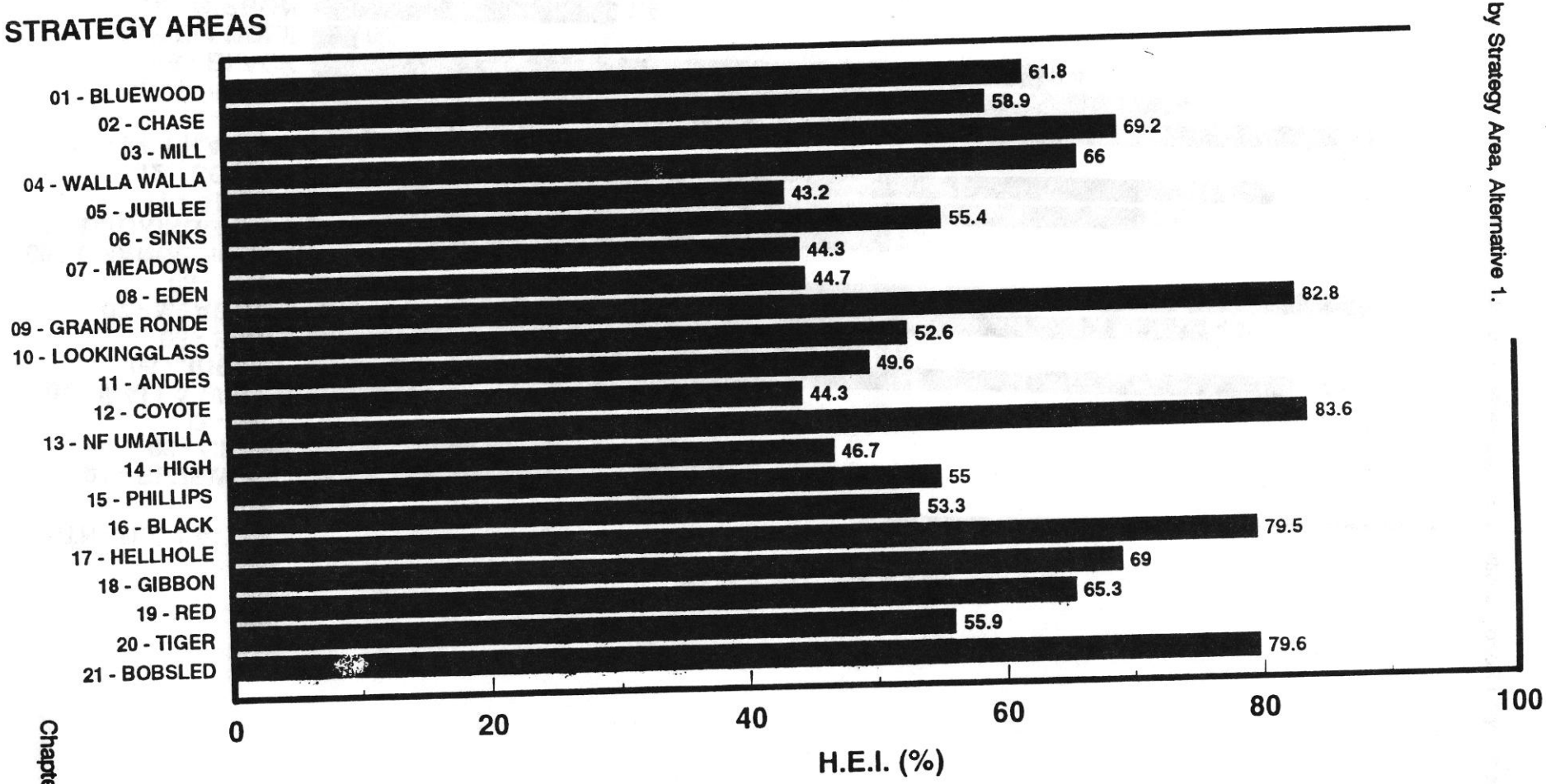
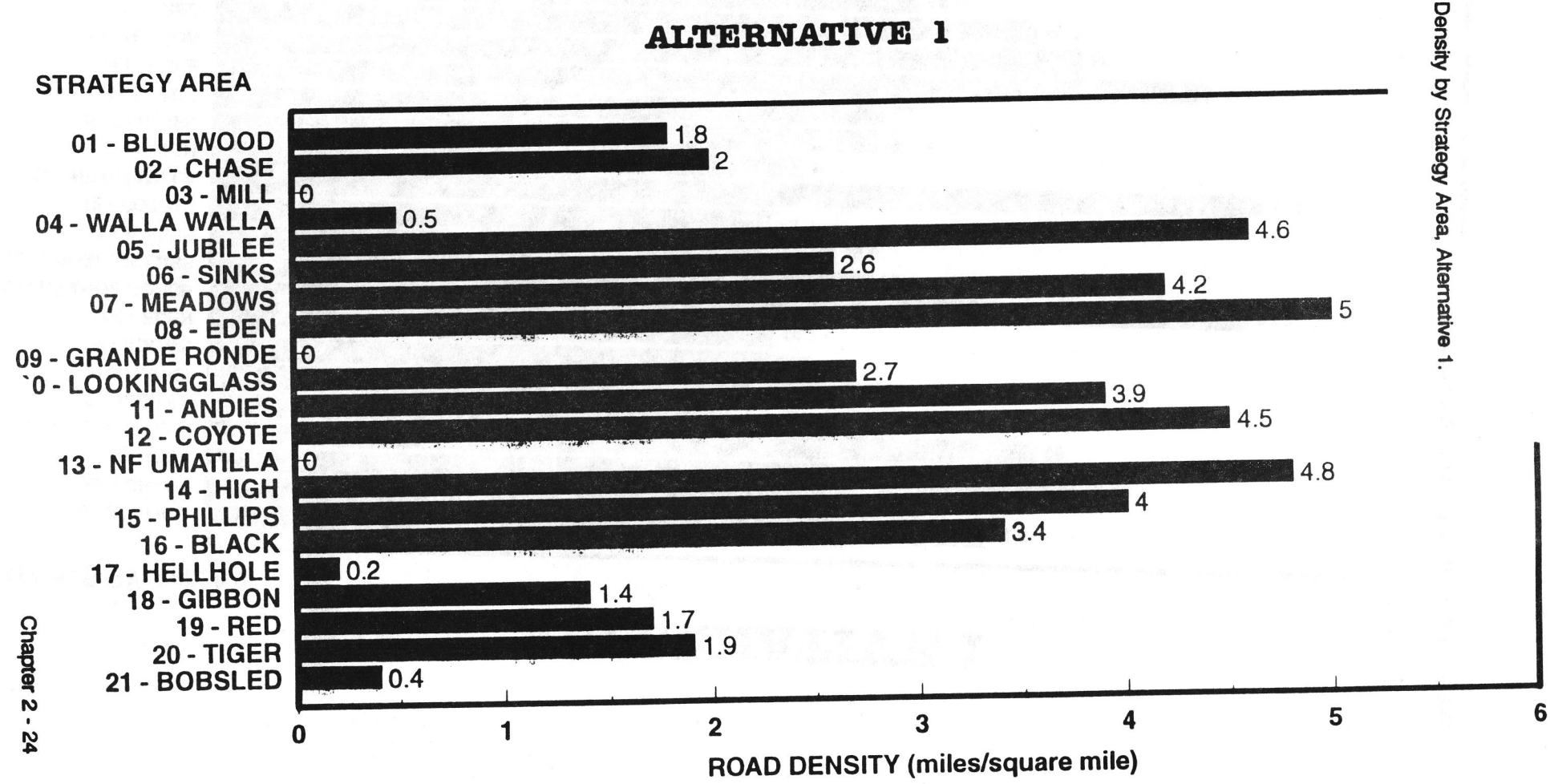


Table 2. HEI by Strategy Area, Alternative 1.

Ave = 58 HEI

Table 3. Open Road Density by Strategy Area, Alternative 1.



ALTERNATIVE 2: Wildlife Habitat (Proposed Action)

This action alternative was developed to increase HEI in strategy areas where current open road density results in HEI meeting only minimum management levels. High quality elk habitat is one of the primary management goals of the Umatilla National Forest Plan (4-4), and effective road management is key to achieving desired levels of habitat effectiveness.

The following strategy area descriptions detail the changes that will occur to the current management under this alternative. In addition to changes listed, all cross-country motorized travel would be prohibited.

Bluewood #1: No change from Alternative 1.

Chase #2: Closure Orders will be consolidated to prohibit all motorized vehicles in the area all year around, except snowmobiles would be permitted between December 1 and March 31, except roads 6436-Griffin Pk. (1.5 miles), 6437-Chase Mtn., 6400 (North Touchet), and 6400-450, 475, 560 would be open, consistent with the Whitney Timber Sale E.A. access management plan. Intake trail #3211 along south boundary of strategy area and north boundary of Mill Creek Watershed #3 will continue as a motorized trail.

Mill Creek Watershed #3: no changes.

Walla Walla #4: No change from Alternative 1, local roads would be regulated to allow only motorized vehicles less than 50" wide, except the following roads and trails will be open: roads 6500-040 (Yellow Jacket), 6512 (Table Springs) and 6500-294 (trailhead for trail 3225) and motorized use of trails #3222, #3223, #3225, #3226 will be continued.

Jubilee #5: Close area between 6403 and 64 from Bald Mtn to Road 6411 by order to all motorized vehicles year around, except snowmobiles. Road 6411 would be closed at the junction with 6411-020, and at the junction with road 64. Roads 6300-100, 012, 016, 021, would also be closed to all motorized vehicles, except snowmobiles. Roads 6306, 6306-053 and 054 with Management Area C4, will be closed to motorized vehicles, except snowmobiles. Access will be permitted for powerline maintenance activity. Snowmobile routes allowing only snowmobiles and Class I ATV's from December 1 through March 31, would be maintained.

Sinks #6: Strategy area will be closed to all motorized vehicles except roads 6413 and 6415, all year around, by Order. This implements the Little Big Hole Timber Sale E.A. decision, and expands the area effectively closed to motorized vehicles. Limited access for range allotment administration will be permitted.

Meadows #7: No Change from Alternative 1 except that in addition to the Next Meadow timber sale E.A. implementation, roads 6230, 6200-420 will also be closed to reduce open road density.

Roads 6200-510,511,030 (Brock and Jarboe Meadows) would be closed May 1 through July 31 to all motorized vehicles to enhance elk calving activity.

Roads within the area encompassed by roads 62, 6232, and 6413 except 6200-370 (Lookout Mtn. lookout tower) would be closed by order.

Eden #8: Huntit Spring area closure orders would be expanded to cover the entire strategy area and be in effect all year around. Area will be closed to all motorized vehicles year around, except snowmobiles, by order, except designated open roads 62, 6200-290 (Elk Flat), 6222, 6219, 6217 (Cross Canyon), 6214 (Hoodoo), 6212, 6208, 6206, 6200-029, 6200-025, 6209, 6209-200, 215, 216,270 (Highland DeJean road complex) and 6200-190 (Mosier Spring), 6200-090 (Hoodoo Lookout road.)

Grande Ronde #9: No change from Alternative 1.

Lookingglass #10: Orders will be consolidated and closure area around Spout Springs ski area will be closed to all motor vehicles year around north and west of road 3725. Motorized access to Spout Springs Ski Area for maintenance under special use permit will be allowed. Motorized access to Spout Springs lookout site and electronics site will be determined by the proposed Bald Timber Sale EA.

Andies #11: Gordon-Middle Ridge area closure Order will be extended to prohibit all motorized vehicles, except snowmobiles, year around, except roads 3738 (Phillips Creek) and 3734 (Pedro Crk.). All roads north and east of 3725 within the South Cabin timber sale area would be closed except designated open roads 3725-300, 280, 380, 080, and 3701. 2.5 miles of motorized trail #6143 will be maintained.

Coyote #12: Local roads tributary to road 3719 would be closed to reduce open road density. Access to Coyote Ridge trailhead is retained. Snow mobile access remains the same as Alternative 1.

North Fork Umatilla Wilderness #13: No changes from Alternative 1.

High #14: Area will be closed by order to all motorized vehicles except snowmobiles, except designated open roads 3150, 3150-108,105 and 3100-275, 3728-150,155,360,050,052. 4 miles of Motorized trail #6143 will be maintained. 3.5 miles of trail 3232 (Eagle Springs Ridge) will be available for motorized travel.

Phillips #15: Gordon/Middle Ridge area closure would be extended to be year around closure to all motorized vehicles east of road 3738. Area west of 3738 would remain open to motorized vehicles. Snowmobiles are permitted.

Black #16: Seasonal closure prohibiting all motorized vehicles within the area tributary to roads 3130 (Shimmiehorn Ridge), 3133 (Goodman Ridge) and 3128-070, and 3128-037 (Little Goodman Ridge) from May 1 through July 31, from their junctions with road 3128. The remainder of the area would be open to motorized vehicles year around.

Hellhole #17: No changes from Alternative 1.

Gibbon #18: No changes from Alternative 1.

Red #19: Area closure order prohibiting all motorized access will be continued, but modified to allow snowmobile use between Dec.1 and March 31. Signing and barricades will be improved to enhance the effectiveness of the closure.

Tiger #20: Roads 65 and 6511 will be seasonally regulated by order to allow only snowmobiles access between December 1 through March 31 to prevent disturbance of wintering elk herds and damage to road surfaces, cut banks and other resources.

Bobsled #21: Snowmobile use will be prohibited between December 1 and March 31. Road 3128-300 will be closed to snowmobiles at its junction with road 3128, in strategy area #16-Black.

The following paragraphs describe how this alternative addresses the Purpose and Need for Action and Key Issues. Table 8 displays the resource outputs and levels of management for each alternative.

Elk Habitat is managed through year round road closures that are proposed in Jubilee #5, Sinks #6, Eden #8, Andies #11 and Phillips #15,and High #14 in addition to existing closures in Chase #2, Red #19, to reduce open road density and limit the area accessible by motorized vehicles. Seasonal closures are used to limit motorized travel in important big game winter range and calving areas, in Black #16, Gibbon #18 and Tiger #20. Cross-country motorized travel is prohibited throughout the District making road closures for HEI more effective in limiting disturbance. Proposed HEI for each Strategy Area is displayed in Table 4. Proposed open road density is displayed in Table 5.

Hunting and Non-Motorized Summer Recreation access is available for a wide variety of experiences and modes of travel, but motorized access is substantially reduced from Alternative 1 with the expansion of the Huntit Area Closure (Eden #8) to cover the entire strategy area, and with additional closures in Sinks #6, High #14, Black #16, and Jubilee #5. Closure to cross-country motorized travel provides hunters as well as big game animals with over 50% more area that is without motorized intrusion, compared to Alternative 1. Motorized access is available on designated open roads, and local roads that are regulated to allow Class I and III ATV's only.

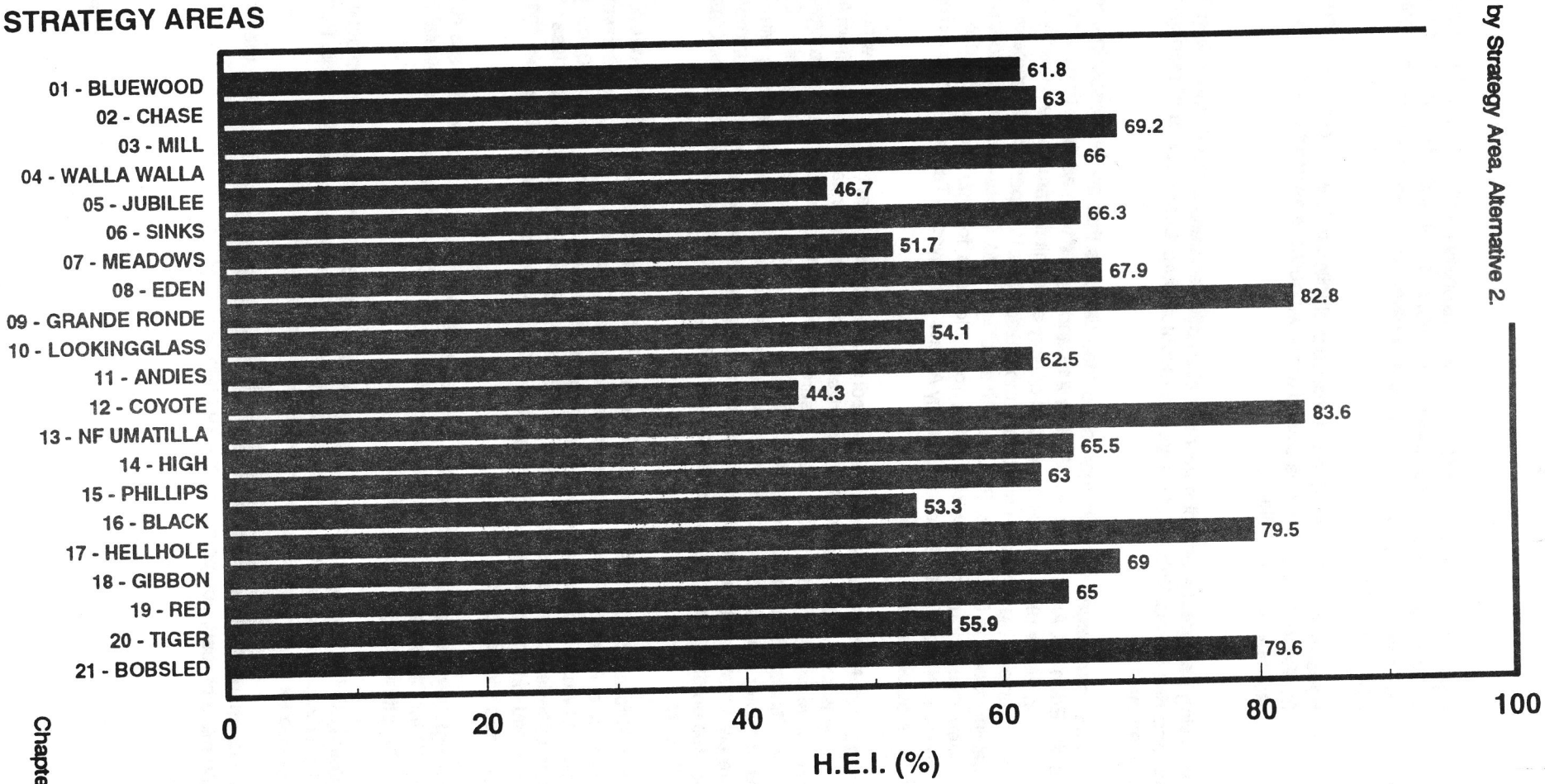
Winter Recreation access is similar to alternative 1 but is somewhat reduced to reduce wildlife disturbance. Class II ATV use within winter range in Tiger #20 is prohibited. Snowmobile and Class I ATV use is permitted oversnow on roads 65 and 6511 within Tiger #20, but prohibited when snow is absent between December 1 and March 31. Snowmobile and Class I ATV use is prohibited on Stumbough Ridge (Bobsled #21). Other opportunities remain the same for motorized winter travel.

Off-Highway Vehicles are permitted on 250 miles of restricted roads that are regulated by 36CFR for Class I and III ATV travel only. About 107 miles of trails are also available for Class III ATV (off highway motorcycle) use.

Administrative Use will continue to be allowed by permit for motorized vehicle access. Permits will be monitored to limit travel to less than one trip per month on closed roads. Permits will be required for administrative use on regulated restricted roads also.

Anadromous Fish habitat is enhanced by effectively closing, and reducing the use on about 500 miles of road, compared to only 70 miles of closed road in Alternative 1.

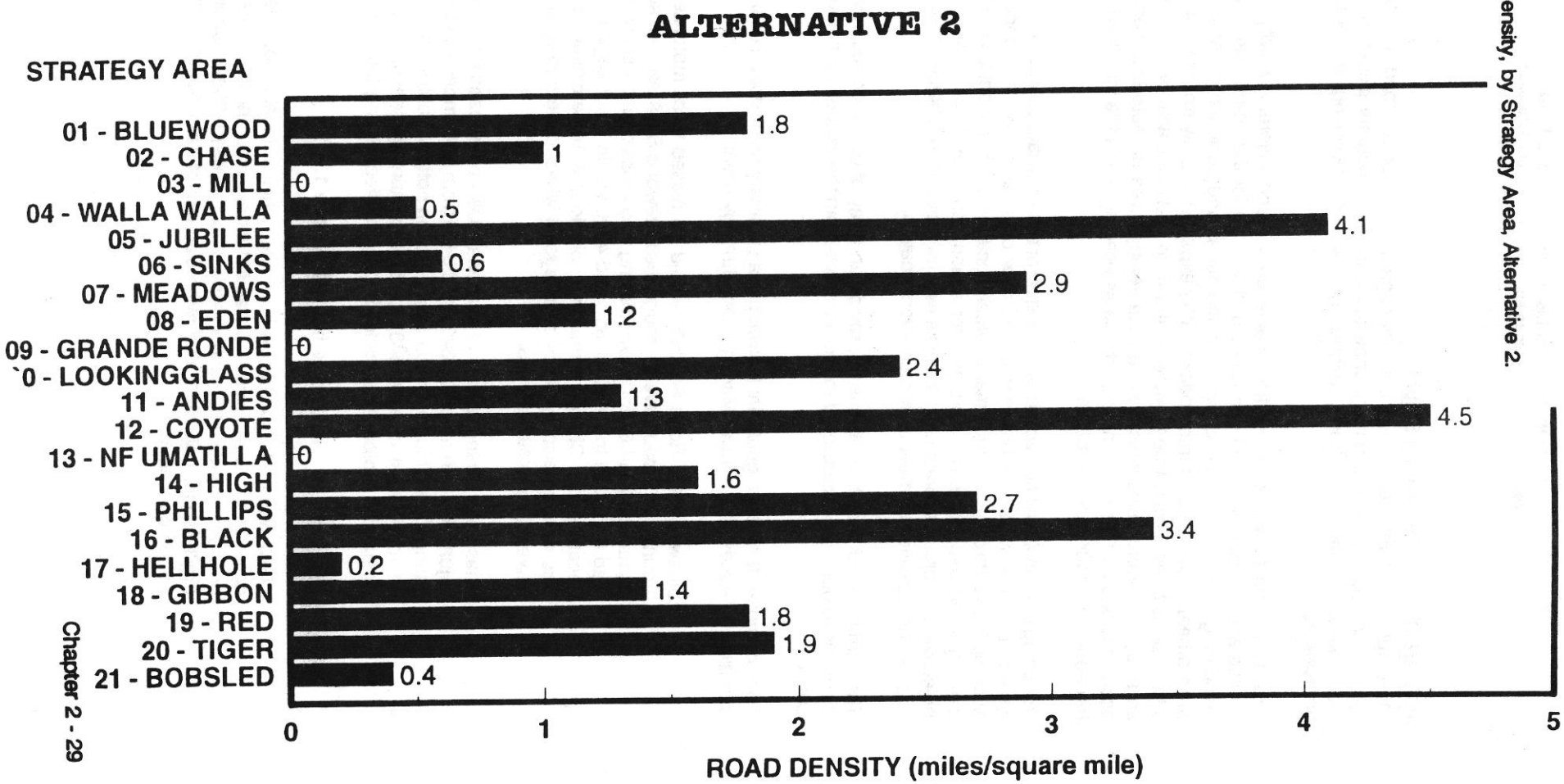
ALTERNATIVE 2



Ave = 64

Table 5. HEI by Strategy Area, Alternative 2.

Table 6. Open Road Density, by Strategy Area, Alternative 2.



ALTERNATIVE 3: Recreation Emphasis

The emphasis of this alternative is to manage access for a broad spectrum of recreation activities including hunting, fishing, snowmobiling, cross-country skiing, ATV use, equestrian use, hikers, mountain bicycling, rafting, recreational gathering of forest products, and sightseeing.

This alternative provides recognition that even in each different activity, recreationists are diverse and desire a variety of conditions and settings for their particular activity. For example skiing on groomed trail systems may meet the needs and desires of some cross-country skiers while others prefer an unmarked backcountry experience away from the sights and sounds of other user groups. This is true for every user group and every activity. This alternative provides an array of opportunities which range from settings free of motorized vehicles to those that accommodate high levels of motorized access keeping within the standards and guidelines of the Forest Plan for other resources.

Reducing potential user conflicts is another goal of this alternative. Areas have been designated where certain activities will be encouraged over other activities. This encouragement will be accomplished through indirect management actions such as education and informational signing in addition to direct management actions such as Orders under 36CFR 261. The objective is to provide forest recreationists with the freedom of choice in selecting sites, areas, routes and activities to meet their recreational needs.

The third intent of this alternative is to provide an array of opportunities in various geographic locations to optimize accessibility to recreationists from the various communities served by the District.

To accomplish the above goals the following is a summary of proposed changes to the existing situation by Access and Travel Management Strategy Area:

Bluewood #1: Road 6400500 would be closed to all motorized vehicles all year around. This road travels through the Bluewood Ski Area. The start of the seasonal closure on road 64 for snowmobiling and cross country ski use from junction with road 6400-650 to junction with road 4600 would be changed from December 1 to December 24. Changing the date coincides with the closure dates on road 4600. This change also provides access for 4-wheel drive snowplay users and visitors harvesting christmas trees.

Chase #2: Changes date of seasonal closure on roads 64 (from junction 6400650 to junction with road 65), 6437 and 6436 from December 1 to December 24. Would change the Whitney Timber Sale decision notice to allow class I and III ATV access on roads west of road 6437 outside of hunting season. The Cooperative Area closure for motorized vehicles is only in effect during fall hunting season.

Mill Creek #3: No change from Alternative 1.

Walla Walla #4: No change from Alternative 1. local roads are regulated to allow only motorized vehicles less than 50" wide, except the following roads and trails will be open: roads 6500-040 (Yellow Jacket), 6512 (Table Springs) and 6500-294 (trailhead for trail 3225) and motorized use of trails #3222, #3223, #3225, #3226 will be continued.

Jubilee #5: Road 64 from its junction with road 65 to it's junction with Jubilee Lake road 6400250 (includes new road 64 segment) would be designated as a snowmobile trail providing access for only snowmobiles, class I ATV's and cross country skiers from December 1 to March 31.

The National Recreation Trail at Jubilee Lake would be open to foot and wheelchair traffic only. All other uses are not compatible with a developed barrier free trail and would not be allowed.

To provide an area for nonmotorized recreation access, all spur roads located between roads 64 and 6403 would be closed to motorized travel with the exception of a Class III ATV connector trail that would be developed through the area and the 6400050 which is a groomed snowmobile trail.

Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width.

Sinks #6: The Sinks Area which lies between roads 6413 and 63, is an important natural/geological/spiritual area and all road and trail access in this area is either by foot, horse or mountain bicycle. Non motorized trail systems in this area connect the Sinks Area to Jubilee Lake. Roads 6415, 6413, 6300, and 6236 would be designated as snowmobile trails providing access for only snowmobiles, class I ATV's and cross country skiers from December 1 to March 31.

Meadows #7: This alternative changes the Next Meadow Timber Sale Decision Notice to provide access to several viewpoints that overlook the Grande Ronde River Canyon and to dispersed campsites on roads 6234-050, 051, 052, 020, 030, 040. Motorized use is only allowed on designated open roads and trails. Roads 6200, and 6232 would be designated as snowmobile trails providing access for only snowmobiles, class I ATV's and cross country skiers when the road is closed by snow.

Eden #8: Access is provided to several viewpoints that overlook the Grande Ronde River Canyon and the Wenaha-Tucannon Wilderness Area from road 6213 and 6222. The Huntit Cooperative Area Closure remains in effect during hunting season but has been expanded to include the area south of 62 and now covers the entire Eden Strategy Area. During this period of time motorized vehicles are only allowed on designated open roads. The area closure provides for walk-in hunting opportunities in a semi-primitive setting. Road 62 would be designated as a snowmobile trail providing access only for snowmobiles, class I ATV's and cross country skiers when the road is closed by snow. Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width (except during hunting season when the area closure is in effect).

Grande Ronde #9: No change from Alternative 1.

Lookingglass #10: Motorized use will only be allowed to the tree line on the 3700070 road which provides access to a viewpoint overlooking the North Fork Umatilla Wilderness. To protect the meadow, only pedestrians will be allowed out to the viewpoint. Access to the Spout Springs Electronic Site will be allowed by permit only, on road 3701-120. Motorized use is restricted all year long in the Spout

Springs Resort Area, except for on the designated snowmobile trail which crosses through the resort's cross- country ski trail system. Administrative use associated with the ski area is permitted. Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width.

Andies #11: Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width, except during hunting season within the seasonal area closure is in effect. Roads 3725-090,070,300 and 3701 would be designated as a snowmobile trails providing access only to snowmobiles, class I ATV's, and cross country skiers from December 1 to March 31.

Coyote #12: Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width.

North Fork of the Umatilla Wilderness #13: No change from Alternative 1.

High #14: Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width. Road 3150 will be restricted at or near the Lake Creek Trailhead. Cross Country ski use will be encouraged in the Horseshoe Prairie Area.

Phillips #15: Open roads provide access to popular huckleberry picking areas and to dispersed campsites located throughout the strategy area. Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width. Class I and III ATV's are permitted on roads closed to motorized vehicles over 50" in width, except during hunting season when the area closure is in effect. Encourage cross country skiing opportunities on Middle Ridge via road 3734 and Phillips Creek via road 3738.

Black #16: Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width. Road 32, from the Corporation Guard Station to Ruckel Junction, provides a winter driving opportunity for Class II ATV's.

Hellhole #17: Manage the 3100158, 159 and 155 road system for high clearance vehicles to provide an opportunity for Class II ATV's.

Gibbon #18: Manage the road system in this area to provide a year long primitive road experience for Class II ATV's and other four wheel drive vehicles.

Red #19: Road 3102 is open to provide access to hunting camps. Spur roads off of this road system are closed to all motorized vehicles. Encourage Class I, II and III ATV access on road sytems off of road 3116. Access to the trailhead on the 3109026 road for the Spring Mountain Climbing Area is provided. Local roads have been changed from restricted to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width. Overland snowmobiles use is permitted December 1- March 31.

Tiger #20: Road 65 travels through Elk Winter Range. The Standards and Guidelines outlined in the Forest Plan allow snowmobile and ATV access on designated routes through winter range areas. To accommodate recreational use and at the same time reduce possible disturbance to wintering elk, road 65 from the forest boundary to Tiger Saddle will be closed to all motorized vehicles and pedestrians from Monday through Thursday except by permit. The road will reopen on Friday and remain open through Sunday to provide access for both motorized and non-motorized uses. The period of time during the year that this restriction will be in effect will vary from year to year depending on snow conditions. At Tiger Saddle, road 6511 takes off and provides access to Big Meadows which is located on private land. To prevent resource damage on both National Forest System lands and private land this road would be closed to coincide with Umatilla County's seasonal road closure. There are limited opportunities for winter driving experiences for Class II ATV's on road 65 from junction with county road #82 to its junction with road 6500040 and on road 6500040 within the time frames discussed above. Road 65 from its junction with the 6500041 road to it's junction with the 64 road would be designated as snowmobile trail providing access for only snowmobiles, class I ATV's and cross country skiers.

Bobsled #21: No change from Alternative 1. Continue to allow Class II ATV access on the following ridges: Stumbough; road 3128-300, Rattlesnake; road 3128-350, Johnson; road 3128-320, and Starve to Death; road 3128-140. Allow continued Class III ATV access on the following trail systems: Shimmiehorn Ridge, Goodman Ridge, Bobsled Creek and Bobsled Ridge and the South Fork of the Umatilla.

The following paragraphs describe how this alternative addresses the Purpose and Need for Action and Key Issues. Table 8 displays the resource outputs and levels of management for each alternative.

Elk Habitat is addressed by reducing open road density is some strategy areas by closing individual roads not currently needed for management and expanding Huntit Seasonal Area Closure to include the entire Eden #8 strategy area to provide improved escapement areas. Cross country OHV use is prohibited over most of the district, which will reduce the level of motorized disturbance. Proposed HEI for each Strategy Area is displayed in Table 6. Proposed open road density is displayed in Table 7.

Hunting access and travel opportunities are similar to Alternative 1 except in Eden #8 strategy area, where the Hunit Seasonal Area Closure is expanded to close the entire strategy area to motorized travel except for designated open roads. The other limitation regulates the use of OHV's to designated open and restricted roads. Cross country motorized travel is prohibited on the district.

Winter Recreation is expanded by 80 miles of additional regulated routes for snowmobiles, including road 62 between Lookingglass creek and the Forest boundary near Troy, Oregon. Tiger Canyon Road would remain open for Class II ATV use on weekends between December 1 and March 31, compared to all week long in Alternative 1. Class II ATV's are allowed in all areas not regulated for snowmobile and Class I ATV use only.

Off Highway Vehicles: are permitted on local roads regulated to provide for the use of Class I and III ATV's, but cross-country OHV use is prohibited in most areas.

Administrative Use is allowed on restricted roads by permit, and motorized travel on closed roads is restricted by permit to less than 1 trip per month.

Anadromous fish habitat is enhanced by reducing travel on 700 miles of restricted roads by allowing only Class I and III ATV traffic.

Table 8. HEI by Strategy Area, Alternative 3.

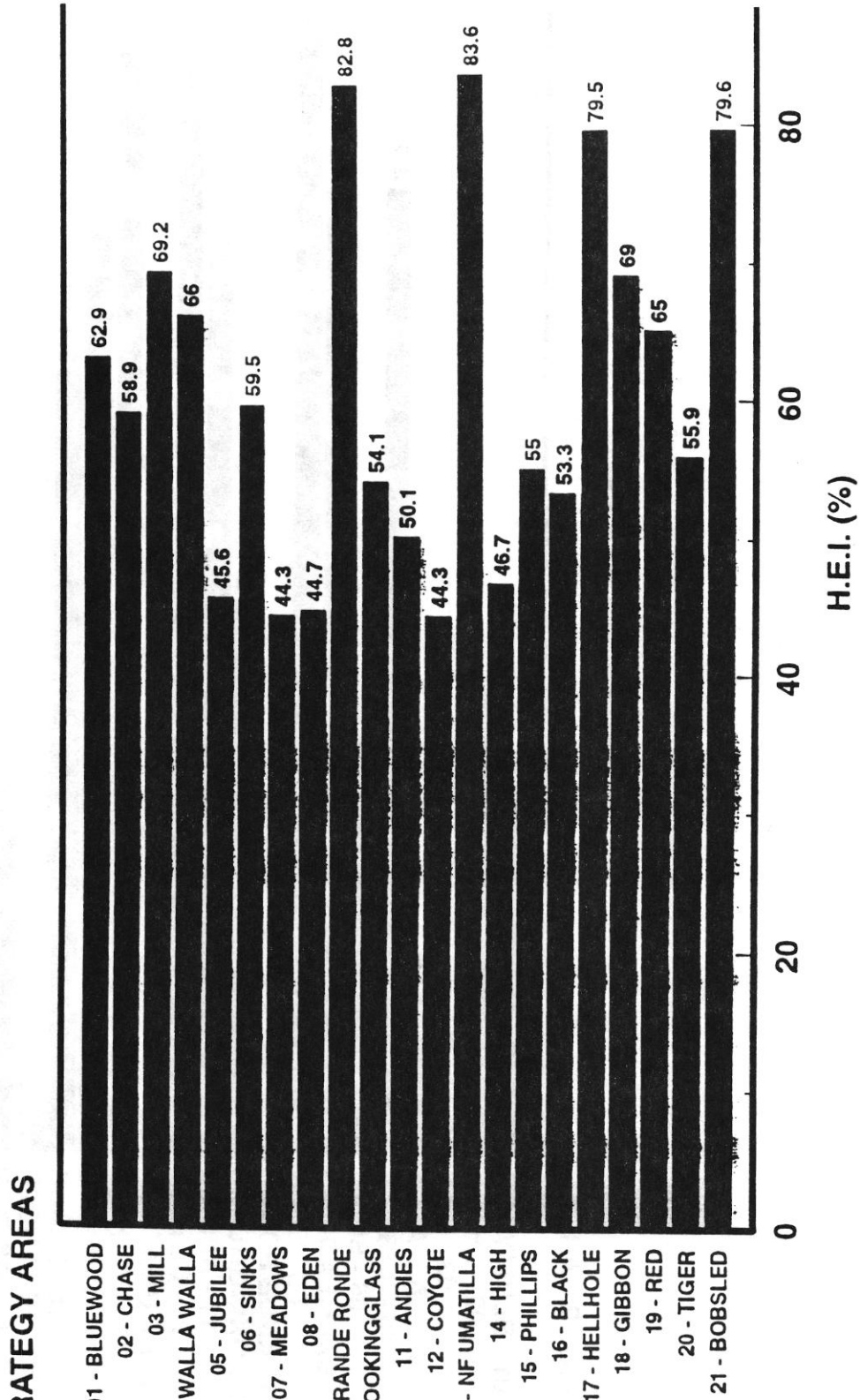


Table 9. Open Road Density by Strategy Area. Alternative 3.

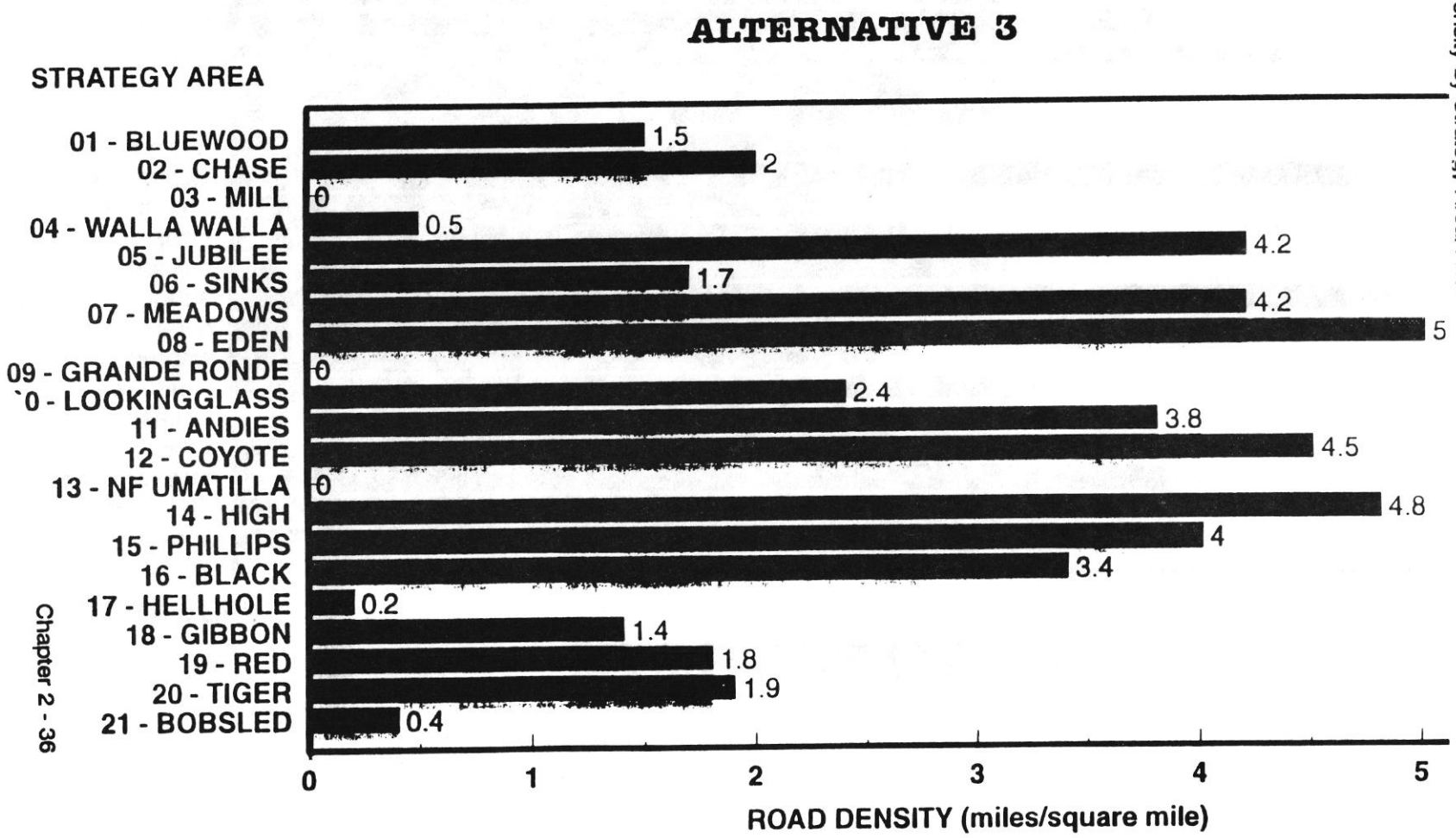


TABLE 10: COMPARISON OF ALTERNATIVES

KEY ISSUE: ELK HABITAT

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
HEI (Dist. Avg)	Index	61.9	65.7	62.3
Open Roads				
-Open	Miles	650	590	570
-Restricted	Miles	620	250	700
-Total Open Roads	Miles	1270	840	1270
-Open Road Density [1]	Mi/Sq Mi	2.1	1.4	2.1
Closed Roads	Miles	70	500	70

KEY ISSUE: HUNTING

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
Hunting Season Status [2]				
Open Roads Vehicles <50"	Miles	20	250	400
Open Roads Vehicles >50"	Miles	1000	590	570
Open to Motorized Use [3]	Acres	294,367	0	0
Closed to Motorized Use [4]	Acres	90,122	381,310	381,310
Inventoried Campsites [5]	#	546	535	535

KEY ISSUE: WINTER RECREATION

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
Snowmobiles				
-Snowmobile Trails	Miles	8	8	8
-Snowmobile Roads	Miles	199	199	277
X/C/ Skiing				
-X/C Trails	Miles	19	19	19
-X/C Roads [6]	Miles	199	199	199
Off Road Vehicles				
-Class II ATV Routes	Miles	24	11	46

KEY ISSUE: OFF HIGHWAY VEHICLES

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
Open to Motorized Use	Acres	315,237	0	0
For Class I ATV				
-Open Roads	Miles	1270	590	74
--Class I & III Only	Miles	42	250	700
-Open Trails	Miles	15	15	15
For Class II ATV				
-Open Roads [7]	Miles	650	590	570
-Open Trails	Miles	0	0	0
For Class III ATV				
-Open Roads	Miles	1270	840	1270
-Open Trails	Miles	108	108	108
--Class I & III Only	Miles	42	250	700

KEY ISSUE: ADMINISTRATIVE USE

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
Open Roads	Miles	1228	590	570
Closed Roads	Miles	70	500	70
Class I & III ATV Only	Miles	42	250	700
Cost	Scale	Low	High	Moderate
Convenience	Scale	High	Low	Moderate

KEY ISSUE: ANADROMOUS FISH

CRITERIA	UNITS	ALT 1 CURRENT MANAGEMENT	ALT 2 WILDLIFE HABITAT	ALT 3 RECREATION
Maintenance Level 1				
-Closed Roads	Miles	70	500	70
-Restricted Roads	Miles	620	250	700
Maintenance Level 2 & 3				
-Open Roads	Miles	610	550	530
Maintenance Level 4				
-Open Roads	Miles	30	30	30
Maintenance Level 5				
-Open Roads	Miles	10	10	10

Total District Road Mileage: 1340
Total District Area: 381,307 acres = 596 square miles

1-Open Road density = (Miles Open Road + Miles Restricted Road) / 596 sq. miles.
2-Hunting Season = September through December Archery and Rifle.
3-Open to cross country motorized use.
4-Motorized use is available only on open roads.
5-Accessible by motor vehicles.
6-Snowmobile routes open to X/C skiing.
7-Vehicles licensed for public highways.

CHAPTER 3: ENVIRONMENTAL EFFECTS

EFFECTS/COMPARISON OF ALTERNATIVES

This chapter describes the direct, indirect and cumulative effects of each alternative on the Key issues. Direct, indirect and cumulative effects of each alternative will be described and compared under each key issue heading.

KEY ISSUE: ELK HABITAT:

Evaluation Criteria:

Habitat Effectiveness Index: Calculated on relative amounts of cover, forage and open road density.

Disturbance: Open Road Density: Miles of open road per square mile area.

See Tables 2 through 9 for results of HEI and Open Road Density analysis for each Strategy Area.

ALTERNATIVE 1: Continue Current Management
KEY ISSUE: ELK HABITAT

Direct Effects: About 49% of the total road mileage on the District (1340 miles) is open to passenger vehicle travel without restriction during the spring, summer and fall and closed only during heavy snow seasons.

About 46% of the district roads have restricted access by physical barricade. Only 5% of the total road mileage is closed to motorized vehicles by regulation. Overall open road density is about 2.1 miles/square mile.

District wide average HEI is estimated to be about 62. Calculated HEI value in some Management Area C4 and E2 areas in a few Strategy Areas is below Forest Plan standards (60% for C4 and 45% for E2). This is the result of high open road density and non-optimum cover and forage levels. Where the optimum cover quantity and quality are not achieved, HEI will continue to be low, even though open road density is low. Closing more roads would improve HEI, but not above levels that are restricted by suboptimum cover and forage. See Appendix G for a discussion of HEI calculations and Management Area specific analysis.

Disturbance is reduced through hunting season area closures in the Chase- Griffin (Chase #2), Huntit Springs (Eden #8), and Gordon-Middle Ridge (Andies #11 & Phillips #15) Strategy Areas, creating about 3700 acres with limited motorized access, increasing non-hunting season acreage by about 50%. Strategy Areas 3,4,9,13,17,21 that are dominantly unroaded contribute 138,956 acres (26% of the district) being dominantly without motorized intrusion during peak hunting seasons, by regulation.

Indirect Effects: Continuing the current closures and road management activities will result maintaining the current habitat conditions. Movement of animals due to disturbance will continue at current levels. Vulnerability to hunting remains relatively high as most areas have few restrictions on motorized vehicles.

