United States

Department of

Agriculture

Forest Service

# Travel Analysis Process Report Addendum

## SAN CARLOS RANGER DISTRICT

Located in Fremont, Custer, Pueblo, Huerfano, Costilla and Las Animas Counties, Colorado

USDA Forest Service, Pike and San Isabel National Forests, Cimarron and Comanche National Grasslands

Draft

July, 2014

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Certification: This document was prepared under my supervision and has been completed in accordance with FSH 7709.55, Chapter 20 and 36 CFR 212.5(b).

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**San Carlos District Ranger, San Isabel National Forest**

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**Date**

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# INTRODUCTION:

This report is an addendum to the 2009 Pike and San Isabel Forest-wide Travel Analysis Process (2009 PSI TAP) and is provided in an abbreviated form. It is valuable to have the 2009 PSI TAP to review along with this document. It can be accessed online at:
http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5323696.pdf

## BACKGROUND

Travel analysis is an integrated ecological, social, and economic science-based approach to transportation planning that addresses existing and future road and motorized trail management options. A complete science-based travel analysis will inform management decisions about the benefits and risks of: constructing new routes in unroaded areas; relocating, stabilizing, changing the standards of, or decommissioning unneeded routes; access issues; and increasing, reducing, or discontinuing route maintenance. An appropriate balance between the benefits of access to National Forest System lands and the risks of route-associated effects to ecosystems is necessary to develop an optimum transportation system. One of the top priorities of the U.S. Forest Service (Forest Service) is to provide road and motorized trail systems that are safe for the public, responsive to public needs, environmentally sound, affordable, and efficient to manage. Completing the TAP is a key step to meeting this objective.

The TAP is designed to define route-related issues important to the public and to forest managers. It provides a set of analytical questions to be used in fitting analysis techniques to individual situations. The detail of the analysis should be appropriate to the intensity of the issues addressed. Travel analysis provides information to line officers by disclosing the important issues and effects relevant to route management proposals. Any actual route management decision made as a result of this TAP must be determined in a National Environmental Policy Act (NEPA) document.

Relevant rules, regulations, directives, reports, guidance, and documents associated with the TAP are as follows:

- USDA Forest Service Miscellaneous Report FS-643, August 1999
- USDA Forest Service Rocky Mountain Region 2, R2 Roads Analysis Supplement to FS-643, June 16, 2003
- 36 CFR Part 212
- Forest Service Manual FSM 7700, Chapters 7703, 7710 & 7712
- Forest Service Handbook 7709.55

This TAP for the San Carlos Ranger District was developed using the approach from the Forest-wide Pike and San Isabel National Forests Travel Analysis Process Report. The San Carlos Ranger District TAP was prepared to inform a travel management plan for the study area.

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## PROCESS AND PRODUCTS

See Section 1.2 of the 2009 PSI TAP.

In addition to the six steps described in the 2009 TAP, another product that will be prepared in this addendum is a Travel Analysis Report (TAR) and map (Step 6.0). These products will be used to inform future proposed actions subject to NEPA compliance.

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# 1.0 SETTING UP THE ANALYSIS

## 1.1 Objectives of the Analysis

The primary objective of this travel analysis is to provide the San Isabel National Forest, San Carlos Ranger District managers with an appropriate level of information to manage and maintain a road and motorized trail system that is safe and responsive to public and agency needs, affordable and efficiently managed, environmentally sound, and in balance with available funding. This travel analysis develops, organizes, and displays information about Operational Maintenance Level 1 & 2 National Forest System Roads (NFSR), as well as combining that data with Operational Maintenance Level 3-5 data from the 2009 PSI TAP to create a Travel Analysis Report (TAR) and Map. This TAP analyzes all existing system roads as identified on the current San Carlos Ranger District Motor Vehicle Use Map (MVUM) as well as administrative and maintenance level 1 roads.