Cumulative Effects: Big game habitat is being managed at a level that meets forest plan standards and guidelines. About 25% of the District is managed at an HEI 50 or less. About 30% of the District is managed at HEI 50 to 60 and the remainder (45%) is managed above HEI 60. Existing seasonal closure areas create effective areas without motorized intrusion during hunting season, but have little effect on creating effective habitat outside of hunting season.

ALTERNATIVE 2: Wildlife Habitat:
KEY ISSUE: ELK HABITAT

Direct Effects: About 44% of the road mileage on the district would be open to passenger vehicle travel without restriction during spring, summer and fall and close only during heavy snow seasons.

About 20% of the total road mileage, represented by Restricted roads, would be closed to motorized vehicles over 50 inches wide and 600 lbs weight, by regulation under 36CFR.

Closed road mileage would increase to 500 miles (37% of total mileage).

Seasonal closures are used to reduce disturbance in winter range in the Tiger Canyon (Tiger #20) area, and during spring calving season in the Shimmiehorn and Goodman Ridge areas (Black#16), and within Meadow #7 by opening certain roads only during the Fall hunting season. This responds to the biological needs of the elk, without unnecessarily restricting motorized access during other periods of the year.

District average open road density would decrease to 1.4 miles/square mile.

District wide average HEI is estimated to be about 66.

While calculated HEI value in some Management Area C4 and E2 areas in a few Strategy Areas is below Forest Plan standards (60% for C4 and 45% for E2), this is not the result of excessively high open road density, in most cases. Where the optimum cover quantity and quality are not achieved, HEI will continue to be low, even though open road density is low. Closing more roads will not improve HEI. The only way to raise the HEI level in these units would be to change the cover values, to move closer to optimum levels. See Appendix G for a discussion of HEI calculations and Management Area specific analysis.

Disturbance would decrease by expanding areas with limited motorized access year around by about 56%, resulting in 40% of the district being dominantly without motorized intrusion between spring and winter, including hunting seasons.

Cross-country motorized travel is prohibited on the entire District to increase the effectiveness of road closures.

Indirect Effects: Movement of animals due to disturbance should be significantly reduced by this alternative, as large areas relatively free of motorized intrusion are created. Vulnerability to hunting should be reduced as road density decreases, increasing the average distance between open roads by 1/2 mile or more in many areas.

Cumulative Effects: Big game habitat would be managed at a level that meets forest plan standards. About 5% of the District is managed at an HEI 50 or less. About 20% of the District is managed at HEI 50 to 60 and the remainder (75%) is managed above HEI 60. Year around closure areas and prohibiting cross-country motorized travel would create effective areas with limited motorized intrusion, and effectively raise habitat effectiveness above minimum levels.

ALTERNATIVE 3: Recreation Emphasis
KEY ISSUE: ELK HABITAT

Direct Effects: About 42% of the road mileage (570 miles) on the District would be open to passenger vehicle travel without restriction during the spring, summer and fall and close only during heavy snow seasons.

Restricted roads would be regulated to allow only vehicles under 50 inches wide, thereby reducing the opportunity for casual use of local roads by the general public and administrative users. Regulated local roads would total about 700 miles (52%).

About 5% of the district road mileage is closed (72 miles)

Overall open road density would be about 2.1 miles/square mile.

District-wide average HEI would be about 62.

Calculated HEI value in some Management Area C4 and E2 areas in a few Strategy Areas is below Forest Plan standards (60% for C4 and 45% for E2). This is the result of high open road density from allowing motorized ATV's to travel Restricted roads outside of hunting season and non-optimum cover and forage levels. Where the optimum cover quantity and quality are not achieved, HEI will continue to be low, even though open road density is low. Closing more roads to all motorized vehicles would improve HEI, but not above levels that are restricted by suboptimum cover or forage. See Appendix G for a discussion of HEI calculations and Management Area specific analysis.

Disturbance would be reduced through seasonal road closures in the Chase (Chase #2) and Gordon/Middle Ridge (Andies #11 & Phillips #15) areas, and expanded to include the entire Eden #8 strategy area, except for designated open roads. Areas with limited motorized access increase by about 40% over Alternative 1, during seasonal closures.

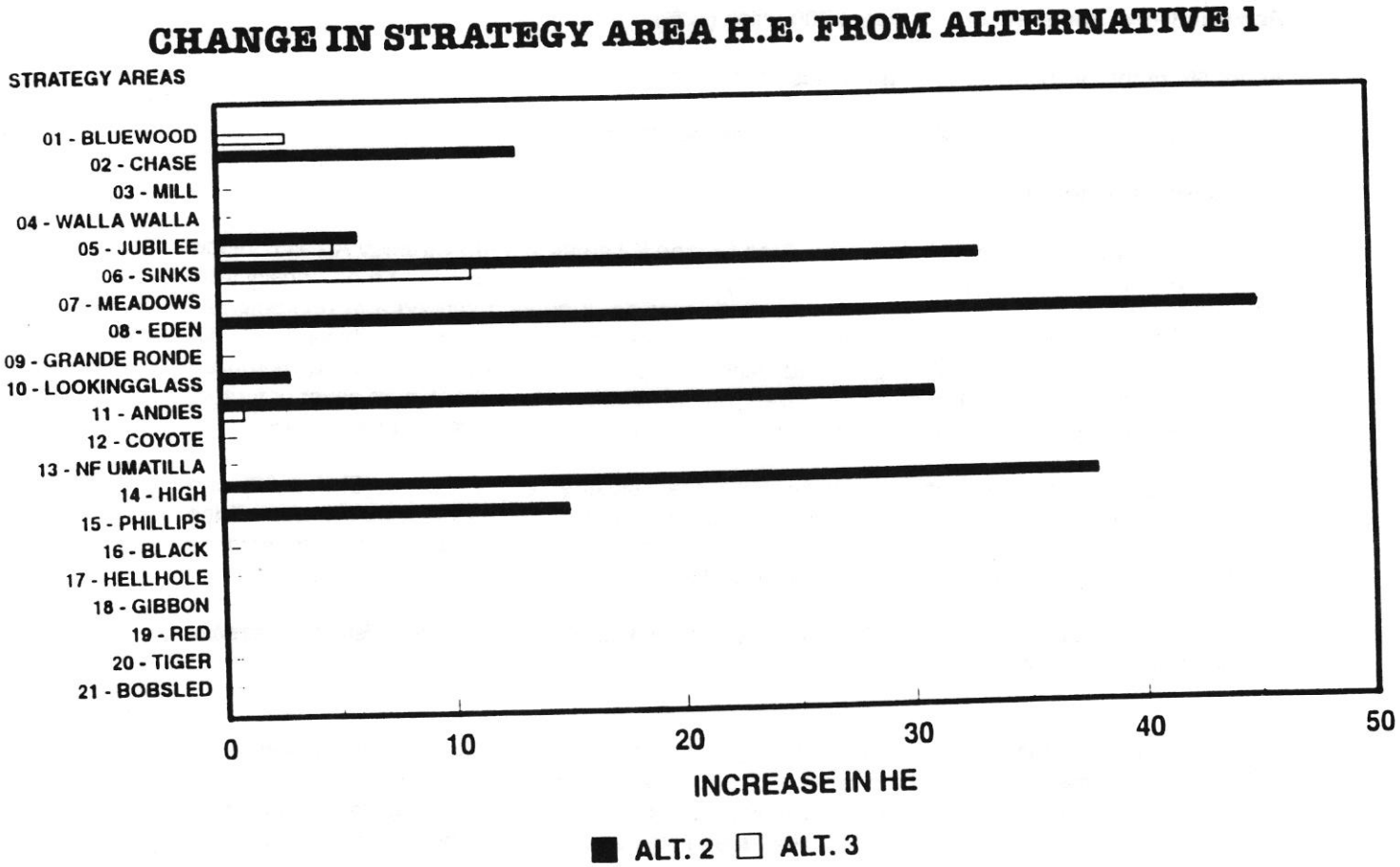
Cross country travel by motorized vehicles is prohibited by regulation on the entire District to increase the effectiveness of road closures.

Indirect Effects: Reductions in open road density would marginally improve HEI in some areas, and expanded seasonal closures should reduce disturbance during hunting season. Overall level of disturbance should be somewhat reduced compared to Alternative 1, with regulations on cross country use of ATV's and reduced road usage due to regulations on vehicle types allowed on local roads.

Cumulative Effects: Big game habitat would continue to be managed at a level that meets forest plan standards and guidelines. About 20% of the District would be managed at an HEI 50 or less. About 30% of the District would be managed at HEI 50 to 60 and the remainder (50%) would be managed above HEI 60. Seasonal closure areas would create effective areas without motorized intrusion during hunting season, but have little effect on creating effective habitat outside of hunting season.

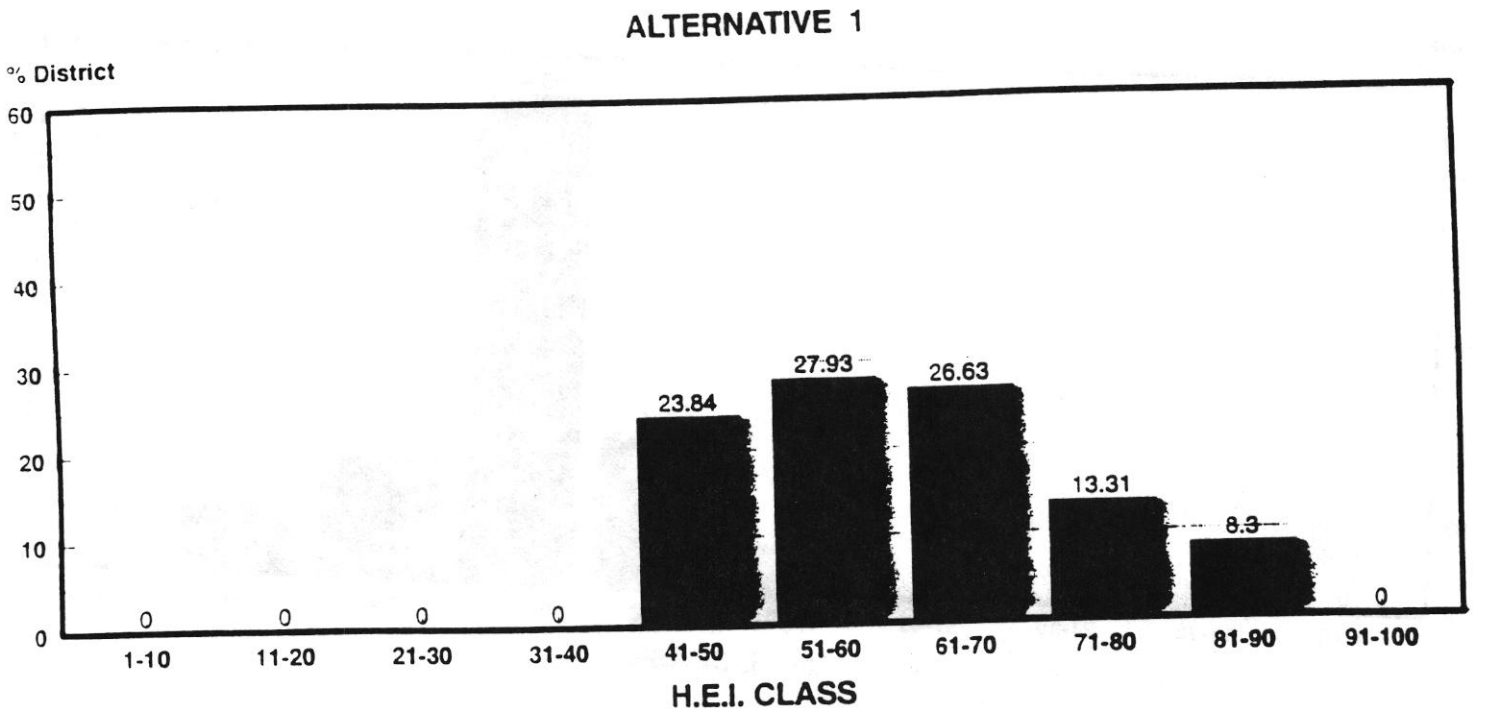
Tables 11 through 14 show the changes in HEI and Open Road density that occur with each alternative.

Table 11 Change in Strategy Area Habitat Effectiveness.



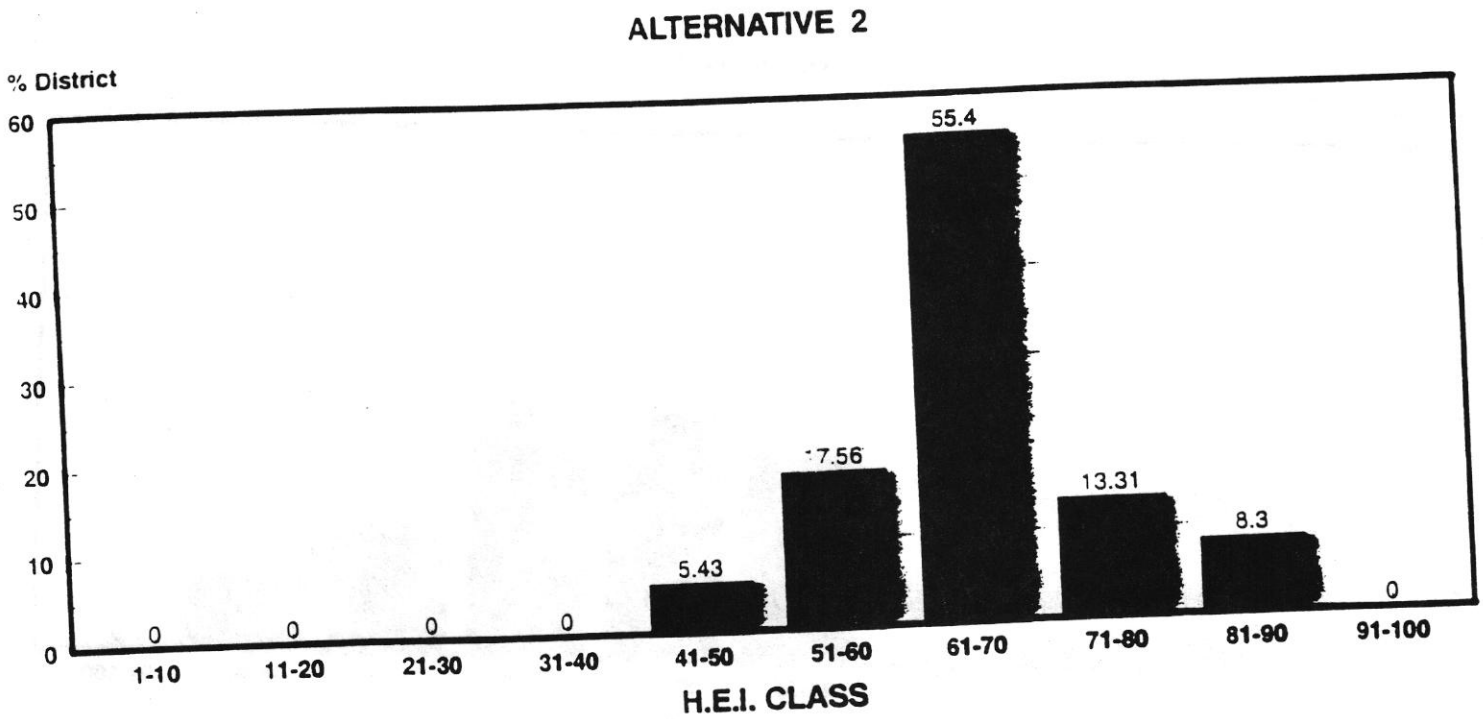
This table demonstrates the change in Habitat Effectiveness for Alternatives 2 and 3 compared to the existing situation, Alternative 1.

Table 12 Habitat Effectiveness Index Distribution for Alternative 1.



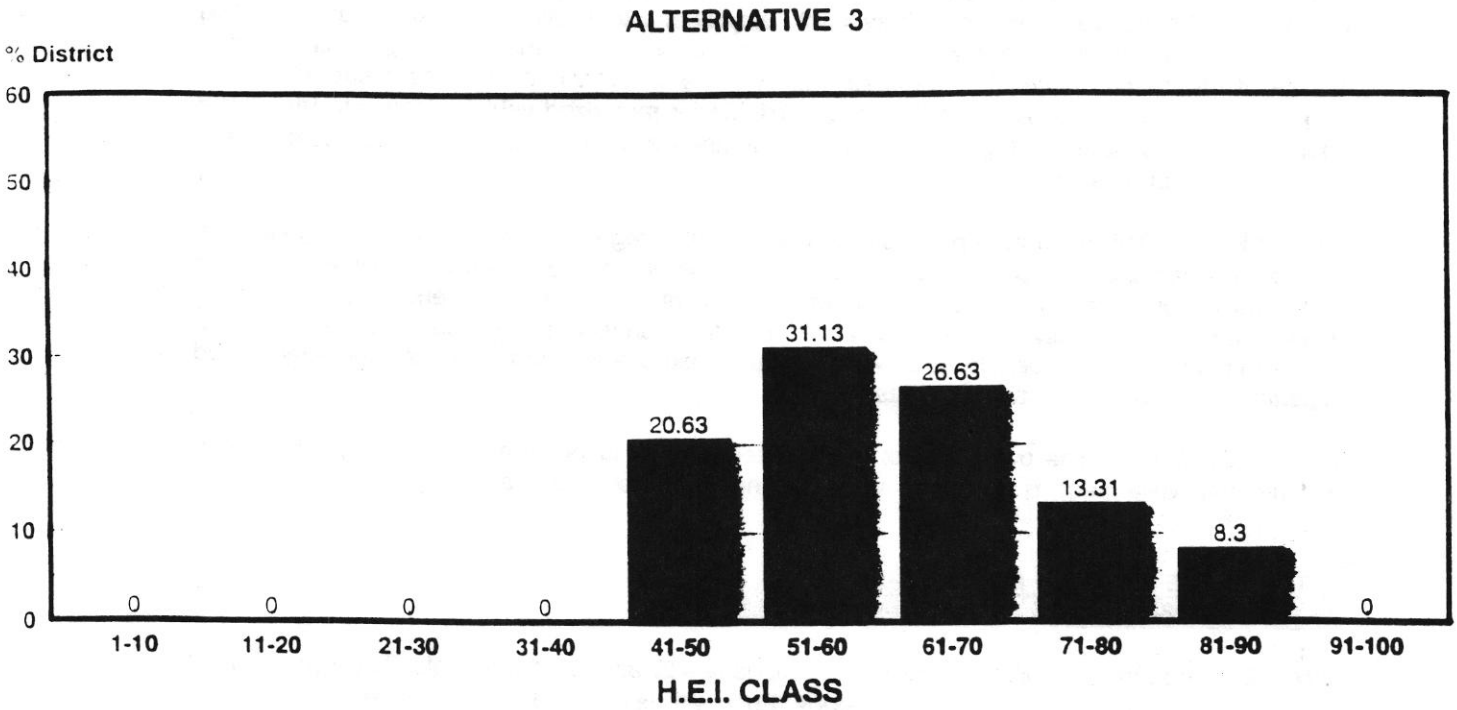
This table shows the percentage of total Walla Walla Ranger District acreage that is being managed within each HEI class, for Alternative 1. Numbers at the top of each bar represent the percentage of acreage for each HEI Class.

Table 13 Habitat Effectiveness Index Distribution for Alternative 2.



This table shows the percentage of total Walla Walla Ranger District acreage that would be managed within each HEI class, for Alternative 2. Numbers at the top of each bar represent the percentage of acreage for each HEI Class.

Table 14 Habitat Effectiveness Index Distribution for Alternative 3.



This table shows the percentage of total Walla Walla Ranger District acreage that is being managed within each HEI class, for Alternative 3. Numbers at the top of each bar represent the percentage of acreage for each HEI Class.

KEY ISSUE: HUNTING:
Evaluation Criteria:

Open Road Density (Miles/square mile)
Type of Experience (Closed vs open roads & acres)

ALTERNATIVE 1: Continue Current Management
KEY ISSUE: HUNTING

Direct Effects: Three cooperative area closures limit motorized access for hunters to designated open roads,in the Huntit (Eden #8), Griffin/Chase (Chase #2), and Gordon/Middle Ridge (portions of Andies #11 & Phillips #15) areas. A portion of the Red area (#19) is closed to motorized access year around. These areas allow only horseback, bicycle and foot travel and provide about 34,000 acres of primitive hunting experience. Total area closed to motorized vehicles during hunting season is 26% of the district. North Fork Umatilla and Wenaha Tucannon Wilderness areas allow only non-mechanized travel. 74% of the District is available for motorized vehicle access to the widest choice of camping and hunting areas. 99% of inventoried dispersed camp-sites are accessible to hunters by motor vehicle.

Indirect Effects: This alternative provides the lowest level of regulation, and provides a high level of choice for areas and methods of travel and access. This alternative provides the widest range of opportunities for elderly and physically challenged hunters. Dispersal of hunters is potentially high due to the relatively low level of restrictions on travel. While providing for maximum dispersal, it can also lead to conflicts between those seeking a primitive experience, and those seeking a motorized experience, by not limiting activity areas.

Cumulative Effects: The overall effect of this alternative is to provide a wide range of hunting experiences, while meeting standards and guidelines for other resources.

ALTERNATIVE 2: Wildlife Habitat
KEY ISSUE: HUNTING

Direct Effects: Area closures in Chase/Griffin (Chase #2) and Gordon/Middle Ridge (portions of Andies #11 & Phillips #15) and Huntit Springs (Eden #8) (expanded to include the entire strategy area) would restrict motorized hunting access to designated open roads year around. Red area (#19) closure would remain in effect year around. Additional closures in Sinks #6 and other predominantly roadless areas bring the total acres available for non-motorized hunting experiences to 39% of District acreage. North Fork Umatilla (#13) and Wenaha Tucannon Wilderness (Pomeroy Ranger District) areas would allow only non-mechanized travel. Motorized travel is restricted to designated open and restricted roads, and cross-country operation of motorized vehicles is prohibited. Overall open road density decreases from 2.2 miles/square mile in Alternative 1, to 1.4 miles per square mile, and varies from 0.5 to 4.5 between roaded Strategy Areas, providing motorized access to all parts of the District during hunting season. 97% of inventoried dispersed campsites would be available for motorized access.

Indirect Effects: Hunters wanting a primitive, non-motorized hunting experience will find the experience readily available, while others will continue to find opportunities for motorized hunting access, although the geographic location may change. Hunters wanting areas easily accessible by roads will be concentrated into smaller areas which could diminish their hunting experience.

Concentrating hunters into smaller areas near open roads could result in safety problems, and could lead to overcrowding of some areas. The popular Wenaha State wildlife management Unit in Oregon

has an overall open road density average of under 1 mile/square mile which could cause use to be concentrated in the most heavily roaded portions of this area (Jubilee #5). Some elderly and physically challenged hunters will have difficulty accessing some traditional areas due to low open road density.

Cumulative Effects: The cumulative effects of this alternative may result in a change in hunting habits, location and numbers of game animals, and a shift in the demand for hunting across the District as hunters sort out the opportunities for their particular type of experience.

ALTERNATIVE 3-Recreation Emphasis
KEY ISSUE: HUNTING

Direct Effects: Three seasonal cooperative area closures would limit motorized access for hunters to designated open roads,in the Huntit (expanded to include entire strategy area) (Eden #8), Griffin/Chase (Chase #2), and Gordon/Middle Ridge (portions of Andies #11 & Phillips #15) areas. A portion of the Red area (#19) would continue to be closed to motorized access, except during the winter when cross country snowmobile use would be allowed; and during hunting season when additional hunting camp areas along road 3102 would be available. North Fork Umatilla and Wenaha-Tucannon Wilderness (Pomeroy Ranger District) areas provide 200,000 acres of non-mechanized travel accessible from open roads. Motorized hunting access is limited to designated open roads for vehicles over 50 inches, outside of closure areas, and cross country travel is prohibited over most of the district. Access to most local roads is regulated to allow vehicles under 50 inches only. 99% of the inventoried dispersed campsites would be accessible to hunters using motorized vehicles.

Indirect Effects: This alternative provides a wide range of access opportunities for a variety of hunters and promotes more dispersal of hunters compared to Alternative 2. Conflicts between hunters using motorized vehicles and hunters seeking a non-motorized experience will be decreased by regulating ATV use. Some elderly and physically challenged hunters will have difficulty hunting in traditional areas (such as Eden #8) due to increase in size of closed area, and over entire district due to regulations prohibiting cross country use of ATV's.

Cumulative Effects: The cumulative effects of this alternative may result in a moderate change in hunting habits and location. Additional road closures will result in increasing the effort needed to locate, shoot and retrieve game animals, thus restricting the type of hunter and locations available for a particular type of experience.

KEY ISSUE-WINTER RECREATION

Evaluation Criteria:

Miles snowmobile routes
Miles of cross country ski routes
Miles of Class II ATV routes.

ALTERNATIVE 1-Continue Current Management
KEY ISSUE: WINTER RECREATION

Direct Effects: Winter recreation opportunities of several types are provided including alpine and nordic skiing, snowmobiling, sledding and other snow play. Limited 4 wheel drive travel is also available. Regulation of winter use is limited to seasonal designation of snowmobile routes along system roads, seasonal closure of roads to prevent disturbance of wintering elk, prevent conflicts between user groups and to prevent other resource damage.
Snowmobiles are permitted to operate on and off of designated routes throughout the district, except in North Fork Umatilla #13, Mill Creek Watershed #3, Grande Ronde #9, and Red #19. Snowmobiles are prohibited within developed ski areas. Outside of restricted areas, snowmobiles are restricted only by snow level and terrain. Cross country skiers are offered designated trails in the Spout Springs (Lookingglass #10) and Horseshoe Prairie (High #14) areas; and are permitted on snowmobile routes. Two developed alpine ski areas provide a variety of challenging skiing experiences. Class II ATV's have access to all roads not closed or designated as snowmobile routes.

Indirect Effects: Potential for conflict between motorized and non-motorized is high due to the proximity of motorized and non-motorized routes. Spout springs and Horseshoe Prairie offer some isolation due to regulations on motorized access, and signing that discourages use. Concentrated use in limited areas, such as Highway 204 corridor around Spout Springs creates user conflicts due to lack of capacity to meet demand. Opportunity for dispersal of users is potentially high, but requires users to seek out and utilize portions of district that are currently undeveloped.

Cumulative Effects: There is currently a wide spectrum of winter recreation access opportunities available for motorized and non-motorized recreation. User conflicts continue to occur due to concentration of activity at only a few access points, especially in the highway 204 corridor. This alternative will continue current direction of managing access at the lowest intensity of regulation needed to provide opportunities and protect public safety.

ALTERNATIVE 2-Wildlife Habitat
KEY ISSUE: WINTER RECREATION

Direct Effects: Winter recreation opportunities of several types are provided including alpine and nordic skiing, snowmobiling, sledding and other snow play. Limited 4-wheel drive travel is also available. Regulation of winter use includes seasonal designation of snowmobile routes along system roads, seasonal closure of Road 65 (Tiger Canyon) December 1- March 31, to prevent disturbance of wintering elk and to prevent other resource damage. Closing road 65 during this period eliminates this access route from Walla Walla, Washington. Other Class II ATV access routes (Road 32-from Umatilla Forks) and from private land) remain unchanged. Route mileage for Class II ATV's is reduced from 24 miles in Alt. 1 to 11 miles. The current designated snowmobile routes remains unchanged from Alternative 1. Snowmobiles are permitted to operate on and off of designated routes throughout the district, except in North Fork Umatilla #13, Mill Creek Watershed #3, Grande Ronde #9, and Red

#19, Tiger #20, and Bobsled #21. Outside of restricted areas, snowmobiles are restricted only by snow level and terrain. Cross country skiers are offered designated trails, in the Spout Springs (Lookingglass #10) and Horseshoe Prairie (High #14) areas. Seasonal closures in the Black #16 area would prohibit usage of motorized vehicles between May 1 and July 31.

Indirect Effects: This alternative results in more restrictions on access type and locations available for winter use by motorized vehicles. Potential for conflict between motorized and non-motorized travel is similar to Alternative 1. Class II ATV's will be limited in area and season for their activities. It will displace Class II ATV's from some currently used areas which will result in a reduction of opportunities, and may lead to heavier use in other areas.

Cumulative Effects: Class II ATV access will be reduced with the winter closure of Tiger Canyon Road 65, but no other change in the quantity or quality of recreational access is anticipated.

ALTERNATIVE 3: Recreation Emphasis
KEY ISSUE: WINTER RECREATION

Direct Effects: Winter recreation opportunities of several types are provided including alpine and nordic skiing, snowmobiling, sledding and other snow play. Limited 4-wheel drive travel is also available. Regulation of winter use includes seasonal designation of snowmobile routes along system roads, seasonal closure of Tiger Canyon road 65 (Monday-Thursday, Dec.1-March 31) to prevent disturbance of wintering elk and to prevent other resource damage. This alternative increases the miles of designated snowmobile and class I ATV routes from 199 to 277. Snowmobiles are permitted to operate on and off of designated routes only throughout the district, except where prohibited in North Fork Umatilla #13, Mill Creek Watershed #3, Grande Ronde #9, Red #19 and Tiger #20. Snowmobiles are prohibited within developed ski areas. Outside of restricted areas, snowmobiles are restricted only by snow level and terrain. Cross country skiers are offered designated trails in the Spout Springs (Lookingglass #10) and Horseshoe Prairie (High #14) areas; and are permitted on snowmobile routes. Two developed alpine ski areas provide a variety of challenging skiing experiences. Class II ATV's have access to all roads not closed or designated as snowmobile routes.

Indirect Effects: Potential for conflict between motorized and non-motorized is high due to the proximity of motorized and non-motorized routes. Spout Springs and Horseshoe Prairie offer some isolation due to regulations on motorized access, and signing that discourages use. Concentrated use in limited areas, such as Highway 204 corridor around Spout Springs creates user conflicts due to lack of capacity to meet demand. Opportunity for dispersal of users is potentially high, but requires users to seek out and utilized portions of district that are currently undeveloped.

Cumulative Effects: Dispersal of snowmobile traffic is greatest under this alternative, potentially reducing user conflicts. Class II ATV's are encouraged to use a wider geographic area, reducing the intensity of use, and potential resource damage locally, but potentially creating resource or user conflicts elsewhere.

KEY ISSUE: OFF HIGHWAY VEHICLES:
Evaluation Criteria:

Mileage of designated OHV trails
Acres of land open to use

ALTERNATIVE 1: Continue Current Management
KEY ISSUE: OFF HIGHWAY VEHICLE USE

Direct Effects: Any motorized vehicle can be used on over 620 miles of roads currently restricted by a physical barricade, without other regulation, when damage to natural features or facilities does not occur. Currently, over 85% of the district is open for cross-country ATV use outside of hunting season. Seasonal closures prohibit ATV's in Chase #2, Eden #8 (Huntit Area Closure only), Andies #11, and Phillips #15 (Gordon/Middle Ridge Area Closure only), during fall hunting seasons only. ATV's are also prohibited year around in Mill Creek #3, North Fork Umatilla Wilderness #13, and Red #19. All motorized vehicles will be prohibited in Sinks #6 following Little Big Hole timber sale activity.

Indirect Effects: Conflicts between motorized and non-motorized users occur when non-motorized users use heavily traveled trails designated for motorized ATV's, such as on the South Fork Walla Walla River Trail (Area #4), and when ATV's are used illegally. This alternative allows motorized ATV's to be dispersed over the widest area.

Cumulative Effects: This alternative provides a relatively unregulated experience for ATV riders. Concentrated use is minimized by allowing use over a broad area, and the range of experiences is broad, consisting of trails, local roads blocked to general access by a barricade, open roads, and cross country travel.

ALTERNATIVE 2: Wildlife Habitat
KEY ISSUE: OFF HIGHWAY VEHICLE USE

Direct Effects: Class I and III ATV's are permitted on over 250 miles of Restricted roads regulated by CFR. Cross-country motorized ATV use is prohibited. In addition to year around closures in Mill Creek #3, North Fork Umatilla Wilderness #13, and Red #19, ATV's are also restricted to designated open roads and trails in Chase #2, Jubilee #5, Sinks #6, Meadows #7, Eden #8, High #14, and portions of Andies #11, and Phillips #15. Seasonal closures prohibit ATV's in portions of Black #16.

Indirect Effects: This alternative limits the area and route mileage available for ATV use, and may limit the type of user that is capable of visiting some areas. Elderly and physically challenged visitors, not capable of non-motorized travel will find access restricted to open roads and Restricted roads regulated to allow only Class I and III ATV's. This alternative reduces the area available for ATV use but may result in an overall decrease in user conflicts by creating more areas for non-motorized recreationists to use.

Cumulative Effects: This alternative will change the way ATV's are currently used, by prohibiting cross-country motorized travel. Trail and Restricted road use is expected to increase due to regulations that prohibit large motorized vehicles. The OHV experience will change from a

combination of open/restricted and cross-country travel experience, to one that emphasizes use of regulated roads and trails.

ALTERNATIVE 3: Recreation Emphasis
KEY ISSUE: OFF HIGHWAY VEHICLE USE

Direct Effects: Any motorized vehicle can be used on over 700 miles of roads regulated to allow only vehicles less than 50 inches wide. Over 314,500 acres (83%) of the district are open for cross-country ATV use outside of hunting season. Seasonal closures prohibit ATV's except on designated open roads in Chase #2, Eden #8, Andies #11, and Phillips #15, during fall hunting seasons only. ATV's are also prohibited year around in Mill Creek #3, North Fork Umatilla Wilderness #13, and Red #19. Class II ATV's are allowed on designated routes on Stumbough, Rattlesnake, Johnson and Starve-to-Death Ridges in Bobsled #21.

Indirect Effects: This alternative allows motorized ATV's to be dispersed over a wide area, while also creating areas for non-motorized recreationists. Physically challenged visitors have nearly the same opportunities for access as with Alternative 1.

Cumulative Effects: This alternative provides a high degree of regulation for OHV's, intended to create quality riding experiences for the users, as well as isolating such use from non-motorized visitors. Use is limited to developed roads and trails, allowing for a wide variety of experience and reducing damage to natural features.

KEY ISSUE-ADMINISTRATIVE USE
Evaluation Criteria:
Miles of open road
Relative convenience/cost

ALTERNATIVE 1: Continue Current Management
KEY ISSUE: ADMINISTRATIVE USE

Direct Effects: Administrative costs increase as a factor of time required to plan and carry out an activity. Currently, administrative costs are about 10% higher than if all roads on the district were open for unrestricted motorized use. The permit system requires contractors and permittees to obtain a permit and keep track of the number and frequency of trips into permitted areas. The cost of such activity is estimated to be between 1% and 5% additional overhead. Costs of the permit system are built into contract and overhead rates, and are subject to competitive bidding pressure.

Indirect Effects: Higher costs for administration results in less money available for resource management activity. Restricted access can result in resource problems being undiscovered (such as a plugged culvert), and maintenance may be deferred. Resource needs may not be met in the short term.

Cumulative Effects: The cumulative effects of this alternative is to keep administrative costs at a fairly low level. Most roads would be available for motorized use as needed for monitored administrative use.

ALTERNATIVE 2: Wildlife Habitat
KEY ISSUE: ADMINISTRATIVE USE

Direct Effects: Administrative inconvenience will increase in proportion to reductions in available access. A 36% reduction in open road density will likely increase walk-in distance by an average of 1/2 mile for activities such as tree planting, resource exams and range allotment administration. Such increases are likely to increase direct costs from 1-5% of total project costs. Some roads previously available for travel by sheepherders and range maintenance workers may be unavailable if proposed use exceeds one round trip per month.

Indirect Effects: The cost and inconvenience of decreased motorized access will increase and results may be an overall decrease number of on-the-ground visits to an area. Opportunities for removal of blowndown timber may be lost if alternate methods of transportation do not allow complete reconnaissance. Alternative, non-motorized methods of travel, such as the use of mountain bicycles, will result in increased short term acquisition and training costs.

Cumulative Effects: The cumulative effect of this alternative is to change the trend toward increased use of motorized vehicles. Administrative use will require increased reliance on foot, hoof and bicycle travel. Short term equipment acquisition costs, and increased planning costs will result. The long term potential for reduction in costs exists if strategies for dealing with fewer open roads result in reduced use of motorized vehicles, with resulting reduction in associated costs such as fuel, maintenance and replacement.

ALTERNATIVE 3: Recreation Emphasis
KEY ISSUE: ADMINISTRATIVE USE

Direct Effects: This alternative reduces the mileage of open road to motorized vehicles by 3%, and regulates restricted roads to allow only small motorized ATV's. Large vehicles would be allowed by permit for administrative purposes. Seasonal area closures (fall hunting seasons) reduce the open road mileage by about 1/3, and increase the mileage of roads regulated for use by ATV's under 50 inches wide from about 27 miles to about 395 miles. Cross-country use of ATV's is not permitted. This alternative will have little direct impact on current levels of administrative use or procedures. Open road density declines only marginally. Permits will continue to be issued to allow all sizes of administrative use vehicles to use restricted roads regulated to allow only ATV's less than 50", to monitor use and restrict period of use.

Indirect Effects: Little change in resource management will result. The inconvenience factor associated with this alternative is low. A shift from large vehicles to small ATV's may result in more area being readily accessible for administrative purposes as employees, contractors and permittees move toward greater use of these vehicles to avoid the permit requirement. Monitoring of motorized use will decline. Costs and trends will be similar to the existing situation.

Cumulative Effects: The cumulative effects of this alternative is to keep administrative costs at a fairly low level. Most roads would be available for motorized use as needed for administrative use.

KEY ISSUE: Anadromous Fish Habitat
Evaluation Criteria:

Miles of road in each road maintenance category.

Discussion: Sediment lost from road surfaces when deposited in fish bearing streams, has a direct effect on spawning and rearing habitat quality. Road maintenance and usage has a direct effect on road surface stability and erosion potential. Roads with a high level of use, and low maintenance (maintenance level 2 and 3) have the greatest potential to contribute sediment to fish habitat. Closed roads (maintenance level 1) with a stabilized surface and periodic drainage structure maintenance, have the lowest potential of existing facilities to contribute sediment. Paved roads (maintenance level 5) have hard, stable surfaces, but may contribute a larger volume of concentrated water runnoff, causing erosion of rocked or native material associated with ditches and culverts, because road surface infiltration is minimal. Non-paved roads with a high level of maintenance (maintenance level 4) will contribute only moderate amounts of sediment, due to their relatively stable surface and moderate infiltration rate. Design standards affecting location and drainage structure, are intended to minimize the impact of National Forest roads on sedimentation and erosion. It is beyond the scope of this analysis to quantify the actual sediment load produced by existing roads on individual fish bearing streams. The following summary of effects will give a relative rating of the expected rate of sedimentation associated with roads, for each alternative.

ALTERNATIVE 1: Continue Current Management
KEY ISSUE: Anadromous Fish Habitat

Direct, Indirect and Cumulative Effects: The relatively high percentage of open road miles, including mileage of restricted use road (level 1-not closed) makes this alternative the highest risk for contributing sediment to fish bearing streams.

ALTERNATIVE 2: Wildlife Habitat
KEY ISSUE: Anadromous Fish Habitat

Direct, Indirect and Cumulative Effects: This alternative creates the highest percentage of closed roads, and the lowest percentage of restricted roads with limited use. This alternative should produce the lowest risk for contributing sediment to fish habitat.

ALTERNATIVE 3: Recreation Emphasis
KEY ISSUE: Anadromous Fish Habitat

Direct, Indirect and Cumulative Effects: Closed road mileage nearly triples compared to Alternative 1, and the mileage of limited use-restricted (regulated to allow Class I and III ATV's only) roads is similar to Alt.I. Open road mileage is similar to Alternative 2. This should result in a moderate level of sediment production compared to alternative 1.

CHANGES TO THE ACCESS AND TRAVEL MANAGEMENT PLAN

Following the decision to implement one of the alternatives shown above, changes in status to individual roads and areas may be proposed to allow future land management projects to proceed. Changes may range from opening a road to allow access for tree planting, resource inventory or permit administration, to proposals to continue or discontinue area closures. These new proposals can not be fully anticipated by this plan, and this plan should not be viewed as unchangeable. However, any changes to the plan will require scoping and consideration of the effects, on a site specific and cumulative basis.

EFFECTS ON CURRENT ACTIVITIES

This EA has the effect of coordinating and modifying previous decisions made that affect motorized access and travel. Overlapping decisions will now be coordinated by the selected alternative, and the selected alternative will take precedence over the previous decisions. In the case where the selected alternative modifies a previous decision, the current activity affected by this decision will continue as per the original decision, and the selected alternative will be implemented following completion of activities under the original decision.

The following list shows the current timber sales that will continue to completion prior to implementation of the selected alternative under this EA. A&TM Implementation Date reflect the date following closure of the timber sale when post sale activities are expected to be completed and proposed road closures will be effectively implemented. These dates reflect the projects proposed under each decision notice and associated mitigation measures.

ACTIVITIES AFFECTING IMPLEMENTATION OF A&TM PLAN

PROJECT NAME	A&TM STRATEGY AREA	DECISION DATE	COMPLETION DATE	A&TM IMPLEMENTATION DATE
Cougar Timber Sale	8	8-16-91	6-20-93	8-1-93
Elk Flat Timber Sale	8	7-30-93	7-30-93	8-1-93
Griffin Salvage Timber Sale	2	9-21-92	3-31-94	6-1-94
Little Big Hole Timber Sale	6	12-27-91	3-31-96	4-1-96
Next Meadow Timber Sale	7	12-6-91	3-31-94	4-1-94
Sinker Firewood Timber Sale	6	10-10-90	7-31-93	8-1-93
South Cabin Timber Sale	11	7-25-90	10-13-94	7-1-95
Touch Timber Sale	1	9-26-89	3-31-94	7-1-95
Touchet SS Timber Sale	1	4-14-93	4-1-94	9-1-93
Upper Squaw Timber Sale	8	4-3-91	3-31-94	4-1-94
Wells Timber Sale	19	4-5-89	8-20-93	6-1-94
Whitney Timber Sale	2	11-17-92	3-31-95	6-1-96

CHAPTER 4: LIST OF AGENCIES AND INDIVIDUALS CONSULTED

Agencies and individuals who contributed to the design, analysis and preparation of this document are listed herein. A complete list of individuals and agencies that have contributed comments or expressed interest in this project is available in the analysis file located in the Walla Walla Ranger District office. The final design of the Alternatives and the results of the analysis are exclusively the responsibility of the District Interdisciplinary Team and the District Ranger. The following list of Individuals and Agencies does not imply their endorsement of this plan.

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CHAPTER 5: MONITORING PLAN

As required by the Forest Plan and as stated in 40 CFR 1505, monitoring is required to insure that commitments for mitigation and other conditions established in the EA and committed to in the Decision document are implemented, and are effective in achieving desired results. The monitoring plan for Access and Travel Management is designed to ensure that:

1. Mitigation measures and terms and conditions of permits or other land use authorizations are met.
2. Anticipated results are achieved.
3. Necessary adjustments are made to achieve desired results.
   (reference FSH 1909.15 WO amendment 1909.15-92-1, effective 9-21-92)

The Forest Plan monitors several items affected by access and travel management. This monitoring plan will specifically address the following items:

MONITORING ELEMENT	QUESTION
47. Forest Road System	Are the total miles of road, and those useable by passenger cars and high clearance vehicles within Forest Plan projections?
48. Open Road Density	1. Are open road densities within planned access and travel management levels? 2. Are standards and guidelines being met for management areas where motorized use is a concern?
49. Mileage, location & condition of trails	1. What is the amount, type and condition of trails managed? 4. Do existing trails meet appropriate trail management objectives? 5. Are user needs being met?

The IDT will monitor the following items:

Signing: Types, locations, message and number installed.

Barricades: Number installed

Regulations: Orders written, areas covered.

Implementation Rate: % of district implemented.

Method: Implementation team will provide IDT with plans for review prior to implementation. IDT will review public maps and information for consistency with EA.

The IDT will determine whether the implementation of the above items are effective in meeting Forest Plan standards and guidelines for the key issues. Responsible members of the IDT include IDT leader,

and representatives from Engineering (A&TM leader), Recreation, and Law Enforcement; other IDT members will be recording information on the condition and effectiveness of signs and facilities during performance of normal duties.

KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
ELK HABITAT	HEI/Open Road Density	Signing, Barricades, Regulations, Implementation rate

IMPLEMENTATION ITEM	MONITORING QUESTION
Signing:	Has the message been clearly conveyed? Are locations appropriate? Methods: Public survey by patrols and information centers. N.O.V's issued; cases won vs cases contested
Barricades:	Are barricades being violated? Are barricades placed to effectively stop prohibited vehicles? Is maintenance adequate to present a clear deterrent? Methods: Inventory closure areas by sampling a portion of each closure area annually.
Regulations:	Do orders meet the intent of EA? Methods: IDT will review with district LEO. Are signs and barricades installed as orders are executed?
Implementation Rate:	Is implementation on schedule? Are budget levels adequate to maintain schedule? Methods: Comparative analysis of planned vs accomplished activities; and determination of reasons for any shortfalls.

KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
HUNTING	Range of access and travel opportunities. Protection of dispersed sites.	Signing Barricade locations

IMPLEMENTATION ITEM	MONITORING QUESTION
Signing:	Are seasonal area/road closures signed? Are areas open to motorized vehicles adequately publicized?
Barricade Locations:	Are seasonal road closure gates properly closed or opened and maintained?

Are barricades/gates located to allow access to established dispersed camp sites?
Methods: Hunting season surveys for hunter knowledge/ satisfaction.
Review all hunting season regulated roads for adequacy of gates and barricades.

KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
WINTER RECREATION	Accommodation of facilities & opportunities. Minimize user conflicts	Signing, Conflicts

IMPLEMENTATION ITEM	MONITORING QUESTION
Signing:	Are users observing designated area regulations? Are opportunities identified in the EA publicized?
Conflicts:	Is use adequately dispersed to minimize conflicts? Methods: Trail surveys, user interviews. Observed dispersed use.

KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
OFF HIGHWAY VEHICLES	Prevent user conflicts Minimize regulation Protect other resources Prohibit only to protect resources Limit to designated routes	Regulations, Signing

IMPLEMENTATION ITEM	MONITORING QUESTION
Regulations:	Are regulations effective in limiting conflicts? Are regulations effective in keeping OHV's on designated routes?
Signing:	Are prohibited areas properly signed? Is public information about OHV use readily available away from District offices & info centers?

Is resource damage occurring?

Methods: User surveys; resource damage reports.

KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
ADMINISTRATIVE USE	Open/Closed road mileage Effective road closure	Permit system

IMPLEMENTATION ITEM	MONITORING QUESTION
Permit System	Is the permit system effective in limiting motorized administrative travel in closed area? Are any closed areas or roads receiving more than 1 round trip per month by a motorized vehicle? Methods: Monitor permit system data base.

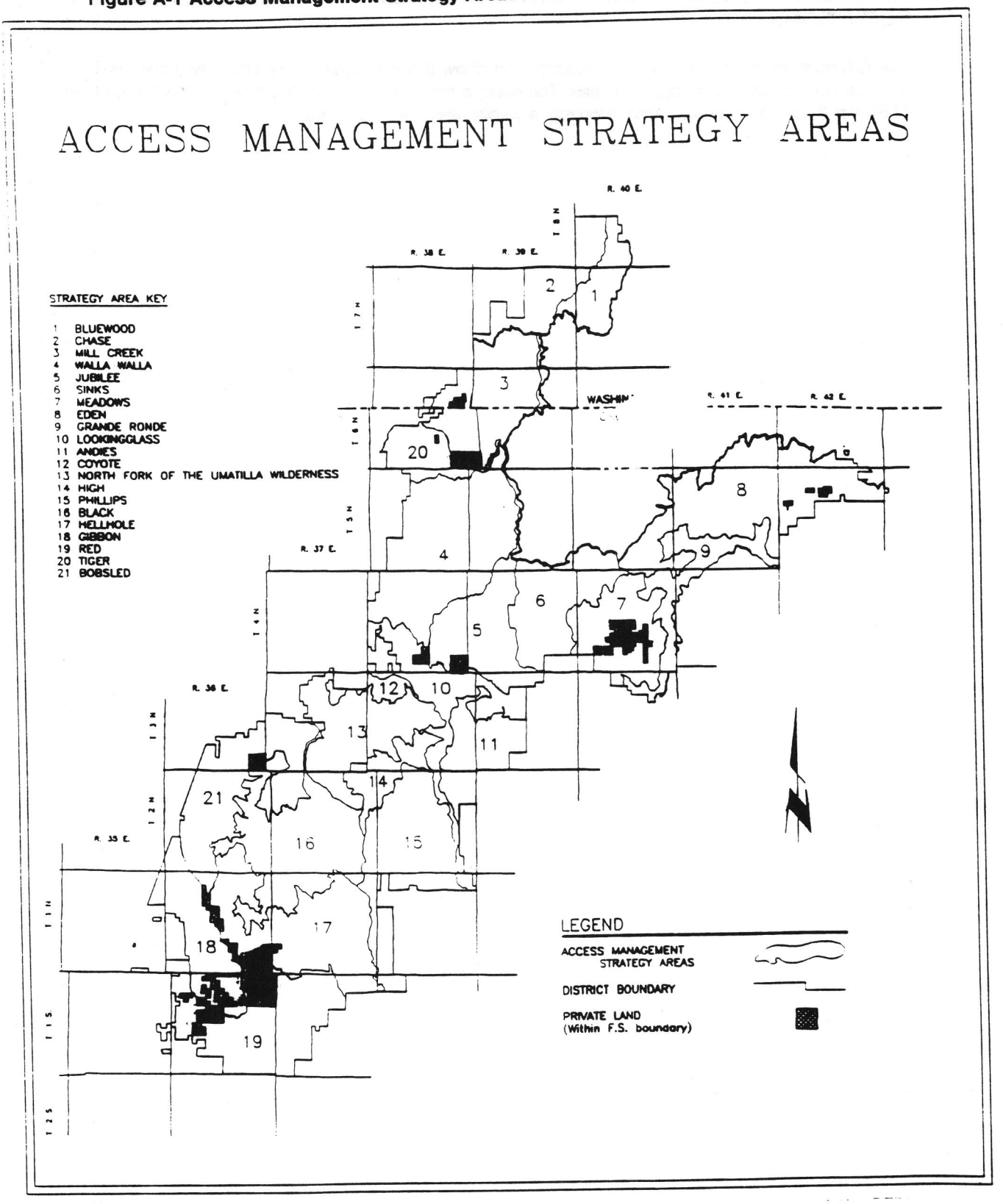
KEY ISSUE	STANDARD	IMPLEMENTATION ITEM
ANADROMOUS FISH HABITAT	Road Maintenance Standards	Road Maintenance Plan accomplishment

IMPLEMENTATION ITEM	MONITORING QUESTION
Road Mtc. Plan Accompl.	Does the annual road maintenance plan show that all roads are receiving the required level of maintenance? Does the annual road maintenance budget reflect the required levels of maintenance? Did all roads scheduled for maintenance receive adequate maintenance? Are problem areas, where roads are contributing sediment being identified and corrected? Methods: Review of road maintenance plan and records.

APPENDIX A: ACCESS AND TRAVEL MANAGEMENT STRATEGY AREA DESCRIPTIONS

The following map, Figure A-1, and descriptions show the locations of the strategy areas used to analyze access and travel opportunities. Following a narrative location description, is a breakdown of Forest Plan Management Area allocations within each strategy area.

Figure A-1 Access Management Strategy Areas



ACCESS MANAGEMENT STRATEGY AREA DESCRIPTIONS

1-BLUEWOOD: T7N & 8N, R40E

North end of the District adjacent to Pomeroy RD. NE corner at north Forest boundary on Road 6400 near Hompegg Falls, west to topog break east of Road 6437, southwest to Jct. 6437 and 6400, southwest on 6437 to Jct. 4600, east on 4600 along Wenaha-Tucannon Wilderness Boundary to District boundary with Pomeroy RD.

Ownership	Management Areas	Acres
Walla Walla RD	A2	8
	A3	5617
	A4	921
	A6	1446
	C1	387
	E2	156
District Subtotal		8535
Pomeroy RD	B1 Wilderness	17
Private		3
Total		8555

2-CHASE T7N, R39 & 40E

Northend of District adjacent to private land on north and west side, Millcreek watershed on south; south east corner at Jct Trail 3211 and Road 6400. northeast on 6400 along Wenaha-Tucannon Wilderness boundary to Jct with 4600, continue northeast along 64 contiguous with Bluewood #1 boundary.

Ownership	Management Areas	Acres
Walla Walla RD	A3	52
	A4	1111
	A9	32
	C1	756
	C4	3235
	C5	312
	D2	6
	E2	7081
	F2	172
District Subtotal		12757
Pomeroy RD	B1 Wilderness	12
Private		19
TOTAL		12788

3-MILL CREEK T7 & 6N, R38 & 39E
Consists of the legal boundaries of the Mill Creek Municipal Watershed. Excludes Roads 6400 and 6500.

Ownership	Management Areas	Acres
Walla Walla RD	F2	12458
	D2	7445
NF Subtotal		18785
Private		1118
TOTAL		19903

4-WALLA WALLA RIVER
T6N, 5N, 4N, R38 & R39E.

Northeast corner is at near Jct 6400 and 6500 roads but excludes these roads. North boundary is contiguous with south boundary of Tiger #20 near Road 6511 but 6511 is excluded. West boundary is Forest boundary adjacent to private land to southwest corner Section 19, T4N, R38E. South boundary contiguous with Lookingglass #10 east along south line of Section 19 along the topog breaks to topog breaks west of Road 6403 (excludes Road 6403) northeast to Jct Road 6400, and north along topog break to northeast corner.

Ownership	Management Areas	Acres
Walla Walla RD	A3	80
	A6	2
	C1	2195
	C2	16
	C5	3
	E2	39
	F4	31782
	F6	2619
NF Subtotal		36736
Private		9
TOTAL		36745

5-JUBILEE T3 & 4N, R38 & 39E

Northern tip at Jct Roads 6400 and 6500, south along Road 6400 between Walla Walla River and Wilderness boundary to Jct. 6415 then south along Buzzard Creek to 6400 Road, then continue south along west side of private Section 16 to 6300 Road, then southeast to Forest boundary. Follow Forest boundary south and west to Lookingglass Creek to south side of Private 16 then northwest along 6403-030 to 6403, then north along east side of private Sections 34 and 27 to topog breaks of Walla Walla River, continue northeast to Jct 6415.

Ownership	Management Areas	Acres
Walla Walla RD	A2	9
	A3	5213
	A4	7
	A6	831
	A9	2
	C1	738
	C2	73
	C4	3160
	C5	530
	D2	6
	E2	489
	F6	28
District Subtotal		17786
Pomeroy RD	B1 Wilderness	11
Private		14
TOTAL		17800

6-SINKS T4N &5N, R39 & 40E

Northwest corner is at Jct of Roads 6415 and 6415-015. North boundary is the Wenaha-Tucannon Wilderness boundary (North of Road 6415, east boundary is just west of 6413 to 6236, continue south along west edge of 6236 to 6200, then south to Forest boundary excluding 6200). South boundary follows Forest boundary east from southeast corner to Jct with Road 6300. West boundary proceeds northwest from southwest corner along (excluding) 6300 to southwest corner of private Section 16 then north along west side of Section 16 and follows ridge to Buzzard Creek, then north to northwest corner.

Ownership	Management Areas	Acres
Walla Walla RD	A3	23
	A4	998
	A9	416
	C1	380
	C4	14201
	C5	820
	E2	125
District Subtotal		16963
Pomeroy RD	B1 Wilderness	16
	Private	12
TOTAL		16991

7-MEADOWS T4N, R40E

Southwest corner at Forest boundary and Road 6200, follows 6200 north to 6413, follow 6413 to Jct with 6200, then south on 6200 to Lookout Mtn, then east along topog break around Alder Creek to the breaks of the Grande Ronde River, then south along the breaks to the Forest boundary T3N, R40E, Section 9 (NE Quadrant), then west along Forest boundary to southwest corner.

Ownership	Management Areas	Acres
Walla Walla RD	A4	2
	A8	125
	A9	192
	C1	226
	C4	4705
	C5	1242
	E2	8800
NF Subtotal		15292
Private		88
TOTAL		15380

8-EDEN T4,5,6N, R40,41,42E

Northwest corner at Jct. 6415 and Wenaha-Tucannon Wilderness boundary, northeast along Wilderness boundary to south side of Wenaha Game Management Area (State) in T6N, R42E, Section 34, east to Forest boundary. South and west along Forest boundary to the breaks of the Grande Ronde River; then follows topog break west around Elbow and Alder Creeks to Jct Road 6200 and 6413.

Ownership	Management Areas	Acres
Walla Walla RD	A4	17
	A8	230
	A9	14
	B2	3
	C1	912
	C3	7
	C4	1745
	C5	896
	D2	76
	E2	20759
District Subtotal		34659
Pomeroy RD	B1 Wilderness	58
Private		36
	TOTAL	34753

9-GRANDE RONDE T3,4,5N, R40, 41E

Encompasses th roadless area of the Grande Ronde River drainage. East side is Forest boundary and west side is contiguous with 7-Meadows, 8-Eden Strategy areas.

Ownership	Management Areas	Acres
Walla Walla RD	A7	2392
	A8	8529
	A9	1
	C1	74
	C4	81
	C5	3
	E2	22
NF Subtotal		11102
Private		69
TOTAL		11171

10-LOOKINGGLASS T38,39E, R3,4N

Northwest corner is in the southwest corner of Section 18, T38E, R4N. North boundary is contiguous with Walla Walla River #4 area south boundary, east to south boundary Jubilee #5, southwest along Eagle Creek and Lookingglass Watershed break, then south along east side of Spout Springs Ski Area to Hwy 204, then south along Andies Ridge to Forest boundary. West boundary from south-west corner on Forest boundary south at Hwy 204 in Section 1, T1N, R39E, north along ridge west of Little Phillips Creek to Horseshoe Prairie and NF Umatilla Wilderness Boundary, follow Wilderness boundary east and north to 3719-030, and est contiguous with north boundary of Coyote #12 to Forest boundary.

Ownership	Management Areas	Acres
Walla Walla RD	A2	3178
	A3	5388
	A4	123
	A5	603
	A6	605
	A9	221
	B1	60
	C1	381
	C2	342
	C4	1326
	C5	86
	E2	3204
	F4	16
NF Subtotal		15533
Private		113
TOTAL		15646

11-ANDIES T2,3N, R38,39E

Northeast corner at Jct. Forest boundary and Eagle Creek T3N, R39E, north line Section 8/9. Forest boundary forms east boundary south to Jct Forest boundary and Andies Ridge, north on Andies Ridge to Lookingglass Creek then east to northeast corner.

Ownership	Management Areas	Acres
Walla Walla RD	A2	35
	A3	222
	A5	57
	A6	5
	C1	312
	C2	2
	C4	3227
	C5	336
	E2	7922
NF Subtotal		12118
Private		26
TOTAL		12144

12-COYOTE T3,4N, R38E

Northwest corner is at southeast corner, Section 36, T4N,R38E. Proceed south and east following private land legal boundaries of Section 1, T3N, R38E to intersection of NF Umatilla Wilderness. South boundary follows legal norther boundaries of NF Umatilla Wilderness to 3719-030 Road. North boundary is contiguous with south boundary of Lookingglass #10 to Forest boundary. Adjacent to the main land parcel is a smaller parcel sandwiched between private and wilderness. T3N, R38E, Sections 2, 3, 10 & 11. North boundary contiguous with legal boundaries private land, while west, south and east boundaries are contiguous with NF Umatilla Wilderness.

Ownership	Management Areas	Acres
Walla Walla RD	C1	186
	C5	31
	E2	2503
District Subtotal		2721
Pomeroy RD	B1 Wilderness	29
Private		280
TOTAL		3030

13-NORTH FORK UMATILLA WILDERNESS T3N, R37E

Begin at Corporation Guard Station T3N, R37E, southeast corner of Section 16. Follow north side Thomas Creek to first switchback of Forest Road 32. Follow drainage north contiguous with east boundary High #14. South boundary is contiguous with north boundary of High #14 and the southeast and east borders are contiguous with #10 Lookingglass. Northern border is contiguous with #12 Coyote and private land at corner of northeast corner of Section 3, T3N, R37E at Forest boundary. Continue west following private land to Forest boundary then south to private land. Follow legal boundaries of private land to Corporation Guard STation.

Ownership	Management Areas	Acres
Walla Walla RD	A3	6
	A4	17
	A6	36
	A9	4
	C5	22
	E2	171
	F3	7
NF Subtotal		264
Pomeroy RD	B1 Wilderness	19989
Private		18
TOTAL		20270.00

14-HIGH T2 & 3N, R38 &37E

West and north sides are continuous with North Fork Umatilla Wilderness (eastern boundary). Northeast corner is adjacent to #10-Lookingglass Strategy Area on the north end of Horseshoe Prairie T3N, R38E, Section 21. Boundary runs east along watershed boundary between the Umatilla River and Little Phillips Creek, and continues south along the divide to the Jct of Road 3100-360 and 31. Boundary then follows Road 31 west and south (excluding Road 31) to Jct Road 32 (Ruddle Jct), then north along 32 (excluding to Jct with NF Umatilla Wilderness boundary in Section 13, T2N, R38E.

Ownership	Management Areas	Acres
Walla Walla RD	A3	78
	A4	611
	B1	115
	C5	241
	E2	5521
	F3	848
NF TOTAL		7413

15-PHILLIPS T1S & T1 & 2N, R37 & 38E

Located east of Road 31 (includes) from Forest boundary in southwest corner T1S, R38E, Section 6 north to Jct Road 3734 T2N, R38E, Section 3. Boundary continues south contiguous with Andies #11 adjacent to Little Phillips Creek to Forest Boundary in Section 12 T1N, R38E. Forest Boundary continues west along section line to Jct Road 32, then around private land in Sections 6 & 7 T1N, R38E, then south along Forest boundary to Pfefferkorn Ridge and west to Jct with Road 31.

Ownership	Management Areas	Acres
Walla Walla RD	A3	39
	A4	1918
	A5	4122
	A9	90
	C1	722
	C3	1022
	C4	7778
	C5	1109
	C8	29
	E2	7884
	F3	25
NF Subtotal		24738
Private		59
TOTAL		24797

16-BLACK T1,2,3N, R37,36E

Encompasses roaded area around Bobsled Ridge on the west, Black Mountain and area above the breaks of Meacham Creek on the south end, Goodman Ridge, Shimmiehorn Ridge, Round Mountain east to Road 32 (Thomas Creek). Northeast corner is at the Jct Road 31 and 32 (Ruckle Jct), southeast corner is at the Jct of Road 31 and 3128 (McDonald Ridge).

Ownership	Management Areas	Acres
Walla Walla RD	A4	749
	A6	123
	A9	153
	B1	60
	C1	489
	C4	24900
	C5	751
	C8	312
	E2	6
NF Subtotal		27543
Private		12
TOTAL		27555

17-HELLHOLE T1S & T1N, R36, 37E

Encompasses area west of Road 31 (excludes Road 31), from southeast corner at Jct Forest Boundary and Road 31 in Section 5 T1S, R38E to Jct 31 and 3128 Roads, west along watershed break between Meacham and Shimmiehorn Creeks and then follows topographic break along roaded #16 Black Strategy Area boundary to Bobsled Ridge then south along Road 3000-030 (excluding) to Jct with Road 3000-030 (Meacham Creek), then southeast along Meacham Creek to the North Fork of Meacham Creek then northeast along north edge of private land, then south along east side of private land, then east midslope to Bear Creek and across to Bear Camp Spring in Section 34, T1N, R37E., then south along Road 3116 to Jct with Road 31. Then north and east along Forest boundary to southeast corner.

Ownership	Management Areas	Acres
Walla Walla RD	A4	155
	A9	3
	C1	1450
	C4	2009
	C5	2
	C8	23987
NF Subtotal		27606
Private		18
TOTAL		27624

18-GIBBON T1N, 1 & 2S, R35 & 36E

Encompasses area southwest of Meacham Creek Road 3000-030 (including) from NE corner in Section 30 T2N, R35E, along Meacham Creek to the Forest boundary in Section 32, T1N, R35E, then west boundary is formed by Forest boundary up to NE corner. Gibbon and Horseshoe Ridge forms the backbone of the area.

Ownership	Management Areas	Acres
Walla Walla RD	C1	777
	C4	1831
	C5	52
	C8	10025
NF Subtotal		12685
Private		669
TOTAL		13354

19-RED T1S, R35, 36 &37E

Forms the southern end of the District from Road 31 on the east side (inclusive) and Forest boundary on the westside and is contiguous with Gibbon #18 and Hellhole #17 on the north

Ownership	Management Areas	Acres
Walla Walla RD	A4	1429
	C1	696
	C4	12905
	C5	543
	C8	8299
NF Subtotal		23872
Private		269
TOTAL		24141

20-TIGER T6N, R38E

Located between Mill Creek Watershed #3 and Walla Walla River #4, and Forest boundary to the west, Road 6511 (included) forms south boundary and Tiger Canyon Road 65 forms north and east boundary. Area includes Road 65 from 6511 to Broken Ridge.

Ownership	Management Areas	Acres
Walla Walla RD	A3	770
	C3	382
	C4	6168
	C5	254
	D2	40
	F2	28
	F4	185
	F6	150
NF Subtotal		7977
Private		30
TOTAL		8007

21-BOBSLED T1,2,3N, R36,37E

Area excludes roaded portions of Bobsled Ridge, and is contiguous with Black #16 and Hellhole #17 on the east and Gibbon #18 on the south side and Forest boundary on the west. Includes Stumbaugh and Rattlesnake Ridges, and South Fork Umatilla River drainage.

Ownership	Management Areas	Acres
Walla Walla RD	A4	1599
	A6	2
	A9	44
	C1	1082
	C4	59
	C5	1
	C8	19918
NF Subtotal		22705
Private		538
TOTAL		23243

APPENDIX B: FOREST PLAN STANDARDS AND GUIDELINES

The proposed action and alternatives to the proposed action respond to standards and guides contained in the Forest Plan. Standards and Guidelines are established on a Forest-wide basis, as well as for invidividual management areas for each resource. The following is a description of the standards and guidelines that are pertinent to the key issues that are affected by access and travel.

Numerical page references refer to chapter and page where the complete text of the standards and guidelines can be found. S&G's are a combination of Desired Future Condition, Forest-wide standards and guidelines and management area standards and guides from Chapter 4 of the Land and Resource Management Plan for the Umatilla National Forest (1990).

KEY ISSUE	STANDARD OR GUIDELINE

ELK HABITAT

HEI: MAINTAIN HABITAT EFFECTIVENESS INDEX OF NO LESS THAN:

MANAGEMENT AREA	MIN.HEI	FOREST PLAN REFERENCE PAGE
E2	45	4-183
C4 & F4	60	4-159 & 4-192
C5	NO STANDARD	4-164
C8	70	4-172
ALL OTHERS	45	

OPEN ROAD DENSITY: 2.0miles/square mile as a Forest-Wide objective, but does not apply directly to any particular management area.

HUNTING

FREEDOM OF CHOICE IN SELECTING SITES, AREAS AND ROUTES 4-47

PROTECT ESTABLISHED DISPERSED RECREATION SITES.

WINTER RECREATION

WINTER SPORTS, GROWING IN POPULARITY WILL ALSO WILL BE ACCOMMODATED WITH THE TOLLGATE AREA REMAINING A MAJOR WINTER ACTIVITIES FOCAL AREA. PAGE 4-5

OHV

PREVENT CONFLICTS BETWEEN USERS. PAGE 4-20,4-48

MAINTAIN A POSITIVE APPROACH, MINIMIZE REGULATION & REGIMENTATION

LIMIT MOTORIZED VEHICLES TO DESIGNATED ROUTES, 4-50
MANAGE OHV'S TO PROTECT OTHER RESOURCES, PROMOTE SAFETY, MINIMIZE CONFLICT. 4-51

PROHIBIT OHV'S ONLY WHERE NEEDED TO PROTECT WILDLIFE, SOIL, AND WATER RESOURCES OR TO PROVIDE A RANGE OF RECREATION OPPORTUNITIES. 4-51

THE FOREST WILL RELY HEAVILY ON STATE PROGRAMS TO PROVIDE FACILITIES FOR SNOWMOBILES, OHV AND ATV ACTIVITIES.

OHV'S WILL BE ACCOMMODATED THROUGH THE DEVELOPMENT OF LOOP TRAILS, CLOSED ROAD SYSTEMS AND STAGING AREAS. CONFLICTS BETWEEN OHV AND BIG GAME WILL REQUIRE SOME ADJUSTMENTS IN OHV SEASONS OF USE AND LOCATIONS.

RECREATION (GENERAL)

MAINTAIN RECREATION AS AN IMPORTANT COMPONENT OF A&TM 4-48

PROTECT ESTABLISHED DISPERSED SITES. 4-49

OPERATE FOREST ROAD SYSTEM TO PROVIDE DISPERSED RECREATION OPPORTUNITIES IN CONCERT WITH MANAGEMENT AREA DIRECTION. 4-50

ACCESS ROADS TO DEVELOPED SITES SHOULD BE OPERATED TO PERMIT PASSENGER CAR USE. 4-50

THE FOREST MOTORIZED A&TM PLANS WILL BE USED TO DETERMINE AREAS, ROADS AND TRAILS WHERE MOTORIZED USE IS APPROPRIATE, THUS PROMOTING USER SAFETY, PREVENTING RESOURCE DAMAGE AND USER CONFLICTS. THE PLANS WILL BE DESIGNED TO BE HELPFUL TO THE PUBLIC SO THEY CAN DETERMINE WHICH AREAS, ROADS AND TRAILS MEET THEIR GENERAL NEEDS. 4-21.

TRAILS (GENERAL)

TRAIL SYSTEM WILL BE EXPANDED. EXISTING TRAILS WILL BE RETAINED AND RECONSTRUCTED, AND NEW TRAILS ADDED. 4-5

ANADROMOUS FISH

MANAGE ROADS AND TRAILS TO PROTECT RIPARIAN WILDLIFE VALUES, FISH HABITAT, AND WATER QUALITY. WATER QUALITY AND/OR FISH HABITAT PROBLEMS CAUSED BY ROADS WILL BE CORRECTED. 4-60

APPENDIX C: DESCRIPTION OF RECREATIONAL ACCESS OPPORTUNITIES

WALLA WALLA RANGER DISTRICT
ACCESS AND TRAVEL MANAGEMENT ENVIRONMENTAL ASSESSMENT
CURRENT OPPORTUNITIES FOR RECREATIONAL ACCESS

INTRODUCTION

This opportunity guide describes the types of access currently available on the Walla Walla Ranger District. Opportunities are described for each Access Management Strategy Area. Descriptions correspond to the Alternative 1: Continue Current Management. Changes to current managment are proposed in Alternatives 2 and 3, and are described in the environmental assessment.

Snowmobile route maps are located at the end of this Appendix.

BLUEWOOD #1:

Road 64 is the main access route to National Forest System Lands from the communities of Dayton and Waitsburg. Road 64 ties in with Road 46 which is the administrative boundary between the Pomeroy and Walla Walla Ranger Districts. Road 46 provides access to the Godman Campground and Guard Station and trailheads for the Wenaha Tucannon Wilderness and the Spangler Creek/Middle Point Ridge Area. Both arterials provide opportunities in the spring, summer and fall for gathering forest products, sightseeing, and accessing the 20 inventoried dispersed campsites.

This area provides for mainly walk in hunting opportunities in a semi-primitive setting with very little road access which is only provided by Roads 46, 64 and 6400500. Access is available along the Touchet River for anglers.

Trail systems in the Spangler/Middle Point Ridge area are suitable for Class III ATV's, horse and hiker. There are no trail opportunities for Class I and II ATV's.

In the winter, road 64 is heavily travelled by both snowmobilers accessing groomed trail systems from the Touchet Corral Trailhead and skiers travelling to Ski Bluewood. The Ski Bluewood Permit area is closed all year around to all motorized vehicles except for administrative ski area use.

Road 46 and 64 become groomed snowmobile trails at the junction of 64 and 6400650 and are closed to motorized vehicles over 50" in width from December 1 to March 31. Both of these routes provide trail access to snowmobilers and cross country skiers. Due to the steep terrain, snowmobile access is limited to designated routes. There are opportunities to access backcountry areas for cross country skiers from the groomed snowmobile trail system.

CHASE #2:

The Chase ATMSA has no developed campgrounds. There are 29 dispersed campsites which are primarily used during the hunting season from September through November. The 6400475 road provides motorized access to the Table Rock Lookout and vistas of the Mill Creek Watershed and Walla Walla. Recreational gathering of forest products is available from driving all open roads and by walking other closed roads.

Road 64 also provides access to the connection to road 65 to Tiger Canyon, Tollgate, and road 46 to Godman and the Tucannon River.

The Chase Mountain/Griffin Peak Cooperative Area Closure remains in effect during hunting season. This provides for walk in hunting opportunities only in a semi-primitive setting. No motorized use is allowed in the closure area. There are no fishable streams in the strategy area.

Trail #3211 (Intake trail) is available to Class III ATV and Horse and hiker access for Class III and Horse/Hikers

Winter sport activities include snowmobiling and cross country skiing. Road 64, 6437, and 6436 to the gate are groomed snowmobile trails from December 24 to March 31. Back country cross country skiing opportunities are available on road 64 from the junction of 6436 to road 65. This trail system drifts in during the winter months making it inaccessible to snowmobilers.

MILL CREEK #[illegible]

The Mill Cre[illegible]atershed is closed to all except limited administrative use and hunting [illegible]only.

WALLA [illegible]LLA #4:

This area is managed for primarily Class III ATV's, horse, hikers and Mountain bicycles. The main forest roads leading to established trailheads and campsites are open (6512, 6512-094, 6500-040. 6500-050, 6400-425 and 6400-500) all other spur roads have restricted access. There are no trail opportunities available for Class II ATV's.

There are minimal opportunities for gathering of forest products and sightseeing from passenger vehicles. 24 dispersed campsites have been inventoried in this area.

This area provides for mainly walk in hunting opportunities in a semi-primitive motorized setting. Motorized access is provided on designated trails.

Roads 65 and 64 are used as snowmobiles trails. Backcountry Cross-country skiing opportunities are available on all trail systems within the area. Access is available on road 65 and up the South Fork of the Walla Walla River.

JUBILEE #5:
This strategy area is one of the most heavily travelled on the District. Roads 64, 6403, 6413, 63 and 6306 are all main routes which access both developed and dispersed camping areas. Jubilee lake Campground is the most popular and highly visited facility with over 20,000 recreationists travelling to the lake to camp, picnic, hike, boat and fish. Next Mottet, Luger Springs, and Bone Springs are popular dispersed campgrounds that offer a few facilities such as toilets, tables and campfire rings. 87 inventoried dispersed campsites are also located in the area and are primarily used during hunting season.

Sightseeing and gathering of forest products are popular activities in this area due to easy access on gravelled Forest Service Roads. Road 6403 provides scenic vistas into the South Fork of the Walla Walla River and is managed for more of a primitive driving experience.

There are no trail opportunities specifically designed for ATV's, but this type of activity is allowed on restricted roads. All spur roads located between the 64 and 6403 road have restricted access. Road 6403-050 is a groomed snowmobile trail.

Winter Sports activities include snowmobiling and cross country skiing. Roads 64, 6403, 6411, 6403050, 6306, and 6306020 are groomed snowmobile trails from December 1 to March 31. These trails are open to snowmobiles, cross-country skiers and Class I ATV's. The potential for interaction with motorized use is high.

SINKS #6:
Roads 63, 6236, 6415 and 6413 are all important access routes in this strategy area. Road 63 connects Jubilee Lake with the communities of Elgin and La Grande. Both the 6413 and 6415 which connect road 64 to road 62 are managed to a lower standard. The 6415 and 6415020 (the old 6415) meanders along the Wenaha Tucannon Wilderness boundary providing another type of experience for visitors who enjoy driving more primitive roads. The 6415 road also provides access to the Timothy Guard Station and Campground. The 6413 road is managed to a slightly higher standard providing a more direct route from road 64 to road 62. Travelling along this road also affords the visitor some nice vistas of the Grande Ronde Valley.

All routes are important access areas for gathering Forest Products, sight seeing and dispersed camping. There are 28 dispersed campsites which are primarily used during the hunting season from September through November. Timothy Guard Station and Camground are the only developed sites in the strategy area and they are managed by the Pomeroy Ranger District.

The Sinks Area which lies between roads 6413 and 63, is an important natural/geological/spiritual area and all access in this area is either by foot, horse, mountain

bicycle, or Class I and III ATV. Trail systems in this area connect the Sinks area to Jubilee lake. There are no trail opportunities for Class II ATV's.

This area provides for walk in hunting opportunities in a semi-primitive non motorized setting.

Roads 6415, 6413, 63 and 6236 are used as groomed snowmobile trails from December 1 to March 31. In addition to the groomed snowmobile trails there are opportunities for backcountry cross country skiing in the Sinks Area and other closed and restricted road systems where snowmobile use historically does not occur.

MEADOWS #7:
This strategy area provides for mainly dispersed recreation opportunities. There are 63 dispersed campsites and no developed sites or campgrounds. Road 62 is the main access road through the area and is a major travel route from Troy to Elgin.

There are several opportunities for sightseeing. Access to sites which overlook the Grande Ronde River are provided on roads 6200370 (at Lookout Mountain). Driving for pleasure and recreational gathering of forest products are also important activities along roads 6234, 6231, 6230, and 6232. Road 6231 also ties in with county road 43 providing access to Palmer Junction and the Grande Ronde River.

There are no trail opportunities for ATV'S, Horses, hikers or mountain bicycles are allowed on all trail systems open to motorized travel.

Due to the number of open roads in the area, a combination of road and walk in oriented hunting opportunities are provided.

Winter recreation opportunities include snowmobiling, Class I ATV use and cross country skiing. Road 62 and 6232 are used as snowmobile trails during heavy snow seasons. Opportunities for backcountry cross country skiing in a non-motorized setting are available east of road 62 along the breaks of the Grande Ronde River.

EDEN #8:
Road 62 is the main arterial crossing through this strategy area. The 62 road is the main access road from Troy to Elgin. There are several opportunities for sightseeing at viewpoints which are accessible on roads 62, 6222, and 6213. The primary views are of the Grande Ronde River Canyon but along the 62 road there is also a viewpoint overlooking the Big Hole Canyon in the Wenaha Tucannon Wilderness. Opportunities for the recreational gathering of Forest Products are available along secondary roads throughout the strategy area.

The area has 88 inventoried dispersed campsites including two dispersed campgrounds at Bear Canyon and Mosier Springs. The majority of the camping in this area occurs during hunting season from September through November. The Huntit Cooperative Area Closure is in effect during hunting season, motorized vehicles are only allowed on designated open roads. The area closure provides for only walk-in hunting opportunities in a semi primitive setting.

Regulations allow only Class I and III ATV's on roads within the Huntit Springs Area Closure, outside of hunting season.

Class I and III ATV's are permitted on all restricted roads outside of closure area. Mountain bicycles, horses and hikers are permitted on all roads and trails closed to motorized vehicles. There are no opportunities for Class II ATV use.

Road 62 is a designated snowmobile trail when not in conflict with other uses. There are numerous opportunities for backcountry cross country skiing in a non motorized setting during seasons of normal snowfall.

GRANDE RONDE #9:
There is no motorized access available in this area. There are numerous opportunities for dispersed, non motorized recreation associated with the river corridor.

LOOKINGGLASS #10:
The main access route through this strategy area is State Highway 204 which travels from Weston to Elgin. The majority of the area is easily accessible by roads except the Lookingglass drainage which is a roadless area. There is a significant amount of both developed and dispersed recreation opportunities provided in this strategy area.

Sightseeing is a popular activity along highway 204. Road 070 accesses the Umatilla Breaks Viewpoint. This viewpoint offers spectacular views of the North Fork Umatilla Wilderness. Because of the high degree of accessibility, the recreational gathering of forest products from cutting christmas trees to gathering mushrooms are popular activities on all open roads in the strategy area.

Roads 3700020, 6401050 and 051 access two developed fee campgrounds (Woodward and Target Meadows). Woodland is a primitive campground located right off Hwy 204 on the 3700100 road. There are also 22 inventoried dispersed campsites located off the open road system.

The Spout Springs and Tollgate Recreation Residence Tracts are located in this strategy area. Road systems in the Spout Springs tract are maintained by the sum-

merhome owner association. Another Special Use Site is the Spout Springs Electronic Site.

Trail opportunities for Class III ATV's are available from the Burnt Cabin Trailhead down into the South Fork of the Walla Walla River. Horse, hikers and mountain bicyclists are allowed on all trail systems open or closed to motorized travel. There are no trail opportunities for class I and II ATV's.

This strategy area provides for road oriented hunting opportunities in the developed roaded area along Hwy 204 and provides for walk in hunting opportunities in the Lookingglass roadless area.

Winter Sports Activities include downhill skiing, cross country skiing, snowmobiling, sledding and winter camping. There are 4 main sno-parks that have been developed to accommodate winter recreation use; Morning Creek, Spout Springs, Woodland and Andies Prairie. Spout Springs Ski Resort, Inc. provides opportunities for downhill skiing and cross country skiing on approximately 16 miles of groomed nordic trails. Motorized use is restricted in the Spout Springs Resort Inc. permit area. Motorized use is also discouraged in the Horseshoe Prairie Area which offers cross country skiers another experience by providing a system of marked cross country ski trails. Sledding and winter camping opportunities are provided at Andies Prairie. Motorized access is not allowed in the sledding and winter camping area from December 1 to March 31. Roads 64, 6401, and 3719 are groomed snowmobile trails from December 1 to March 31. These trails are open to snowmobiles, cross country skiers and class I ATV's. These trail systems are heavily used by snowmobiles during the winter season.

ANDIES #11:

Roads 3725 and 3727 are the main access routes through this strategy area. Both of these roads tie into the county road system providing access into the Forest from the community of Elgin. There are opportunities for the recreational gathering of forest products and sightseeing by driving open roads. Views of the Grande Ronde Valley can be seen from both main road systems.

There are 15 inventoried dispersed campsites used primarily during hunting season from September through November. There are no developed sites.

The Gordon/Middle Ridge Cooperative closure remains in effect during elk season. This provides for walk-in hunting opportunities in the closure area and a roaded hunting experience outside of the closure.

Class I, II and III ATV's are permitted on all restricted roads except during hunting season when seasonal regulations are in effect. There are no trail opportunities for hikers, horses or mountain bicycles except on the closed road systems.

Roads 3727 and 3725 are also groomed snowmobile trails from December 1 to March 31. These trails are open to snowmobiles, Class I ATV's and cross country skiing. There are also numerous opportunities for cross country skiing off of the groomed snowmobile trails north of the Balloon Tree road.

COYOTE #12:
The two main access roads 3719 and 3715 provide access to two trailheads on the breaks of the North Fork Umatilla Wilderness. There are 15 inventoried dispersed campsites in the strategy area. There are opportunities for recreational gathering of forest products by driving open roads. Picking huckleberries is very popular in the Coyote area.

This area provides for a road oriented hunting experience.

Road 3719 is also a groomed snowmobile trail from December 1 to March 31. There are opportunities for backcountry cross country skiing along the breaks of the Wilderness.

NORTH FORK OF THE UMATILLA WILDERNESS #13

Because of the Wilderness designation only non-motorized and non-mechanical equipment or methods of transportation are allowed in this area. Only horse and foot access are allowed in the Wilderness. Provides for walk in hunting opportunities in a primitive environment. There are also some good opportunities for backcountry cross country skiing on the open ridges in the Wilderness Area.

HIGH #14

Road 31 which is the main route through the strategy is an excellent road for sightseeing and gathering forest products. The road is paved from Hwy 204 east, to Ruckel Junction. The secondary roads in this area are the 3150, 3100030, and the 3728 all of which provide access to Wilderness trailheads. The High Ridge Lookout located off of the 3100275 road provides great views into the North Fork of the Umatilla Wilderness. Access for visitors gathering forest products is provided on all open roads.

The area has 34 inventoried dispersed campsites. The majority of camping use occurs during the hunting season from September through November. There are no developed sites or campgrounds in this strategy area.

Class I, II and III ATV's are permitted on all restricted roads. Segments of the (proposed) proposed) Blue Mountain Cross District trail crosses through this strategy area along the breaks of the Wilderness. This trail will be available to all uses except Class II ATV's. Mountain bicycles, horses and hikers are permitted on all roads and trails where motorized vehicles are restricted.

This area provide for both walk in and road oriented hunting experiences.

Road 31 is the only designated snowmobile route in this area. There are opportunities for cross country skiing in Horseshoe Prairie where there is a system of marked ski trails, and along the breaks of the Wilderness. Motorized use is discouraged in both of these areas.

PHILLIPS #15

Road 31 which is located in the High Strategy Area, is the main arterial providing access to secondary roads in this area. These secondary access routes are roads 32, 3738, 3734, 3180, and 3217.

There are no developed sites or campgrounds. There are 40 inventoried dispersed campsites. The majority of the camping use occurs during the hunting season from September through November.

The Middle Ridge Cooperative Area Closure remains in effect during elk season. No motorized use is allowed in the closure area except on designated routes. This provides for walk in hunting opportunities east of road 3738. Outside of the closure area there are opportunities for road oriented hunting.

Class I, II and III ATV's are permitted on roads restricted to other motorized vehicles except during the hunting season when the area closure is in effect.

Road 31 and 32 are groomed snowmobile trails from December 1 through March 31. Cross country ski opportunities are available on all road systems, especially in the area adjacent to highway 204 (Middle Ridge and Huckleberry Mountain).

BLACK #16

This strategy area provides for mainly dispersed recreation opportunities except along road 32 where there are a few developed sites. These sites include the Umatilla Forks Campground, and two facilities which are managed by local Kiwanis Clubs (the Buck Creek Cabin and the Corporation Guard Station). There are several dispersed camping areas located adjacent to road 32 which are used extensively from April through November. The other 63 inventoried dispersed campsites are located in the Black Mountain area and are primarily used during hunting season.

Opportunities in the Black Mountain area are mainly confined to the narrow ridge tops. The 3128 is the main access road into the area providing access out to Bobsled Ridge. Roads 3130, 3135, and 3133 take off from road 3128 and travel along the other main ridge areas. This road system provides access for visitors gathering forest product, and sightseeing on primitive backcountry roads.

This area provides for mainly walk in hunting opportunities in a semi-primitive motorized setting.

Class I,II,&III ATV's are allowed on restricted roads. Road 32, from the Corporation Guard Station to Ruckel Junction, provides a winter driving opportunity for Class II ATV's.

The only designated snowmobile trail is the 31 road which is outside of this strategy area. There is a warming shelter at Ruckel Junction which is available for use by all winter recreationists. There are opportunities for back country cross country skiing but the area is not ideal due to the limited access into the area during the winter time.

HELLHOLE #17:
Opportunities in this area are mainly trail oriented. The trail systems in this area are muliple use providing access to pedestrians, equestrians, mountain bicycles and Class III ATV's.

Road systems 3100-158, 159, and 155 provide a unique driving experience on low standard forest roads for Class II ATV's and other 4 wheel drive vehicles. The segment of road 31 also passes along the boundary of the strategy area providing access to Interstate 84 or highway 204.

Ther are no developed sites and only 14 inventoried dispersed campsites.

This area provides for only walk-in hunting opportunities in a primitive motorized setting.

Road 31 is also a designated groomed snowmobile trail from December 1 to March 31. There are no opportunities for cross country skiing, due to remote location and difficult terrain.

GIBBON #18:
The only access into this area is on the 3030 road which travels through private land. The 3030050 and 020 road begin at the forest boundry and travel in different directions along Horseshoe Ridge. Both of these spur roads offer visitors nice views of Meacham Canyon and are marked on the ground as the route travelled by Marcus and Narcissa Whitman. The road system in this area is not maintained for low clearance passenger vehicles but is being managed to provide a primitive road experience for Class II ATV's and other four wheel drive vehicles. There are no trail opportunities for Class I, or III ATV's, but ATV's are allowed on all restricted roads within the area.

There are limited opportunities for the gathering of forest products due to the terrain and primitive road system. There are only 3 inventoried dispersed campsites.

This area provides for mainly walk in hunting opportunities in a semi-primitive motorized setting.

The current road system provides winter driving and snow play opportunities for Class II ATV's. There are no designated snowmobile trails or opportunities for cross country skiing.

RED #19:
Road 31 is the main arterial providing access from Interstate 84 to both the Walla Walla and La Grande Ranger Districts. Several secondary roads off of the 31 road provide important access to dispersed campsites, interpretive sites and administra-

tive sites. These roads are the 3102, 3109, 3113 and 3116. These roads also provide access off the main road for visitors gathering forest products and sightseeing.

Red Area Closure closes area between road 3102, Fox Prairie and road 31 to all motorized vehicles, all year around.

Access to the Whitman Route Overlook is provided on 3109. Road 3109026 also provides access (restricted by large waterbars) to the trailhead for the Spring Mountain Climbing Area. The Summit Guard Station is located along road 3113. Road 3113 and 3116 also provide access to trailheads in the Hellhole Roadless area.

There are 60 inventoried dispersed campsites that can be reached by the open road system. These sites are used primarily during hunting season.
This strategy area provides for road oriented hunting opportunities. Opportunities for walk in hunting are provided in adjacent strategy areas.

Class I, II, and III ATV's are allowed on restricted roads. There are opportunities for Class II ATV's on road 3116022.

Road 31 from the forest boundary is a groomed snowmobile trail. Cross country skiing opportunities are available on the groomed snowmobile trail and also on restricted road systems located off of the 31 road. A system of cross country ski trails is planned in the area located along road 3102.

TIGER #20:
Access into this strategy area is on road 65. As the road winds up along the steep hillside it offers the traveller nice views of Tiger Canyon and the surrounding countryside. This access road onto National Forest System Lands is the only direct route to this area from the community of Walla Walla. Due to the terrain along Road 65 from the forest boundary to Tiger Saddle there is not much opportunity for any type of gathering of forest products or other recreational activities except for sightseeing. The one exception is access to the Indian Ridge Trail for horse, hikers and mountain bicycles.

At Tiger Saddle, road 6511 takes off and provides access to Big Meadows which is located on private land. The majority of the 16 inventoried dispersed campsites in this area are located along this secondary route.

There are no trail opportunities for ATV's. There are limited opportunities for winter driving experiences for Class II ATV's on road 65, 6511 and 6500-040.

This area provides for mainly walk in hunting opportunities in a semi-primitive motorized environment.

The only opportunities for cross country skiing are on roads which are also heavily used by motorized vehicles.