Other objectives of this travel analysis are:

- To meet the requirements of providing a travel analysis for the Pike and San Isabel National Forests Plan Revision, and to give direction for the revision effort
- To inform a forest travel management plan for the San Carlos Ranger District
- To support subforest scale and project level analyses
- To help identify the minimum road system needed for public and agency access in order to achieve forest and resource management goals and safeguard ecosystem health
- To identify opportunities and provide recommendations for improving the Forest transportation system
- To help prioritize route maintenance needs

## 1.2 Interdisciplinary Team Members and TAP Responsibilities

| Name | TAP Area(s) of Responsibility |
|---|---|
| Paul Crespin | San Carlos District Ranger – Line Officer |
| Ralph (Jerry) Stevenson, P.E. | Forest Engineer |
| Gary Morrison, P.E.* | Forest Transportation Planner, TAP ID Team Leader |
| Jeff Outhier* | Overall District TAP Coordinator, Recreational Use, Special Use Access, Resource Management/Range Access, Watershed Risk |
| Dennis Page* | Fire/Fuels Access |
| Sam Schroeder | Timber Access |
| Jeffer Wingate* | Recreational Use, Special Use Access |
| Jason Stevens | Resource Management/Range Access |
| Ron Torretta* | Wildlife Risk, Watershed Risk |
| Steve Olson | Botany Risk |
| Catherine Kamke | Archaeology Risk |
| Cait Cuddihy* | Financial Burden/Public Health & Safety |
| Norma Palider | INFRA Database Manager |

* Core TAP Team Member

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## 1.3 Information Needs

The following information and database sources were used for this TAP:

- The Pike and San Isabel National Forests Land and Resource Management Plan (aka Forest Plan, 1984, and associated Environmental Impact Statement and Record of Decision)
- INFRA Roads Database
- GIS spatial databases for roads, land ownership, 6th level watersheds, streams, riparian areas, soil types, architectural sites, invasive species, recreation sites, T&E species, etc.
- 2012 San Carlos RD MVUM
- 2009 Pike and San Isabel National Forest Travel Analysis Process Report

## 1.4 Analysis Plan

See the 2009 PSI TAP for more details.

The analysis plan for the San Carlos Ranger District was built on to the 2009 Pike and San Isabel National Forests Travel Analysis Process. Information critical to the San Carlos Ranger District has been added to the appropriate sections of this addendum. A core team was assembled to define an analysis plan for the San Carlos Ranger District. The core team completed an initial rapid analysis of all routes using the criteria defined in the Forest-wide TAP. This rapid analysis was completed during a 2-day workshop in which the team reviewed GIS data, INFRA data, and filled out a TAP Matrix spreadsheet . The core team collectively ranked each route based on the TAP criteria, which allowed for an iterative, collaborative, and rapid analysis process. While the core team members are not experts on each of the criteria, their substantial experience in the Ranger District allowed them to make an initial judgment on the route criteria. The draft TAP matrix table was then distributed to each ID team member for their detailed and specialized review of the analysis. Changes recommended by individual ID team members were incorporated and the TAP was redistributed to the entire ID team for a final review. This rapid analysis method was effective and allowed completion of the TAP with limited budget and time.

The main focus of this TAP is to evaluate all existing and proposed National Forest System Roads on the San Carlos Ranger District. According to Forest Service Manual 7700-2003-2 (FSM 7712.13b), this type of analysis is required to inform land management planning decisions when preparing a travel management plan or revising an existing land and resource management plan.

The first step was to identify the most important road-related issues on the San Carlos Ranger District and the information needed to address these concerns. The issues include environmental, social, and economic components. It was important to understand how these issues arose and how they have been addressed in the past. Consensus among the ID team resulted in the final list of issues that were used to drive the analysis. See Chapter 3.0 of this report for a list and description of these issues.

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The next step in the process required ID team members to assess each road with respect to its relative benefits and associated risks. High, moderate, and low benefit ratings were assigned for each road with respect to its recreational use, fire/fuels access, timber access, special use access, and resource management/range access. High, moderate, and low risk ratings were assigned for each road with respect to its potential to adversely impact watersheds, wildlife, botany, and archeological sites. A similar risk rating was also assigned to each road with respect to financial burden/public health and safety. Numerical indices were then applied to each high, moderate, and low rating, resulting in a benefit factor and risk factor for each road. The benefit factors and risk factors were then summed to determine "Total Benefit" and "Total Risk" factors for each road.