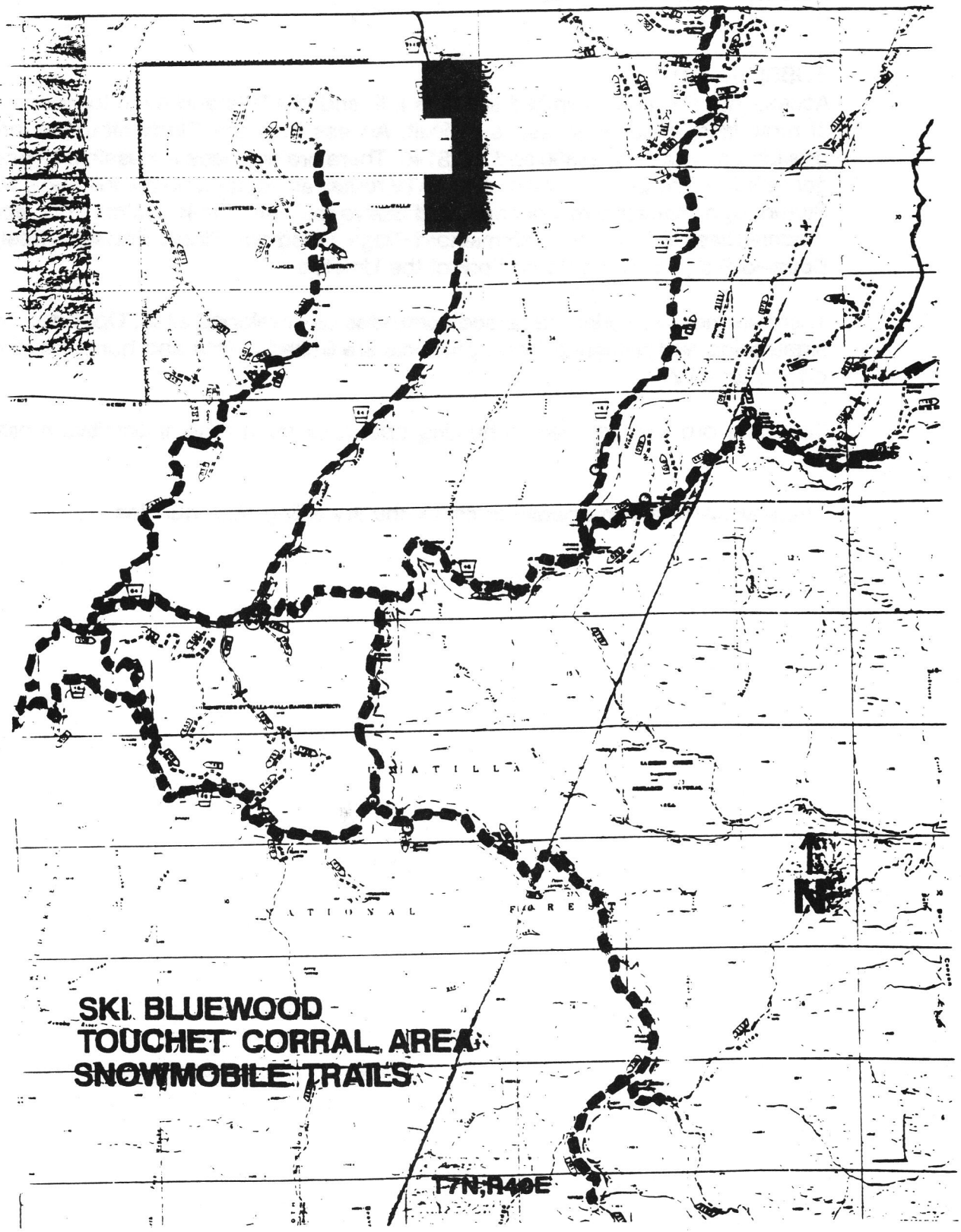
BOBSLED #21:
Access into this area is limited to Class I, II, and III ATV's and even for these types of motorized vehicles access is difficult. Access from the Black Mountain area is provided on roads 3128300 and 3128140. There are no roads accessible to passenger vehicles. The primary Class I and II ATV routes are located on the following ridges, Stumbough, Rattlesnake, Johnson, and Starve to Death. Trails systems that accommodate Class III ATV's are Shimmiehorn Ridge, Goodman Ridge, Bobsled Creek and Bobsled Ridge and the South Fork of the Umatilla.

There are no inventoried dispersed campsites or developed sites. Opportunities for sightseeing and gathering forest products are limited to foot and horse travel or by driving an ATV.

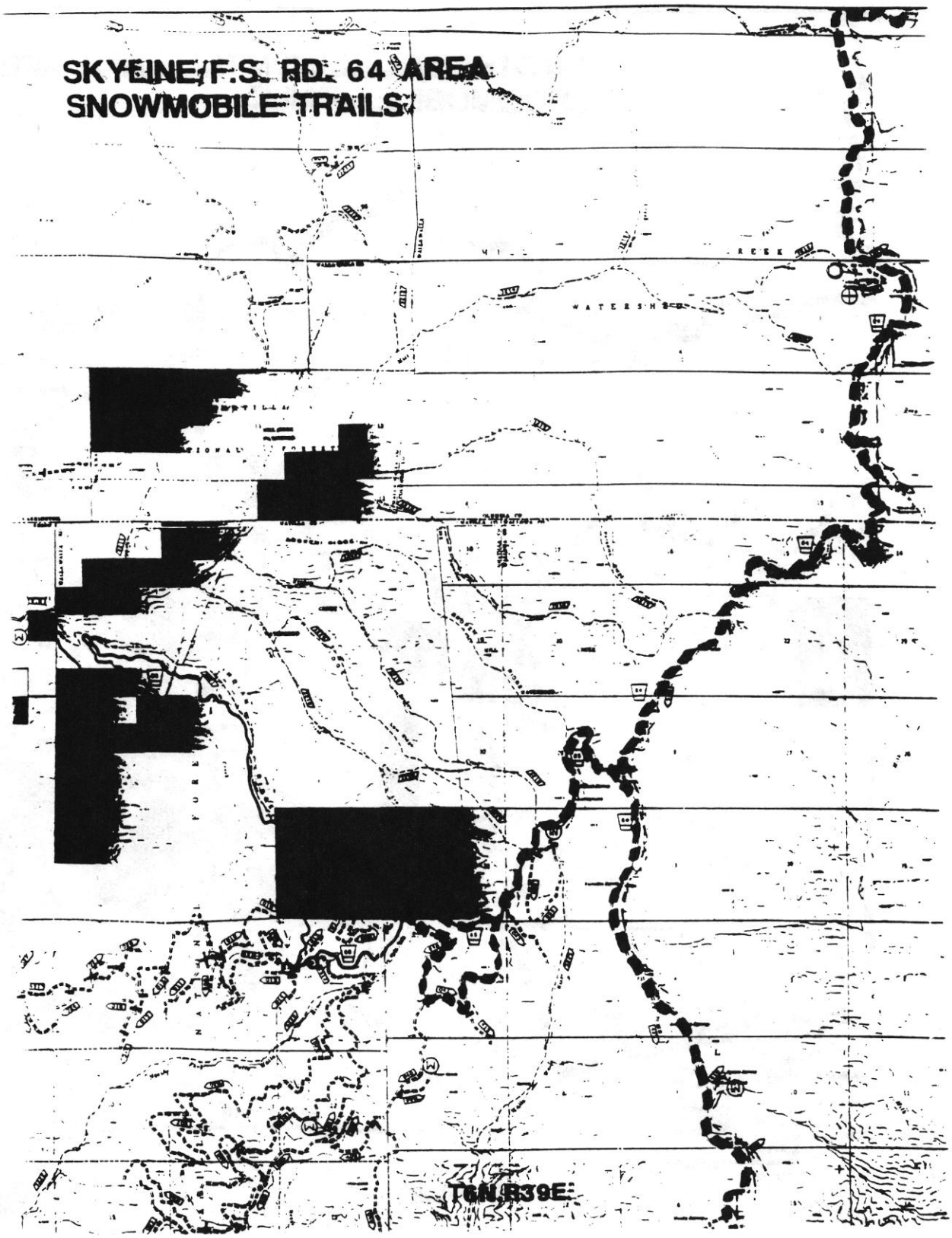
This area provides for walk in hunting opportunities in a semi primitive motorized setting.

There are limited snowmobile or cross country skiing opportunities.

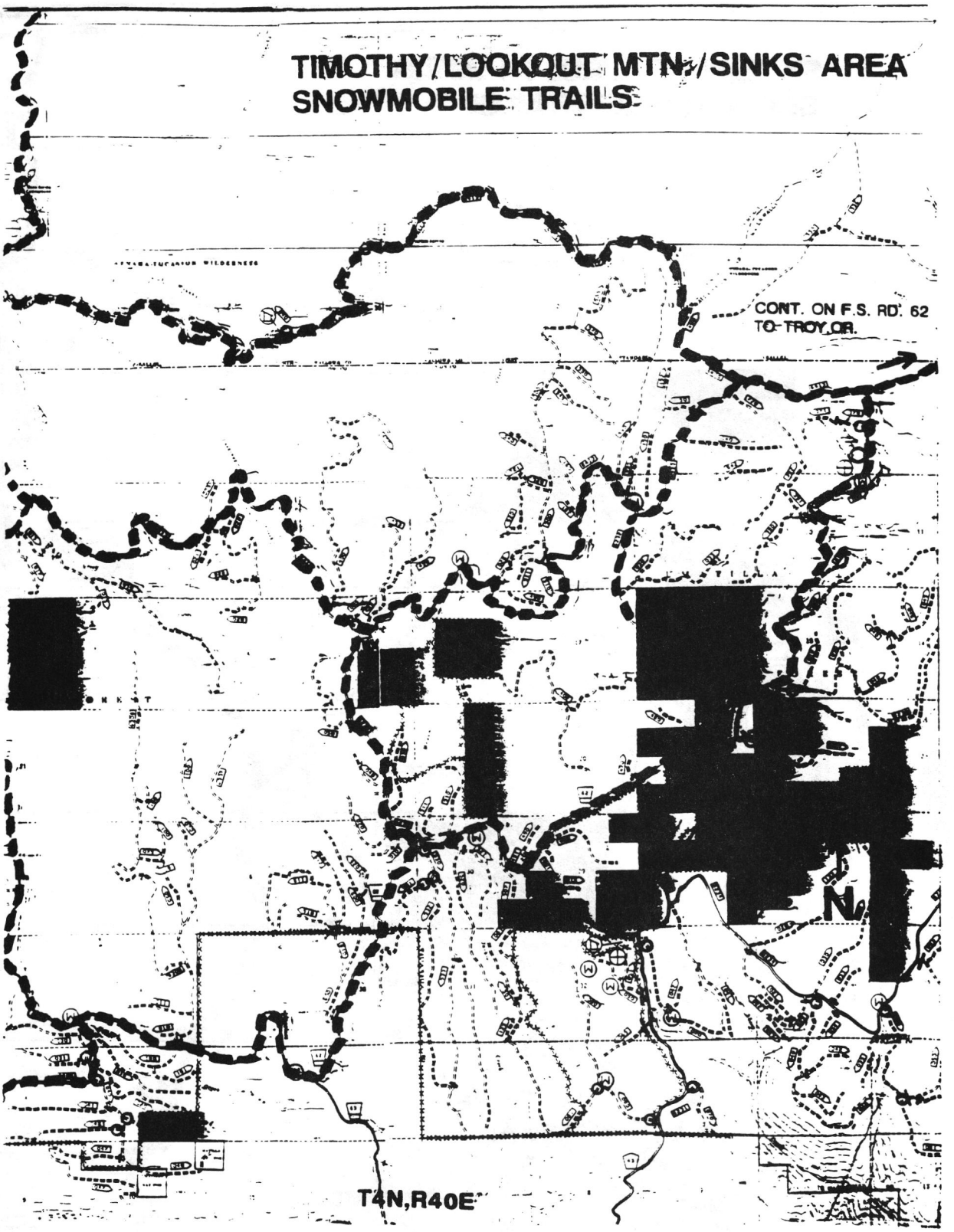
Snowmobile Route Map 1



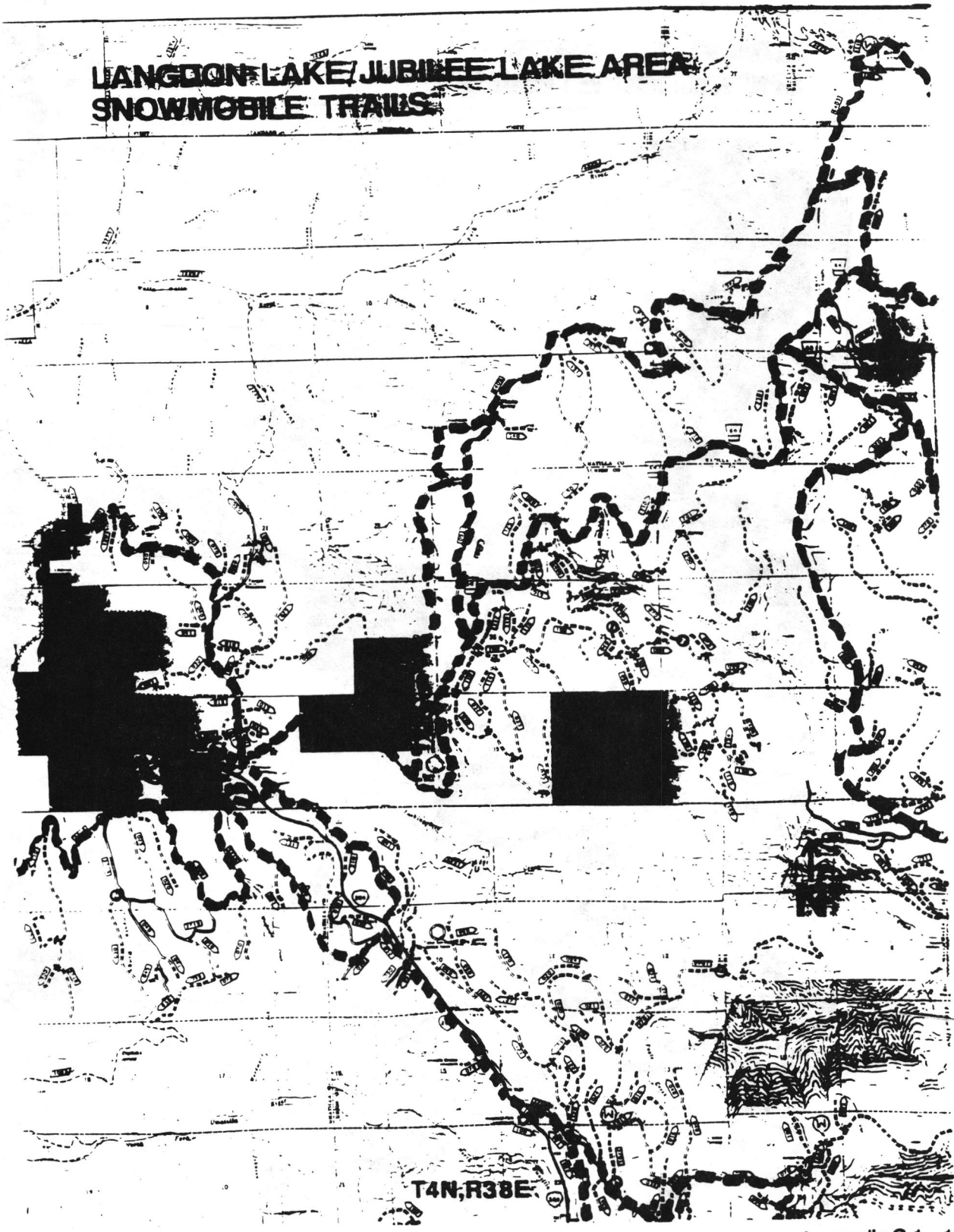
Snowmobile Route Map 2



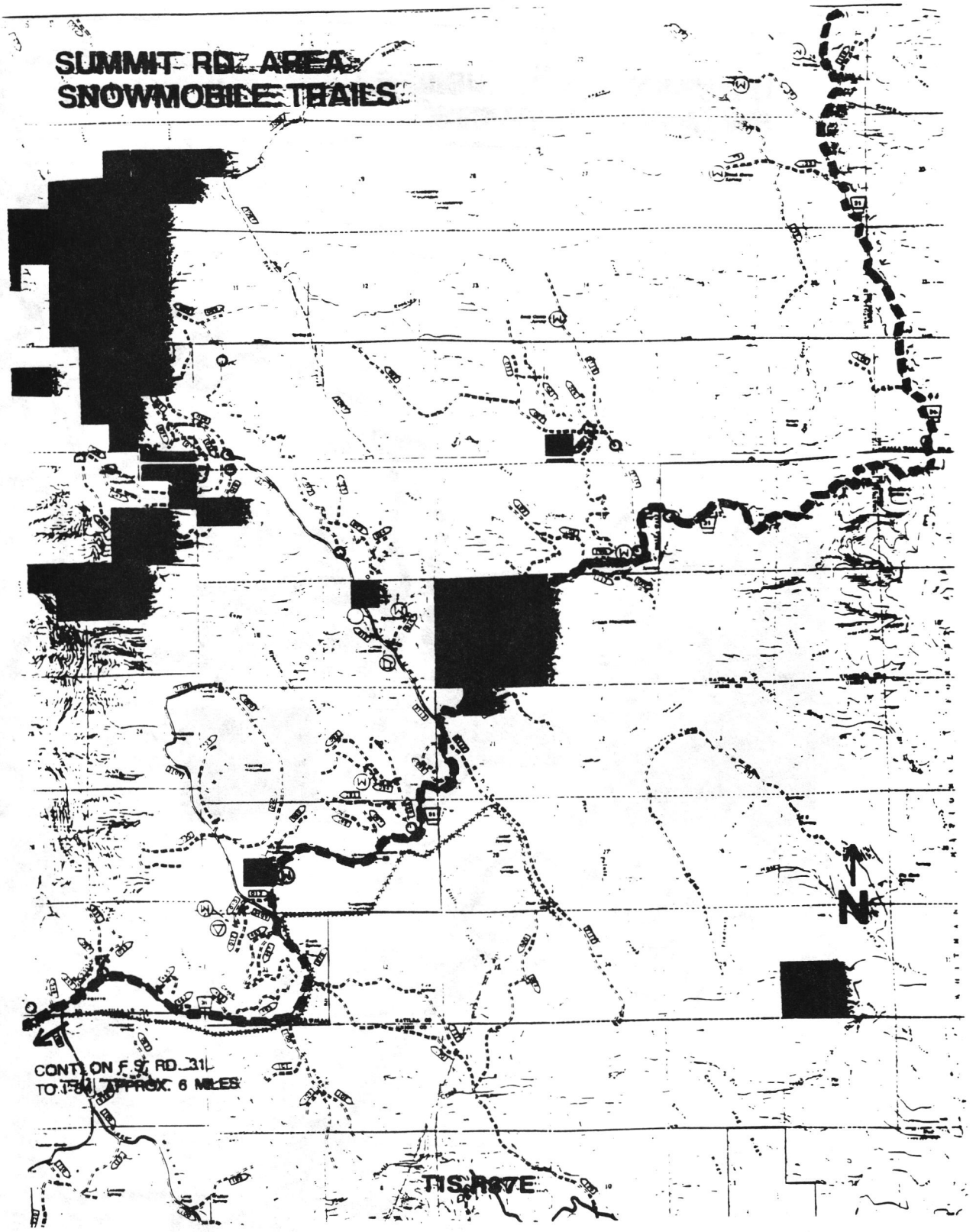
Snowmobile Route Map 3



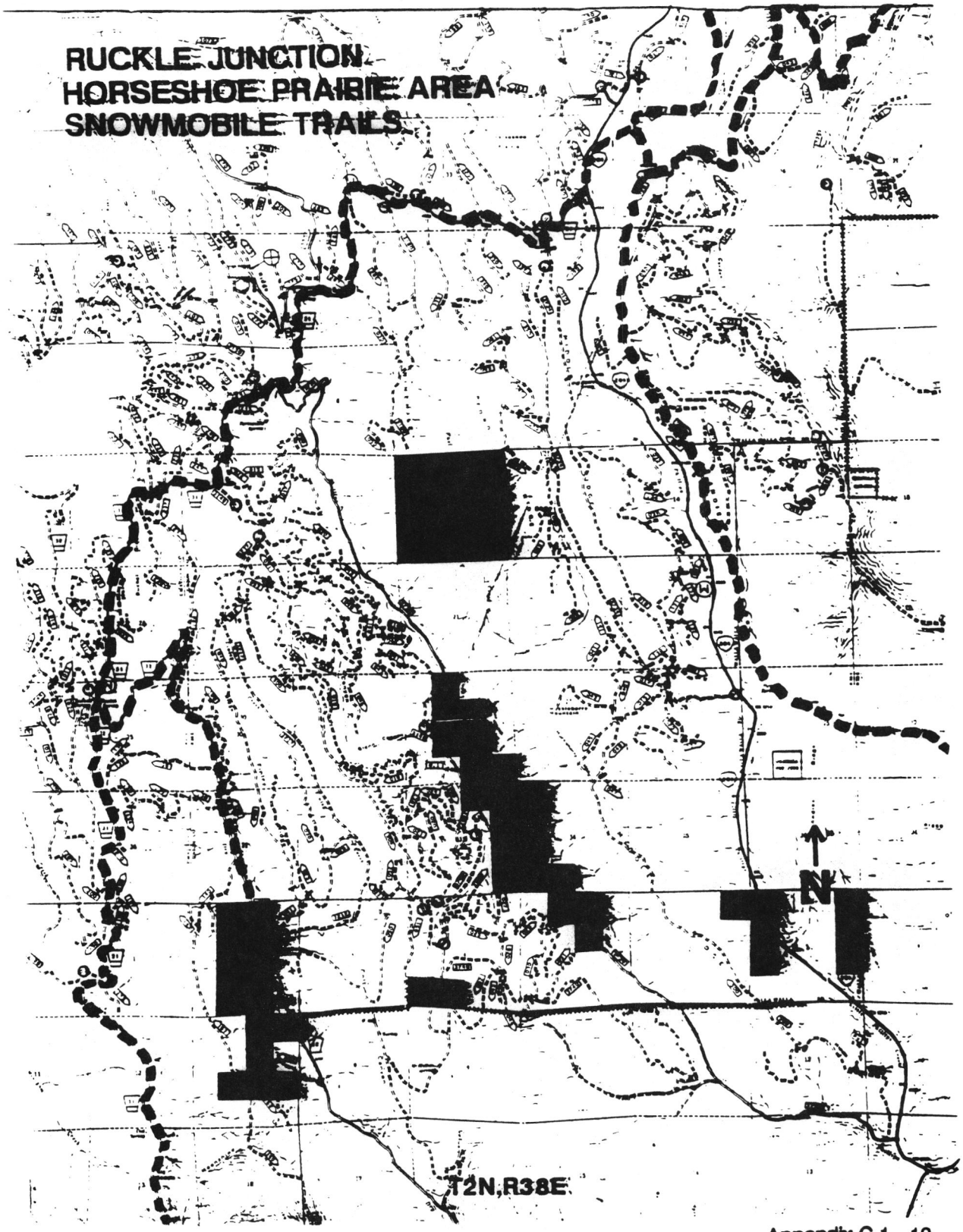
Snowmobile Route Map 4



Snowmobile Route Map 5



Snowmobile Route Map 6



APPENDIX D: FUTURE OPPORTUNITIES

During the development of alternatives several opportunities for access development were identified. These are considered to be future opportunities to pursue and develop as resources become available. Implementation of these opportunities is not dependent on the above described alternatives. These opportunities will not be analyzed at this time, and no decisions concerning implementation will be made.

Bluewood #1.

Future Opportunities:

-Road 64 is proposed as a Back Country Byway route that is connected to other routes that tie Interstate 84 to Washington Highway 12. This proposal would provide a network of back country scenic tour driving over both primitive and high standard roads.

WALLA WALLA #4:

Future Opportunities:

- Develop trail system for Class I ATV's where compatible with existing Class III ATV use.

Future Opportunities:

-Road 64 is proposed as a Back Country Byway route that is connected to other routes that tie Interstate 84 to Washington Highway 12. This proposal would provide a network of back country scenic tour driving over both primitive and high standard roads.

JUBILEE #5

Future Opportunities:

-Develop a system of Class II ATV trails using existing closed roads and new trail construction to develop loop opportunities in the area between roads 63, 6306, and 6306020. The trailhead would be located at Luger Springs campground for this activity. ATV use would be restricted to designated routes.

-Class III ATV connector trails would be constructed linking ATV trails in Lookingglass to ATV trails in the Walla Walla River Area. Road 6411 could be used as a segment of this connector trail.

-Develop a trail system to accomodate Mountain bicycle use from the Jubilee lake campground to the Mottet/Sinks area.

SINKS #6:

Future Opportunities:

-Develop a system of mountain bike trails in Section 16 which was acquired through the Boise Cascade Land Exchange. Trailheads for this activity would be developed at Jubilee Lake and off of Road 63.

-Develop a connector trail through the Sinks Area as part of the Blue Mountain Cross District Trail which is accessible to Class III ATV's. The trail would be constructed using existing road systems and new trail construction. ATV's would only be allowed on the designated connector trail.

MEADOWS #7:
Future Opportunities:
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using existing road systems and new trail construction. ATV's will be restricted to this trail system in the Meadows area.

EDEN #8:
Future Opportunities:
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

GRANDE RONDE #9:
Future Opportunities:
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area along the breaks of the Grande Ronde River Canyon.

LOOKINGGLASS #10:
Future opportunities:
- Develop a system of Class I ATV trails in the Target Meadows Area and in the area between Langdon Lake and the Spout Springs Recreation Residence Tract by using existing closed roads and some new trail construction to accomodate loop trails. The Morning Creek Sno-Park would serve as the trailhead for this activity.
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

COYOTE #12:
- Selected roads have been changed from open to regulated status to provide access for Class I and III ATV's on road systems closed to vehicles over 50" in width.

Future Opportunities:

- This area overlaps with the adjacent strategy area in providing Class I ATV trails which would originate from the Morning Creek Sno-Park.

HIGH #14
Future Opportunities:
The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

BLACK #16

Future Opportunities:
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

HELLHOLE #17:
Future Opportunities:
- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

- Encourage Class III ATV use in the Hellhole Roadless Area.

RED #19:
Future Opportunities:
- Develop a system of marked cross country ski trails in the area adjacent to road 3102.

- The future Blue Mountain Cross District Trail, which is a motorized trail route, will be developed through the area using a combination of existing road systems and new trail construction.

TIGER #20:
Future Opportunities:
- A trail system and a trailhead are being planned to accomodate Class III ATV use in the Lower Tiger Creek West Fork Tiger area which will eventually connect with an existing trail system (trail #3224 and 3222).

BOBSLED #21:
Future Opportunities:
Improve trailhead access for both Class II and III ATV's.

ELK HEI REPORT

ACCESS MANAGEMENT PLAN

ELK H.E.I. REPORT

INTRODUCTION

The F.E.I.S. for the Umatilla National Forest's Forest Land and Resource Management Plan (FLMP) states that "One of the most controversial issues on the Forest is the management for big game species, particularly Rocky Mountain elk." (F.E.I.S., page S7 Big Game). The F.E.I.S. goes on to state that:

> "Controversy surrounds key management factors including: Timber harvest use and its impacts on habitat components of cover and forage, road development and closures....." (F.E.I.S., page S7, Big Game)

Due to this high level of public and agency interest and concern, elk habitat management is a major consideration in the approved LRMP. An example of this is contained in Chapter 4 of the LRMP where it says:

> "Since management of big game summer and winter ranges is emphasized throughout most of the forest, big game habitat potential will be maintained Forest-wide. Focus of management will be on habitat components of cover, forage, and roads...about half of the roads will be closed. The Umatilla will continue to be known for its big game." (page 4-7, Big Game)

The LRMP goes on to state in the Forest Management Objectives section that: "Quality big game habitat will be achieved through vegetation and road management techniques with emphasis on habitat components of cover, forage, and roads. Achieving big game habitat objectives will require meeting HEI (Habitat Effectiveness Index) and cover standards (in 7 management strategies) and the following:

- Effectively closing roads according to district motorized access and travel management plans.

- Coordinating timber and road management project plans and implementation actions." (page 4-27)

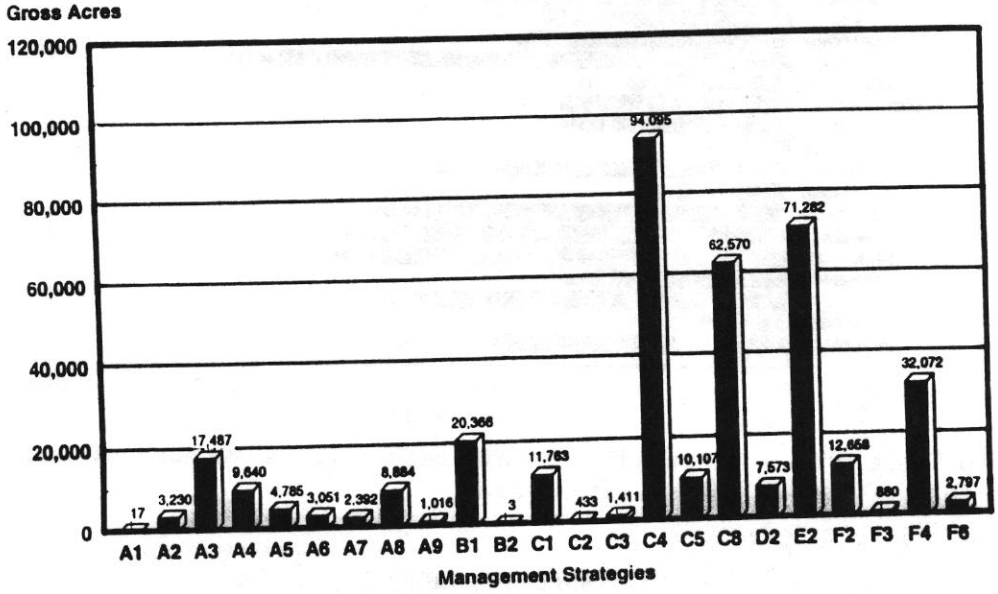
The LRMP continues in the Forest-wide Standards and Guidelines section that, "Big Game habitat effectiveness models will be used in project planning to...reach management objectives....' 'Forage, cover, and road densities are factors that will be considered...." (page 4-57, Big Game).

MANAGEMENT AREAS

The FLMP divided all National Forest lands into 26 management areas (strategies) . 23 of these are present on the Walla Walla Ranger District. For the description of each management area, its management goal statement, etc. refer to Chapter 4 of the FLMP.

A summary of the presence for each of the management areas on the District is presented in Figure 1 below.

FIGURE 1
District Management Area Profile



H.E.I. MANAGEMENT DIRECTION

Forest Plan direction is that the H.E.I. model presented in Appendix C of the LRMP is the procedure to be used to analyze effects of various resource management activities on elk habitat values (including road management).

Of the 23 management strategies (areas) present on the District, four (4) have specific H.E.I. standards and guidelines minimums. These management areas, and their respective H.E.I. minimum, are as follows:

TABLE 1
Management Strategies With H.E.I. Standards

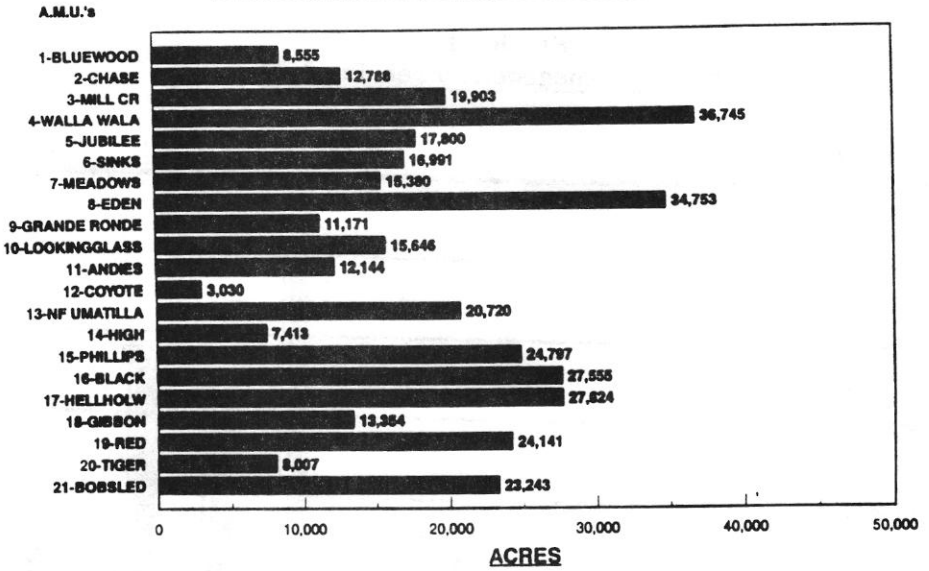
MANAGEMENT STRATEGY	H.E.I. S&G Level
C4 - Wildlife Habitat	No less than 60%
C8 - Grass-Tree Mosaic (GTM)	" " " 70%
E2 - Timber and Big Game	" " " 45%
F4 - Walla Walla River Watershed	" " " 60%

As illustrated in Table 1 above, approximately 260,019 acres (70%) of the District is allocated to one of these four management strategies. This means that a major portion of the District is under one of the three (3) HEI levels shown.

ACCESS MANAGEMENT UNITS

Based on drainages, terrain, location of major road systems, management strategy similiarities, etc., the District was compartmentized into 21 individual Access Management Units (AMU's). The names of the individual units and their gross acreage is summarized in Figure 2 below.

FIGURE 2
District Access Management Units



Refer to Table 2 in the Appendix of this report for a summary of land ownership within each of the 21 AMU's listed above.

ANALYSIS RESULTS

Alternative "A" (existing situation)

Forage and Cover - As mentioned earlier, cover conditions used in this analysis were derived from the Forest's up-dated 1991 EVG (Existing Vegetation) G.I.S. layer. The results of this analysis are shown in Figures 3 below and Figure 4 on the top of the next page.

FIGURE 3
AMU Cover/Forage Conditions

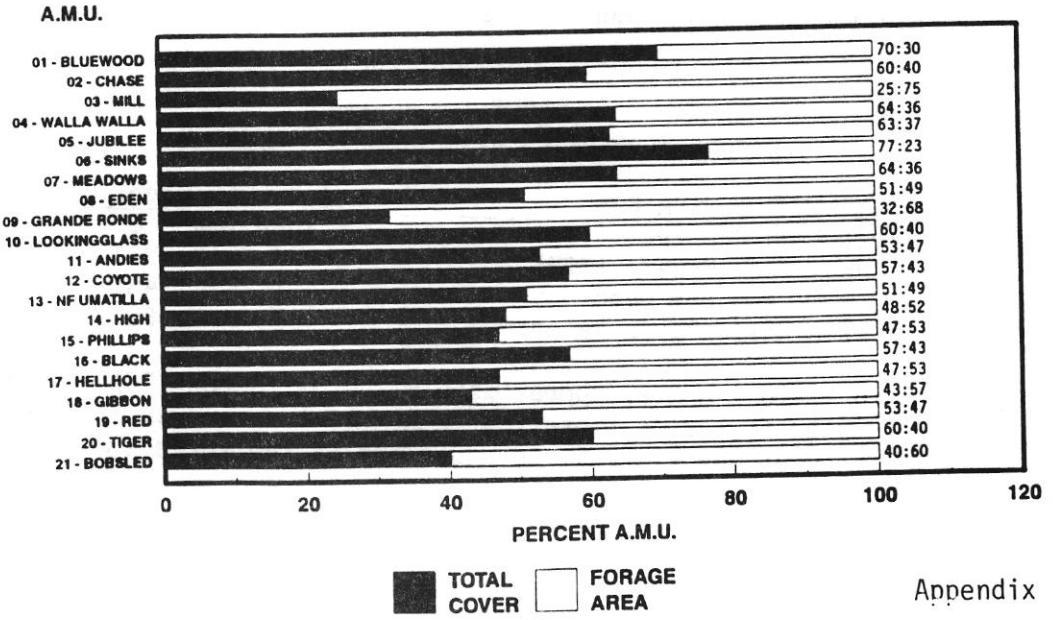
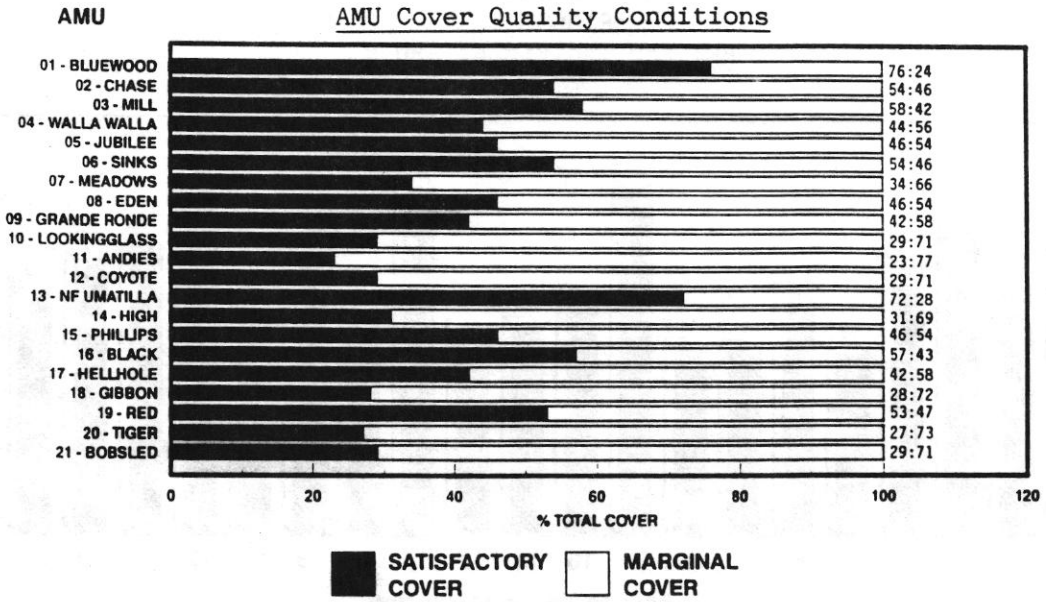


FIGURE 4
AMU Cover Quality Conditions



For the purposes of the HEI model used in this analysis, the preceeding cover/forage situation for each AMU in each alternative was considered "fixed" at the 1991 level. It must be realized that as additional timber sales remove trees (i.e. cover), and/or as stands regenerated within the past 10 years grow (i.e. develop cover), the cover/forage situation will be constantly changing. Given this "shifting" in cover values, in general, cover quality will exhibit a gradual decline (i.e. more Marginal Cover and less Satisfactory Cover).

Road Density - The existing situation regarding open road density for each of the AMU's is summarized in Figure 5 below.

Habitat Effectiveness Index (HEI) - Using the process contained in Appendix C of the Forest's LRMP, and the preceeding cover/forage/open road density data, the HEI for each of the 21 AMU's on the District is presented in Figure 6 at the top of the next page.

FIGURE 5
Existing Situation AMU Open Road Density

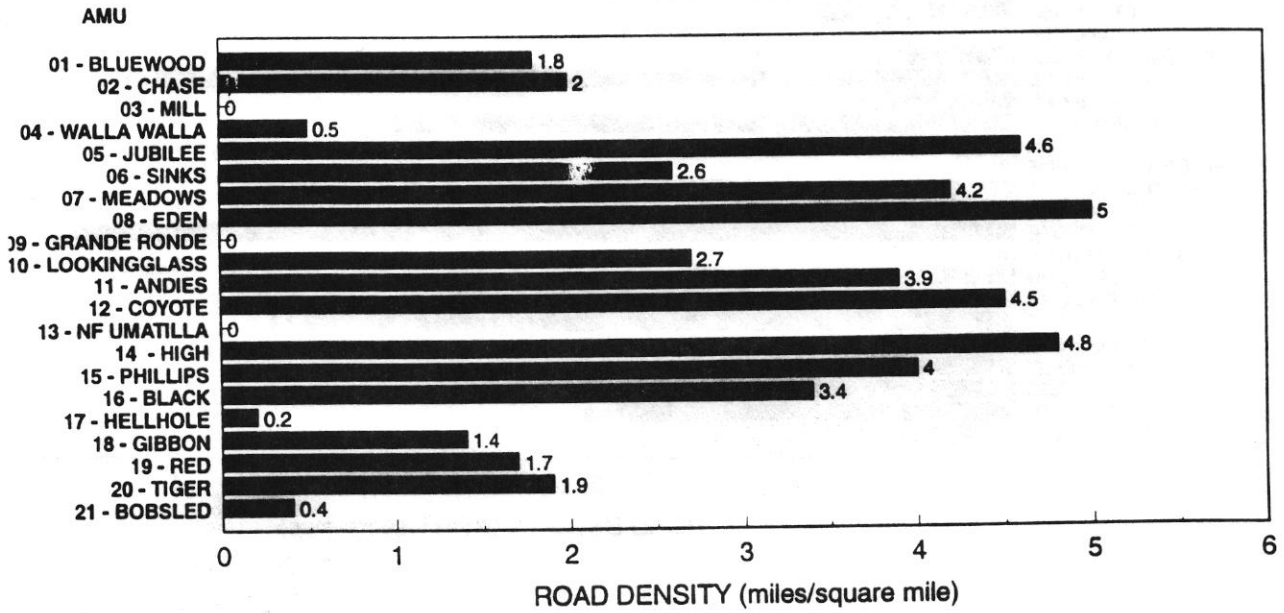
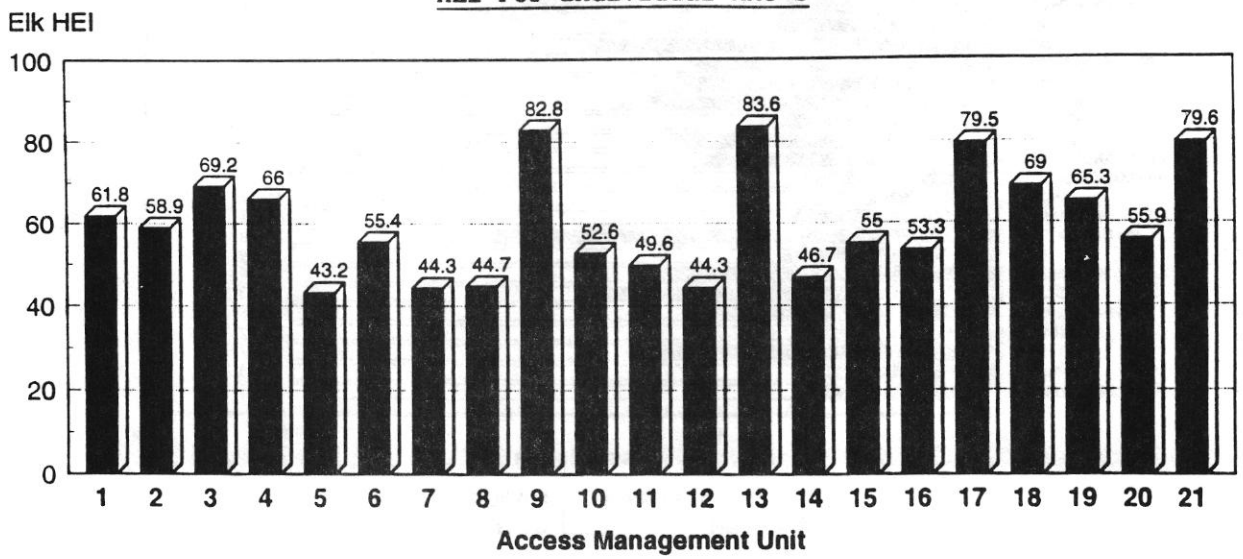


FIGURE 6
HEI For Individual AMU's

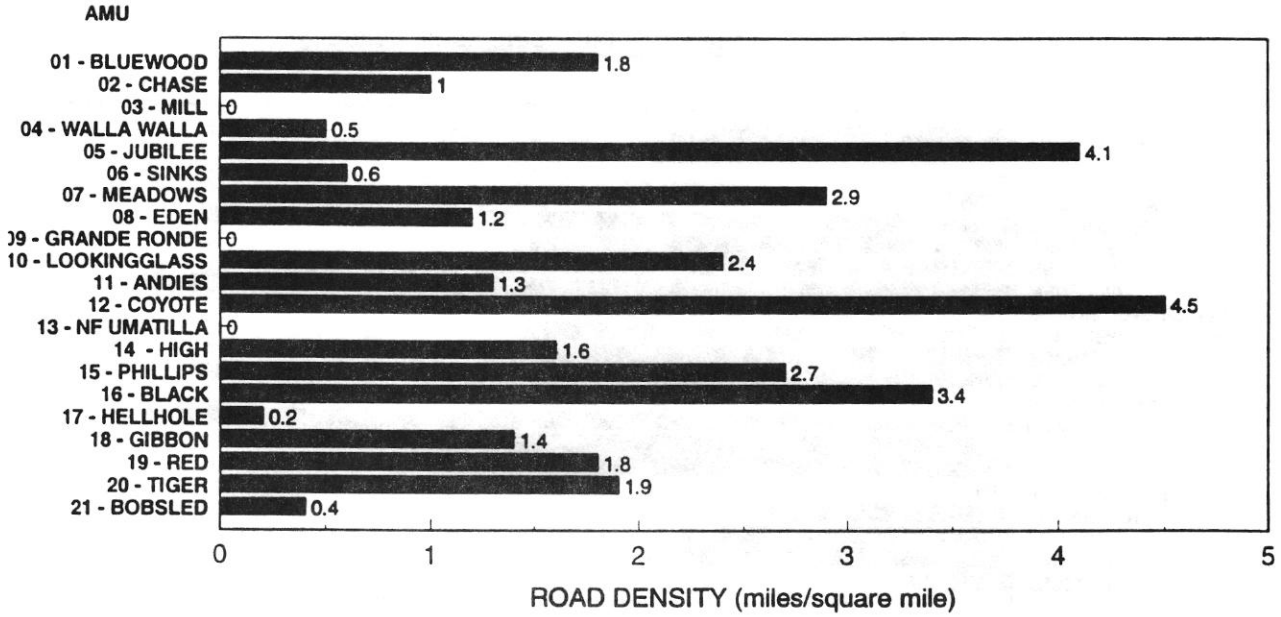


Alternative "B" (elk habitat emphasis)

Forage and Cover - As mentioned earlier and for Alternative "A" (page 4), cover conditions used in this analysis were derived from the Forest's up-dated 1991 EVG (Existing Vegetation) G.I.S. layer. The results of this analysis therefor remain unchanged from Alternative "A" and are shown in Figures 3, page 3, and Figure 4, page 4.

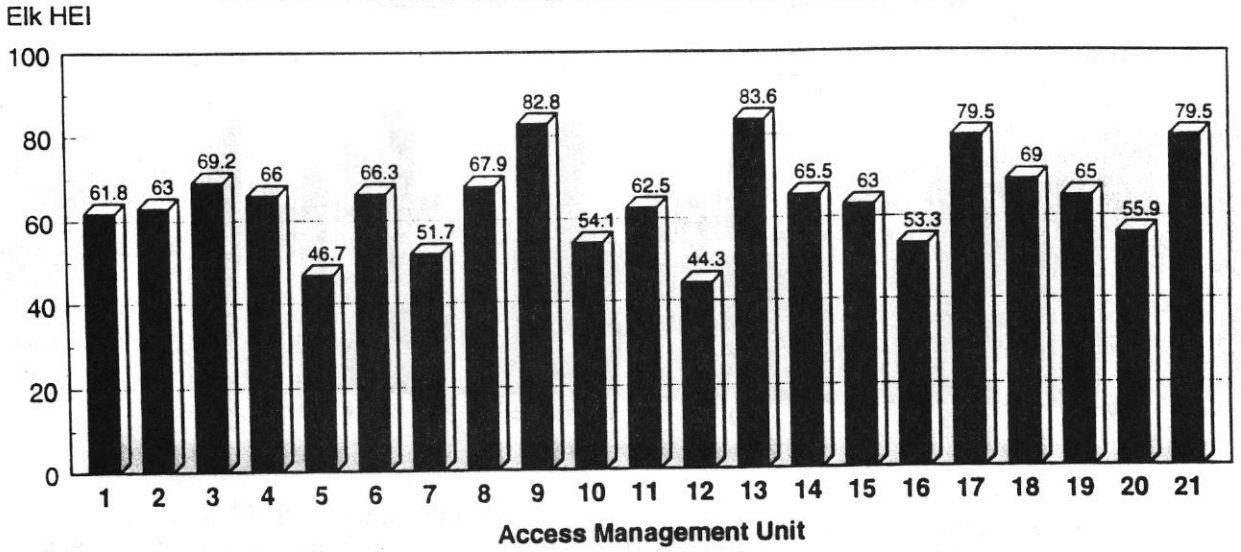
Road Density - The proposed situation regarding open road density for each of the AMU's with this elk habitat emphasis is summarized in Figure 7 below.

FIGURE 7
Proposed Alternative "B" AMU Open Road Density



Habitat Effectiveness Index (HEI) - Again, using the process contained in Appendix C of the Forest's LRMP, and the preceeding cover/forage/open road density data for this proposed Alternative, the HEI for each of the 21 AMU's on the District is presented in Figure 8 below.

FIGURE 8
Proposed Alternative "B" HEI for Individual AMU's

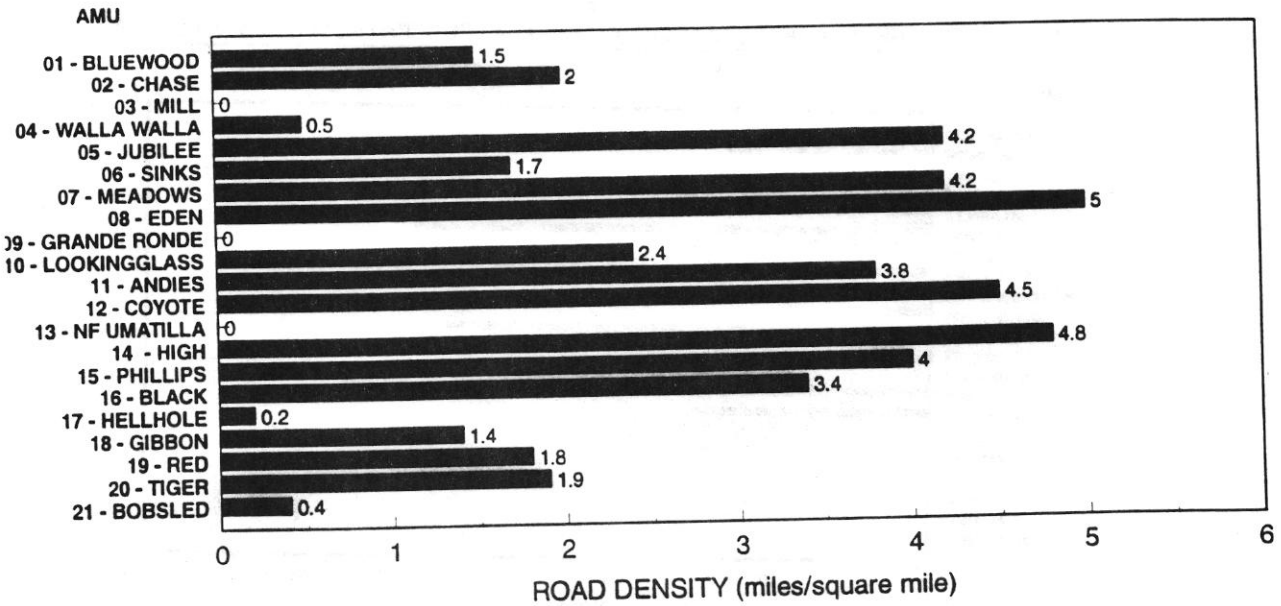


Alternative "C" (recreation emphasis)

Forage and Cover - As mentioned earlier and for Alternative "A" (page 4), cover conditions used in this analysis were derived from the Forest's up-dated 1991 EVG (Existing Vegetation) G.I.S. layer. The results of this analysis therefor remain unchanged from Alternative "A" and are shown in Figures 3, page 3, and Figure 4, page 4.

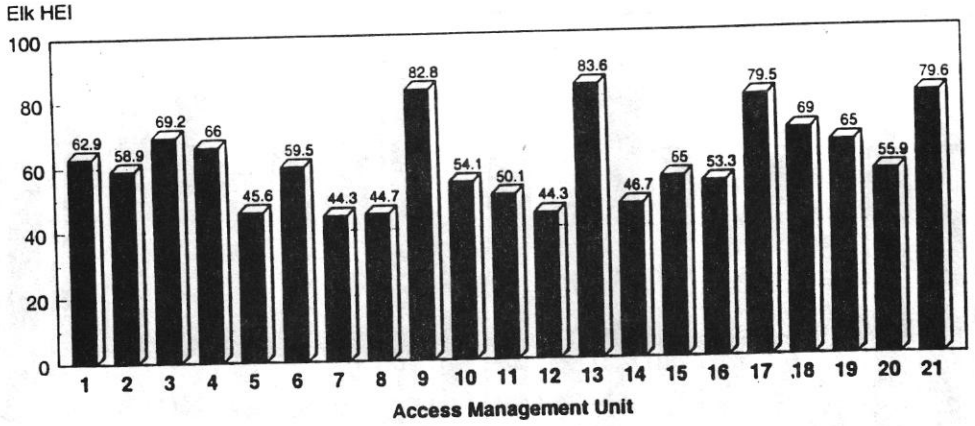
Road Density - The proposed situation regarding open road density for each of the AMU's with this elk habitat emphasis is summarized in Figure 9 below.

FIGURE 9
Proposed Alternative "C" AMU Open Road Density



Habitat Effectiveness Index (HEI) - Again, using the process contained in Appendix C of the Forest's LRMP, and the preceeding cover/forage/open road density data for this proposed Alternative, the HEI for each of the 21 AMU's on the District is presented in Figure 10 below.

FIGURE 10
Proposed Alternative "C" HEI for Individual AMU's



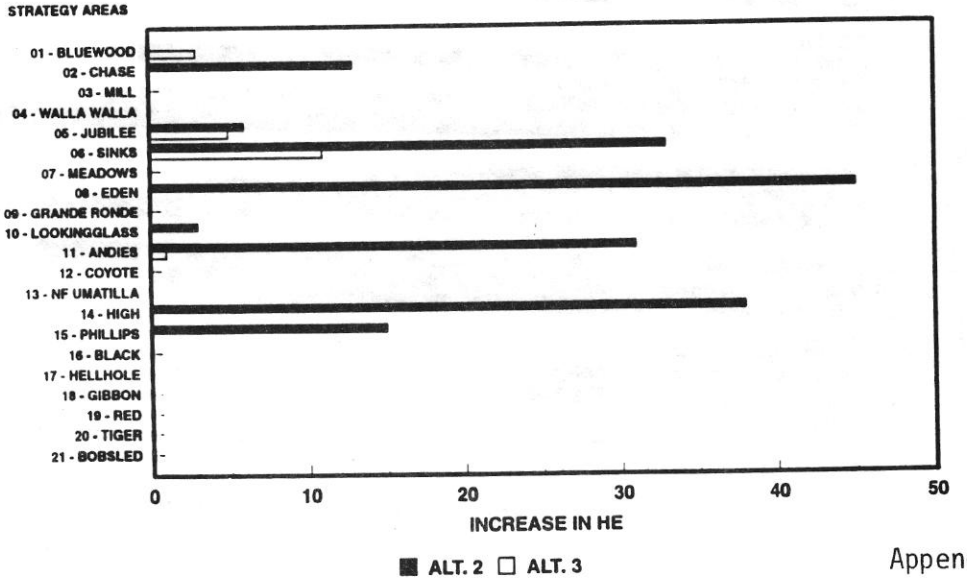
As shown in Figure 10 above, units 5 (High), 7 (Meadows), 8 (Eden), and 12 (Coyote) have HEI values slightly below the minimal Forest level of 45 and are therefore of specific concern. This is unchanged from Alternative "A" (existing situation).

ALTERNATIVE COMPARISON

Cover and Forage - As mentioned earlier, within the context of the HEI model used, there was no change between alternatives.

Open Road Density - The only variable in the H.E.I. model that was subject to change (from the existing situation) was open road density. Proposed changes in open road density (from Alt. "A") are summarized in Table 2 in the Appendix. The effect of these changes in open road density on Habitat Effectiveness (HE) are summarized in Figure 11 below.

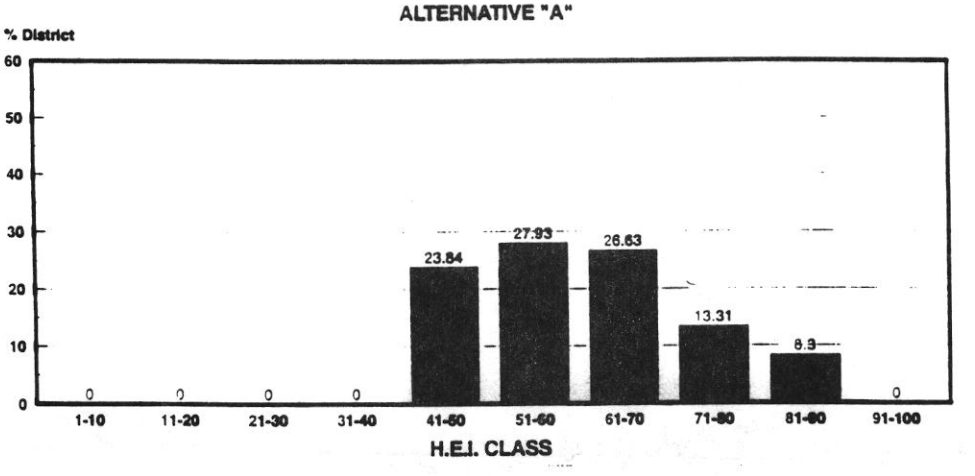
FIGURE 11
Changes in HE for Alternatives "B" and "C" Relative to Alt. "A"

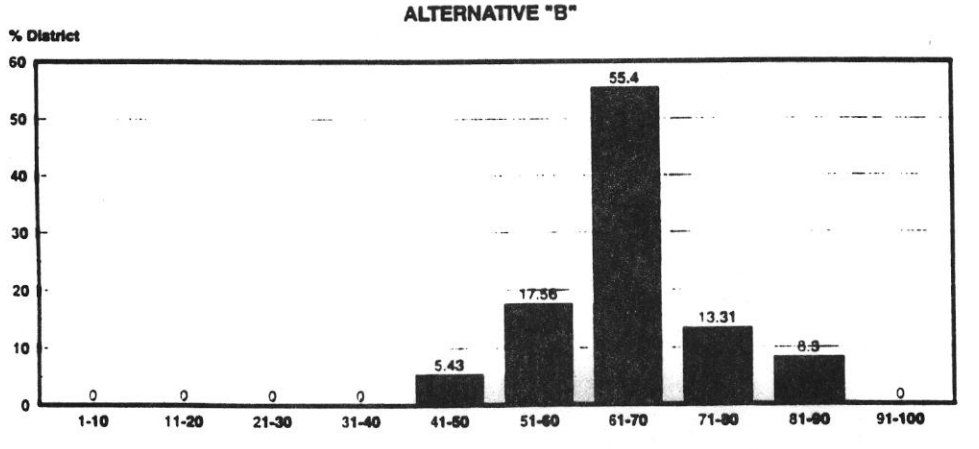


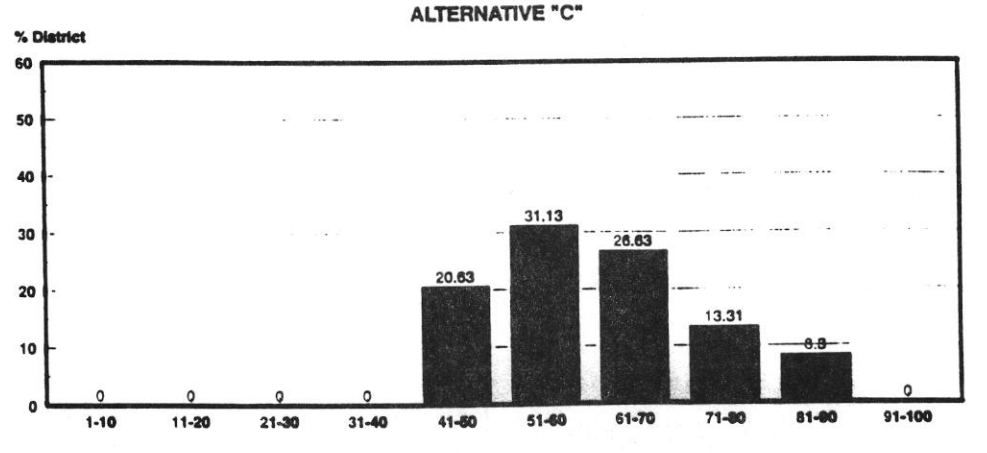
District-wide Shift in HEI - As was mentioned earlier, there were several AMU's on the District where HEI values were below the minimum levels specified in the Forest Plan (45 and 60 depending upon the Management Area profile of various SMU's). A major objective of the Access Management Plan is to raise the HEI in these SMU's to acceptable levels.

To better illustrate this, I added the acreage of various SMU's in classes of HEI (i.e. 40-50, 51-60, etc.) for each of the proposed alternatives. The result of this process is illustrated in Figure 12 below.

FIGURE 12
HEI Class Distribution for Proposed Alternatives







By looking at Figure 12 on the preceeding page it is evident that Alternative "B" significantly increased the amount of area in the 61-70 percent HEI (with a cooresponding decline in the 41-50 and 51-60 classes). There was very little change in Alternative "C" from the existing situation (Alt. "A").

Report Prepared by: Rod Johnson Date 5-3-93
Wildlife Biologist

TABLE 1
ACCESS MANAGEMENT UNIT OWNERSHIP PROFILE

Walla Walla Ranger District
Umatilla National Forest

A.M.U.	FOREST LAND		PRIVATE LAND		TOTAL	
	Acres	% A.M.U.	Acres	% A.M.U.	Acres	% District
1 - BLUEWOOD	8,552	99.6	3	0.4	8,555	2.26
2 - CHASE	12,769	99.9	19	0.1	12,788	3.38
3 - MILL CREEK	18,785	94.4	1,118	5.6	19,903	5.27
4 - WALLA WALLA RIVER	36,736	99.9+	9	Tr	36,745	9.72
5 - JUBILEE	17,786	99.9	14	0.1	17,800	4.71
6 - SINKS	16,979	99.9	12	0.1	16,991	4.50
7 - MEADOWS	15,292	99.4	88	0.6	15,380	4.06
8 - EDEN	34,717	99.9	36	0.1	34,753	9.20
9 - GRANDE RONDE	11,102	99.4	69	0.6	11,171	2.96
10 - LOOKINGGLASS	15,533	99.3	113	0.7	15,646	4.14
11 - ANDIES	12,118	99.8	26	0.2	12,144	3.21
12 - COYOTE	2,750	90.8	280	9.2	3,030	0.80
13 - NORTH FORK UMATILLA	20,252	99.9	18	0.1	20,270	5.36
14 - HIGH	7,413	100.0	0	0.0	7,413	1.96
15 - PHILLIPS	24,738	99.8	59	0.2	24,797	6.56
16 - BLACK	27,543	99.9+	12	Tr	27,555	7.29
17 - HELLHOLE	27,606	99.9	18	0.1	27,624	7.31
18 - GIBBON	12,685	95.0	669	5.0	13,354	3.53
19 - RED	23,872	98.9	269	1.1	24,141	6.39
20 - TIGER	7,977	99.6	30	0.4	8,007	2.12
21 - BOBSLED	22,705	97.7	538	2.3	23,243	6.15
TOTALS	375,510	99.4	2,400	0.6	377,910	100.00

DISTRICT ACCESS MANAGEMENT UNIT MANAGEMENT STRATEGY PROFILES

Walla Walla Ranger District
Umatilla National Forest

MGT STR	ACCESS MANAGEMENT UNITS 01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	TOTAL
A1								17														17
A2	8				9					3178	35											3230
A3	5617	52		80	5213	23				5388	222		5	78	39					770		17487
A4	921	1111			7	998	2			123			17	611	1918	749	155		1429		1599	9640
A5										603	57				4122		3					4785
A6	1446			2	831					605	6		36			123					2	3051
A7									2392													2392
A8							125	230	8529													8884
A9		32			2	416	192	14	1	221			4		90						44	1016
A10																						0
B1	17	12			11	16		58		60		29	19988	115		60						20366
B2								3														3
C1	387	756		2195	738	380	226	912	74	381	312	186			722	489	1450	777	696		1082	11763
C2				16	73					342	2											433
C3								7							1022					382		1411
C4					3160	14201	4705	11745	81	1326	3227				7778	24900	2009	1831	12905	6168	59	94095
C5		3235		3	530	820	1242	896	5	86	336	31	22	241	1109	751	2		543	254	1	10107
C7																						0
C8															29	312	23987	10025	8299		19918	62570
D2		6	7445		6			76												40		7573
E1																						0
E2	156	7081		39	7089	125	8800	20759	22	3204	7922	2503	171	5521	7884	6						71282
F2		172	12458																	28		12658
F3													7	848	25							880
F4				31782	89					16										185		32072
F6				2619	28															150		2797
ST	8552	12788	18785	36736	17786	16979	15292	34717	11102	15533	12118	2750	20252	7413	24738	27543	27606	12685	23872	7977	22705	377929
Pvt	3	0	1118	9	14	12	88	36	69	113	26	280	18	0	59	12	18	669	269	30	538	3381
TOT	8555	12788	19903	36745	17800	16991	15380	34753	11171	15646	12144	3030	20270	7413	24797	27555	27624	13354	24141	8007	23243	381310

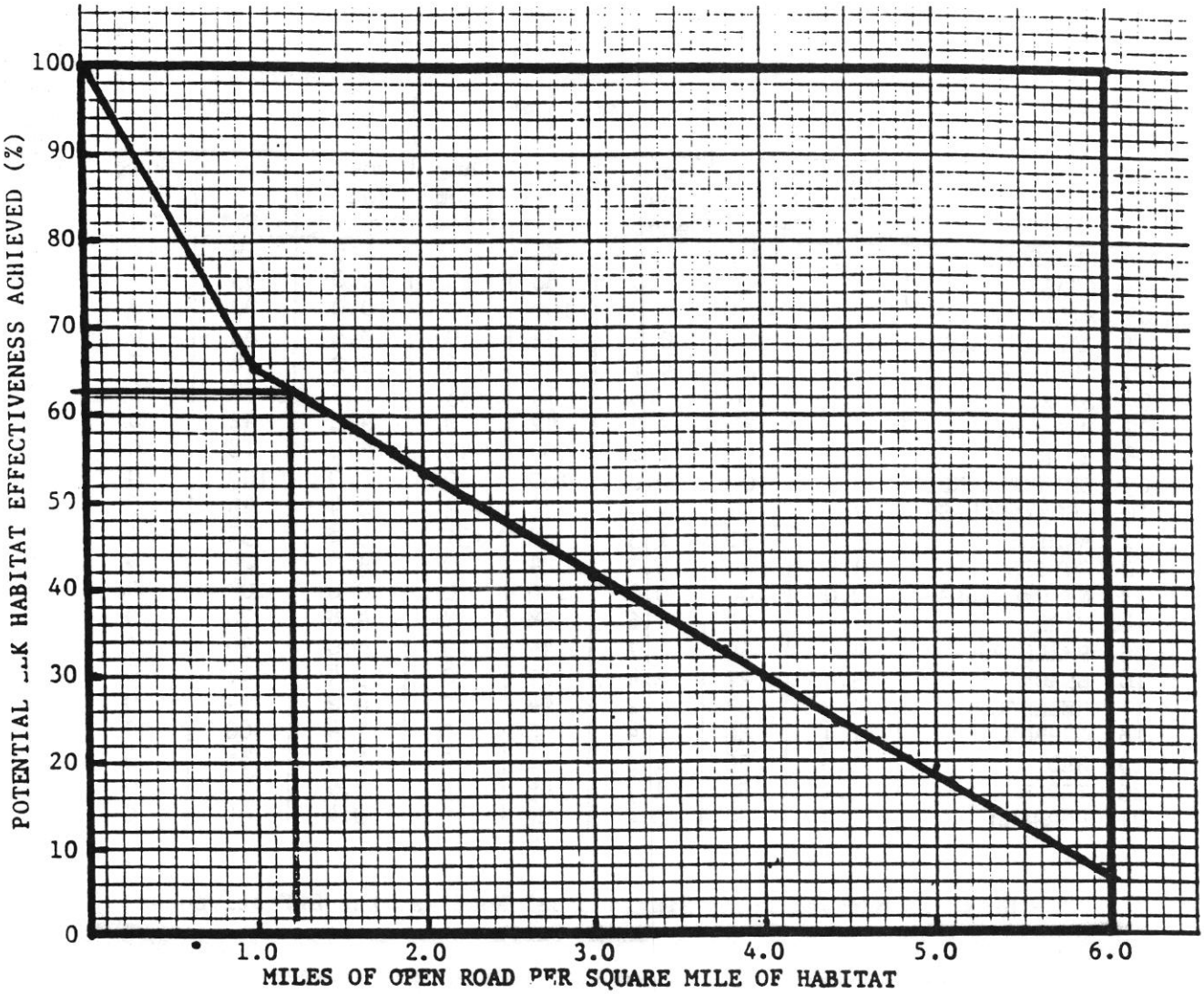
MANAGEMENT AREAS WITH H.E.I. STANDARDS

MS	ACCESS MANAGEMENT UNITS 01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	TOTAL
A10																						0
C4					3160	14201	4705	11745	81	1326	3227				7778	24900	2009	1831	12905	6168	59	94095
C5		3235		3	530	820	1242	896	5	86	336	31	22	241	1109	751	2		543	254	1	10107
C7																						0
C8															29	312	23987	10025	8299		19918	62570
E1																						0
E2	156	7081		39	7089	125	8800	20759	22	3204	7922	2503	171	5521	7884	6						71282
F4				31782	89					16										185		32072
TOT	156	10316	0	31824	10868	15146	14747	33400	108	4632	16117	2534	193	5762	16771	25657	2011	1831	13448	6607	60	20754

A10 - HEI no less than 60% (including discounts for open roads)
C4 - " " " " " (" " " " ")
C5 - "High level of habitat effectiveness" (no HEI level specified)
C7 - No less than 45% (including discounts for open roads)

C8 - HEI no less than 70% (" " " ")
E1 - " " " " 30% (" " " ")
E2 - " " " " 45% (" " " ")
F4 - " " " " 60% (" " " ")

"RE A: "SINGLE LINE" OPEN ROAD HABITAT EFFECTIVENESS INDEX SCALE. 1/



1/ The above curve was adapted from the publication Wildlife Habitats in Managed Forests of the Blue Mountains of Oregon and Washington, USDA, Forest Service, Agriculture Handbook No. 553.

TABLE 3

Changes in Open Road Density and Habitat Effectiveness (HE) Between Alternatives "B and "C"

		ALT. "A"		ALT. "B"			ALT. "C"		
	AMU	Open Road Density	H.E.*	Open Road Density	H.E.*	Chng. From "A"	Open Road Density	H.E.*	Chng. From "A"
01	BLUEWOOD	1.8	56	1.8	56	0	1.5	59	+ 3
02	CHASE	2.0	53	1.0	66	+13	2.0	53	0
03	MILL	0.0	100	0.0	100	0	0.0	100	0
04	WALLA WALLA	0.5	83	0.5	83	0	0.5	83	0
05	JUBILEE	4.6	23	4.1	29	+ 6	4.2	28	+ 5
06	SINKS	2.6	46	0.6	79	+33	1.7	57	+11
07	MEADOWS	4.2	28	2.9	42	0	4.2	42	0
08	EDEN	5.0	18	1.2	63	+45	5.0	18	0
09	GRANDE RONDE	0.0	100	0.0	100	0	0.0	100	0
10	LOOKINGGLASS	2.7	45	2.4	48	+ 3	2.4	45	0
11	ANDIES	3.9	31	1.3	62	+31	3.8	32	+ 1
12	COYOTE	4.5	24	4.5	24	0	4.5	24	0
13	NF UMATILLA	0.0	100	0.0	100	0	0.0	100	0
14	HIGH	4.8	20	1.6	58	+38	4.8	20	0
15	PHILLIPS	4.0	30	2.7	45	+15	4.0	30	0
16	BLACK	3.4	27	3.4	27	0	3.4	27	0
17	HELLHOLE	0.2	94	0.2	94	0	0.2	94	0
18	GIBBON	1.4	60	1.4	60	0	1.4	60	0
19	RED	1.8	56	1.8	56	0	1.8	56	0
20	TIGER	1.9	55	1.9	55	0	1.9	55	0
21	BOBSLED	0.4	86	0.4	86	0	0.4	86	0

*** - HE value derived from "Single Line" Road Habitat Effectiveness Index Curve.**

BRIEFING PAPER

TOPIC: Access and Travel Management Plan H.E.I. for Units 07 and 16

DATE: June 1, 1993

BACKGROUND

The present situation regading not meeting S&G H.E.I. criteria for some District AMU's came about with request of Eric to see what the existing HEI was for the C4 portion of AMU unit 19 - Red. This request was precipitated by Resources request for permission to let the sheep Permittee (Cortezar) through the closed gate on 3104 to place his herder trailer. It appeared the weighted HEI for this unit was slightly below the S&G level and I wanted to know what it was for the C4 portion of the unit (most of the rest is C8). I also requested an estimated on the miles of road it would take (if the HEI was below the S&G level) to bring the HEI up to the management strategy S&G level (45% for E2 and 60% for C4).

In accomplishing this request, the HEI for all AMU's on the District was calculated for C4 and E2 areas. This indicated that the management specific HEI for some of the units was below S&G levels. AMU's 07 - Meadow and 16 - Black were the worst for C4 area. For 07 it indicated that proposed Alt. "B" would have to close an additional 9.1 miles of road in the C4 area to bring HEI up to 60%. For AMU 16 the analysis indicated an additional 35.1 miles of road would need to be closed to bring C4 HEI up to 60%. Some additional miles of road would also have to be closed in AMU's 05 - Jubilee (3 miles), 18 - Gibbon (2.2 miles), and 20 - Tiger (1.9 miles) to bring the HEI up to 60% (S&G level).

For E2 areas, 3.9 miles of road in 12 - Coyote and 1.2 miles in 15 - Phillips would have to be closed to bring HEI up to S&G level of 45%.

SITUATION:

Unit 07 - Meadows

Total acres - 15,380 (0.6% pvt. land)

Management Strategy Profile

A4	-	2 ac.
A8	-	125 "
A9	-	192 "
C1	-	226 "
C4	-	4,705 "
C5	-	1,242 "
E2	-	8,800 "

WEIGHTED AVERAGE HEI USED IN REPORT: =

Alt. "A" = 44.3
" "B" = 51.7
" "C" = 44.3

Existing Percent Total Cover - 60 (HEc = 50%)

Percent Satisfactory Cover - 38%

" Marginal " - 62% (HEq = 69%)

Alt. "A" Open Road Density = 5.9 miles per square mile (HEr = 8%)

Alt. "B" Open Road Density = 2.5 " " " " (HEr = 48%)

HEI Eric's C4 analysis - Alt. "A" - 30 %
Alt. "B" - 55 %

Weighted Average HEI Used in Report: =

Alt. "A" - 44.3 %
" "B" - 51.7 %

Unit 16 - Black

Total acres - 27,555 (Trace pvt. land)

Management Strategy Profile

A4	-	749 ac.
A6	-	123 "
B1	-	60 "
C1	-	489 "
C4	-	24,900 "
C5	-	751 "
C8	-	312 "
E2	-	6 "

Existing Percent Total Cover - 55 (HEc = 60%)

Percent Satisfactory Cover - 47%

" Marginal " - 53% (HEq = 74%)

Alt. "A" Open Road Density = 3.3 miles per square mile (HEr = 38%)

Alt. "B" Open Road Density = 3.3 " " " " (HEr = 38%)

HEI Eric's C4 analysis - Alt. "A" - 55 %
Alt. "B" - 55 %

Weighted Average HEI Used in Report: =

Alt. "A" - 53.3 %
" "B" - 53.3 %

C4 HEI by AMU

Access Mgmt. Unit	Enter Percent Cover	HEq	x	Enter % Satisfactory Cover	Enter % Marginal Cover	HEq	x	Enter Alt. A Road Density	Enter Alt. B Road Density	Enter Alt. C Road Density	Enter Alt. D Road Density	ALT. A HEr	ALT. B HEr	ALT. C HEr	ALT. D HEr	-
2	63	48		57	43	78.5		0	0			100	100			
5	61	48		38	62	68		3.7	1.6			34	58			
6	75	48		53	47	76.5		2.5	0.2			48	93			
7	80	50		38	62	68		5.9	2.5			8	48			
8	53	64		38	62	68		5.6	1.4			11	61			
10	55	60		25	75	62.5		0.5	0.2			83	93			
11	57	56		46	54	73		0.9	0.5			68	83			
15	35	100		29	71	64.5		4	0.5			30	83			
16	55	60		47	53	73.5		3.3	3.3			38	38			
17	61	48		74	26	87		1.8	1.8			56	56			
18	37	87		8	92	54		3.9	3.9			31	31			
19	53	64		49	51	74.5		2.2	2.2			51	51			
20	64	48		25	75	62.5		1	1			65	65			

Access Management Unit	ALT. A HEI	ALT. B HEI
2	72.2	72.2
5	49.3	57.7
6	58.1	69.8
7	30.2	54.8
8	39.5	64.6
10	67.8	70.4
11	65.8	69.7
15	57.8	81.2
16	55.1	55.1
17	61.6	61.6
18	54.8	54.8
19	62.4	62.4
20	59.0	59.0

C4 ROAD MILES TO CLOSE TO MEET S&G'S FOR ALTERNATIVE B

Access Management Unit	EXISTING HEr	NEEDED HEr	EXISTING Rd DENSITY	NEEDED Rd DENSITY	C4 SQ MI	TOTAL RD MILES TO CLOSE
2 5	58	65	1.6	1	5	3
6 7	48	63	2.5	1.2	7	9.1
8 10 11 15 16	38	49	3.3	2.4	39	35.1
17 18	31	41	3.9	3.1	2.8	2.2
19 20	65	72	1	0.8	9.6	1.9

C8 HEI by AMU

Access Mgmt. Area	Enter Percent Cover	HEa	x	Enter % Satisfactory Cover	Enter % Marginal Cover	HEa	x	Enter Alt. A Road Density	Enter Alt. B Road Density	Enter Alt. C Road Density	Enter Alt. D Road Density	ALT. A HEr	ALT. B HEr	ALT. C HEr	ALT. D HEr	-
17	43	84		37	63	68.5		0.2	0.1			93	97			
18	43	84		33	67	66.5		0.9	0.9			69	69			
19	50	70		56	44	78		0.6	0.6			79	79			
21	38	94		32	68	66		0.5	0.5			83	83			

Access Management Area	ALT. A HEI	ALT. B HEI
17	81.2	82.3
18	72.8	72.8
19	75.6	75.6
21	80.2	80.2

E2 HEI by AMU

Access Mgmt. Unit	Enter Percent Cover	HEe	x	Enter % Satisfactory Cover	Enter % Marginal Cover	HEq	x	Enter Alt. A Road Density	Enter Alt. B Road Density	Enter Alt. C Road Density	Enter Alt. D Road Density	ALT. A HEr	ALT. B HEr	ALT. C HEr	ALT. D HEr	-
2	62	48		52	48	76		2.4	0.6			49	79			
5	52	66		62	38	81		5.1	5.1			17	17			
7	67	48		33	67	66.5		4.1	3.3			29	38			
8	48	74		50	50	75		4.8	1			21	65			
10	52	66		50	50	75		4.8	4.6			21	23			
11	50	70		8	92	54		5.2	1.6			16	58			
12	59	52		31	69	65.5		5.2	5.2			16	16			
14	47	76		34	66	67		4.9	1.7			20	57			
15	51	68		45	55	72.5		5.2	5.1			16	17			

Access Management Unit	ALT. A HEI	ALT. B HEI
2	56.3	66.1
5	45.0	45.0
7	45.2	49.5
8	48.8	71.2
10	47.0	48.5
11	39.3	80.3
12	37.8	37.8
14	48.7	69.2
15	42.8	53.8

E2 ROAD MILES TO CLOSE TO MEET S&G'S FOR ALTERNATIVE B

Access Management Unit	EXISTING HEr	NEEDED HEr	EXISTING Rd DENSITY	NEEDED Rd DENSITY	E2 SQ MI	TOTAL RD MILES TO CLOSE
2						
5						
7						
8						
10						
11						
12	16	27	5.2	4.2	3.9	3.9
14						
15	16	18	5.1	5	12.3	1.2

TABLE 3

Changes in Open Road Density and Habitat Effectiveness (HE) Between Alternatives "B and "C"

		ALT. "A"		ALT. "B"			ALT. "C"		
	AMU	Open Road Density	H.E.*	Open Road Density	H.E.*	Chng. From "A"	Open Road Density	H.E.*	Chng. From "A"
01	BLUEWOOD	1.8	56	1.8	56	0	1.5	59	+ 3
02	CHASE	2.0	53	1.0	66	+13	2.0	53	0
03	MILL	0.0	100	0.0	100	0	0.0	100	0
04	WALLA WALLA	0.5	83	0.5	83	0	0.5	83	0
05	JUBILEE	4.6	23	4.1	29	+ 6	4.2	28	+ 5
06	SINKS	2.6	46	0.6	79	+33	1.7	57	+11
07	MEADOWS	4.2	28	2.9	42	0	4.2	42	0
08	EDEN	5.0	18	1.2	63	+45	5.0	18	0
09	GRANDE RONDE	0.0	100	0.0	100	0	0.0	100	0
10	LOOKINGGLASS	2.7	45	2.4	48	+ 3	2.4	45	0
11	ANDIES	3.9	31	1.3	62	+31	3.8	32	+ 1
12	COYOTE	4.5	24	4.5	24	0	4.5	24	0
13	NF UMATILLA	0.0	100	0.0	100	0	0.0	100	0
14	HIGH	4.8	20	1.6	58	+38	4.8	20	0
15	PHILLIPS	4.0	30	2.7	45	+15	4.0	30	0
16	BLACK	3.4	27	3.4	27	0	3.4	27	0
17	HELLHOLE	0.2	94	0.2	94	0	0.2	94	0
18	GIBBON	1.4	60	1.4	60	0	1.4	60	0
19	RED	1.8	56	1.8	56	0	1.8	56	0
20	TIGER	1.9	55	1.9	55	0	1.9	55	0
21	BOBSLED	0.4	86	0.4	86	0	0.4	86	0

* - HE value derived from "Single Line" Road Habitat Effectiveness Index Curve.

HEI ANALYSIS FOR E2 AND C4 MANAGEMENT AREAS IN REVISED (FINAL) ALTERNATIVE 2

C4 HEI by ACCESS MGMT UNIT. 7/19/93

Access Mgmt. Unit	Enter Percent Cover	HEc	x	Enter % Satisfactory Cover	Enter % Marginal Cover	HEq	x	Enter Alt. A Road Density	Enter Alt. B Road Density	ALT. A HEr	ALT. B HEr	=	Access Management Unit	ALT. A HEI	ALT. B HEI
2	63	48		57	43	78.5		0	0	100	100		2	72.2	72.2
5	61	48		38	62	69		3.6	1.3	35	62		5	48.8	59.0
6	75	48		53	47	76.5		1.6	0.3	58	90		6	59.7	69.1
7	60	50		38	62	69		4.5	2.5	24	48		7	43.6	54.9
8	53	64		38	62	69		5.6	1.4	11	61		8	36.5	64.6
10	55	60		25	75	62.5		0.5	0.2	83	93		10	67.8	70.4
11	57	56		46	54	73		0.9	0.5	69	83		11	65.6	69.7
15	35	100		29	71	64.5		4	0.5	30	83		15	57.8	81.2
16	55	60		47	53	73.5		3.3	3	38	42		16	55.1	57.0
17	61	48		74	26	87		1.8	1.8	56	56		17	61.6	61.6
18	37	97		8	92	54		3.9	3.1	31	41		18	54.6	59.9
19	53	64		49	51	74.5		2.2	2.2	51	51		19	62.4	62.4
20	64	48		25	75	62.5		1	0.5	65	83		20	58.0	62.9

E2 HEI by ACCESS MGMT. UNIT. 7/19/93

Access Mgmt. Unit	Enter Percent Cover	HEc	x	Enter % Satisfactory Cover	Enter % Marginal Cover	HEq	x	Enter Alt. A Road Density	Enter Alt. B Road Density	ALT. A HEr	ALT. B HEr	=	Access Management Unit	ALT. A HEI	ALT. B HEI
2	62	48		52	48	76		1.1	0.6	64	79		2	61.6	66.1
5	52	66		62	38	81		5.1	4.7	17	22		5	45.0	49.0
7	67	48		33	67	66.5		3.9	3.3	31	38		7	46.3	49.5
8	48	74		50	50	75		4.8	1.1	21	64		8	48.8	70.8
10	52	66		50	50	75		4.8	4.3	21	26		10	47.0	50.5
11	50	70		8	92	54		5.2	1.6	16	58		11	39.3	60.3
12	59	52		31	69	65.5		5.2	4.5	16	24		12	37.9	43.4
14	47	76		34	66	67		4.9	1.7	20	57		14	46.7	66.2
15	51	68		45	55	72.5		5.2	4.9	16	20		15	42.9	46.2

APPENDIX F: ROAD STATUS REPORT

The following reports list the status of individual roads by Alternative.

Road Status Summary: Summarizes the mileage of roads classified as Open, Closed, Restricted and Seasonal by Access Management Strategy Area.

Road Status Totals: Summarizes the mileage of roads by status for each Alternative.

Road Status List: Lists the status of each road on the District for each Alternative.

Appendix F - Table 1. Road Status Summary.

ROAD STATUS SUMMARY

Access Travel Mgmt. Strategy Area	Road Status	Alternative 1 Road Miles	Alternative 2 Road Miles	Alternative 3 Road Miles
01	UNCLASSIFIED	1.18	3.05	1.47
01	CLOSED	7.25	6.88	10.60
01	DELETED	1.58		1.58
01	OPEN	4.77	7.81	4.68
01	RESTRICTED	5.76	5.76	3.69
01	SEASONAL	13.62	10.66	12.14
01	TOTAL	34.16	34.16	34.16
02	CLOSED	14.45	19.68	
02	DELETED	0.37		0.37
02	OPEN	12.91	12.91	1.07
02	RESTRICTED	6.57	0.37	20.05
02	SEASONAL	6.14	7.11	18.95
02	TOTAL	40.44	40.44	40.44
03	OPEN	0.12	0.12	
03	SEASONAL			0.12
03	TOTAL	0.12	0.12	0.12
04	DELETED	1.82		1.82
04	OPEN	12.95	11.15	11.22
04	RESTRICTED	16.66	16.26	16.66
04	SEASONAL		1.73	1.73
04	TOTAL	31.43	31.43	31.43
05	UNCLASSIFIED	0.25	3.11	0.25
05	CLOSED	0.09	21.95	11.82
05	DELETED	2.86		2.86
05	OPEN	44.31	45.92	18.51
05	RESTRICTED	61.24	37.23	46.51
05	SEASONAL	21.84	22.38	50.64
05	TOTAL	130.59	130.59	130.59
06	CLOSED	19.87	50.07	22.20
06	DELETED	2.43		2.43
06	OPEN	16.69	17.69	0.03
06	RESTRICTED	31.32	0.12	29.29
06	SEASONAL			16.36
06	TOTAL	70.31	70.31	70.31
07	UNCLASSIFIED	0.05	1.33	0.05
07	CLOSED	11.05	31.71	0.20
07	DELETED	1.28		1.28
07	OPEN	49.53	42.20	43.32
07	RESTRICTED	34.22	13.22	38.62
07	SEASONAL	6.36	14.03	19.02
07	TOTAL	102.49	102.49	102.49

Unclassified: roads that are on the system as the result of data errors.

Appendix F - Table 1 Con't. Road Status Summary.

ROAD STATUS SUMMARY

Access Travel Mgmt. Strategy Area	Road Status	Alternative 1 Road Miles	Alternative 2 Road Miles	Alternative 3 Road Miles
08	CLOSED	0.47	205.75	0.47
08	DELETED	4.15		4.15
08	OPEN	103.80	55.50	58.40
08	RESTRICTED	165.58		189.72
08	SEASONAL		8.60	21.26
08	TOTAL	274.00	274.00	274.00
09	CLOSED		0.01	
09	RESTRICTED	0.01	0.00	0.01
09	TOTAL	0.01	0.01	0.01
10	UNCLASSIFIED	0.16	2.92	0.16
10	CLOSED	0.43	10.52	9.85
10	DELETED	2.76		2.76
10	OPEN	26.45	26.21	24.20
10	RESTRICTED	21.71	16.37	16.98
10	SEASONAL	18.74	14.23	16.30
10	TOTAL	70.25	70.25	70.25
11	UNCLASSIFIED	0.80	4.34	0.80
11	CLOSED		49.66	1.21
11	DELETED	3.54		3.54
11	OPEN	17.00	17.92	1.08
11	RESTRICTED	39.52	3.42	46.21
11	SEASONAL	17.23	2.75	25.25
11	TOTAL	78.09	78.09	78.09
12	DELETED	0.77		0.77
12	OPEN	5.30	3.34	3.53
12	RESTRICTED	7.80	6.67	7.26
12	SEASONAL	8.07	8.29	10.38
12	TOTAL	21.94	21.94	21.94
13	CLOSED		0.01	
13	RESTRICTED	0.02	0.01	0.02
13	SEASONAL	0.02	0.02	0.02
13	TOTAL	0.04	0.04	0.04
14	CLOSED		37.08	
14	DELETED	0.66		0.66
14	OPEN	17.73	17.04	9.51
14	RESTRICTED	38.30	1.91	45.62
14	SEASONAL			0.90
14	TOTAL	56.69	56.69	56.69

Unclassified: roads that are on the system as the result of data errors.

Appendix F - Table 1 Con't. Road Status Summary.

ROAD STATUS SUMMARY

Access Travel Mgmt. Strategy Area	Road Status	Alternative 1 Road Miles	Alternative 2 Road Miles	Alternative 3 Road Miles
15	UNCLASSIFIED	2.24	6.62	2.24
15	CLOSED		50.72	
15	DELETED	4.38		4.38
15	OPEN	42.30	42.22	21.89
15	RESTRICTED	67.34	37.54	88.94
15	SEASONAL	44.51	23.67	43.32
15	TOTAL	160.77	160.77	160.77
16	DELETED	2.29		2.29
16	OPEN	80.48	62.21	51.55
16	RESTRICTED	65.05	53.21	93.98
16	SEASONAL		17.49	
16	TOTAL	147.82	147.82	147.82
17	OPEN	8.47	8.47	8.02
17	RESTRICTED	1.37	1.37	1.82
17	TOTAL	9.84	9.84	9.84
18	OPEN	13.39	13.39	13.39
18	RESTRICTED	15.43	13.13	15.43
18	TOTAL	28.82	28.82	28.82
19	UNCLASSIFIED	0.56	1.53	0.56
19	CLOSED	18.10	18.10	16.02
19	DELETED	0.97		0.97
19	OPEN	25.12	25.12	16.20
19	RESTRICTED	32.28	32.28	34.86
19	SEASONAL	7.76	7.76	16.18
19	TOTAL	84.79	84.79	84.79
20	OPEN	17.88	1.67	4.12
20	RESTRICTED	5.96	3.84	5.96
20	SEASONAL		13.76	13.76
20	TOTAL	23.84	23.84	23.84
21	OPEN	11.92	11.92	11.92
21	RESTRICTED	3.71	3.71	3.71
21	TOTAL	15.63	15.63	15.63

Unclassified: roads that are on the system as the result of data errors.

Appendix F - Table 2. Road Status Totals

Road Status Totals

Road Status	Alternative 1 Road Miles	Alternative 2 Road Miles	Alternative 3 Road Miles
UNCLASSIFIED*	5.24	22.90	5.53
CLOSED	71.71	502.14	72.37
DELETED	29.86		29.86
OPEN	511.12	422.81	302.64
RESTRICTED	619.85	246.42	705.34
SEASONAL	144.29	152.48	266.33
TOTAL	1382.07	1382.07	1382.07
MANAGED ROADS (ROUNDED TOTALS)	1340.00	1340.00	1340.00

* Unclassified: roads that are on the system as the result of data errors.