For example, let's say Road 000 was rated as High Benefit for recreational use and Low Risk for archeology. The High Benefit rating for recreation would be assigned a benefit factor of 2, and the Low Risk rating for archeology would be assigned a risk factor of 0. The Total Benefit factor would be determined for that road by adding all five of the benefit factors, and the Total Risk factor would be determined for that road by adding all five risk factors. In this example, let's say that the Total Benefit factor was determined to be 10, and the Total Risk factor was determined to be 0.

The Total Benefit and Total Risk factors were then assigned to one of four possible road management categories as follows:

- High Benefit/High Risk (H/H)
- High Benefit/Low Risk (H/L)
- Low Benefit/High Risk (L/H)
- Low Benefit/Low Risk (L/L)

The High Benefit roads identify those roads with a high potential for future investment, and the Low Benefit roads identify those roads with a low potential for future investment. High Risk roads identify those roads with a high potential for negative impacts, and Low Risk roads identify those roads with a low potential for negative impacts. Road management options for each category helped the ID team to prioritize road options and develop strategies to move toward a well-balanced transportation system.

In the example above, a 10 Total Benefit factor (score) was determined to be a High Benefit, and a 0 Total Risk factor was determined to be a Low Risk. Therefore, Road 000 was assigned to the High Benefit/Low Risk road management category. For details on how index numbers were assigned to each rating and how the road management categories were determined from total factor numbers, see Chapter 5.0 of this report.

The next step was for ID team members to review and update the answers to the 73 questions contained in the R2 Roads Analysis Supplement to FS-643, which was prepared for the 2009 PSI TAP. During this step, if a specialist decided that a specific road rating needed to be revised, the revised rating was submitted to the team leader with a reason for the change.

The final step involved synthesizing all the information, finalizing the ratings and factors for each specific road, finalizing the road management category for each road analyzed and preparing a Travel

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Analysis Report and Map. This step described the opportunities to improve the transportation system and identified priorities to help the decision makers in managing the roads within their jurisdiction. Key findings and recommendations are summarized in Chapter 6.0 of this report to highlight the results from this analysis.

## 1.5 Public Involvement

Public involvement related to road issues is a continuous process. Some of the issues identified in this TAP are a direct result of dialogue with concerned citizens, user groups, and other public agencies.

The draft TAP was made available for public review and comment on _____, 2014. It was posted on the PSICC website. During the 30 day comment period that ended on _____,2014, the agency received a total of _____ electronic messages in response to the posted draft TAP. Some responses resulted in changes to the draft report, matrix table and maps. See Appendix B for a list of the comments and responses.

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# 2.0 DESCRIBING THE SITUATION

## 2.1 The Analysis Area

See the 2009 PSI TAP.

The San Carlos Ranger District is located in Fremont, Custer, Pueblo, Huerfano, Costilla and Las Animas counties. It covers approximately 430,000 acres of the San Isabel National Forest.

The San Carlos Ranger District manages the southern half of the San Isabel National Forest. The District is 50 miles wide and 110 miles long with about 430,000 acres of National Forest in Fremont, Custer, Huerfano, Pueblo, Las Animas and Costilla counties. Mountain ranges are: Wet Mountains, Sangre de Cristo's and the Spanish Peaks. Primary communities affected or within the District's area of responsibility include Pueblo, Canon City, Florence, Westcliffe, Gardner, La Veta, Walsenburg, Cuchara, Trinidad, Rye, Colorado City, and Beulah.

The Sangre De Cristos (226,000 acres total) and Greenhorn Mountain (23,000 acres) Wilderness Areas were designated in August 1993. The Spanish Peaks (19,000 acres) was added to the National Wilderness Preservation System in November 2000.

There are 375 miles of roads with 100 miles maintained per year. The Scenic Highway of Legends (Highway 12 from Trinidad to Walsenburg) and Frontier Pathways (Highway 96 from Pueblo to Westcliffe and Highway 165 to Lake San Isabel & Rye) are designated as part of the National Scenic Byway System and extend across the National Forest.