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3000030	RESTRICTED	26.08
3000035	OPEN	1.42
3030000	OPEN	1.57
3030020	OPEN	3.48
3030023	RESTRICTED	.49
3030024	RESTRICTED	.27
3030026	RESTRICTED	.36
3030027	RESTRICTED	.36
3030028	RESTRICTED	.45
3030029	OPEN	1.14
3030030	OPEN	.96
3030031	RESTRICTED	.44
3030032	RESTRICTED	.45
3030050	OPEN	6.99
3030059	RESTRICTED	.95
3030060	RESTRICTED	1.35
3030061	RESTRICTED	.43
3030062	RESTRICTED	.41
3030065	RESTRICTED	.57
3030070	OPEN	.35
3030080	RESTRICTED	.49
3030085	RESTRICTED	.41
3030088	RESTRICTED	.52
3030090	OPEN	1.10
3030092	RESTRICTED	.43
3030095	OPEN	.81
3032000	RESTRICTED	3.01
3033000	RESTRICTED	3.66
3033630	RESTRICTED	.52
3100000	SEASONAL	38.92
3100020	CLOSED	1.71
3100024	CLOSED	.14
3100041	CLOSED	.42
3100045	CLOSED	1.15
3100046	CLOSED	.13
3100047	CLOSED	.20
3100048	CLOSED	.30
3100049	CLOSED	.14
3100051	RESTRICTED	.67
3100056	CLOSED	.34
3100057	CLOSED	.07
3100080	RESTRICTED	.60
3100082	RESTRICTED	.19
3100085	DELETED	.14
3100086	OPEN	.70
3100087	RESTRICTED	.23

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3100090	OPEN	1.09
3100091	RESTRICTED	.78
3100092	RESTRICTED	.76
3100094	OPEN	.24
3100094	RESTRICTED	.69
3100096	RESTRICTED	.40
3100098	RESTRICTED	.66
3100102	RESTRICTED	1.48
3100105	RESTRICTED	.18
3100135	RESTRICTED	.24
3100138	RESTRICTED	.16
3100145	OPEN	.72
3100155	OPEN	1.05
3100158	OPEN	2.18
3100159	OPEN	1.53
3100160	RESTRICTED	.74
3100175	RESTRICTED	.30
3100187	RESTRICTED	.39
3100188	RESTRICTED	.16
3100189	RESTRICTED	.27
3100190	RESTRICTED	.23
3100200	OPEN	2.00
3100205	OPEN	1.53
3100210	RESTRICTED	.12
3100225	RESTRICTED	.48
3100228	RESTRICTED	1.37
3100229	RESTRICTED	1.09
3100230	RESTRICTED	.39
3100231	RESTRICTED	.88
3100232	RESTRICTED	.65
3100233	RESTRICTED	2.90
3100234	RESTRICTED	.60
3100235	RESTRICTED	.41
3100237	OPEN	1.17
3100238	RESTRICTED	.68
3100239	RESTRICTED	.43
3100240	OPEN	.77
3100241	RESTRICTED	.71
3100242	RESTRICTED	.20
3100243	RESTRICTED	.28
3100245	OPEN	.67
3100246	RESTRICTED	.42
3100247	RESTRICTED	.29
3100248	RESTRICTED	.19
3100250	OPEN	.33
3100251	DELETED	.24
3100265	RESTRICTED	.27

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3100270	OPEN	1.87
3100271	RESTRICTED	.05
3100272	RESTRICTED	1.59
3100273	RESTRICTED	.42
3100274	RESTRICTED	1.60
3100275	OPEN	1.52
3100276	RESTRICTED	.35
3100277	RESTRICTED	.32
3100278	RESTRICTED	.46
3100279	RESTRICTED	.31
3100280	RESTRICTED	.57
3100282	RESTRICTED	.18
3100284	RESTRICTED	.31
3100285	RESTRICTED	.46
3100286	RESTRICTED	1.50
3100287	OPEN	.17
3100287	RESTRICTED	1.58
3100290	OPEN	.55
3100292	RESTRICTED	.13
3100300	RESTRICTED	.47
3100302	RESTRICTED	.31
3100304	RESTRICTED	.26
3100320	RESTRICTED	.92
3100322	RESTRICTED	.11
3100325	RESTRICTED	.71
3100326	RESTRICTED	2.12
3100330	OPEN	2.34
3100335	RESTRICTED	1.06
3100340	RESTRICTED	.28
3100340	SEASONAL	1.24
3100350	RESTRICTED	.75
3100351	RESTRICTED	.24
3100360	OPEN	1.58
3100362	RESTRICTED	1.50
3100363	RESTRICTED	.83
3100380	OPEN	.24
3100380	RESTRICTED	.41
3100383	RESTRICTED	.36
3100390	RESTRICTED	.73
3100460	RESTRICTED	.41
3100462	RESTRICTED	.15
3100463	RESTRICTED	.28
3100465	RESTRICTED	2.38
3100467	RESTRICTED	.60
3100774	OPEN	.11
3102000	CLOSED	2.08
3102000	OPEN	1.32

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3102014	DELETED	.20
3102015	OPEN	.36
3102016	RESTRICTED	.17
3102017	RESTRICTED	.33
3102018	RESTRICTED	.70
3102020	CLOSED	3.60
3102028	CLOSED	.95
3102030	CLOSED	2.27
3102032	CLOSED	.43
3102035	CLOSED	.55
3102040	CLOSED	1.45
3102041	CLOSED	.46
3102049	CLOSED	.26
3102050	CLOSED	1.48
3102052	CLOSED	.41
3102053	CLOSED	.72
3102054	CLOSED	.49
3102060	CLOSED	.87
3102061	CLOSED	.50
3102062	CLOSED	.21
3102150	CLOSED	.49
3102153	CLOSED	.33
3102160	CLOSED	.11
3109000	OPEN	2.83
3109010	OPEN	.39
3109011	DELETED	.64
3109012	RESTRICTED	.51
3109013	RESTRICTED	.21
3109014	DELETED	.35
3109020	RESTRICTED	2.17
3109025	RESTRICTED	.61
3109026	RESTRICTED	.63
3109030	RESTRICTED	1.17
3109035	RESTRICTED	.72
3109070	RESTRICTED	.99
3113000	OPEN	3.24
3113014	RESTRICTED	.43
3113015	OPEN	.10
3113020	OPEN	3.56
3113023	RESTRICTED	1.04
3113024	RESTRICTED	.25
3113025	RESTRICTED	.45
3113028	OPEN	.22
3113030	OPEN	1.60
3113031	RESTRICTED	.53
3113032	RESTRICTED	.63
3113034	RESTRICTED	.26

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3113035	RESTRICTED	.64
3113040	OPEN	3.18
3113047	RESTRICTED	.74
3113050	OPEN	1.06
3116000	OPEN	2.81
3116021	OPEN	1.34
3116022	OPEN	2.61
3116026	RESTRICTED	.49
3116027	RESTRICTED	1.67
3116031	OPEN	.78
3125020	DELETED	.52
3128000	OPEN	17.90
3128013	OPEN	.27
3128014	RESTRICTED	.53
3128015	RESTRICTED	.16
3128016	RESTRICTED	.36
3128017	RESTRICTED	.20
3128018	RESTRICTED	.72
3128019	RESTRICTED	.25
3128020	RESTRICTED	.04
3128023	RESTRICTED	.18
3128024	RESTRICTED	.27
3128025	RESTRICTED	.20
3128026	RESTRICTED	.34
3128028	RESTRICTED	1.20
3128031	RESTRICTED	.46
3128037	OPEN	1.64
3128040	RESTRICTED	.37
3128041	RESTRICTED	.23
3128050	RESTRICTED	.70
3128051	RESTRICTED	.18
3128055	RESTRICTED	.15
3128062	OPEN	1.17
3128066	OPEN	.64
3128069	RESTRICTED	.38
3128070	OPEN	3.19
3128071	RESTRICTED	.84
3128072	RESTRICTED	1.08
3128075	RESTRICTED	1.05
3128076	RESTRICTED	.82
3128077	OPEN	.47
3128078	RESTRICTED	.81
3128080	RESTRICTED	1.63
3128082	RESTRICTED	.24
3128083	RESTRICTED	.57
3128084	RESTRICTED	.17
3128085	RESTRICTED	1.24

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3128088	RESTRICTED	.22
3128089	RESTRICTED	.18
3128096	RESTRICTED	.31
3128097	RESTRICTED	.36
3128102	OPEN	1.52
3128105	RESTRICTED	.84
3128109	RESTRICTED	.12
3128111	OPEN	.93
3128112	RESTRICTED	1.10
3128114	RESTRICTED	1.51
3128115	RESTRICTED	1.49
3128116	RESTRICTED	.25
3128118	RESTRICTED	.42
3128119	RESTRICTED	.93
3128122	RESTRICTED	.24
3128128	OPEN	1.36
3128129	RESTRICTED	.86
3128130	OPEN	.88
3128131	DELETED	.79
3128132	OPEN	.07
3128133	RESTRICTED	.79
3128134	OPEN	.62
3128137	RESTRICTED	.14
3128138	RESTRICTED	.16
3128140	RESTRICTED	2.12
3128145	RESTRICTED	2.06
3128156	RESTRICTED	.38
3128180	DELETED	.75
3128190	RESTRICTED	.54
3128300	OPEN	8.67
3128302	RESTRICTED	1.60
3128308	OPEN	.29
3128309	RESTRICTED	.60
3128315	RESTRICTED	.53
3128320	OPEN	3.74
3128331	RESTRICTED	.17
3128340	OPEN	1.75
3128350	OPEN	3.55
3128356	OPEN	.22
3128380	OPEN	.65
3128390	OPEN	1.00
3130000	OPEN	4.77
3130011	RESTRICTED	.33
3130012	RESTRICTED	.10
3130013	OPEN	.41
3130014	OPEN	1.20
3130015	RESTRICTED	.14

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3130016	RESTRICTED	.22
3130020	DELETED	.23
3130022	OPEN	1.36
3130024	RESTRICTED	.20
3130026	RESTRICTED	.62
3130027	RESTRICTED	.28
3130029	RESTRICTED	1.04
3130045	RESTRICTED	.32
3130050	RESTRICTED	.17
3130065	RESTRICTED	.17
3130066	RESTRICTED	.47
3130068	RESTRICTED	.43
3130070	RESTRICTED	.24
3130071	RESTRICTED	.41
3130072	RESTRICTED	.91
3133000	OPEN	4.97
3133012	RESTRICTED	.24
3133015	RESTRICTED	.37
3133018	RESTRICTED	.34
3133019	RESTRICTED	.64
3133020	RESTRICTED	.67
3133021	RESTRICTED	.81
3133022	RESTRICTED	.27
3133023	RESTRICTED	.12
3133025	RESTRICTED	.81
3133026	RESTRICTED	.98
3133027	RESTRICTED	.23
3133030	RESTRICTED	1.55
3133035	RESTRICTED	.59
3133036	RESTRICTED	.22
3133037	RESTRICTED	1.36
3133039	RESTRICTED	.70
3133040	RESTRICTED	.31
3133041	RESTRICTED	1.27
3133042	RESTRICTED	.41
3133043	RESTRICTED	.49
3133045	RESTRICTED	.69
3133046	RESTRICTED	.49
3135000	OPEN	4.37
3135010	OPEN	.21
3135011	OPEN	.15
3135020	OPEN	1.41
3135023	RESTRICTED	.48
3135027	RESTRICTED	.63
3135028	RESTRICTED	.25
3135030	OPEN	1.67
3135031	RESTRICTED	.29

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3135033	OPEN	.20
3135035	OPEN	.19
3135037	OPEN	.26
3135038	OPEN	.83
3135040	OPEN	.56
3135041	OPEN	.23
3135042	RESTRICTED	.22
3135044	RESTRICTED	.17
3135045	RESTRICTED	.28
3135046	OPEN	.42
3135050	OPEN	.78
3135051	RESTRICTED	.35
3135054	OPEN	.50
3135060	OPEN	1.64
3135064	RESTRICTED	.26
3135066	RESTRICTED	.22
3135067	RESTRICTED	.35
3135070	OPEN	1.41
3135073	RESTRICTED	.36
3135076	RESTRICTED	.72
3135077	RESTRICTED	1.94
3145000	OPEN	3.06
3145011	RESTRICTED	.11
3145013	RESTRICTED	.25
3145014	RESTRICTED	.81
3145015	OPEN	1.37
3145016	OPEN	1.40
3145017	RESTRICTED	2.46
3145019	RESTRICTED	.67
3145020	RESTRICTED	1.39
3145026	RESTRICTED	.25
3145027	RESTRICTED	.11
3145030	RESTRICTED	1.87
3145040	RESTRICTED	2.43
3145043	RESTRICTED	.31
3145116	RESTRICTED	.40
3145220	RESTRICTED	.18
3148000	OPEN	2.72
3148015	RESTRICTED	.92
3148016	RESTRICTED	.90
3148017	RESTRICTED	.33
3148030	RESTRICTED	1.14
3148040	OPEN	2.43
3148040	RESTRICTED	1.41
3148041	RESTRICTED	1.09
3148042	RESTRICTED	.17
3148043	RESTRICTED	.28

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3148045	RESTRICTED	.84
3148046	RESTRICTED	1.01
3148047	RESTRICTED	.67
3148049	RESTRICTED	1.10
3148050	RESTRICTED	.13
3148051	OPEN	.61
3148053	RESTRICTED	.34
3150000	OPEN	3.27
3150000	RESTRICTED	1.14
3150015	RESTRICTED	.64
3150025	RESTRICTED	1.71
3150035	RESTRICTED	1.33
3150045	RESTRICTED	1.08
3150055	RESTRICTED	.58
3150065	RESTRICTED	.83
3150075	RESTRICTED	1.18
3150076	RESTRICTED	.25
3150102	RESTRICTED	1.11
3150103	RESTRICTED	.40
3150104	RESTRICTED	.56
3150105	OPEN	.30
3150106	OPEN	.53
3150107	RESTRICTED	.72
3150108	OPEN	1.16
3150201	RESTRICTED	.99
3150211	RESTRICTED	.29
3150212	RESTRICTED	.36
3150215	RESTRICTED	.19
3180000	SEASONAL	5.10
3180030	RESTRICTED	.91
3180040	RESTRICTED	.85
3180050	RESTRICTED	.58
3180053	RESTRICTED	.31
3180055	RESTRICTED	.48
3180080	RESTRICTED	.44
3180100	RESTRICTED	.59
3180110	RESTRICTED	.49
3200000	OPEN	17.35
3200000	SEASONAL	5.76
3200020	OPEN	.10
3200030	OPEN	.16
3200035	OPEN	.40
3200045	OPEN	.23
3200120	RESTRICTED	.44
3200125	DELETED	.67
3200130	RESTRICTED	1.63
3200133	RESTRICTED	.20

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3200134	RESTRICTED	.09
3200135	RESTRICTED	1.35
3200138	RESTRICTED	.14
3200140	RESTRICTED	1.01
3200142	RESTRICTED	.28
3200143	RESTRICTED	.24
3200150	DELETED	2.95
3200160	OPEN	2.37
3200161	OPEN	.22
3200161	RESTRICTED	1.07
3200162	RESTRICTED	.54
3200611	RESTRICTED	.33
3217000	OPEN	5.07
3217025	OPEN	1.10
3217025	RESTRICTED	1.25
3217030	RESTRICTED	1.10
3217040	RESTRICTED	2.91
3217041	RESTRICTED	.49
3217900	OPEN	3.98
3217920	RESTRICTED	.31
3700020	OPEN	.84
3700030	SEASONAL	1.31
3700031	RESTRICTED	1.30
3700032	RESTRICTED	.28
3700040	SEASONAL	2.04
3700041	RESTRICTED	1.01
3700045	DELETED	.12
3700050	OPEN	.39
3700051	OPEN	.26
3700052	OPEN	.33
3700060	CLOSED	.43
3700060	OPEN	.13
3700061	SEASONAL	.74
3700070	OPEN	.23
3700075	OPEN	.33
3700080	OPEN	.29
3700100	OPEN	.20
3700310	RESTRICTED	.32
3701000	OPEN	4.27
3701015	RESTRICTED	1.02
3701016	RESTRICTED	.71
3701018	RESTRICTED	.48
3701020	RESTRICTED	1.48
3701021	DELETED	.66
3701024	RESTRICTED	.38
3701033	RESTRICTED	.20
3701034	RESTRICTED	.44

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3715000	OPEN	2.97
3715020	RESTRICTED	.69
3715030	OPEN	.79
3715034	RESTRICTED	1.22
3715035	RESTRICTED	.50
3715036	RESTRICTED	.26
3715037	RESTRICTED	.26
3718000	SEASONAL	3.22
3718150	SEASONAL	2.60
3718155	OPEN	1.30
3718156	OPEN	.31
3718157	RESTRICTED	.12
3718200	RESTRICTED	.60
3718300	RESTRICTED	.25
3719000	SEASONAL	4.59
3719020	RESTRICTED	1.03
3719025	RESTRICTED	.87
3719030	SEASONAL	1.08
3719037	RESTRICTED	.44
3719040	OPEN	1.04
3719041	OPEN	.27
3719045	OPEN	.19
3719050	OPEN	.47
3719055	DELETED	.77
3719060	RESTRICTED	1.04
3719070	RESTRICTED	.68
3719072	RESTRICTED	.18
3719080	SEASONAL	2.03
3719081	RESTRICTED	.65
3719083	RESTRICTED	.41
3725000	OPEN	2.60
3725000	SEASONAL	3.22
3725020	SEASONAL	1.05
3725021	RESTRICTED	.22
3725022	RESTRICTED	.29
3725024	RESTRICTED	.84
3725025	DELETED	.71
3725026	RESTRICTED	.36
3725030	DELETED	.60
3725035	RESTRICTED	2.07
3725035	SEASONAL	.58
3725039	DELETED	.98
3725043	RESTRICTED	.40
3725048	RESTRICTED	.67
3725056	OPEN	.30
3725060	OPEN	.25
3725070	OPEN	1.93

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3725071	RESTRICTED	.34
3725073	RESTRICTED	.31
3725074	RESTRICTED	.41
3725080	OPEN	2.65
3725081	RESTRICTED	.52
3725082	RESTRICTED	.52
3725083	RESTRICTED	.23
3725084	RESTRICTED	.27
3725085	RESTRICTED	1.14
3725090	RESTRICTED	4.36
3725091	RESTRICTED	1.07
3725092	RESTRICTED	.87
3725093	RESTRICTED	.24
3725094	DELETED	.23
3725095	DELETED	.30
3725098	RESTRICTED	.66
3725099	RESTRICTED	1.03
3725100	RESTRICTED	1.02
3725102	RESTRICTED	.30
3725110	RESTRICTED	.86
3725112	RESTRICTED	.47
3725120	SEASONAL	2.57
3725121	SEASONAL	2.03
3725122	RESTRICTED	.34
3725123	DELETED	.40
3725124	DELETED	.29
3725127	RESTRICTED	.38
3725187	RESTRICTED	1.05
3725280	OPEN	.59
3725284	RESTRICTED	.47
3725286	RESTRICTED	.14
3725300	OPEN	1.41
3725310	RESTRICTED	.67
3725315	RESTRICTED	.61
3725320	OPEN	1.19
3725330	OPEN	1.00
3727000	OPEN	3.90
3727000	SEASONAL	4.96
3727011	SEASONAL	.46
3727012	DELETED	1.25
3727013	RESTRICTED	.15
3727020	SEASONAL	4.43
3727025	RESTRICTED	.76
3727027	RESTRICTED	.42
3727030	RESTRICTED	1.46
3727040	RESTRICTED	1.05
3727041	RESTRICTED	1.84

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3727043	RESTRICTED	.45
3727045	RESTRICTED	.66
3727047	RESTRICTED	.32
3727048	RESTRICTED	.70
3727050	SEASONAL	2.62
3727052	RESTRICTED	.26
3727053	RESTRICTED	.81
3727054	RESTRICTED	.59
3727060	OPEN	2.25
3727065	RESTRICTED	1.70
3727070	RESTRICTED	.84
3727075	RESTRICTED	1.05
3727080	RESTRICTED	1.16
3727085	RESTRICTED	.79
3728000	OPEN	1.37
3728000	SEASONAL	.20
3728020	OPEN	.72
3728021	OPEN	.34
3728050	OPEN	.44
3728051	DELETED	.95
3728052	OPEN	.22
3728080	RESTRICTED	.76
3728100	RESTRICTED	1.09
3728150	OPEN	1.71
3728155	OPEN	1.35
3728159	DELETED	.23
3734000	OPEN	1.08
3734000	SEASONAL	4.10
3734010	RESTRICTED	3.98
3734015	RESTRICTED	.54
3734017	RESTRICTED	.30
3734020	RESTRICTED	1.23
3734027	RESTRICTED	.20
3734030	SEASONAL	2.81
3734031	RESTRICTED	.33
3734032	RESTRICTED	.29
3734034	RESTRICTED	.34
3734035	RESTRICTED	.77
3734037	RESTRICTED	.13
3734040	SEASONAL	2.74
3734041	RESTRICTED	.53
3734043	RESTRICTED	.75
3734045	SEASONAL	.78
3734047	RESTRICTED	.27
3734060	SEASONAL	1.47
3734065	RESTRICTED	.48
3734069	RESTRICTED	.77

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
3734070	RESTRICTED	2.40
3734076	RESTRICTED	.46
3734078	RESTRICTED	.64
3734080	SEASONAL	1.17
3734081	RESTRICTED	.18
3734085	RESTRICTED	.36
3734130	RESTRICTED	.17
3734131	RESTRICTED	.37
3734132	RESTRICTED	.29
3734133	RESTRICTED	.19
3734134	RESTRICTED	.26
3734140	RESTRICTED	.16
3734350	RESTRICTED	.62
3734352	RESTRICTED	.28
3738000	OPEN	10.68
3738060	OPEN	1.19
3738062	RESTRICTED	.57
3738090	OPEN	2.16
3738500	OPEN	2.16
3738500	SEASONAL	1.43
3740000	OPEN	3.88
3740018	RESTRICTED	.74
3740019	RESTRICTED	1.14
3740020	OPEN	.29
3740020	RESTRICTED	2.85
3740021	RESTRICTED	1.38
3740023	RESTRICTED	.57
3740024	RESTRICTED	.43
3740025	OPEN	2.51
3740026	RESTRICTED	.66
3740027	RESTRICTED	1.42
3740028	RESTRICTED	.19
3740029	RESTRICTED	.21
3740030	OPEN	.77
3740031	RESTRICTED	.68
3740042	RESTRICTED	.44
3740043	RESTRICTED	.34
3740044	RESTRICTED	.36
3740045	RESTRICTED	.24
3740050	OPEN	2.96
3740051	RESTRICTED	1.04
3740052	RESTRICTED	.27
3740053	RESTRICTED	.21
3740055	RESTRICTED	.05
3740057	DELETED	.62
3740059	RESTRICTED	.30
4600000	SEASONAL	21.10

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
4600300	OPEN	5.32
4600301	OPEN	1.55
4600330	OPEN	.14
4600340	OPEN	.20
4600350	OPEN	.14
4600420	OPEN	.26
4600730	RESTRICTED	.53
4600739	CLOSED	.43
4600740	CLOSED	.90
4600745	CLOSED	.61
4600755	RESTRICTED	.69
4600760	RESTRICTED	1.14
4600765	RESTRICTED	.26
6200000	OPEN	35.75
6200019	RESTRICTED	.12
6200024	RESTRICTED	1.22
6200025	RESTRICTED	.67
6200026	RESTRICTED	.37
6200027	RESTRICTED	.52
6200028	RESTRICTED	1.43
6200029	OPEN	.39
6200031	RESTRICTED	.60
6200032	RESTRICTED	.45
6200035	OPEN	2.34
6200036	RESTRICTED	.50
6200037	RESTRICTED	.17
6200038	RESTRICTED	.21
6200040	OPEN	.64
6200045	RESTRICTED	.33
6200046	RESTRICTED	.62
6200047	RESTRICTED	.22
6200050	RESTRICTED	.89
6200051	RESTRICTED	.42
6200059	RESTRICTED	.47
6200070	OPEN	2.15
6200071	RESTRICTED	.59
6200090	OPEN	1.12
6200091	OPEN	.09
6200092	RESTRICTED	.40
6200100	RESTRICTED	.11
6200110	RESTRICTED	.12
6200120	OPEN	.48
6200130	RESTRICTED	1.63
6200140	RESTRICTED	.92
6200155	RESTRICTED	.92
6200160	OPEN	1.38
6200161	RESTRICTED	.96

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6200162	RESTRICTED	.36
6200163	RESTRICTED	.70
6200164	RESTRICTED	.58
6200165	RESTRICTED	.44
6200168	RESTRICTED	2.48
6200170	OPEN	1.50
6200171	OPEN	.89
6200172	RESTRICTED	.48
6200173	RESTRICTED	.66
6200174	RESTRICTED	.48
6200175	RESTRICTED	.63
6200176	RESTRICTED	.39
6200177	RESTRICTED	.50
6200178	RESTRICTED	.37
6200190	OPEN	.18
6200220	RESTRICTED	1.51
6200223	RESTRICTED	.24
6200225	RESTRICTED	.48
6200230	OPEN	2.03
6200235	RESTRICTED	.52
6200236	RESTRICTED	.86
6200237	RESTRICTED	1.18
6200238	RESTRICTED	2.40
6200239	RESTRICTED	.11
6200240	CLOSED	.47
6200240	RESTRICTED	2.23
6200241	RESTRICTED	.84
6200242	RESTRICTED	1.12
6200243	RESTRICTED	.22
6200245	RESTRICTED	.42
6200247	RESTRICTED	.27
6200250	RESTRICTED	.53
6200251	RESTRICTED	.33
6200260	RESTRICTED	.75
6200267	RESTRICTED	.20
6200270	RESTRICTED	2.94
6200271	RESTRICTED	2.24
6200272	RESTRICTED	.86
6200274	RESTRICTED	.32
6200275	RESTRICTED	1.46
6200283	RESTRICTED	.23
6200290	OPEN	.70
6200330	RESTRICTED	2.75
6200332	RESTRICTED	2.62
6200334	RESTRICTED	.43
6200336	RESTRICTED	.83
6200340	OPEN	.88

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6200340	RESTRICTED	3.90
6200341	RESTRICTED	1.34
6200342	RESTRICTED	.27
6200343	RESTRICTED	.43
6200345	RESTRICTED	.25
6200347	RESTRICTED	.43
6200349	RESTRICTED	.70
6200350	RESTRICTED	.27
6200351	RESTRICTED	.42
6200370	OPEN	.78
6200371	RESTRICTED	.53
6200380	OPEN	.49
6200390	RESTRICTED	1.41
6200391	RESTRICTED	.75
6200392	RESTRICTED	.85
6200400	RESTRICTED	1.09
6200410	RESTRICTED	.49
6200420	RESTRICTED	1.04
6200460	RESTRICTED	.39
6200465	RESTRICTED	.13
6200470	RESTRICTED	.62
6200480	RESTRICTED	.89
6200481	RESTRICTED	.18
6200490	RESTRICTED	.41
6200491	RESTRICTED	.10
6200495	RESTRICTED	2.18
6200497	RESTRICTED	1.32
6200500	RESTRICTED	.45
6200501	RESTRICTED	.32
6200505	RESTRICTED	.40
6200506	RESTRICTED	.31
6200507	RESTRICTED	.53
6200510	RESTRICTED	.77
6200511	RESTRICTED	.50
6200520	OPEN	1.70
6200521	RESTRICTED	.81
6200530	OPEN	2.62
6200531	OPEN	1.56
6200532	OPEN	2.59
6200533	RESTRICTED	1.23
6200600	CLOSED	.67
6200600	OPEN	1.38
6200610	CLOSED	.41
6200610	OPEN	.39
6200611	CLOSED	2.02
6200612	CLOSED	.72
6200620	RESTRICTED	.29

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6200701	RESTRICTED	1.05
6200702	RESTRICTED	.38
6200703	RESTRICTED	.26
6206000	OPEN	4.34
6206020	RESTRICTED	.57
6206040	RESTRICTED	.88
6206080	RESTRICTED	.25
6208000	OPEN	3.88
6208010	RESTRICTED	.36
6208050	RESTRICTED	1.71
6208100	RESTRICTED	.53
6208150	RESTRICTED	1.13
6208200	OPEN	1.55
6208250	OPEN	.44
6208270	OPEN	.10
6208290	RESTRICTED	.20
6208300	RESTRICTED	.19
6208350	RESTRICTED	.18
6209000	OPEN	4.84
6209100	OPEN	2.49
6209200	OPEN	2.32
6209210	RESTRICTED	.31
6209212	RESTRICTED	1.11
6209215	OPEN	1.10
6209216	OPEN	.70
6209217	RESTRICTED	.68
6209250	RESTRICTED	.74
6209260	RESTRICTED	1.03
6209270	RESTRICTED	.41
6209275	RESTRICTED	1.02
6209285	RESTRICTED	.18
6212000	OPEN	4.20
6212010	OPEN	2.25
6212010	RESTRICTED	1.03
6212011	RESTRICTED	1.34
6212020	RESTRICTED	1.40
6212024	RESTRICTED	.32
6212030	OPEN	2.53
6212031	OPEN	2.73
6212032	RESTRICTED	.52
6212033	RESTRICTED	.68
6212034	RESTRICTED	.55
6212041	OPEN	.57
6212042	RESTRICTED	2.14
6212043	RESTRICTED	.21
6212044	RESTRICTED	.22
6212045	RESTRICTED	.52

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6212112	RESTRICTED	.23
6212115	RESTRICTED	.26
6212301	RESTRICTED	.34
6212302	RESTRICTED	.55
6212303	RESTRICTED	.58
6212304	RESTRICTED	.24
6212305	RESTRICTED	.19
6212306	RESTRICTED	.63
6212307	RESTRICTED	.28
6212312	RESTRICTED	1.29
6212314	RESTRICTED	.49
6212315	RESTRICTED	.20
6212316	RESTRICTED	.23
6212317	RESTRICTED	.52
6212318	RESTRICTED	1.10
6212320	RESTRICTED	.42
6213000	OPEN	5.97
6213020	RESTRICTED	.58
6213024	RESTRICTED	2.66
6213030	RESTRICTED	1.05
6213032	RESTRICTED	1.10
6213034	RESTRICTED	1.03
6213036	RESTRICTED	2.45
6213040	DELETED	.32
6213050	RESTRICTED	.14
6214000	OPEN	4.78
6214010	RESTRICTED	1.00
6214011	RESTRICTED	.21
6214020	RESTRICTED	1.31
6214021	RESTRICTED	1.28
6214022	RESTRICTED	.25
6214023	RESTRICTED	.46
6214027	DELETED	.26
6214030	RESTRICTED	1.75
6214031	RESTRICTED	.40
6214036	OPEN	.12
6214040	OPEN	.89
6214041	OPEN	.39
6214042	DELETED	.84
6214044	RESTRICTED	.16
6214048	OPEN	1.80
6214049	RESTRICTED	.44
6214052	RESTRICTED	.34
6214060	RESTRICTED	.68
6214110	DELETED	.15
6214130	RESTRICTED	.27
6217000	OPEN	3.52

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6217010	RESTRICTED	.31
6217020	RESTRICTED	.57
6217030	RESTRICTED	.90
6217035	RESTRICTED	.19
6217040	RESTRICTED	2.84
6217041	RESTRICTED	1.64
6217042	RESTRICTED	.30
6217050	RESTRICTED	4.32
6217051	RESTRICTED	.80
6217053	RESTRICTED	.79
6217055	RESTRICTED	2.18
6217058	RESTRICTED	.28
6217059	RESTRICTED	.33
6217060	RESTRICTED	.60
6217070	RESTRICTED	.52
6217080	RESTRICTED	.36
6217090	RESTRICTED	.65
6217091	RESTRICTED	.93
6217092	RESTRICTED	.53
6217310	RESTRICTED	.50
6219000	OPEN	4.86
6219020	RESTRICTED	1.68
6219030	OPEN	.89
6219034	RESTRICTED	.13
6219040	OPEN	2.85
6219045	RESTRICTED	.15
6219046	RESTRICTED	1.22
6219050	RESTRICTED	4.52
6219051	RESTRICTED	.39
6219053	RESTRICTED	.10
6219054	RESTRICTED	.48
6219055	RESTRICTED	.30
6219060	RESTRICTED	1.76
6219062	RESTRICTED	.37
6219065	RESTRICTED	.17
6219075	RESTRICTED	.18
6219078	RESTRICTED	.51
6219080	RESTRICTED	.36
6219085	RESTRICTED	.80
6219100	RESTRICTED	1.70
6219120	RESTRICTED	.57
6219145	DELETED	.46
6219200	RESTRICTED	.76
6219220	DELETED	.73
6219300	RESTRICTED	1.29
6219502	RESTRICTED	.33
6219504	RESTRICTED	.72

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6222000	OPEN	7.99
6222010	RESTRICTED	.55
6222027	OPEN	.12
6222028	OPEN	.17
6222029	RESTRICTED	.43
6222030	OPEN	2.10
6222031	RESTRICTED	.86
6222032	RESTRICTED	.31
6222039	RESTRICTED	.11
6222040	RESTRICTED	.60
6222042	RESTRICTED	1.15
6222044	RESTRICTED	.53
6222050	OPEN	.98
6222052	RESTRICTED	.39
6222055	RESTRICTED	.99
6222057	RESTRICTED	1.01
6222058	RESTRICTED	1.27
6222059	RESTRICTED	.41
6222060	RESTRICTED	.36
6222061	RESTRICTED	3.09
6222062	RESTRICTED	2.54
6222063	RESTRICTED	.12
6222070	RESTRICTED	.52
6222080	RESTRICTED	.95
6222090	RESTRICTED	.28
6222157	RESTRICTED	.13
6222159	RESTRICTED	.17
6222422	RESTRICTED	.27
6222424	RESTRICTED	.46
6222426	RESTRICTED	.38
6222428	RESTRICTED	.60
6222602	RESTRICTED	.20
6222611	RESTRICTED	1.73
6222613	DELETED	.14
6222614	DELETED	.62
6222622	DELETED	.55
6222662	DELETED	.56
6222670	RESTRICTED	.43
6230000	OPEN	2.31
6230000	RESTRICTED	2.74
6230020	RESTRICTED	.56
6230030	OPEN	.85
6230040	OPEN	.50
6230040	RESTRICTED	.58
6230045	RESTRICTED	1.68
6230060	RESTRICTED	.38
6230070	RESTRICTED	1.65

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6230146	DELETED	.52
6231000	OPEN	4.64
6231020	OPEN	1.58
6231021	CLOSED	1.08
6231040	OPEN	2.53
6231041	RESTRICTED	.75
6231042	RESTRICTED	.29
6231050	RESTRICTED	.65
6231051	RESTRICTED	.27
6231065	RESTRICTED	.52
6231070	OPEN	.62
6231080	OPEN	1.84
6231081	OPEN	2.72
6231125	RESTRICTED	.21
6231150	RESTRICTED	.62
6232000	OPEN	3.11
6232030	RESTRICTED	1.46
6232033	RESTRICTED	.89
6232401	DELETED	.60
6232404	DELETED	.16
6234000	CLOSED	1.19
6234000	OPEN	5.08
6234020	SEASONAL	1.68
6234021	CLOSED	.84
6234022	CLOSED	.39
6234023	CLOSED	.27
6234025	CLOSED	.60
6234030	SEASONAL	1.52
6234033	RESTRICTED	.44
6234034	CLOSED	.33
6234035	CLOSED	.55
6234040	CLOSED	1.98
6234042	CLOSED	.52
6234043	RESTRICTED	.66
6234050	OPEN	1.00
6234050	SEASONAL	1.67
6234051	CLOSED	.98
6234052	SEASONAL	1.98
6234053	CLOSED	.10
6234054	CLOSED	.25
6234055	CLOSED	.46
6234056	CLOSED	.42
6234060	CLOSED	.34
6234070	CLOSED	.60
6234075	CLOSED	.10
6234080	CLOSED	.63
6235000	OPEN	1.23

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6235015	OPEN	.27
6235025	OPEN	.11
6236000	OPEN	2.39
6236010	RESTRICTED	.41
6236020	CLOSED	.69
6236030	RESTRICTED	.89
6236040	CLOSED	.45
6236050	CLOSED	1.18
6300000	OPEN	13.50
6300012	RESTRICTED	.72
6300016	RESTRICTED	.61
6300020	RESTRICTED	3.57
6300021	RESTRICTED	1.02
6300029	RESTRICTED	.62
6300030	RESTRICTED	.20
6300050	RESTRICTED	.19
6300070	RESTRICTED	.34
6300075	DELETED	.38
6300090	RESTRICTED	.44
6300100	RESTRICTED	1.94
6300101	RESTRICTED	.47
6300102	RESTRICTED	.20
6300103	RESTRICTED	.42
6300105	RESTRICTED	.41
6300120	RESTRICTED	2.69
6300140	OPEN	1.17
6300142	RESTRICTED	.20
6300180	OPEN	1.01
6300181	OPEN	.50
6306000	OPEN	4.98
6306015	OPEN	1.15
6306020	RESTRICTED	1.05
6306030	RESTRICTED	2.46
6306031	RESTRICTED	.63
6306032	RESTRICTED	.62
6306033	RESTRICTED	.35
6306034	RESTRICTED	.61
6306035	RESTRICTED	.73
6306040	OPEN	.71
6306041	RESTRICTED	.96
6306042	RESTRICTED	1.21
6306045	OPEN	.54
6306050	RESTRICTED	1.06
6306051	RESTRICTED	.96
6306053	RESTRICTED	.50
6306054	RESTRICTED	1.45
6306060	OPEN	1.39

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6306061	OPEN	.70
6306070	RESTRICTED	.27
6306090	RESTRICTED	1.13
6306140	RESTRICTED	.33
6306150	RESTRICTED	.78
6307000	CLOSED	3.28
6307010	CLOSED	.57
6307011	CLOSED	.17
6307050	CLOSED	.45
6307070	CLOSED	.37
6307100	CLOSED	.94
6308000	CLOSED	3.72
6308075	CLOSED	.17
6308100	CLOSED	.43
6308110	CLOSED	.15
6308160	CLOSED	.26
6400000	OPEN	35.86
6400000	SEASONAL	13.72
6400030	OPEN	1.68
6400032	RESTRICTED	.40
6400033	RESTRICTED	.98
6400035	RESTRICTED	.74
6400040	DELETED	.23
6400041	DELETED	.26
6400050	RESTRICTED	3.06
6400051	RESTRICTED	1.45
6400060	RESTRICTED	.46
6400075	DELETED	.51
6400100	OPEN	1.79
6400110	RESTRICTED	.46
400112	RESTRICTED	.70
6400114	RESTRICTED	.30
6400115	RESTRICTED	.51
6400116	RESTRICTED	.32
6400117	OPEN	.52
6400125	RESTRICTED	.95
6400130	RESTRICTED	.36
6400150	RESTRICTED	1.94
6400151	RESTRICTED	.94
6400170	RESTRICTED	.30
6400180	RESTRICTED	.45
6400200	OPEN	3.08
6400201	RESTRICTED	1.30
6400210	RESTRICTED	.29
6400218	RESTRICTED	.91
6400230	RESTRICTED	.99
6400250	OPEN	1.42

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6400300	OPEN	.46
6400350	OPEN	.27
6400360	OPEN	.20
6400390	OPEN	.13
6400425	OPEN	.22
6400429	RESTRICTED	.40
6400430	RESTRICTED	.38
6400450	OPEN	.33
6400475	OPEN	.56
6400476	RESTRICTED	.27
6400500	SEASONAL	1.65
6400548	CLOSED	.50
6400560	OPEN	.21
6400600	CLOSED	1.99
6400625	CLOSED	.94
6400650	RESTRICTED	2.07
6400650	SEASONAL	.57
6400700	DELETED	1.58
6400701	CLOSED	.29
6400725	CLOSED	.89
6400727	CLOSED	.22
6400729	CLOSED	.40
6401000	SEASONAL	3.16
6401010	OPEN	.22
6401010	RESTRICTED	.41
6401011	RESTRICTED	.15
6401014	RESTRICTED	.32
6401015	RESTRICTED	.35
6401016	RESTRICTED	.30
6401019	OPEN	.37
6401020	OPEN	1.88
6401022	RESTRICTED	.64
6401025	RESTRICTED	1.41
6401030	RESTRICTED	.69
6401031	RESTRICTED	.37
6401040	RESTRICTED	.80
6401041	RESTRICTED	.17
6401050	OPEN	1.21
6401051	OPEN	.32
6401060	RESTRICTED	.51
6401070	RESTRICTED	.34
6401080	RESTRICTED	.42
6401090	RESTRICTED	.14
6401100	RESTRICTED	.57
6401110	RESTRICTED	.69
6401120	RESTRICTED	.56
6401140	RESTRICTED	.40

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6401900	RESTRICTED	2.80
6403000	SEASONAL	12.09
6403015	RESTRICTED	.72
6403020	RESTRICTED	.77
6403028	RESTRICTED	.48
6403040	RESTRICTED	.60
6403055	RESTRICTED	1.48
6403070	RESTRICTED	1.30
6403072	RESTRICTED	.50
6403077	RESTRICTED	.53
6403080	OPEN	.24
6403100	DELETED	.34
6403118	OPEN	.33
6403120	OPEN	.27
6403130	OPEN	.42
6406000	OPEN	3.44
6406010	RESTRICTED	.56
6406015	RESTRICTED	.63
6406020	RESTRICTED	.30
6406030	RESTRICTED	.41
6406035	RESTRICTED	.28
6406036	RESTRICTED	.19
6406040	RESTRICTED	.45
6406050	OPEN	.55
6406051	RESTRICTED	.15
6406055	OPEN	.15
6406070	RESTRICTED	.20
6406075	RESTRICTED	.29
6406090	RESTRICTED	.23
6406098	DELETED	1.14
6406100	RESTRICTED	1.43
6406110	RESTRICTED	.76
6406130	RESTRICTED	.42
6406150	RESTRICTED	.32
6406154	RESTRICTED	.20
6406160	RESTRICTED	.14
6411000	SEASONAL	1.76
6411020	RESTRICTED	.61
6413000	OPEN	13.97
6413015	RESTRICTED	1.53
6413017	CLOSED	.78
6413018	DELETED	1.85
6413019	RESTRICTED	.78
6413020	CLOSED	1.83
6413021	CLOSED	.45
6413023	CLOSED	.41
6413025	RESTRICTED	.30

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6413028	RESTRICTED	.38
6413029	RESTRICTED	.36
6413150	RESTRICTED	1.12
6413152	RESTRICTED	.44
6413160	RESTRICTED	.29
6413162	RESTRICTED	.24
6413360	RESTRICTED	.20
6413400	RESTRICTED	2.47
6413430	RESTRICTED	1.87
6413431	RESTRICTED	.23
6413433	RESTRICTED	.24
6413437	RESTRICTED	.38
6413438	RESTRICTED	.18
6413439	RESTRICTED	.31
6413450	RESTRICTED	4.12
6413453	RESTRICTED	.81
6413455	RESTRICTED	.42
6413456	RESTRICTED	.29
6413457	RESTRICTED	.41
6413458	RESTRICTED	.27
6413459	RESTRICTED	.14
6413480	DELETED	.52
6413490	RESTRICTED	.46
6413500	RESTRICTED	3.70
6413510	RESTRICTED	.24
6413511	RESTRICTED	.33
6413520	RESTRICTED	.84
6413521	RESTRICTED	.26
6413540	RESTRICTED	.39
6413545	RESTRICTED	.72
6413550	RESTRICTED	.65
6413570	RESTRICTED	.52
6413590	RESTRICTED	2.01
6413595	RESTRICTED	.48
6413640	RESTRICTED	.87
6413642	RESTRICTED	.83
6413720	RESTRICTED	.34
6413740	RESTRICTED	1.39
6415000	OPEN	10.83
6415015	RESTRICTED	1.38
6415040	OPEN	.12
6415050	RESTRICTED	.96
6415070	DELETED	.06
6415100	RESTRICTED	.36
6415400	RESTRICTED	.81
6415490	RESTRICTED	.26
6436000	CLOSED	4.22

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6436000	SEASONAL	.49
6436015	RESTRICTED	1.20
6436020	RESTRICTED	.28
6436050	RESTRICTED	2.67
6436055	RESTRICTED	.15
6437000	SEASONAL	5.83
6437010	RESTRICTED	.15
6437020	RESTRICTED	.85
6437027	RESTRICTED	.18
6437030	CLOSED	.54
6437033	RESTRICTED	.48
6437035	CLOSED	.26
6437038	RESTRICTED	.31
6437040	CLOSED	2.12
6437041	CLOSED	1.89
6437045	RESTRICTED	.68
6437050	CLOSED	.18
6437051	RESTRICTED	.25
6437052	RESTRICTED	.18
6437060	CLOSED	2.10
6437061	CLOSED	2.00
6437062	CLOSED	.52
6437063	DELETED	.37
6437065	CLOSED	.45
6437401	CLOSED	.25
6500000	OPEN	12.51
6500010	RESTRICTED	.23
6500013	RESTRICTED	.29
6500014	RESTRICTED	.31
6500015	RESTRICTED	.39
6500030	RESTRICTED	.95
6500031	RESTRICTED	.56
6500040	OPEN	4.22
6500041	RESTRICTED	1.66
6500043	RESTRICTED	.78
6500050	OPEN	.57
6500409	RESTRICTED	.62
6500415	RESTRICTED	.38
6500880	RESTRICTED	.39
6500892	OPEN	.31
6500894	OPEN	.31
6500895	RESTRICTED	.69
6511000	OPEN	6.32
6511010	RESTRICTED	.93
6511011	RESTRICTED	.76
6511012	RESTRICTED	.20
6511015	RESTRICTED	.40