350 miles of trails provide a wide range of opportunity with about 50% open to motorized use.

The Mingus Homestead is on the National Register of Historic Places. Picnic shelters and campgrounds along Squirrel Creek Canyon were designed and developed by Arthur Carhart in 1919 as the first developed recreation facilities on National Forest System lands in the country.

A wide range of ecosystems from mountain shrub at 6,000 feet elevation to alpine tundra at 14,345 feet support a tremendous diversity of species.

50+ high mountain lakes, 4 reservoirs, over 200 miles of streams, and municipal watersheds for the cities of Pueblo, Canon City, Trinidad, Florence, La Veta, Walsenburg, Rye, and Colorado City occur on the district.

The district has eleven campgrounds, 3 family picnic areas and 2 group areas. 39 permitted operations provide youth camps, environmental education, hiking, backpacking, low impact camping, mountain biking, horseback riding; deer, elk, sheep, lion and bear hunting. A snowmobile clubs under special use permits maintain 55 miles of groomed snowmobile trails and 20 miles of ungroomed routes. Approximately 100 special use permits for private roads, pastures, ditches, utility lines, electronic sites and cabins occur on the district.

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## 2.2 The National Forest Transportation System

See the 2009 PSI TAP for more information.

The following table summarizes the Forest Service system roads that were evaluated in this TAP.

**Table 2-1: Existing National Forest System Roads on the San Carlos Ranger District**

| Road Class Operational | Objective Road Maintenance Level | | | | |
|---|---|---|---|---|---|
| | 1/DE | 2 | 3 | 4 | Total Miles |
| Roads Closed to All Vehicular Traffic (Operational Maintenance Level 1) | 10.12 | N/A | N/A | N/A | 10.12 |
| Administrative Roads (Closed to Public Use) | 0.00 | 4.57 | 0.95 | 0.00 | 5.52 |
| Roads Open to Highway Legal Vehicles | 0.00 | 0.00 | 25.01 | 0.00 | 25.01 |
| Roads Open to Highway Legal Vehicles with Seasonal Closure | 0.00 | 0.00 | 32.03 | 0.00 | 32.03 |
| Roads Open to All Vehicles | 0.20 | 121.98 | 31.20 | 4.08 | 157.42 |
| Roads Open to All Vehicles with Seasonal Closure | 0.00 | 66.60 | 10.07 | 0.00 | 76.66 |
| Total Miles | 10.32 | 193.15 | 99.26 | 4.08 | 306.81 |

### 2.2.1 Motorized Trail Statistics

The San Carlos Ranger District TAP Addendum is not addressing Motorized Trails.

See the 2009 PSI TAP for general information on PSI Trails.

### 2.2.2 Road Statistics and Details

See the 2009 PSI TAP for more information.

### 2.2.3 Motorized Mixed Use

See the 2009 PSI TAP for more information.

The following NFSRs prohibit unlicensed motor vehicles on the San Carlos Ranger District :

**Table 2-2: NFSRs**

| Road Class | Road Segment Numbers | Total Miles |
|---|---|---|
| Roads Open to Public Use with License Plated Vehicles Only | 323, 34, 34.A, 34.B, 360, 361, 369, 369, 386, 422, 46, 46, 46, 46, 46, 634, 634, 634, 96.A, 96.B | 57.04 |

According to this data, there are 57.04 miles of NFSRs on the San Carlos Ranger District that are restricted to licensed motor vehicles only, and 234.13 miles of NFSRs on the San Carlos Ranger

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District under analysis are open to OHV use (motorized mixed use). Many of these mixed use roads are dead-end roads that follow ridges or provide access to campsites.

### 2.2.4 Road Management Objectives

See the 2009 PSI TAP.

## 2.3 Meeting Forest Plan Objectives

See the 2009 PSI TAP.

## 2.4 Current Budget

**Maintenance Funding**

All National Forest System Roads(NFSRs) are assigned a specific maintenance level that is based on a set of criteria which describes how each individual road will be maintained. This criterion includes consideration for resource protection, user comfort, design speed, season of use, traffic volume and type, and need for dust abatement.

This discussion displays dollar estimates for annual maintenance which includes blading, cleaning culverts and cattle guards, and maintaining draining structures and signing on level 2-5 roads. This recurring maintenance is important for keeping the surface drivable (blading out ruts and washboards), and limiting resource damage that could occur from blocked culverts or improper drainage. In addition to annual maintenance are various other funding needs such as checking level 1 roads periodically, installing or fixing gates, unexpected events such as windthrows, mudslides or slumps, brushing, and surface replacement on level 3, 4 and 5 roads. These intermittent and deferred funding needs are discussed in general terms following the dollar figures for the annual maintenance budget, and are included in the calculations in Tables 2-5 and 2-6.

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**Current Maintenance Funding**

Table 2-3 below shows maintenance levels, intervals and costs per mile for NFSRs on the PSI NFs. These cost estimates are based on recent contracts for annual maintenance such as blading, cleaning culverts and maintaining drainage structures. Salaries of Forest Service personnel who are involved in the management of road maintenance activities are not included in these costs.

**Table 2-3: Current Average Annual Maintenance Costs by Maintenance Level on the Pike and San Isabel National Forests**

| Operational Maintenance Level | Cost/Mile | Actual Interval* | Average Annual Maintenance Cost/Mile** |
|---|---|---|---|
| 1 | $0 | N/A | $0 |
| 2 | $1,140 | 3-8 years | $190 |
| 3 | $615 | 0.5-4 years | $205 |
| 4/5 | $211 | 1 year | $211 |

*Note: Level 2 roads are calculated on a 6 year interval, Level 3 roads are calculated on a 3 year interval, and Level 4/5 roads are calculated on a 1 year interval. Maintenance level 1 roads are not typically maintained annually.

**An average annual estimated maintenance cost per mile was determined for each road level so it could be used to calculate the average annual maintenance budget (see Table 2-4).

**Table 2-4: Current Average Annual Maintenance Budget on the San Carlos Ranger District**
(Does not include intermittent and deferred items listed below)
(Does not include the salaries of Forest Service personnel)

| Operational Maintenance Level | Road Miles | Average Annual Cost Per Mile | Total Cost Per Year |
|---|---|---|---|
| 1 | 10.12 | $0 | $0 |
| 2 | 193.35 | $190 | $36,737 |
| 3 | 99.26 | $205 | $20,349 |
| 4 | 4.08 | $211 | $861 |
| TOTAL | 306.81 | --- | $57,947 |

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**Intermittent Funding Needs**

Intermittent and deferred funding needs in addition to the regular annual maintenance include the following:

- Brushing is needed every 10 years or so, and is important for safety, especially on Level 3 - 5 roads.
- Maintaining and replacing signs and signposts on system roads, gates, and cattleguards.
- Gate replacement and repairs on Level 1 roads, and/or roads seasonally closed.

- Damage from unexpected events such as slides or slumps is normally corrected with maintenance dollars unless the damage is large enough to qualify for alternative funding.

- Surface rock replacement on Level 3-5 roads requires a large influx of funds for the year the rock is replaced. Many of these roads require surface rock replacement, at least every 10 years.

- Paved roads typically require surface replacement at approximately every 25 years. This cost is not included in the annual maintenance budget.

**Desired Maintenance Funding**

The following tables describe the desired funding needed to maintain Level 1-5 roads consistently and according to maintenance level specifications. These costs estimates are based on deferred maintenance estimates and annual maintenance expenditures.

**Table 2-5: Desired Annual Maintenance Costs by Maintenance Level on the Pike and San Isabel National Forests**

| Operational Maintenance Level | Cost/Mile | Desired Interval | Annual Maintenance Cost/Mile |
|---|---|---|---|
| 1 | $300 | 3 years | $100 |
| 2 | $1300 | 3 years | $433 |
| 3/4/5 (unpaved) | $800 | annual | $800 |
| 3/4/5 (paved) | $20,805*** | annual | $20,805 |

*** This number is based on an average cost to maintain paved roads. It represents typical maintenance costs of $605/mile/year plus an annual crack sealing cost of $9,000/mile plus a surface replacement cost of $280,000/mile once every 25 years ($11,200/mile/year).