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 1

ROAD NUMBER	STATUS	MILES
6511016	RESTRICTED	.20
6511017	RESTRICTED	.19
6511020	RESTRICTED	.33
6511023	RESTRICTED	.22
6511024	RESTRICTED	.26
6511025	RESTRICTED	.67
6511026	OPEN	.51
6511027	RESTRICTED	.18
6511200	RESTRICTED	.46
6511400	OPEN	3.73
6511420	OPEN	.50
6511440	OPEN	1.28
6511800	RESTRICTED	.35
6512000	OPEN	6.67
6512020	RESTRICTED	4.42
6512040	RESTRICTED	1.33
6512050	DELETED	1.82
6512056	RESTRICTED	.04
6512057	RESTRICTED	.15
6512058	RESTRICTED	.78
6512060	RESTRICTED	1.34
6512080	RESTRICTED	.83
6512083	RESTRICTED	.18
6512090	RESTRICTED	.77
6512099	RESTRICTED	.22
6512581	RESTRICTED	.46
6512582	RESTRICTED	.35
H204	OPEN	30.64
H30	OPEN	10.74
H82	OPEN	7.27
I84E	OPEN	10.44
I84W	OPEN	10.43
W3100	SEASONAL	12.07
W3102	OPEN	2.79
W3104	OPEN	11.09
W3108	OPEN	15.04
W3112	OPEN	5.58

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3000030	RESTRICTED	26.08
3000035	OPEN	1.42
3030000	OPEN	1.57
3030020	OPEN	3.48
3030023	RESTRICTED	.49
3030024	RESTRICTED	.27
3030026	RESTRICTED	.36
3030027	RESTRICTED	.36
3030028	RESTRICTED	.45
3030029	OPEN	1.14
3030030	OPEN	.96
3030031	RESTRICTED	.44
3030032	RESTRICTED	.45
3030050	OPEN	6.99
3030059	CLOSED	.95
3030060	CLOSED	1.35
3030061	RESTRICTED	.43
3030062	RESTRICTED	.41
3030065	RESTRICTED	.57
3030070	OPEN	.35
3030080	RESTRICTED	.49
3030085	RESTRICTED	.41
3030088	RESTRICTED	.52
3030090	OPEN	1.10
3030092	RESTRICTED	.43
3030095	OPEN	.81
3032000	RESTRICTED	3.01
3033000	RESTRICTED	3.66
3033630	RESTRICTED	.52
3100000	SEASONAL	38.92
3100020	CLOSED	1.71
3100024	CLOSED	.14
3100041	CLOSED	.42
3100045	CLOSED	1.15
3100046	CLOSED	.13
3100047	CLOSED	.20
3100048	CLOSED	.30
3100049	CLOSED	.14
3100051	RESTRICTED	.67
3100056	CLOSED	.34
3100057	CLOSED	.07
3100080	RESTRICTED	.60
3100082	RESTRICTED	.19
3100086	OPEN	.70
3100087	RESTRICTED	.23
3100090	OPEN	1.09

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3100091	RESTRICTED	.78
3100092	RESTRICTED	.76
3100094	OPEN	.24
3100094	RESTRICTED	.69
3100096	RESTRICTED	.40
3100098	RESTRICTED	.66
3100102	RESTRICTED	1.48
3100105	RESTRICTED	.18
3100135	RESTRICTED	.24
3100138	RESTRICTED	.16
3100145	OPEN	.72
3100155	OPEN	1.05
3100158	OPEN	2.18
3100159	OPEN	1.53
3100160	RESTRICTED	.74
3100175	RESTRICTED	.30
3100187	RESTRICTED	.39
3100188	RESTRICTED	.16
3100189	RESTRICTED	.27
3100190	RESTRICTED	.23
3100200	OPEN	2.00
3100205	OPEN	1.53
3100210	RESTRICTED	.12
3100225	RESTRICTED	.48
3100228	CLOSED	1.37
3100229	CLOSED	1.09
3100230	CLOSED	.39
3100231	CLOSED	.88
3100232	CLOSED	.65
3100233	CLOSED	2.90
3100234	CLOSED	.60
3100235	CLOSED	.41
3100237	OPEN	1.17
3100238	RESTRICTED	.68
3100239	RESTRICTED	.43
3100240	CLOSED	.77
3100241	CLOSED	.71
3100242	CLOSED	.20
3100243	CLOSED	.28
3100245	OPEN	.67
3100246	CLOSED	.42
3100247	CLOSED	.29
3100248	CLOSED	.19
3100250	OPEN	.33
3100265	RESTRICTED	.27
3100270	OPEN	1.87
3100271	RESTRICTED	.05

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3100272	CLOSED	1.59
3100273	CLOSED	.42
3100274	CLOSED	1.60
3100275	OPEN	1.52
3100276	CLOSED	.35
3100277	CLOSED	.32
3100278	CLOSED	.46
3100279	CLOSED	.31
3100280	CLOSED	.57
3100282	CLOSED	.18
3100284	CLOSED	.31
3100285	CLOSED	.46
3100286	CLOSED	1.50
3100287	CLOSED	1.58
3100287	OPEN	.17
3100290	OPEN	.55
3100292	CLOSED	.13
3100300	CLOSED	.47
3100302	CLOSED	.31
3100304	CLOSED	.26
3100320	CLOSED	.92
3100322	CLOSED	.11
3100325	CLOSED	.71
3100326	CLOSED	2.12
3100330	OPEN	2.34
3100335	CLOSED	1.06
3100340	CLOSED	1.52
3100350	CLOSED	.75
3100351	CLOSED	.24
3100360	OPEN	1.58
3100362	CLOSED	1.50
3100363	CLOSED	.83
3100380	OPEN	.24
3100380	RESTRICTED	.41
3100383	RESTRICTED	.36
3100390	CLOSED	.73
3100460	RESTRICTED	.41
3100462	RESTRICTED	.15
3100463	RESTRICTED	.28
3100465	RESTRICTED	2.38
3100467	RESTRICTED	.60
3100774	OPEN	.11
3102000	CLOSED	2.08
3102000	OPEN	1.32
3102015	OPEN	.36
3102016	RESTRICTED	.17
3102017	RESTRICTED	.33

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3102018	RESTRICTED	.70
3102020	CLOSED	3.60
3102028	CLOSED	.95
3102030	CLOSED	2.27
3102032	CLOSED	.43
3102035	CLOSED	.55
3102040	CLOSED	1.45
3102041	CLOSED	.46
3102049	CLOSED	.26
3102050	CLOSED	1.48
3102052	CLOSED	.41
3102053	CLOSED	.72
3102054	CLOSED	.49
3102060	CLOSED	.87
3102061	CLOSED	.50
3102062	CLOSED	.21
3102150	CLOSED	.49
3102153	CLOSED	.33
3102160	CLOSED	.11
3109000	OPEN	2.83
3109010	OPEN	.39
3109012	RESTRICTED	.51
3109013	RESTRICTED	.21
3109020	RESTRICTED	2.17
3109025	RESTRICTED	.61
3109026	RESTRICTED	.63
3109030	RESTRICTED	1.17
3109035	RESTRICTED	.72
3109070	RESTRICTED	.99
3113000	OPEN	3.24
3113014	RESTRICTED	.43
3113015	OPEN	.10
3113020	OPEN	3.56
3113023	RESTRICTED	1.04
3113024	RESTRICTED	.25
3113025	RESTRICTED	.45
3113028	OPEN	.22
3113030	OPEN	1.60
3113031	RESTRICTED	.53
3113032	RESTRICTED	.63
3113034	RESTRICTED	.26
3113035	RESTRICTED	.64
3113040	OPEN	3.18
3113047	RESTRICTED	.74
3113050	OPEN	1.06
3116000	OPEN	2.81
3116021	OPEN	1.34

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3116022	OPEN	2.61
3116026	RESTRICTED	.49
3116027	RESTRICTED	1.67
3116031	OPEN	.78
3128000	OPEN	17.90
3128013	OPEN	.27
3128014	RESTRICTED	.53
3128015	RESTRICTED	.16
3128016	RESTRICTED	.36
3128017	RESTRICTED	.20
3128018	RESTRICTED	.72
3128019	RESTRICTED	.25
3128020	RESTRICTED	.04
3128023	RESTRICTED	.18
3128024	RESTRICTED	.27
3128025	RESTRICTED	.20
3128026	RESTRICTED	.34
3128028	RESTRICTED	1.20
3128031	RESTRICTED	.46
3128037	SEASONAL	1.64
3128040	SEASONAL	.37
3128041	SEASONAL	.23
3128050	RESTRICTED	.70
3128051	RESTRICTED	.18
3128055	RESTRICTED	.15
3128062	OPEN	1.17
3128066	OPEN	.64
3128069	RESTRICTED	.38
3128070	SEASONAL	3.19
3128071	RESTRICTED	.84
3128072	RESTRICTED	1.08
3128075	RESTRICTED	1.05
3128076	RESTRICTED	.82
3128077	OPEN	.47
3128078	RESTRICTED	.81
3128080	RESTRICTED	1.63
3128082	RESTRICTED	.24
3128083	RESTRICTED	.57
3128084	RESTRICTED	.17
3128085	RESTRICTED	1.24
3128088	RESTRICTED	.22
3128089	RESTRICTED	.18
3128096	RESTRICTED	.31
3128097	RESTRICTED	.36
3128102	OPEN	1.52
3128105	RESTRICTED	.84
3128109	RESTRICTED	.12

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3128111	OPEN	.93
3128112	RESTRICTED	1.10
3128114	RESTRICTED	1.51
3128115	RESTRICTED	1.49
3128116	RESTRICTED	.25
3128118	RESTRICTED	.42
3128119	RESTRICTED	.93
3128122	RESTRICTED	.24
3128128	OPEN	1.36
3128129	RESTRICTED	.86
3128130	OPEN	.88
3128132	OPEN	.07
3128133	RESTRICTED	.79
3128134	OPEN	.62
3128137	RESTRICTED	.14
3128138	RESTRICTED	.16
3128140	RESTRICTED	2.12
3128145	RESTRICTED	2.06
3128156	RESTRICTED	.38
3128190	RESTRICTED	.54
3128300	OPEN	8.67
3128302	RESTRICTED	1.60
3128308	OPEN	.29
3128309	RESTRICTED	.60
3128315	RESTRICTED	.53
3128320	OPEN	3.74
3128331	RESTRICTED	.17
3128340	OPEN	1.75
3128350	OPEN	3.55
3128356	OPEN	.22
3128380	OPEN	.65
3128390	OPEN	1.00
3130000	SEASONAL	4.77
3130011	RESTRICTED	.33
3130012	RESTRICTED	.10
3130013	SEASONAL	.41
3130014	SEASONAL	1.20
3130015	RESTRICTED	.14
3130016	RESTRICTED	.22
3130022	SEASONAL	1.36
3130024	RESTRICTED	.20
3130026	RESTRICTED	.62
3130027	RESTRICTED	.28
3130029	RESTRICTED	1.04
3130045	RESTRICTED	.32
3130050	RESTRICTED	.17
3130065	RESTRICTED	.17

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3130066	RESTRICTED	.47
3130068	RESTRICTED	.43
3130070	RESTRICTED	.24
3130071	RESTRICTED	.41
3130072	RESTRICTED	.91
3133000	SEASONAL	4.97
3133012	RESTRICTED	.24
3133015	RESTRICTED	.37
3133018	RESTRICTED	.34
3133019	RESTRICTED	.64
3133020	RESTRICTED	.67
3133021	RESTRICTED	.81
3133022	RESTRICTED	.27
3133023	RESTRICTED	.12
3133025	RESTRICTED	.81
3133026	RESTRICTED	.98
3133027	RESTRICTED	.23
3133030	RESTRICTED	1.55
3133035	RESTRICTED	.59
3133036	RESTRICTED	.22
3133037	RESTRICTED	1.36
3133039	RESTRICTED	.70
3133040	RESTRICTED	.31
3133041	RESTRICTED	1.27
3133042	RESTRICTED	.41
3133043	RESTRICTED	.49
3133045	RESTRICTED	.69
3133046	RESTRICTED	.49
3135000	OPEN	4.37
3135010	OPEN	.21
3135011	OPEN	.15
3135020	OPEN	1.41
3135023	RESTRICTED	.48
3135027	RESTRICTED	.63
3135028	RESTRICTED	.25
3135030	OPEN	1.67
3135031	RESTRICTED	.29
3135033	OPEN	.20
3135035	OPEN	.19
3135037	OPEN	.26
3135038	OPEN	.83
3135040	OPEN	.56
3135041	OPEN	.23
3135042	RESTRICTED	.22
3135044	RESTRICTED	.17
3135045	RESTRICTED	.28
3135046	OPEN	.42

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3135050	OPEN	.78
3135051	RESTRICTED	.35
3135054	OPEN	.50
3135060	OPEN	1.64
3135064	RESTRICTED	.26
3135066	RESTRICTED	.22
3135067	RESTRICTED	.35
3135070	OPEN	1.41
3135073	RESTRICTED	.36
3135076	RESTRICTED	.72
3135077	RESTRICTED	1.94
3145000	OPEN	3.06
3145011	CLOSED	.11
3145013	CLOSED	.25
3145014	CLOSED	.81
3145015	CLOSED	1.37
3145016	CLOSED	1.40
3145017	CLOSED	2.46
3145019	CLOSED	.67
3145020	OPEN	1.39
3145026	CLOSED	.25
3145027	CLOSED	.11
3145030	CLOSED	1.87
3145040	CLOSED	2.43
3145043	CLOSED	.31
3145116	CLOSED	.40
3145220	CLOSED	.18
3148000	OPEN	2.72
3148015	RESTRICTED	.92
3148016	RESTRICTED	.90
3148017	RESTRICTED	.33
3148030	RESTRICTED	1.14
3148040	OPEN	2.43
3148040	RESTRICTED	1.41
3148041	RESTRICTED	1.09
3148042	RESTRICTED	.17
3148043	RESTRICTED	.28
3148045	RESTRICTED	.84
3148046	RESTRICTED	1.01
3148047	RESTRICTED	.67
3148049	RESTRICTED	1.10
3148050	RESTRICTED	.13
3148051	OPEN	.61
3148053	RESTRICTED	.34
3150000	CLOSED	1.14
3150000	OPEN	3.27
3150015	CLOSED	.64

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3150025	CLOSED	1.71
3150035	CLOSED	1.33
3150045	CLOSED	1.08
3150055	CLOSED	.58
3150065	CLOSED	.83
3150075	CLOSED	1.18
3150076	CLOSED	.25
3150102	CLOSED	1.11
3150103	CLOSED	.40
3150104	CLOSED	.56
3150105	OPEN	.30
3150106	OPEN	.53
3150107	CLOSED	.72
3150108	OPEN	1.16
3150201	CLOSED	.99
3150211	CLOSED	.29
3150212	CLOSED	.36
3150215	CLOSED	.19
3180000	CLOSED	5.10
3180030	CLOSED	.91
3180040	CLOSED	.85
3180050	CLOSED	.58
3180053	CLOSED	.31
3180055	CLOSED	.48
3180080	CLOSED	.44
3180100	CLOSED	.59
3180110	CLOSED	.49
3200000	OPEN	17.35
3200000	SEASONAL	5.76
3200020	OPEN	.10
3200030	OPEN	.16
3200035	OPEN	.40
3200045	OPEN	.23
3200120	RESTRICTED	.44
3200130	RESTRICTED	1.63
3200133	RESTRICTED	.20
3200134	RESTRICTED	.09
3200135	RESTRICTED	1.35
3200138	RESTRICTED	.14
3200140	RESTRICTED	1.01
3200142	RESTRICTED	.28
3200143	RESTRICTED	.24
3200160	OPEN	2.37
3200161	OPEN	.22
3200161	RESTRICTED	1.07
3200162	RESTRICTED	.54
3200611	RESTRICTED	.33

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3217000	OPEN	5.07
3217025	OPEN	1.10
3217025	RESTRICTED	1.25
3217030	RESTRICTED	1.10
3217040	CLOSED	2.91
3217041	RESTRICTED	.49
3217900	OPEN	3.98
3217920	RESTRICTED	.31
3700020	OPEN	.84
3700030	SEASONAL	1.31
3700031	RESTRICTED	1.30
3700032	RESTRICTED	.28
3700040	SEASONAL	2.04
3700041	RESTRICTED	1.01
3700050	OPEN	.39
3700051	OPEN	.26
3700052	OPEN	.33
3700060	CLOSED	.43
3700060	OPEN	.13
3700061	CLOSED	.74
3700070	OPEN	.23
3700075	OPEN	.33
3700080	OPEN	.29
3700100	OPEN	.20
3700310	RESTRICTED	.32
3701000	OPEN	4.27
3701015	RESTRICTED	1.02
3701016	RESTRICTED	.71
3701018	RESTRICTED	.48
3701020	CLOSED	1.09
3701020	RESTRICTED	.39
3701024	CLOSED	.38
3701033	RESTRICTED	.20
3701034	RESTRICTED	.44
3715000	OPEN	2.97
3715020	RESTRICTED	.69
3715030	OPEN	.79
3715034	RESTRICTED	1.22
3715035	RESTRICTED	.50
3715036	RESTRICTED	.26
3715037	RESTRICTED	.26
3718000	SEASONAL	3.22
3718150	SEASONAL	2.60
3718155	SEASONAL	1.30
3718156	SEASONAL	.31
3718157	RESTRICTED	.12
3718200	RESTRICTED	.60

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3718300	RESTRICTED	.25
3719000	SEASONAL	4.59
3719020	CLOSED	1.03
3719025	CLOSED	.87
3719030	CLOSED	1.08
3719037	RESTRICTED	.44
3719040	OPEN	1.04
3719041	OPEN	.27
3719045	CLOSED	.19
3719050	CLOSED	.47
3719060	RESTRICTED	1.04
3719070	RESTRICTED	.68
3719072	RESTRICTED	.18
3719080	SEASONAL	2.03
3719081	RESTRICTED	.65
3719083	RESTRICTED	.41
3725000	OPEN	2.60
3725000	SEASONAL	3.22
3725020	CLOSED	1.05
3725021	CLOSED	.22
3725022	CLOSED	.29
3725024	CLOSED	.84
3725026	CLOSED	.36
3725035	CLOSED	2.65
3725043	CLOSED	.40
3725048	CLOSED	.67
3725056	OPEN	.30
3725060	OPEN	.25
3725070	OPEN	1.93
3725071	CLOSED	.34
3725073	CLOSED	.31
3725074	CLOSED	.41
3725080	OPEN	2.65
3725081	CLOSED	.52
3725082	CLOSED	.52
3725083	CLOSED	.23
3725084	CLOSED	.27
3725085	CLOSED	1.14
3725090	CLOSED	4.36
3725091	CLOSED	1.07
3725092	CLOSED	.87
3725093	CLOSED	.24
3725098	CLOSED	.66
3725099	CLOSED	1.03
3725100	CLOSED	1.02
3725102	CLOSED	.30
3725110	CLOSED	.86

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3725112	CLOSED	.47
3725120	CLOSED	1.58
3725120	OPEN	.99
3725121	CLOSED	2.03
3725122	RESTRICTED	.34
3725127	CLOSED	.38
3725187	CLOSED	1.05
3725280	OPEN	.59
3725284	CLOSED	.47
3725286	CLOSED	.14
3725300	OPEN	1.41
3725310	CLOSED	.67
3725315	CLOSED	.61
3725320	OPEN	1.19
3725330	OPEN	1.00
3727000	CLOSED	4.96
3727000	OPEN	3.90
3727011	CLOSED	.46
3727013	CLOSED	.15
3727020	CLOSED	4.43
3727025	CLOSED	.76
3727027	CLOSED	.42
3727030	CLOSED	1.46
3727040	CLOSED	1.05
3727041	CLOSED	1.84
3727043	CLOSED	.45
3727045	CLOSED	.66
3727047	CLOSED	.32
3727048	CLOSED	.70
3727050	CLOSED	2.62
3727052	CLOSED	.26
3727053	CLOSED	.81
3727054	CLOSED	.59
3727060	OPEN	2.25
3727065	CLOSED	1.70
3727070	CLOSED	.84
3727075	CLOSED	1.05
3727080	CLOSED	1.16
3727085	CLOSED	.79
3728000	OPEN	1.37
3728000	SEASONAL	.20
3728020	OPEN	.72
3728021	OPEN	.34
3728050	OPEN	.44
3728052	OPEN	.22
3728080	RESTRICTED	.76
3728100	RESTRICTED	1.09

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3728150	OPEN	1.71
3728155	OPEN	1.35
3734000	CLOSED	4.10
3734000	OPEN	1.08
3734010	CLOSED	3.98
3734015	CLOSED	.54
3734017	CLOSED	.30
3734020	CLOSED	1.23
3734027	CLOSED	.20
3734030	CLOSED	2.81
3734031	CLOSED	.33
3734032	CLOSED	.29
3734034	CLOSED	.34
3734035	CLOSED	.77
3734037	CLOSED	.13
3734040	CLOSED	2.74
3734041	CLOSED	.53
3734043	CLOSED	.75
3734045	CLOSED	.78
3734047	CLOSED	.27
3734060	CLOSED	1.47
3734065	CLOSED	.48
3734069	CLOSED	.77
3734070	CLOSED	2.40
3734076	CLOSED	.46
3734078	CLOSED	.64
3734080	CLOSED	1.17
3734081	CLOSED	.18
3734085	CLOSED	.36
3734130	CLOSED	.17
3734131	CLOSED	.37
3734132	CLOSED	.29
3734133	CLOSED	.19
3734134	CLOSED	.26
3734140	CLOSED	.16
3734350	CLOSED	.62
3734352	CLOSED	.28
3738000	OPEN	10.68
3738060	OPEN	1.19
3738062	RESTRICTED	.57
3738090	OPEN	2.16
3738500	CLOSED	1.43
3738500	OPEN	2.16
3740000	OPEN	3.88
3740018	RESTRICTED	.74
3740019	RESTRICTED	1.14
3740020	OPEN	.29

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
3740020	RESTRICTED	2.85
3740021	RESTRICTED	1.38
3740023	RESTRICTED	.57
3740024	RESTRICTED	.43
3740025	OPEN	2.51
3740026	RESTRICTED	.66
3740027	RESTRICTED	1.42
3740028	RESTRICTED	.19
3740029	RESTRICTED	.21
3740030	OPEN	.77
3740031	RESTRICTED	.68
3740042	RESTRICTED	.44
3740043	RESTRICTED	.34
3740044	RESTRICTED	.36
3740045	RESTRICTED	.24
3740050	OPEN	2.96
3740051	RESTRICTED	1.04
3740052	RESTRICTED	.27
3740053	RESTRICTED	.21
3740055	RESTRICTED	.05
3740059	RESTRICTED	.30
4600000	SEASONAL	21.10
4600300	OPEN	5.32
4600301	OPEN	1.55
4600330	OPEN	.14
4600340	OPEN	.20
4600350	OPEN	.14
4600420	OPEN	.26
4600730	RESTRICTED	.53
4600739	CLOSED	.43
4600740	CLOSED	.90
4600745	CLOSED	.61
4600755	RESTRICTED	.69
4600760	RESTRICTED	1.14
4600765	RESTRICTED	.26
6200000	OPEN	35.75
6200019	CLOSED	.12
6200024	CLOSED	1.22
6200025	CLOSED	.67
6200026	CLOSED	.37
6200027	CLOSED	.52
6200028	CLOSED	1.43
6200029	OPEN	.39
6200031	CLOSED	.60
6200032	CLOSED	.45
6200035	CLOSED	2.34
6200036	CLOSED	.50

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6200037	CLOSED	.17
6200038	CLOSED	.21
6200040	CLOSED	.64
6200045	CLOSED	.33
6200046	CLOSED	.62
6200047	CLOSED	.22
6200050	CLOSED	.89
6200051	CLOSED	.42
6200059	CLOSED	.47
6200070	CLOSED	2.15
6200071	CLOSED	.59
6200090	OPEN	1.12
6200091	OPEN	.09
6200092	CLOSED	.40
6200100	CLOSED	.11
6200110	CLOSED	.12
6200120	CLOSED	.48
6200130	CLOSED	1.63
6200140	CLOSED	.92
6200155	CLOSED	.92
6200160	CLOSED	1.38
6200161	CLOSED	.96
6200162	CLOSED	.36
6200163	CLOSED	.70
6200164	CLOSED	.58
6200165	CLOSED	.44
6200168	CLOSED	2.48
6200170	CLOSED	1.50
6200171	CLOSED	.89
6200172	CLOSED	.48
6200173	CLOSED	.66
6200174	CLOSED	.48
6200175	CLOSED	.63
6200176	CLOSED	.39
6200177	CLOSED	.50
6200178	CLOSED	.37
6200190	OPEN	.18
6200220	CLOSED	1.51
6200223	CLOSED	.24
6200225	CLOSED	.48
6200230	CLOSED	2.03
6200235	CLOSED	.52
6200236	CLOSED	.86
6200237	CLOSED	1.18
6200238	CLOSED	2.40
6200239	CLOSED	.11
6200240	CLOSED	2.70

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6200241	CLOSED	.84
6200242	CLOSED	1.12
6200243	CLOSED	.22
6200245	CLOSED	.42
6200247	CLOSED	.27
6200250	CLOSED	.53
6200251	CLOSED	.33
6200260	CLOSED	.75
6200267	CLOSED	.20
6200270	CLOSED	2.94
6200271	CLOSED	2.24
6200272	CLOSED	.86
6200274	CLOSED	.32
6200275	CLOSED	1.46
6200283	CLOSED	.23
6200290	OPEN	.70
6200330	CLOSED	2.75
6200332	CLOSED	2.62
6200334	CLOSED	.43
6200336	CLOSED	.83
6200340	CLOSED	3.90
6200340	OPEN	.88
6200341	CLOSED	1.34
6200342	CLOSED	.27
6200343	CLOSED	.43
6200345	CLOSED	.25
6200347	CLOSED	.43
6200349	CLOSED	.70
6200350	CLOSED	.27
6200351	CLOSED	.42
6200370	OPEN	.78
6200371	CLOSED	.53
6200380	OPEN	.49
6200390	CLOSED	1.41
6200391	CLOSED	.75
6200392	CLOSED	.85
6200400	CLOSED	1.09
6200410	RESTRICTED	.49
6200420	CLOSED	1.04
6200460	RESTRICTED	.39
6200465	RESTRICTED	.13
6200470	RESTRICTED	.62
6200480	RESTRICTED	.89
6200481	RESTRICTED	.18
6200490	RESTRICTED	.41
6200491	RESTRICTED	.10
6200495	RESTRICTED	2.18

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6200497	RESTRICTED	1.32
6200500	RESTRICTED	.45
6200501	RESTRICTED	.32
6200505	RESTRICTED	.40
6200506	RESTRICTED	.31
6200507	RESTRICTED	.53
6200510	SEASONAL	.77
6200511	SEASONAL	.50
6200520	OPEN	1.70
6200521	RESTRICTED	.81
6200530	OPEN	2.62
6200531	OPEN	1.56
6200532	OPEN	2.59
6200533	RESTRICTED	1.23
6200600	CLOSED	1.08
6200600	OPEN	.97
6200610	CLOSED	.44
6200610	OPEN	.36
6200611	CLOSED	2.02
6200612	CLOSED	.72
6200620	CLOSED	.29
6200701	CLOSED	1.05
6200702	CLOSED	.38
6200703	CLOSED	.26
6206000	OPEN	4.34
6206020	CLOSED	.57
6206040	CLOSED	.88
6206080	CLOSED	.25
6208000	OPEN	3.88
6208010	CLOSED	.36
6208050	CLOSED	1.71
6208100	CLOSED	.53
6208150	CLOSED	1.13
6208200	CLOSED	1.55
6208250	CLOSED	.44
6208270	CLOSED	.10
6208290	CLOSED	.20
6208300	CLOSED	.19
6208350	CLOSED	.18
6209000	OPEN	1.10
6209000	SEASONAL	3.74
6209100	CLOSED	2.49
6209200	OPEN	2.32
6209210	CLOSED	.31
6209212	CLOSED	1.11
6209215	OPEN	1.10
6209216	OPEN	.70

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6209217	CLOSED	.68
6209250	CLOSED	.74
6209260	CLOSED	1.03
6209270	CLOSED	.41
6209275	CLOSED	1.02
6209285	CLOSED	.18
6212000	OPEN	4.20
6212010	CLOSED	3.28
6212011	CLOSED	1.34
6212020	CLOSED	1.40
6212024	CLOSED	.32
6212030	CLOSED	2.53
6212031	CLOSED	2.73
6212032	CLOSED	.52
6212033	CLOSED	.68
6212034	CLOSED	.55
6212041	CLOSED	.57
6212042	CLOSED	2.14
6212043	CLOSED	.21
6212044	CLOSED	.22
6212045	CLOSED	.52
6212112	CLOSED	.23
6212115	CLOSED	.26
6212301	CLOSED	.34
6212302	CLOSED	.55
6212303	CLOSED	.58
6212304	CLOSED	.24
6212305	CLOSED	.19
6212306	CLOSED	.63
6212307	CLOSED	.28
6212312	CLOSED	1.29
6212314	CLOSED	.49
6212315	CLOSED	.20
6212316	CLOSED	.23
6212317	CLOSED	.52
6212318	CLOSED	1.10
6212320	CLOSED	.42
6213000	CLOSED	5.97
6213020	CLOSED	.58
6213024	CLOSED	2.66
6213030	CLOSED	1.05
6213032	CLOSED	1.10
6213034	CLOSED	1.03
6213036	CLOSED	2.45
6213050	CLOSED	.14
6214000	OPEN	4.78
6214010	CLOSED	1.00

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6214011	CLOSED	.21
6214020	CLOSED	1.31
6214021	CLOSED	1.28
6214022	CLOSED	.25
6214023	CLOSED	.46
6214030	CLOSED	1.75
6214031	CLOSED	.40
6214036	OPEN	.12
6214040	CLOSED	.89
6214041	CLOSED	.39
6214044	CLOSED	.16
6214048	CLOSED	1.80
6214049	CLOSED	.44
6214052	CLOSED	.34
6214060	CLOSED	.68
6214130	CLOSED	.27
6217000	OPEN	3.52
6217010	CLOSED	.31
6217020	CLOSED	.57
6217030	CLOSED	.90
6217035	CLOSED	.19
6217040	CLOSED	2.84
6217041	CLOSED	1.64
6217042	CLOSED	.30
6217050	CLOSED	4.32
6217051	CLOSED	.80
6217053	CLOSED	.79
6217055	CLOSED	2.18
6217058	CLOSED	.28
6217059	CLOSED	.33
6217060	CLOSED	.60
6217070	CLOSED	.52
6217080	CLOSED	.36
6217090	CLOSED	.65
6217091	CLOSED	.93
6217092	CLOSED	.53
6217310	CLOSED	.50
6219000	SEASONAL	4.86
6219020	CLOSED	1.68
6219030	CLOSED	.89
6219034	CLOSED	.13
6219040	CLOSED	2.85
6219045	CLOSED	.15
6219046	CLOSED	1.22
6219050	CLOSED	4.52
6219051	CLOSED	.39
6219053	CLOSED	.10

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6219054	CLOSED	.48
6219055	CLOSED	.30
6219060	CLOSED	1.76
6219062	CLOSED	.37
6219065	CLOSED	.17
6219075	CLOSED	.18
6219078	CLOSED	.51
6219080	CLOSED	.36
6219085	CLOSED	.80
6219100	CLOSED	1.70
6219120	CLOSED	.57
6219200	CLOSED	.76
6219300	CLOSED	1.29
6219502	CLOSED	.33
6219504	CLOSED	.72
6222000	OPEN	7.99
6222010	CLOSED	.55
6222027	CLOSED	.12
6222028	CLOSED	.17
6222029	CLOSED	.43
6222030	CLOSED	2.10
6222031	CLOSED	.86
6222032	CLOSED	.31
6222039	CLOSED	.11
6222040	CLOSED	.60
6222042	CLOSED	1.15
6222044	CLOSED	.53
6222050	CLOSED	.98
6222052	CLOSED	.39
6222055	CLOSED	.99
6222057	CLOSED	1.01
6222058	CLOSED	1.27
6222059	CLOSED	.41
6222060	CLOSED	.36
6222061	CLOSED	3.09
6222062	CLOSED	2.54
6222063	CLOSED	.12
6222070	CLOSED	.52
6222080	CLOSED	.95
6222090	CLOSED	.28
6222157	CLOSED	.13
6222159	CLOSED	.17
6222422	CLOSED	.27
6222424	CLOSED	.46
6222426	CLOSED	.38
6222428	CLOSED	.60
6222602	CLOSED	.20

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6222611	CLOSED	1.73
6222670	CLOSED	.43
6230000	CLOSED	5.05
6230020	CLOSED	.56
6230030	CLOSED	.85
6230040	CLOSED	1.08
6230045	CLOSED	1.68
6230060	CLOSED	.38
6230070	CLOSED	1.65
6231000	OPEN	4.64
6231020	OPEN	1.58
6231021	RESTRICTED	1.08
6231040	SEASONAL	2.53
6231041	CLOSED	.75
6231042	CLOSED	.29
6231050	RESTRICTED	.65
6231051	RESTRICTED	.27
6231065	RESTRICTED	.52
6231070	OPEN	.62
6231080	OPEN	1.84
6231081	OPEN	2.72
6231125	RESTRICTED	.21
6231150	RESTRICTED	.62
6232000	OPEN	3.11
6232030	CLOSED	1.46
6232033	CLOSED	.89
6234000	CLOSED	.97
6234000	OPEN	5.30
6234020	SEASONAL	1.68
6234021	CLOSED	.84
6234022	CLOSED	.39
6234023	CLOSED	.27
6234025	CLOSED	.60
6234030	SEASONAL	1.52
6234033	CLOSED	.44
6234034	CLOSED	.33
6234035	CLOSED	.55
6234040	SEASONAL	1.98
6234042	CLOSED	.52
6234043	CLOSED	.66
6234050	SEASONAL	2.67
6234051	CLOSED	.98
6234052	SEASONAL	1.98
6234053	CLOSED	.10
6234054	CLOSED	.25
6234055	CLOSED	.46
6234056	CLOSED	.42

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6234060	CLOSED	.34
6234070	CLOSED	.60
6234075	CLOSED	.10
6234080	CLOSED	.63
6235000	OPEN	1.23
6235015	CLOSED	.27
6235025	CLOSED	.11
6236000	OPEN	2.39
6236010	CLOSED	.41
6236020	CLOSED	.69
6236030	SEASONAL	.89
6236040	CLOSED	.45
6236050	CLOSED	1.18
6300000	OPEN	13.50
6300012	CLOSED	.72
6300016	CLOSED	.61
6300020	RESTRICTED	3.57
6300021	CLOSED	1.02
6300029	RESTRICTED	.62
6300030	RESTRICTED	.20
6300050	RESTRICTED	.19
6300070	RESTRICTED	.34
6300090	RESTRICTED	.44
6300100	CLOSED	1.94
6300101	RESTRICTED	.47
6300102	RESTRICTED	.20
6300103	RESTRICTED	.42
6300105	RESTRICTED	.41
6300120	RESTRICTED	2.69
6300140	OPEN	1.17
6300142	RESTRICTED	.20
6300180	OPEN	1.01
6300181	OPEN	.50
6306000	CLOSED	1.37
6306000	OPEN	3.61
6306015	OPEN	1.15
6306020	RESTRICTED	1.05
6306030	OPEN	2.46
6306031	RESTRICTED	.63
6306032	RESTRICTED	.62
6306033	RESTRICTED	.35
6306034	RESTRICTED	.61
6306035	RESTRICTED	.73
6306040	OPEN	.71
6306041	RESTRICTED	.96
6306042	RESTRICTED	1.21
6306045	OPEN	.54

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6306050	OPEN	1.06
6306051	RESTRICTED	.96
6306053	CLOSED	.50
6306054	CLOSED	1.45
6306060	OPEN	1.39
6306061	OPEN	.70
6306070	RESTRICTED	.27
6306090	RESTRICTED	1.13
6306140	RESTRICTED	.33
6306150	RESTRICTED	.78
6307000	CLOSED	3.28
6307010	CLOSED	.57
6307011	CLOSED	.17
6307050	CLOSED	.45
6307070	CLOSED	.37
6307100	CLOSED	.94
6308000	CLOSED	3.72
6308075	CLOSED	.17
6308100	CLOSED	.43
6308110	CLOSED	.15
6308160	CLOSED	.26
6400000	OPEN	38.90
6400000	SEASONAL	10.68
6400030	OPEN	1.68
6400032	RESTRICTED	.40
6400033	RESTRICTED	.98
6400035	RESTRICTED	.74
6400050	CLOSED	3.06
6400051	CLOSED	1.45
6400060	CLOSED	.46
6400100	OPEN	1.79
6400110	RESTRICTED	.46
6400112	RESTRICTED	.70
6400114	RESTRICTED	.30
6400115	RESTRICTED	.51
6400116	RESTRICTED	.32
6400117	OPEN	.52
6400125	CLOSED	.95
6400130	RESTRICTED	.36
6400150	CLOSED	1.94
6400151	CLOSED	.94
6400170	RESTRICTED	.30
6400180	RESTRICTED	.45
6400200	OPEN	3.08
6400201	RESTRICTED	1.30
6400210	RESTRICTED	.29
6400218	CLOSED	.91

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6400230	CLOSED	.99
6400250	OPEN	1.42
6400300	OPEN	.46
6400350	OPEN	.27
6400360	OPEN	.20
6400390	OPEN	.13
6400425	OPEN	.22
6400429	RESTRICTED	.40
6400430	RESTRICTED	.38
6400450	OPEN	.33
6400475	OPEN	.56
6400476	RESTRICTED	.27
6400500	SEASONAL	1.65
6400548	CLOSED	.50
6400560	OPEN	.21
6400600	CLOSED	1.99
6400625	CLOSED	.94
6400650	RESTRICTED	2.07
6400650	SEASONAL	.57
6400725	CLOSED	.89
6400727	CLOSED	.22
6400729	CLOSED	.40
6401000	SEASONAL	3.16
6401010	OPEN	.22
6401010	RESTRICTED	.41
6401011	RESTRICTED	.15
6401014	RESTRICTED	.32
6401015	RESTRICTED	.35
6401016	RESTRICTED	.30
6401019	OPEN	.37
6401020	OPEN	1.88
6401022	RESTRICTED	.64
6401025	RESTRICTED	1.41
6401030	RESTRICTED	.69
6401031	RESTRICTED	.37
6401040	RESTRICTED	.80
6401041	RESTRICTED	.17
6401050	OPEN	1.21
6401051	OPEN	.32
6401060	RESTRICTED	.51
6401070	RESTRICTED	.34
6401080	RESTRICTED	.42
6401090	RESTRICTED	.14
6401100	RESTRICTED	.57
6401110	RESTRICTED	.69
6401120	RESTRICTED	.56
6401140	RESTRICTED	.40

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6401900	RESTRICTED	2.80
6403000	SEASONAL	12.09
6403015	RESTRICTED	.72
6403020	RESTRICTED	.77
6403028	RESTRICTED	.48
6403040	CLOSED	.60
6403055	CLOSED	1.48
6403070	CLOSED	1.30
6403072	RESTRICTED	.50
6403077	RESTRICTED	.53
6403080	OPEN	.24
6403118	OPEN	.33
6403120	OPEN	.27
6403130	OPEN	.42
6406000	OPEN	3.44
6406010	RESTRICTED	.56
6406015	RESTRICTED	.63
6406020	RESTRICTED	.30
6406030	RESTRICTED	.41
6406035	RESTRICTED	.28
6406036	RESTRICTED	.19
6406040	RESTRICTED	.45
6406050	OPEN	.55
6406051	RESTRICTED	.15
6406055	OPEN	.15
6406070	RESTRICTED	.20
6406075	RESTRICTED	.29
6406090	RESTRICTED	.23
6406100	RESTRICTED	1.43
6406110	RESTRICTED	.76
6406130	RESTRICTED	.42
6406150	RESTRICTED	.32
6406154	RESTRICTED	.20
6406160	RESTRICTED	.14
6411000	SEASONAL	1.76
6411020	RESTRICTED	.61
6413000	OPEN	13.97
6413015	CLOSED	1.53
6413017	CLOSED	.78
6413019	RESTRICTED	.78
6413020	CLOSED	1.83
6413021	CLOSED	.45
6413023	CLOSED	.41
6413025	CLOSED	.30
6413028	CLOSED	.38
6413029	CLOSED	.36
6413150	CLOSED	1.12

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6413152	CLOSED	.44
6413160	CLOSED	.29
6413162	CLOSED	.24
6413360	RESTRICTED	.20
6413400	CLOSED	2.47
6413430	CLOSED	1.87
6413431	CLOSED	.23
6413433	CLOSED	.24
6413437	CLOSED	.38
6413438	CLOSED	.18
6413439	CLOSED	.31
6413450	CLOSED	4.12
6413453	CLOSED	.81
6413455	CLOSED	.42
6413456	CLOSED	.29
6413457	CLOSED	.41
6413458	CLOSED	.27
6413459	CLOSED	.14
6413490	CLOSED	.46
6413500	CLOSED	3.70
6413510	CLOSED	.24
6413511	CLOSED	.33
6413520	CLOSED	.84
6413521	CLOSED	.26
6413540	CLOSED	.39
6413545	CLOSED	.72
6413550	CLOSED	.65
6413570	CLOSED	.52
6413590	CLOSED	2.01
6413595	CLOSED	.48
6413640	CLOSED	.87
6413642	CLOSED	.83
6413720	CLOSED	.34
6413740	CLOSED	1.39
6415000	OPEN	10.83
6415015	CLOSED	1.38
6415040	OPEN	.12
6415050	CLOSED	.96
6415100	CLOSED	.36
6415400	CLOSED	.81
6415490	CLOSED	.26
6436000	CLOSED	3.17
6436000	SEASONAL	1.54
6436015	CLOSED	1.20
6436020	CLOSED	.28
6436050	CLOSED	2.67
6436055	CLOSED	.15

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6437000	SEASONAL	5.83
6437010	RESTRICTED	.15
6437020	RESTRICTED	.85
6437027	RESTRICTED	.18
6437030	CLOSED	.54
6437033	CLOSED	.48
6437035	CLOSED	.26
6437038	CLOSED	.31
6437040	CLOSED	2.12
6437041	CLOSED	1.89
6437045	CLOSED	.68
6437050	CLOSED	.18
6437051	CLOSED	.25
6437052	CLOSED	.18
6437060	CLOSED	2.10
6437061	CLOSED	2.00
6437062	CLOSED	.52
6437065	CLOSED	.45
6437401	CLOSED	.25
6500000	SEASONAL	12.51
6500010	RESTRICTED	.23
6500013	RESTRICTED	.29
6500014	RESTRICTED	.31
6500015	RESTRICTED	.39
6500030	RESTRICTED	.95
6500031	RESTRICTED	.56
6500040	OPEN	4.22
6500041	RESTRICTED	1.66
6500043	RESTRICTED	.78
6500050	OPEN	.57
6500409	RESTRICTED	.62
6500415	RESTRICTED	.38
6500880	RESTRICTED	.39
6500892	OPEN	.31
6500894	OPEN	.31
6500895	RESTRICTED	.69
6511000	SEASONAL	6.32
6511010	CLOSED	.93
6511011	RESTRICTED	.76
6511012	RESTRICTED	.20
6511015	CLOSED	.40
6511016	RESTRICTED	.20
6511017	RESTRICTED	.19
6511020	CLOSED	.33
6511023	CLOSED	.22
6511024	RESTRICTED	.26
6511025	RESTRICTED	.67

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 2

ROAD NUMBER	STATUS	MILES
6511026	OPEN	.51
6511027	CLOSED	.18
6511200	CLOSED	.46
6511400	CLOSED	3.73
6511420	CLOSED	.50
6511440	CLOSED	1.28
6511800	RESTRICTED	.35
6512000	OPEN	6.67
6512020	RESTRICTED	4.42
6512040	RESTRICTED	1.33
6512056	RESTRICTED	.04
6512057	RESTRICTED	.15
6512058	RESTRICTED	.78
6512060	RESTRICTED	1.34
6512080	RESTRICTED	.83
6512083	RESTRICTED	.18
6512090	RESTRICTED	.77
6512099	RESTRICTED	.22
6512581	RESTRICTED	.46
6512582	RESTRICTED	.35
H204	OPEN	30.64
H30	OPEN	10.74
H82	OPEN	7.27
I84W	OPEN	10.43
W3100	SEASONAL	12.07
W3102	OPEN	2.79
W3104	OPEN	11.09
W3108	OPEN	15.04
W3112	OPEN	5.58

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3000030	RESTRICTED	26.08
3000035	OPEN	1.42
3030000	OPEN	1.57
3030020	OPEN	3.48
3030023	RESTRICTED	.49
3030024	RESTRICTED	.27
3030026	RESTRICTED	.36
3030027	RESTRICTED	.36
3030028	RESTRICTED	.45
3030029	OPEN	1.14
3030030	OPEN	.96
3030031	RESTRICTED	.44
3030032	RESTRICTED	.45
3030050	OPEN	6.99
3030059	RESTRICTED	.95
3030060	RESTRICTED	1.35
3030061	RESTRICTED	.43
3030062	RESTRICTED	.41
3030065	RESTRICTED	.57
3030070	OPEN	.35
3030080	RESTRICTED	.49
3030085	RESTRICTED	.41
3030088	RESTRICTED	.52
3030090	OPEN	1.10
3030092	RESTRICTED	.43
3030095	OPEN	.81
3032000	RESTRICTED	3.01
3033000	RESTRICTED	3.66
3033630	RESTRICTED	.52
3100000	OPEN	3.62
3100000	SEASONAL	35.30
3100020	CLOSED	1.71
3100024	CLOSED	.14
3100041	CLOSED	.42
3100045	CLOSED	1.15
3100046	CLOSED	.13
3100047	CLOSED	.20
3100048	CLOSED	.30
3100049	CLOSED	.14
3100051	SEASONAL	.67
3100056	CLOSED	.34
3100057	CLOSED	.07
3100080	RESTRICTED	.60
3100082	RESTRICTED	.19
3100085	DELETED	.14
3100086	OPEN	.70