**Table 2-6: Estimated Desired Annual Road Maintenance Need on the San Carlos Ranger District**

| Operational Maintenance Level | Miles | Annual Cost/Mile | Total Cost Per Year |
|---|---|---|---|
| 1 | 10.12 | $100 | $1,012 |
| 2 | 193.35 | $433 | $83,721 |
| 3 | 99.26 | $800 | $79,408 |
| 4 (unpaved) | 0.09 | $800 | $72 |
| 4 (paved) | 3.99 | $20,805 | $83,012 |
| TOTAL | 306.81 | --- | $247,225**** |

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**** On the San Carlos Ranger District, there are 13.33 miles of Maintenance Level 3 roads that are under a Schedule A maintenance agreement with local counties. Typically, having another public entity maintain unpaved Forest Service roads amounts to a savings of approximately $700/mile/year. Therefore, the total savings from schedule A roads on the San Carlos Ranger District is $9,331. This leaves $237,894 as the estimated desired annual road maintenance need on the San Carlos Ranger District, after calculating the savings achieved from road maintenance agreements.

Due to the disparity between the estimated desired annual road maintenance need and the current annual average maintenance budget, it is necessary to prioritize road maintenance expenditures based on annual input from district specialists and engineering staff. Also, this disparity points out the need to find alternative sources of funding for maintenance of roads, both from public and private sources, and to consider decommissioning and/or other actions that will help reduce overall maintenance costs for roads identified in the TAP with low benefit ratings and/or high risk ratings.

During future travel planning NEPA compliance actions, the responsible official/line officer will use this data to inform that process and to help identify a minimum road system that will reflect long-term funding expectations.

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# 3.0 IDENTIFYING THE ISSUES

## 3.1 Description of the issues

See the 2009 Forest-wide TAP for more information.

The ID team and line officers identified the most important road-related issues. Information gathered from previous public responses from a variety of project proposals was incorporated into this list of issues. The issues are listed by three general categories: Environmental, Sociocultural, and Economic.

Category #1: Environmental Issues

- Effects on stream water quality and aquatic habitat due to increased sediment loads from roads.
- Impacts to aquatic species due to the presence of roads near streams.
- Impacts to certain terrestrial wildlife living in the forest due to roads through terrestrial wildlife habitat and travel corridors.
- Impacts to plant species in certain areas of the forest due to the presence of roads.
- Impacts of road-related activities due to the spread of invasive species on the forest.
- Adequacy of forest access to meet fuels management and fire suppression goals and objectives.
- Adequacy of forest access to meet timber management objectives and goals.
- Adequacy of forest access to meet range allotment goals and objectives.

Data needed to address these concerns:

- Various GIS coverages for roads, etc.
- INFRA databases for roads, etc.
- Management Objectives
- Management Area Prescriptions

Category # 2: Sociocultural Issues

- Impacts on paleontological, archeological, and historic sites within the forest due to the current system of roads.
- Adequacy of roads to satisfy the variety of motorized recreational needs on the forest.
- Impacts on non-motorized recreation activities due to the amount of roads on certain parts of the forest.
- Adequacy of forest access to meet the demand for special uses on the forest.

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- Adequacy of forest access to meet administrative management objectives and goals.
- Effects on public water supplies due to increased sediment loads from roads.

Data needed to address these concerns:

- GIS coverages for roads and heritage sites
- INFRA databases for roads and heritage sites
- SUDS database for special uses
- Management Objectives (Forest Plan)
- Management Area Prescriptions (Forest Plan)

Category #3: Economic Issues

- Adequacy of funding for road maintenance for the current road system under Forest Service jurisdiction.

Data needed to address these concerns:

- GIS coverages for roads
- INFRA databases for roads and condition survey data
- Forest Service records for road and trail maintenance

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# 4.0 ASSESSING BENEFITS, PROBLEMS AND RISKS

The 2009 PSI TAP provides detailed answers to approximately 73 questions related to the benefits and risks of National Forest System roads and trails (See 2009 PSI TAP). No additional District-specific answers were submitted for this addendum report. The categories of questions are as follows:

4.1 Aquatic, Riparian Zone, and Water Quality (AQ)

4.2 Terrestrial Wildlife (TW)

4.3 Ecosystem Functions and Processes (EF)

4.4 Economics (EC)

4.5 Commodity Production: Timber, Minerals, Range, Water Production, Special Forest Products, and Special Use Permits (TM), (MM), (RM), (WP), (SP), (SU)

4.6 General Public Transportation (GT)

4.7 Administrative Uses (AU)

4.8 Protection (PT)

4.9 Recreation: Unroaded and Road-Related (UR), (RR)

4.10 Social Issues, Cultural and Heritage, Civil Rights and Environmental Justice (SI), (CH), (CR)

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# 5.0 DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

## 5.1 Introduction

In order to identify opportunities to improve the transportation system, the San Carlos Ranger District, San Isabel National Forest Objective Maintenance Level 1 – 2 system roads were evaluated based on key benefits and risks associated with each individual road. Also, Maintenance Level 3-4 roads were confirmed or re-evaluated from the original benefit/risk ratings in the 2009 PSI TAP. Each road was assigned a High, Moderate, or Low benefit rating for five priority management areas: recreational use, fire/fuels access, timber access, special use access, and resource management/range access. Each road was also assigned a High, Moderate, or Low risk rating to show the degree of risk it posed to watersheds, wildlife, botany, archeology, financial burden/public health and safety. Those ratings were then converted to numerical indices so that numerical value factors (score) could be totaled to produce a weighted Total Benefit Factor, and numerical risk factors could be totaled to produce a weighted Total Risk Factor. The protocols utilized to assign benefit and risk ratings and indices are described below.

In a few cases, a double high rating score was applied to categories when a resource condition should be strongly emphasized. This causes either the total benefit or total risk ranking to automatically be rated as high. An example would be a short spur road that has a very high recreation value because it provides access to a campsite, but does not have other benefits that would cause its total benefit rank to be a high value. Some routes (based on their route number) have been divided into two or more segments and each of the segments has been analyzed individually.

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## Benefits:

## 5.2 Criteria for Recreational Use Benefit

Recreational Use Benefit:

- High Benefit = 2
- Moderate Benefit = 1
- Low Benefit = 0

The recreational use ratings for roads are based on the location of and access to developed recreation sites/facilities and to dispersed recreation areas.

A High (H) rating was assigned to roads that are the primary access routes to developed recreation sites/facilities, or primary access routes to popular dispersed recreation areas.

A Moderate (M) rating was assigned to roads that are the primary access routes to other dispersed recreation areas.

A Low (L) rating was assigned to roads that are secondary access routes to recreation areas, or to roads not leading to any recreation areas.

### 5.3 Criteria for Fire/Fuels Access Benefit

Fire/Fuels Access Benefit:

- High Benefit = 2
- Moderate Benefit = 1
- Low Benefit = 0

The fire/fuels access ratings for roads are based on factors such as ridgelines, canyons, private lands/homes, fuels projects, water sources, structures, etc. The roads allow rapid access for equipment and, in many instances, are used as firebreaks.

A High (H) benefit rating was assigned to roads that are primary access routes to ridges, canyons, private property, fuels projects, water sources, and other structures.

A Moderate (M) benefit rating was assigned to secondary access roads to the above-mentioned areas.

A Low (L) benefit rating was assigned to small spur roads or to roads in areas with multiple access roads in better condition.

### 5.4 Criteria for Timber Access Benefit

Timber Access Benefit:

- High Benefit = 2
- Moderate Benefit = 1
- Low Benefit = 0

Timber access benefit was rated based on a number of relevant factors, including but not limited to:

A High (H) benefit was given to those segments of roads that give access or are needed for access to remove timber.