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3100087	RESTRICTED	.23
3100090	SEASONAL	1.09
3100091	RESTRICTED	.78
3100092	RESTRICTED	.76
3100094	OPEN	.24
3100094	RESTRICTED	.69
3100096	RESTRICTED	.40
3100098	RESTRICTED	.66
3100102	RESTRICTED	1.48
3100105	RESTRICTED	.18
3100135	RESTRICTED	.24
3100138	RESTRICTED	.16
3100145	OPEN	.72
3100155	OPEN	1.05
3100158	OPEN	2.18
3100159	OPEN	1.53
3100160	RESTRICTED	.74
3100175	RESTRICTED	.30
3100187	RESTRICTED	.39
3100188	RESTRICTED	.16
3100189	RESTRICTED	.27
3100190	RESTRICTED	.23
3100200	RESTRICTED	2.00
3100205	OPEN	1.53
3100210	RESTRICTED	.12
3100225	RESTRICTED	.48
3100228	RESTRICTED	1.37
3100229	RESTRICTED	1.09
3100230	RESTRICTED	.39
3100231	RESTRICTED	.88
3100232	RESTRICTED	.65
3100233	RESTRICTED	2.90
3100234	RESTRICTED	.60
3100235	RESTRICTED	.41
3100237	RESTRICTED	1.17
3100238	RESTRICTED	.68
3100239	RESTRICTED	.43
3100240	RESTRICTED	.77
3100241	RESTRICTED	.71
3100242	RESTRICTED	.20
3100243	RESTRICTED	.28
3100245	RESTRICTED	.67
3100246	RESTRICTED	.42
3100247	RESTRICTED	.29
3100248	RESTRICTED	.19
3100250	RESTRICTED	.33
3100251	DELETED	.24

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3100265	RESTRICTED	.27
3100270	OPEN	1.87
3100271	RESTRICTED	.05
3100272	RESTRICTED	1.59
3100273	RESTRICTED	.42
3100274	RESTRICTED	1.60
3100275	OPEN	1.52
3100276	RESTRICTED	.35
3100277	RESTRICTED	.32
3100278	RESTRICTED	.46
3100279	RESTRICTED	.31
3100280	RESTRICTED	.57
3100282	RESTRICTED	.18
3100284	RESTRICTED	.31
3100285	RESTRICTED	.46
3100286	RESTRICTED	1.50
3100287	OPEN	.17
3100287	RESTRICTED	1.58
3100290	RESTRICTED	.55
3100292	RESTRICTED	.13
3100300	RESTRICTED	.47
3100302	RESTRICTED	.31
3100304	RESTRICTED	.26
3100320	SEASONAL	.92
3100322	RESTRICTED	.11
3100325	RESTRICTED	.71
3100326	RESTRICTED	2.12
3100330	OPEN	2.34
3100335	RESTRICTED	1.06
3100340	RESTRICTED	1.52
3100350	RESTRICTED	.75
3100351	RESTRICTED	.24
3100360	RESTRICTED	1.58
3100362	RESTRICTED	1.50
3100363	RESTRICTED	.83
3100380	OPEN	.24
3100380	RESTRICTED	.41
3100383	RESTRICTED	.36
3100390	RESTRICTED	.73
3100460	RESTRICTED	.41
3100462	RESTRICTED	.15
3100463	RESTRICTED	.28
3100465	RESTRICTED	2.38
3100467	RESTRICTED	.60
3100774	RESTRICTED	.11
3102000	SEASONAL	3.40
3102014	DELETED	.20

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3102015	OPEN	.36
3102016	RESTRICTED	.17
3102017	RESTRICTED	.33
3102018	RESTRICTED	.70
3102020	CLOSED	3.60
3102028	CLOSED	.95
3102030	CLOSED	2.27
3102032	CLOSED	.43
3102035	CLOSED	.55
3102040	CLOSED	1.45
3102041	CLOSED	.46
3102049	CLOSED	.26
3102050	CLOSED	1.48
3102052	CLOSED	.41
3102053	CLOSED	.72
3102054	CLOSED	.49
3102060	CLOSED	.87
3102061	CLOSED	.50
3102062	CLOSED	.21
3102150	CLOSED	.49
3102153	CLOSED	.33
3102160	CLOSED	.11
3109000	OPEN	2.83
3109010	OPEN	.39
3109011	DELETED	.64
3109012	RESTRICTED	.51
3109013	RESTRICTED	.21
3109014	DELETED	.35
3109020	RESTRICTED	2.17
3109025	OPEN	.08
3109025	RESTRICTED	.53
3109026	OPEN	.63
3109030	OPEN	1.17
3109035	RESTRICTED	.72
3109070	RESTRICTED	.99
3113000	OPEN	3.24
3113014	RESTRICTED	.43
3113015	RESTRICTED	.10
3113020	OPEN	3.56
3113023	RESTRICTED	1.04
3113024	RESTRICTED	.25
3113025	RESTRICTED	.45
3113028	RESTRICTED	.22
3113030	SEASONAL	1.60
3113031	RESTRICTED	.53
3113032	RESTRICTED	.63
3113034	RESTRICTED	.26

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3113035	RESTRICTED	.64
3113040	SEASONAL	3.18
3113047	RESTRICTED	.74
3113050	RESTRICTED	1.06
3116000	OPEN	2.81
3116021	RESTRICTED	1.34
3116022	RESTRICTED	2.61
3116026	RESTRICTED	.49
3116027	RESTRICTED	1.67
3116031	RESTRICTED	.78
3125020	DELETED	.52
3128000	OPEN	17.90
3128013	OPEN	.27
3128014	RESTRICTED	.53
3128015	RESTRICTED	.16
3128016	RESTRICTED	.36
3128017	RESTRICTED	.20
3128018	RESTRICTED	.72
3128019	RESTRICTED	.25
3128020	RESTRICTED	.04
3128023	RESTRICTED	.18
3128024	RESTRICTED	.27
3128025	RESTRICTED	.20
3128026	RESTRICTED	.34
3128028	RESTRICTED	1.20
3128031	RESTRICTED	.46
3128037	RESTRICTED	1.64
3128040	RESTRICTED	.37
3128041	RESTRICTED	.23
3128050	RESTRICTED	.70
3128051	RESTRICTED	.18
3128055	RESTRICTED	.15
3128062	RESTRICTED	1.17
3128066	RESTRICTED	.64
3128069	RESTRICTED	.38
3128070	RESTRICTED	3.19
3128071	RESTRICTED	.84
3128072	RESTRICTED	1.08
3128075	RESTRICTED	1.05
3128076	RESTRICTED	.82
3128077	RESTRICTED	.47
3128078	RESTRICTED	.81
3128080	RESTRICTED	1.63
3128082	RESTRICTED	.24
3128083	RESTRICTED	.57
3128084	RESTRICTED	.17
3128085	RESTRICTED	1.24

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3128088	RESTRICTED	.22
3128089	RESTRICTED	.18
3128096	RESTRICTED	.31
3128097	RESTRICTED	.36
3128102	RESTRICTED	1.52
3128105	RESTRICTED	.84
3128109	RESTRICTED	.12
3128111	RESTRICTED	.93
3128112	RESTRICTED	1.10
3128114	RESTRICTED	1.51
3128115	RESTRICTED	1.49
3128116	RESTRICTED	.25
3128118	RESTRICTED	.42
3128119	RESTRICTED	.93
3128122	RESTRICTED	.24
3128128	RESTRICTED	1.36
3128129	RESTRICTED	.86
3128130	RESTRICTED	.88
3128131	DELETED	.79
3128132	RESTRICTED	.07
3128133	RESTRICTED	.79
3128134	RESTRICTED	.62
3128137	RESTRICTED	.14
3128138	RESTRICTED	.16
3128140	RESTRICTED	2.12
3128145	RESTRICTED	2.06
3128156	RESTRICTED	.38
3128180	DELETED	.75
3128190	RESTRICTED	.54
3128300	OPEN	8.67
3128302	RESTRICTED	1.60
3128308	OPEN	.29
3128309	RESTRICTED	.60
3128315	RESTRICTED	.53
3128320	OPEN	3.74
3128331	RESTRICTED	.17
3128340	OPEN	1.75
3128350	OPEN	3.55
3128356	OPEN	.22
3128380	OPEN	.65
3128390	OPEN	1.00
3130000	OPEN	4.77
3130011	RESTRICTED	.33
3130012	RESTRICTED	.10
3130013	RESTRICTED	.41
3130014	RESTRICTED	1.20
3130015	RESTRICTED	.14

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3130016	RESTRICTED	.22
3130020	DELETED	.23
3130022	RESTRICTED	1.36
3130024	RESTRICTED	.20
3130026	RESTRICTED	.62
3130027	RESTRICTED	.28
3130029	RESTRICTED	1.04
3130045	RESTRICTED	.32
3130050	RESTRICTED	.17
3130065	RESTRICTED	.17
3130066	RESTRICTED	.47
3130068	RESTRICTED	.43
3130070	RESTRICTED	.24
3130071	RESTRICTED	.41
3130072	RESTRICTED	.91
3133000	OPEN	4.97
3133012	RESTRICTED	.24
3133015	RESTRICTED	.37
3133018	RESTRICTED	.34
3133019	RESTRICTED	.64
3133020	RESTRICTED	.67
3133021	RESTRICTED	.81
3133022	RESTRICTED	.27
3133023	RESTRICTED	.12
3133025	RESTRICTED	.81
3133026	RESTRICTED	.98
3133027	RESTRICTED	.23
3133030	RESTRICTED	1.55
3133035	RESTRICTED	.59
3133036	RESTRICTED	.22
3133037	RESTRICTED	1.36
3133039	RESTRICTED	.70
3133040	RESTRICTED	.31
3133041	RESTRICTED	1.27
3133042	RESTRICTED	.41
3133043	RESTRICTED	.49
3133045	RESTRICTED	.69
3133046	RESTRICTED	.49
3135000	OPEN	4.37
3135010	RESTRICTED	.21
3135011	RESTRICTED	.15
3135020	RESTRICTED	1.41
3135023	RESTRICTED	.48
3135027	RESTRICTED	.63
3135028	RESTRICTED	.25
3135030	RESTRICTED	1.67
3135031	RESTRICTED	.29

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3135033	RESTRICTED	.20
3135035	RESTRICTED	.19
3135037	RESTRICTED	.26
3135038	RESTRICTED	.83
3135040	RESTRICTED	.56
3135041	RESTRICTED	.23
3135042	RESTRICTED	.22
3135044	RESTRICTED	.17
3135045	RESTRICTED	.28
3135046	RESTRICTED	.42
3135050	RESTRICTED	.78
3135051	RESTRICTED	.35
3135054	RESTRICTED	.50
3135060	RESTRICTED	1.64
3135064	RESTRICTED	.26
3135066	RESTRICTED	.22
3135067	RESTRICTED	.35
3135070	RESTRICTED	1.41
3135073	RESTRICTED	.36
3135076	RESTRICTED	.72
3135077	RESTRICTED	1.94
3145000	OPEN	3.06
3145011	RESTRICTED	.11
3145013	RESTRICTED	.25
3145014	RESTRICTED	.81
3145015	RESTRICTED	1.37
3145016	RESTRICTED	1.40
3145017	RESTRICTED	2.46
3145019	RESTRICTED	.67
3145020	RESTRICTED	1.39
3145026	RESTRICTED	.25
3145027	RESTRICTED	.11
3145030	RESTRICTED	1.87
3145040	RESTRICTED	2.43
3145043	RESTRICTED	.31
3145116	RESTRICTED	.40
3145220	RESTRICTED	.18
3148000	OPEN	2.72
3148015	RESTRICTED	.92
3148016	RESTRICTED	.90
3148017	RESTRICTED	.33
3148030	RESTRICTED	1.14
3148040	RESTRICTED	3.84
3148041	RESTRICTED	1.09
3148042	RESTRICTED	.17
3148043	RESTRICTED	.28
3148045	RESTRICTED	.84

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3148046	RESTRICTED	1.01
3148047	RESTRICTED	.67
3148049	RESTRICTED	1.10
3148050	RESTRICTED	.13
3148051	RESTRICTED	.61
3148053	RESTRICTED	.34
3150000	OPEN	1.20
3150000	RESTRICTED	3.18
3150000	SEASONAL	.03
3150015	RESTRICTED	.64
3150025	RESTRICTED	1.71
3150035	RESTRICTED	1.33
3150045	RESTRICTED	1.08
3150055	RESTRICTED	.58
3150065	RESTRICTED	.83
3150075	RESTRICTED	1.18
3150076	RESTRICTED	.25
3150102	RESTRICTED	1.11
3150103	RESTRICTED	.40
3150104	RESTRICTED	.56
3150105	RESTRICTED	.30
3150106	RESTRICTED	.53
3150107	RESTRICTED	.72
3150108	RESTRICTED	1.16
3150201	RESTRICTED	.99
3150211	RESTRICTED	.29
3150212	RESTRICTED	.36
3150215	RESTRICTED	.19
3180000	SEASONAL	5.10
3180030	RESTRICTED	.91
3180040	RESTRICTED	.85
3180050	RESTRICTED	.58
3180053	RESTRICTED	.31
3180055	RESTRICTED	.48
3180080	RESTRICTED	.44
3180100	RESTRICTED	.59
3180110	RESTRICTED	.49
3200000	OPEN	17.35
3200000	SEASONAL	5.76
3200020	OPEN	.10
3200030	OPEN	.16
3200035	OPEN	.40
3200045	OPEN	.23
3200120	RESTRICTED	.44
3200125	DELETED	.67
3200130	RESTRICTED	1.63
3200133	RESTRICTED	.20

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3200134	RESTRICTED	.09
3200135	RESTRICTED	1.35
3200138	RESTRICTED	.14
3200140	RESTRICTED	1.01
3200142	RESTRICTED	.28
3200143	RESTRICTED	.24
3200150	DELETED	2.95
3200160	OPEN	2.37
3200161	OPEN	.22
3200161	RESTRICTED	1.07
3200162	RESTRICTED	.54
3200611	RESTRICTED	.33
3217000	OPEN	5.07
3217025	OPEN	.39
3217025	RESTRICTED	1.96
3217030	RESTRICTED	1.10
3217040	RESTRICTED	2.91
3217041	RESTRICTED	.49
3217900	RESTRICTED	3.98
3217920	RESTRICTED	.31
3700020	OPEN	.84
3700030	SEASONAL	1.31
3700031	RESTRICTED	1.30
3700032	RESTRICTED	.28
3700040	CLOSED	2.04
3700041	CLOSED	1.01
3700045	DELETED	.12
3700050	SEASONAL	.39
3700051	SEASONAL	.26
3700052	SEASONAL	.33
3700060	CLOSED	.43
3700060	OPEN	.13
3700061	CLOSED	.74
3700070	OPEN	.23
3700075	OPEN	.33
3700080	OPEN	.29
3700100	OPEN	.20
3700310	RESTRICTED	.32
3701000	SEASONAL	4.27
3701015	RESTRICTED	1.02
3701016	RESTRICTED	.71
3701018	RESTRICTED	.48
3701020	CLOSED	1.48
3701021	DELETED	.66
3701024	CLOSED	.38
3701033	RESTRICTED	.20
3701034	RESTRICTED	.44

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3715000	OPEN	2.97
3715020	RESTRICTED	.69
3715030	OPEN	.79
3715034	RESTRICTED	1.22
3715035	RESTRICTED	.50
3715036	RESTRICTED	.26
3715037	RESTRICTED	.26
3718000	SEASONAL	3.22
3718150	SEASONAL	2.60
3718155	SEASONAL	1.30
3718156	SEASONAL	.31
3718157	RESTRICTED	.12
3718200	RESTRICTED	.60
3718300	RESTRICTED	.25
3719000	SEASONAL	4.59
3719020	SEASONAL	1.03
3719025	RESTRICTED	.87
3719030	SEASONAL	1.08
3719037	RESTRICTED	.44
3719040	OPEN	1.04
3719041	OPEN	.27
3719045	OPEN	.19
3719050	SEASONAL	.47
3719055	DELETED	.77
3719060	RESTRICTED	1.04
3719070	RESTRICTED	.68
3719072	RESTRICTED	.18
3719080	SEASONAL	2.03
3719081	RESTRICTED	.65
3719083	RESTRICTED	.41
3725000	SEASONAL	5.82
3725020	RESTRICTED	1.05
3725021	RESTRICTED	.22
3725022	RESTRICTED	.29
3725024	RESTRICTED	.84
3725025	DELETED	.71
3725026	RESTRICTED	.36
3725030	DELETED	.60
3725035	RESTRICTED	2.65
3725039	DELETED	.98
3725043	RESTRICTED	.40
3725048	RESTRICTED	.67
3725056	RESTRICTED	.30
3725060	RESTRICTED	.25
3725070	SEASONAL	1.93
3725071	RESTRICTED	.34
3725073	RESTRICTED	.31

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3725074	RESTRICTED	.41
3725080	SEASONAL	2.65
3725081	RESTRICTED	.52
3725082	RESTRICTED	.52
3725083	RESTRICTED	.23
3725084	RESTRICTED	.27
3725085	RESTRICTED	1.14
3725090	SEASONAL	4.36
3725091	RESTRICTED	1.07
3725092	RESTRICTED	.87
3725093	RESTRICTED	.24
3725094	DELETED	.23
3725095	DELETED	.30
3725098	RESTRICTED	.66
3725099	RESTRICTED	1.03
3725100	RESTRICTED	1.02
3725102	RESTRICTED	.30
3725110	RESTRICTED	.86
3725112	RESTRICTED	.47
3725120	CLOSED	2.57
3725121	CLOSED	2.03
3725122	RESTRICTED	.34
3725123	DELETED	.40
3725124	DELETED	.29
3725127	CLOSED	.38
3725187	RESTRICTED	1.05
3725280	OPEN	.59
3725284	RESTRICTED	.47
3725286	RESTRICTED	.14
3725300	SEASONAL	1.41
3725310	RESTRICTED	.67
3725315	RESTRICTED	.61
3725320	RESTRICTED	1.19
3725330	RESTRICTED	1.00
3727000	OPEN	2.83
3727000	SEASONAL	6.03
3727011	RESTRICTED	.46
3727012	DELETED	1.25
3727013	RESTRICTED	.15
3727020	RESTRICTED	4.43
3727025	RESTRICTED	.76
3727027	RESTRICTED	.42
3727030	RESTRICTED	1.46
3727040	RESTRICTED	1.05
3727041	RESTRICTED	1.84
3727043	RESTRICTED	.45
3727045	RESTRICTED	.66

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3727047	RESTRICTED	.32
3727048	RESTRICTED	.70
3727050	RESTRICTED	2.62
3727052	RESTRICTED	.26
3727053	RESTRICTED	.81
3727054	RESTRICTED	.59
3727060	OPEN	2.25
3727065	RESTRICTED	1.70
3727070	RESTRICTED	.84
3727075	RESTRICTED	1.05
3727080	RESTRICTED	1.16
3727085	RESTRICTED	.79
3728000	OPEN	1.37
3728000	SEASONAL	.20
3728020	OPEN	.72
3728021	OPEN	.34
3728050	OPEN	.44
3728051	DELETED	.95
3728052	OPEN	.22
3728080	RESTRICTED	.76
3728100	RESTRICTED	1.09
3728150	OPEN	1.71
3728155	RESTRICTED	1.35
3728159	DELETED	.23
3734000	OPEN	1.08
3734000	SEASONAL	4.10
3734010	RESTRICTED	3.98
3734015	RESTRICTED	.54
3734017	RESTRICTED	.30
3734020	RESTRICTED	1.23
3734027	RESTRICTED	.20
3734030	SEASONAL	2.81
3734031	RESTRICTED	.33
3734032	RESTRICTED	.29
3734034	RESTRICTED	.34
3734035	RESTRICTED	.77
3734037	RESTRICTED	.13
3734040	SEASONAL	2.74
3734041	RESTRICTED	.53
3734043	RESTRICTED	.75
3734045	SEASONAL	.78
3734047	RESTRICTED	.27
3734060	SEASONAL	1.47
3734065	RESTRICTED	.48
3734069	RESTRICTED	.77
3734070	RESTRICTED	2.40
3734076	RESTRICTED	.46

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
3734078	RESTRICTED	.64
3734080	SEASONAL	1.17
3734081	RESTRICTED	.18
3734085	RESTRICTED	.36
3734130	RESTRICTED	.17
3734131	RESTRICTED	.37
3734132	RESTRICTED	.29
3734133	RESTRICTED	.19
3734134	RESTRICTED	.26
3734140	RESTRICTED	.16
3734350	RESTRICTED	.62
3734352	RESTRICTED	.28
3738000	OPEN	10.68
3738060	RESTRICTED	1.19
3738062	RESTRICTED	.57
3738090	RESTRICTED	2.16
3738500	OPEN	2.16
3738500	SEASONAL	1.43
3740000	OPEN	3.88
3740018	RESTRICTED	.74
3740019	RESTRICTED	1.14
3740020	RESTRICTED	3.14
3740021	RESTRICTED	1.38
3740023	RESTRICTED	.57
3740024	RESTRICTED	.43
3740025	RESTRICTED	2.51
3740026	RESTRICTED	.66
3740027	RESTRICTED	1.42
3740028	RESTRICTED	.19
3740029	RESTRICTED	.21
3740030	RESTRICTED	.77
3740031	RESTRICTED	.68
3740042	RESTRICTED	.44
3740043	RESTRICTED	.34
3740044	RESTRICTED	.36
3740045	RESTRICTED	.24
3740[illegible]	RESTRICTED	2.96
3740[illegible]	RESTRICTED	1.04
3740052	RESTRICTED	.27
3740053	RESTRICTED	.21
3740055	RESTRICTED	.05
3740057	DELETED	.62
3740059	RESTRICTED	.30
4600000	SEASONAL	21.10
4600300	OPEN	5.32
4600301	OPEN	1.55
4600330	OPEN	.14

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
4600340	OPEN	.20
4600350	OPEN	.14
4600420	OPEN	.26
4600730	RESTRICTED	.53
4600739	CLOSED	.43
4600740	CLOSED	.90
4600745	CLOSED	.61
4600755	RESTRICTED	.69
4600760	RESTRICTED	1.14
4600765	RESTRICTED	.26
6200000	SEASONAL	35.75
6200019	RESTRICTED	.12
6200024	RESTRICTED	1.22
6200025	RESTRICTED	.67
6200026	RESTRICTED	.37
6200027	RESTRICTED	.52
6200028	RESTRICTED	1.43
6200029	OPEN	.39
6200031	RESTRICTED	.60
6200032	RESTRICTED	.45
6200035	RESTRICTED	2.34
6200036	RESTRICTED	.50
6200037	RESTRICTED	.17
6200038	RESTRICTED	.21
6200040	RESTRICTED	.64
6200045	RESTRICTED	.33
6200046	RESTRICTED	.62
6200047	RESTRICTED	.22
6200050	RESTRICTED	.89
6200051	RESTRICTED	.42
6200059	RESTRICTED	.47
6200070	RESTRICTED	2.15
6200071	RESTRICTED	.59
6200090	OPEN	1.12
6200091	RESTRICTED	.09
6200092	RESTRICTED	.40
6200100	RESTRICTED	.11
6200110	RESTRICTED	.12
6200120	RESTRICTED	.48
6200130	RESTRICTED	1.63
6200140	RESTRICTED	.92
6200155	RESTRICTED	.92
6200160	RESTRICTED	1.38
6200161	RESTRICTED	.96
6200162	RESTRICTED	.36
6200163	RESTRICTED	.70
6200164	RESTRICTED	.58

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6200165	RESTRICTED	.44
6200168	RESTRICTED	2.48
6200170	RESTRICTED	1.50
6200171	RESTRICTED	.89
6200172	RESTRICTED	.48
6200173	RESTRICTED	.66
6200174	RESTRICTED	.48
6200175	RESTRICTED	.63
6200176	RESTRICTED	.39
6200177	RESTRICTED	.50
6200178	RESTRICTED	.37
6200190	OPEN	.18
6200220	RESTRICTED	1.51
6200223	RESTRICTED	.24
6200225	RESTRICTED	.48
6200230	RESTRICTED	2.03
6200235	RESTRICTED	.52
6200236	RESTRICTED	.86
6200237	RESTRICTED	1.18
6200238	RESTRICTED	2.40
6200239	RESTRICTED	.11
6200240	CLOSED	.47
6200240	RESTRICTED	2.23
6200241	RESTRICTED	.84
6200242	RESTRICTED	1.12
6200243	RESTRICTED	.22
6200245	RESTRICTED	.42
6200247	RESTRICTED	.27
6200250	RESTRICTED	.53
6200251	RESTRICTED	.33
6200260	RESTRICTED	.75
6200267	RESTRICTED	.20
6200270	RESTRICTED	2.94
6200271	RESTRICTED	2.24
6200272	RESTRICTED	.86
6200274	RESTRICTED	.32
6200275	RESTRICTED	1.46
6200283	RESTRICTED	.23
6200290	OPEN	.70
6200330	RESTRICTED	2.75
6200332	RESTRICTED	2.62
6200334	RESTRICTED	.43
6200336	RESTRICTED	.83
6200340	OPEN	.88
6200340	RESTRICTED	3.90
6200341	RESTRICTED	1.34
6200342	RESTRICTED	.27

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6200343	RESTRICTED	.43
6200345	RESTRICTED	.25
6200347	RESTRICTED	.43
6200349	RESTRICTED	.70
6200350	RESTRICTED	.27
6200351	RESTRICTED	.42
6200370	OPEN	.78
6200371	RESTRICTED	.53
6200380	OPEN	.49
6200390	RESTRICTED	1.41
6200391	RESTRICTED	.75
6200392	RESTRICTED	.85
6200400	RESTRICTED	1.09
6200410	RESTRICTED	.49
6200420	RESTRICTED	1.04
6200460	RESTRICTED	.39
6200465	RESTRICTED	.13
6200470	RESTRICTED	.62
6200480	RESTRICTED	.89
6200481	RESTRICTED	.18
6200490	RESTRICTED	.41
6200491	RESTRICTED	.10
6200495	RESTRICTED	2.18
6200497	RESTRICTED	1.32
6200500	RESTRICTED	.45
6200501	RESTRICTED	.32
6200505	RESTRICTED	.40
6200506	RESTRICTED	.31
6200507	RESTRICTED	.53
6200510	RESTRICTED	.77
6200511	RESTRICTED	.50
6200520	OPEN	1.70
6200521	RESTRICTED	.81
6200530	OPEN	2.62
6200531	OPEN	1.56
6200532	OPEN	2.59
6200533	RESTRICTED	1.23
6200600	CLOSED	.97
6200600	OPEN	1.08
6200610	CLOSED	.41
6200610	OPEN	.39
6200611	CLOSED	2.02
6200612	CLOSED	.72
6200620	CLOSED	.29
6200701	RESTRICTED	1.05
6200702	RESTRICTED	.38
6200703	RESTRICTED	.26

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6206000	OPEN	4.34
6206020	RESTRICTED	.57
6206040	RESTRICTED	.88
6206080	RESTRICTED	.25
6208000	OPEN	3.88
6208010	RESTRICTED	.36
6208050	RESTRICTED	1.71
6208100	RESTRICTED	.53
6208150	RESTRICTED	1.13
6208200	RESTRICTED	1.55
6208250	RESTRICTED	.44
6208270	RESTRICTED	.10
6208290	RESTRICTED	.20
6208300	RESTRICTED	.19
6208350	RESTRICTED	.18
6209000	OPEN	4.84
6209100	RESTRICTED	2.49
6209200	OPEN	2.32
6209210	RESTRICTED	.31
6209212	RESTRICTED	1.11
6209215	OPEN	1.10
6209216	OPEN	.70
6209217	RESTRICTED	.68
6209250	RESTRICTED	.74
6209260	RESTRICTED	1.03
6209270	RESTRICTED	.41
6209275	RESTRICTED	1.02
6209285	RESTRICTED	.18
6212000	OPEN	4.20
6212010	RESTRICTED	3.28
6212011	RESTRICTED	1.34
6212020	RESTRICTED	1.40
6212024	RESTRICTED	.32
6212030	OPEN	2.53
6212031	RESTRICTED	2.73
6212032	RESTRICTED	.52
6212033	RESTRICTED	.68
6212034	RESTRICTED	.55
6212041	OPEN	.57
6212042	OPEN	2.14
6212043	RESTRICTED	.21
6212044	RESTRICTED	.22
6212045	RESTRICTED	.52
6212112	RESTRICTED	.23
6212115	RESTRICTED	.26
6212301	RESTRICTED	.34
6212302	RESTRICTED	.55

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6212303	RESTRICTED	.58
6212304	RESTRICTED	.24
6212305	RESTRICTED	.19
6212306	RESTRICTED	.63
6212307	RESTRICTED	.28
6212312	RESTRICTED	1.29
6212314	RESTRICTED	.49
6212315	RESTRICTED	.20
6212316	RESTRICTED	.23
6212317	RESTRICTED	.52
6212318	RESTRICTED	1.10
6212320	RESTRICTED	.42
6213000	OPEN	5.97
6213020	RESTRICTED	.58
6213024	RESTRICTED	2.66
6213030	RESTRICTED	1.05
6213032	RESTRICTED	1.10
6213034	RESTRICTED	1.03
6213036	RESTRICTED	2.45
6213040	DELETED	.32
6213050	RESTRICTED	.14
6214000	OPEN	4.78
6214010	RESTRICTED	1.00
6214011	RESTRICTED	.21
6214020	RESTRICTED	1.31
6214021	RESTRICTED	1.28
6214022	RESTRICTED	.25
6214023	RESTRICTED	.46
6214027	DELETED	.26
6214030	RESTRICTED	1.75
6214031	RESTRICTED	.40
6214036	OPEN	.12
6214040	RESTRICTED	.89
6214041	RESTRICTED	.39
6214042	DELETED	.84
6214044	RESTRICTED	.16
6214048	RESTRICTED	1.80
6214049	RESTRICTED	.44
6214052	RESTRICTED	.34
6214060	RESTRICTED	.68
6214110	DELETED	.15
6214130	RESTRICTED	.27
6217000	OPEN	3.52
6217010	RESTRICTED	.31
6217020	RESTRICTED	.57
6217030	RESTRICTED	.90
6217035	RESTRICTED	.19

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6217040	RESTRICTED	2.84
6217041	RESTRICTED	1.64
6217042	RESTRICTED	.30
6217050	RESTRICTED	4.32
6217051	RESTRICTED	.80
6217053	RESTRICTED	.79
6217055	RESTRICTED	2.18
6217058	RESTRICTED	.28
6217059	RESTRICTED	.33
6217060	RESTRICTED	.60
6217070	RESTRICTED	.52
6217080	RESTRICTED	.36
6217090	RESTRICTED	.65
6217091	RESTRICTED	.93
6217092	RESTRICTED	.53
6217310	RESTRICTED	.50
6219000	OPEN	4.86
6219020	RESTRICTED	1.68
6219030	RESTRICTED	.89
6219034	RESTRICTED	.13
6219040	RESTRICTED	2.85
6219045	RESTRICTED	.15
6219046	RESTRICTED	1.22
6219050	OPEN	4.52
6219051	RESTRICTED	.39
6219053	RESTRICTED	.10
6219054	RESTRICTED	.48
6219055	RESTRICTED	.30
6219060	RESTRICTED	1.76
6219062	RESTRICTED	.37
6219065	RESTRICTED	.17
6219075	RESTRICTED	.18
6219078	RESTRICTED	.51
6219080	RESTRICTED	.36
6219085	RESTRICTED	.80
6219100	RESTRICTED	1.70
6219120	RESTRICTED	.57
6219145	DELETED	.46
6219200	RESTRICTED	.76
6219220	DELETED	.73
6219300	RESTRICTED	1.29
6219502	RESTRICTED	.33
6219504	RESTRICTED	.72
6222000	OPEN	7.99
6222010	RESTRICTED	.55
6222027	RESTRICTED	.12
6222028	RESTRICTED	.17

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6222029	RESTRICTED	.43
6222030	RESTRICTED	2.10
6222031	RESTRICTED	.86
6222032	RESTRICTED	.31
6222039	RESTRICTED	.11
6222040	RESTRICTED	.60
6222042	RESTRICTED	1.15
6222044	RESTRICTED	.53
6222050	RESTRICTED	.98
6222052	RESTRICTED	.39
6222055	RESTRICTED	.99
6222057	RESTRICTED	1.01
6222058	RESTRICTED	1.27
6222059	RESTRICTED	.41
6222060	RESTRICTED	.36
6222061	RESTRICTED	3.09
6222062	RESTRICTED	2.54
6222063	RESTRICTED	.12
6222070	RESTRICTED	.52
6222080	RESTRICTED	.95
6222090	RESTRICTED	.28
6222157	RESTRICTED	.13
6222159	RESTRICTED	.17
6222422	RESTRICTED	.27
6222424	RESTRICTED	.46
6222426	RESTRICTED	.38
6222428	RESTRICTED	.60
6222602	RESTRICTED	.20
6222611	RESTRICTED	1.73
6222613	DELETED	.14
6222614	DELETED	.62
6222622	DELETED	.55
6222662	DELETED	.56
6222670	RESTRICTED	.43
6230000	OPEN	5.05
6230020	OPEN	.56
6230030	RESTRICTED	.85
6230040	RESTRICTED	1.08
6230045	RESTRICTED	1.68
6230060	RESTRICTED	.38
6230070	RESTRICTED	1.65
6230146	DELETED	.52
6231000	OPEN	4.64
6231020	OPEN	1.58
6231021	RESTRICTED	1.08
6231040	OPEN	2.53
6231041	RESTRICTED	.75

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6231042	RESTRICTED	.29
6231050	RESTRICTED	.65
6231051	RESTRICTED	.27
6231065	RESTRICTED	.52
6231070	OPEN	.62
6231080	OPEN	1.84
6231081	OPEN	2.72
6231125	RESTRICTED	.21
6231150	RESTRICTED	.62
6232000	SEASONAL	3.11
6232030	RESTRICTED	1.46
6232033	RESTRICTED	.89
6232401	DELETED	.60
6232404	DELETED	.16
6234000	OPEN	6.27
6234020	OPEN	1.68
6234021	RESTRICTED	.84
6234022	RESTRICTED	.39
6234023	RESTRICTED	.27
6234025	RESTRICTED	.60
6234030	OPEN	1.52
6234033	RESTRICTED	.44
6234034	RESTRICTED	.33
6234035	RESTRICTED	.55
6234040	OPEN	1.98
6234042	RESTRICTED	.52
6234043	RESTRICTED	.66
6234050	OPEN	2.67
6234051	OPEN	.98
6234052	OPEN	1.98
6234053	RESTRICTED	.10
6234054	OPEN	.25
6234055	OPEN	.46
6234056	RESTRICTED	.42
6234060	RESTRICTED	.34
6234070	RESTRICTED	.60
6234075	RESTRICTED	.10
6234080	RESTRICTED	.63
6235000	OPEN	1.23
6235015	RESTRICTED	.27
6235025	RESTRICTED	.11
6236000	SEASONAL	2.39
6236010	CLOSED	.41
6236020	CLOSED	.69
6236030	RESTRICTED	.89
6236040	CLOSED	.45
6236050	CLOSED	1.18

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6300000	OPEN	6.66
6300000	SEASONAL	6.84
6300012	RESTRICTED	.72
6300016	RESTRICTED	.61
6300020	SEASONAL	3.57
6300021	RESTRICTED	1.02
6300029	RESTRICTED	.62
6300030	RESTRICTED	.20
6300050	RESTRICTED	.19
6300070	RESTRICTED	.34
6300075	DELETED	.38
6300090	RESTRICTED	.44
6300100	RESTRICTED	1.94
6300101	RESTRICTED	.47
6300102	RESTRICTED	.20
6300103	RESTRICTED	.42
6300105	RESTRICTED	.41
6300120	RESTRICTED	2.69
6300140	RESTRICTED	1.17
6300142	RESTRICTED	.20
6300180	OPEN	1.01
6300181	OPEN	.50
6306000	SEASONAL	4.98
6306015	SEASONAL	1.15
6306020	RESTRICTED	1.05
6306030	RESTRICTED	2.46
6306031	RESTRICTED	.63
6306032	RESTRICTED	.62
6306033	RESTRICTED	.35
6306034	RESTRICTED	.61
6306035	RESTRICTED	.73
6306040	SEASONAL	.71
6306041	RESTRICTED	.96
6306042	RESTRICTED	1.21
6306045	SEASONAL	.54
6306050	SEASONAL	1.06
6306051	RESTRICTED	.96
6306053	RESTRICTED	.50
6306054	RESTRICTED	1.45
6306060	SEASONAL	1.39
6306061	SEASONAL	.70
6306070	RESTRICTED	.27
6306090	RESTRICTED	1.13
6306140	RESTRICTED	.33
6306150	RESTRICTED	.78
6307000	CLOSED	3.28
6307010	CLOSED	.57

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6307011	CLOSED	.17
6307050	CLOSED	.45
6307070	CLOSED	.37
6307100	CLOSED	.94
6308000	CLOSED	3.72
6308075	CLOSED	.17
6308100	CLOSED	.43
6308110	CLOSED	.15
6308160	CLOSED	.26
6400000	OPEN	13.68
6400000	SEASONAL	35.90
6400030	OPEN	1.68
6400032	RESTRICTED	.40
6400033	RESTRICTED	.98
6400035	RESTRICTED	.74
6400040	DELETED	.23
6400041	DELETED	.26
6400050	RESTRICTED	3.06
6400051	CLOSED	1.45
6400060	CLOSED	.46
6400075	DELETED	.51
6400100	OPEN	1.79
6400110	RESTRICTED	.46
6400112	RESTRICTED	.70
6400114	RESTRICTED	.30
6400115	RESTRICTED	.51
6400116	RESTRICTED	.32
6400117	OPEN	.52
6400125	CLOSED	.95
6400130	RESTRICTED	.36
6400150	CLOSED	1.94
6400151	CLOSED	.94
6400170	RESTRICTED	.30
6400180	RESTRICTED	.45
6400200	OPEN	3.08
6400201	RESTRICTED	1.30
6400210	RESTRICTED	.29
6400218	CLOSED	.91
6400230	CLOSED	.99
6400250	OPEN	1.42
6400300	RESTRICTED	.46
6400350	OPEN	.27
6400360	OPEN	.20
6400390	OPEN	.13
6400425	OPEN	.22
6400429	RESTRICTED	.40
6400430	RESTRICTED	.38

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6400450	OPEN	.33
6400475	OPEN	.56
6400476	RESTRICTED	.27
6400500	CLOSED	1.65
6400548	CLOSED	.50
6400560	OPEN	.21
6400600	CLOSED	1.99
6400625	CLOSED	.94
6400650	CLOSED	2.07
6400650	SEASONAL	.57
6400700	DELETED	1.58
6400725	CLOSED	.89
6400727	CLOSED	.22
6400729	CLOSED	.40
6401000	SEASONAL	3.16
6401010	OPEN	.22
6401010	RESTRICTED	.41
6401011	RESTRICTED	.15
6401014	RESTRICTED	.32
6401015	RESTRICTED	.35
6401016	RESTRICTED	.30
6401019	OPEN	.37
6401020	OPEN	1.88
6401022	RESTRICTED	.64
6401025	RESTRICTED	1.41
6401030	RESTRICTED	.69
6401031	RESTRICTED	.37
6401040	RESTRICTED	.80
6401041	RESTRICTED	.17
6401050	OPEN	1.21
6401051	OPEN	.32
6401060	RESTRICTED	.51
6401070	RESTRICTED	.34
6401080	RESTRICTED	.42
6401090	RESTRICTED	.14
6401100	RESTRICTED	.57
6401110	SEASONAL	.69
6401120	RESTRICTED	.56
6401140	RESTRICTED	.40
6401900	SEASONAL	2.80
6403000	SEASONAL	12.09
6403015	RESTRICTED	.72
6403020	RESTRICTED	.77
6403028	RESTRICTED	.48
6403040	CLOSED	.60
6403055	CLOSED	1.48
6403070	CLOSED	1.30

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6403072	RESTRICTED	.50
6403077	RESTRICTED	.53
6403080	OPEN	.24
6403100	DELETED	.34
6403118	OPEN	.33
6403120	OPEN	.27
6403130	OPEN	.42
6406000	SEASONAL	3.44
6406010	RESTRICTED	.56
6406015	RESTRICTED	.63
6406020	RESTRICTED	.30
6406030	RESTRICTED	.41
6406035	RESTRICTED	.28
6406036	RESTRICTED	.19
6406040	RESTRICTED	.45
6406050	SEASONAL	.55
6406051	RESTRICTED	.15
6406055	OPEN	.15
6406070	RESTRICTED	.20
6406075	RESTRICTED	.29
6406090	RESTRICTED	.23
6406098	DELETED	1.14
6406100	RESTRICTED	1.43
6406110	RESTRICTED	.76
6406130	RESTRICTED	.42
6406150	RESTRICTED	.32
6406154	RESTRICTED	.20
6406160	RESTRICTED	.14
6411000	SEASONAL	1.76
6411020	CLOSED	.61
6413000	SEASONAL	13.97
6413015	CLOSED	1.53
413017	CLOSED	.78
6413018	DELETED	1.85
6413019	RESTRICTED	.78
6413020	CLOSED	1.83
6413021	CLOSED	.45
6413023	CLOSED	.41
6413025	RESTRICTED	.30
6413028	RESTRICTED	.38
6413029	RESTRICTED	.36
6413150	RESTRICTED	1.12
6413152	RESTRICTED	.44
6413160	RESTRICTED	.29
6413162	RESTRICTED	.24
6413360	RESTRICTED	.20
6413400	RESTRICTED	2.47

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6413430	RESTRICTED	1.87
6413431	RESTRICTED	.23
6413433	RESTRICTED	.24
6413437	RESTRICTED	.38
6413438	RESTRICTED	.18
6413439	RESTRICTED	.31
6413450	RESTRICTED	4.12
6413453	RESTRICTED	.81
6413455	RESTRICTED	.42
6413456	RESTRICTED	.29
6413457	RESTRICTED	.41
6413458	RESTRICTED	.27
6413459	RESTRICTED	.14
6413480	DELETED	.52
6413490	RESTRICTED	.46
6413500	RESTRICTED	3.70
6413510	RESTRICTED	.24
6413511	RESTRICTED	.33
6413520	RESTRICTED	.84
6413521	RESTRICTED	.26
6413540	RESTRICTED	.39
6413545	RESTRICTED	.72
6413550	RESTRICTED	.65
6413570	RESTRICTED	.52
6413590	RESTRICTED	2.01
6413595	RESTRICTED	.48
6413640	RESTRICTED	.87
6413642	RESTRICTED	.83
6413720	RESTRICTED	.34
6413740	RESTRICTED	1.39
6415000	SEASONAL	10.83
6415015	RESTRICTED	1.38
6415040	SEASONAL	.12
6415050	RESTRICTED	.96
6415070	DELETED	.06
6415100	RESTRICTED	.36
6415400	RESTRICTED	.81
6415490	RESTRICTED	.26
6436000	RESTRICTED	3.17
6436000	SEASONAL	1.54
6436015	RESTRICTED	1.20
6436020	RESTRICTED	.28
6436050	RESTRICTED	2.67
6436055	RESTRICTED	.15
6437000	SEASONAL	5.83
6437010	RESTRICTED	.15
6437020	RESTRICTED	.85

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6437027	RESTRICTED	.18
6437030	RESTRICTED	.54
6437033	RESTRICTED	.48
6437035	RESTRICTED	.26
6437038	RESTRICTED	.31
6437040	RESTRICTED	2.12
6437041	RESTRICTED	1.89
6437045	RESTRICTED	.68
6437050	RESTRICTED	.18
6437051	RESTRICTED	.25
6437052	RESTRICTED	.18
6437060	RESTRICTED	2.10
6437061	RESTRICTED	2.00
6437062	RESTRICTED	.52
6437063	DELETED	.37
6437065	RESTRICTED	.45
6437401	RESTRICTED	.25
6500000	SEASONAL	12.51
6500010	RESTRICTED	.23
6500013	RESTRICTED	.29
6500014	RESTRICTED	.31
6500015	RESTRICTED	.39
6500030	RESTRICTED	.95
6500031	RESTRICTED	.56
6500040	OPEN	4.22
6500041	RESTRICTED	1.66
6500043	RESTRICTED	.78
6500050	OPEN	.57
6500409	RESTRICTED	.62
6500415	RESTRICTED	.38
6500880	RESTRICTED	.39
6500892	OPEN	.31
6500894	OPEN	.31
6500895	RESTRICTED	.69
6511000	SEASONAL	6.32
6511010	RESTRICTED	.93
6511011	RESTRICTED	.76
6511012	RESTRICTED	.20
6511015	RESTRICTED	.40
6511016	RESTRICTED	.20
6511017	RESTRICTED	.19
6511020	RESTRICTED	.33
6511023	RESTRICTED	.22
6511024	RESTRICTED	.26
6511025	RESTRICTED	.67
6511026	OPEN	.51
6511027	RESTRICTED	.18

APPENDIX F - ROAD STATUS LIST

ALTERNATIVE 3

ROAD NUMBER	STATUS	MILES
6511200	RESTRICTED	.46
6511400	OPEN	3.73
6511420	OPEN	.50
6511440	OPEN	1.28
6511800	RESTRICTED	.35
6512000	OPEN	6.67
6512020	RESTRICTED	4.42
6512040	RESTRICTED	1.33
6512050	DELETED	1.82
6512056	RESTRICTED	.04
6512057	RESTRICTED	.15
6512058	RESTRICTED	.78
6512060	RESTRICTED	1.34
6512080	RESTRICTED	.83
6512083	RESTRICTED	.18
6512090	RESTRICTED	.77
6512099	RESTRICTED	.22
6512581	RESTRICTED	.46
6512582	RESTRICTED	.35
H204	OPEN	30.64
H30	OPEN	10.74
H82	OPEN	7.27
I84W	OPEN	10.43
W3100	SEASONAL	12.07
W3102	OPEN	2.79
W3104	OPEN	11.09
W3108	OPEN	15.04
W3112	OPEN	5.58