A Moderate (M) benefit was given to those segments of roads that would benefit timber for access but were not necessarily needed, especially if they conflicted with another resource or a temporary road could be used to obtain the same access.

A Low (L) benefit was given to those segments of roads that do not benefit timber access or roads where there is no need to access an area for timber removal.

### 5.5 Criteria for Special Use Access Benefit

Special Use Access Benefit:

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- High Benefit = 2
- Moderate Benefit = 1
- Low Benefit = 0

Special use access benefit was rated based on a number of relevant factors, including but not limited to:

- Current authorization or permit
- Proposed authorization or permit
- Long-term or short-term use

A High (H) benefit rating was assigned to roads with a current or proposed authorization or permit.

A Moderate (M) benefit rating was assigned to a few select roads used for access, and where an authorization or permit was needed but had not been requested or granted.

A Low (L) benefit rating was assigned to roads without an authorization or permit.

### 5.6 Criteria for Resource Management/Range Access Benefit

Resource Management Benefit:

- High Benefit = 2
- Moderate Benefit = 1
- Low Benefit = 0

Resource management access benefit was rated based on the anticipated needs of each specialist for monitoring and managing forest lands, assuming that no other FS roads were available for motorized access.

A High (H) rating was assigned to roads providing important access for range, managing the wildlife, botany, archeology, and water assets on the forest.

A Moderate (M) rating was assigned to roads providing an important secondary access for range, managing the wildlife, botany, archeology, and water assets on the forest.

A Low (L) rating was assigned to all other roads.

Note: Roads that are Important in Managing the Forest's Heritage Resources: This priority was viewed in the context of access to significant heritage resources and staff responsibilities to monitor individual resources, and if necessary, conduct necessary repairs and stabilization. Road access may also be important in the context of visitor accessibility: roads may be the only available means for experiencing heritage sites for some segments of the public, particularly those segments with disabilities.

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## Risks:

### 5.7 Criteria for Watershed Risk

Watershed Risk:

- High Risk = 3
- Moderate Risk = 1
- Low Risk = 0

The risk factors are higher for watersheds than other resource types. The justification for this is that watersheds have a higher relative risk of impact compared to all other resource types.

A rating of 3 (High) was assigned to roads where site-specific reasons such as length within the watershed, length within 300' of a watershed, length within highly erodible soils or number of stream crossings justified a High rating. In some cases where the risk was determined to be extremely high, the value assigned on the Road Matrix Table was HH, which by itself justified a High Total Risk Factor.

A rating of 1 (Moderate) was assigned to roads where the numbers were slightly lower for: length within watershed, length within 300' of a stream, length within highly erodible soils, and number of stream crossings.

A rating of 0 (Low) was assigned to roads where there were few to no crossings, and a low percentage for the soils and streams categories.

This TAP integrates the Watershed Condition Classification (WCC) system evaluation to determine specific road watershed risk ratings. The WCC system uses 12 indicators related to watershed processes. One of those 12 indicators is "Roads and Trails". This structure provides a direct linkage between the classification system and management or improvement activities that the forest conducts on the ground. After a watershed is evaluated with the 12 indicators, it is assigned a condition rating of 1, 2 or 3. A Condition rating of 1 is synonymous with "Good" condition. Condition rating 2 is synonymous with "Fair" condition. Condition rating 3 is synonymous with "Poor" condition.

### 5.8 Criteria for Wildlife Risk

Wildlife Risk:

- High Risk = 2
- Moderate Risk = 1
- Low Risk = 0

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Wildlife risk was rated based on a number of relevant factors, including but not limited to:

- RFSS (Regional Forester's Sensitive Species List)
- MSO (Mexican Spotted Owl) habitat
- GBCTT (Greenback Cutthroat Trout) habitat
- Preble's Meadow Jumping Mouse habitat

A High (H) rating was assigned to roads that directly accessed special habitat areas and had the potential to introduce disturbance during critical seasons for nesting/spawning, etc.

A Moderate (M) rating was assigned to roads that indirectly accessed special habitat areas and had a lower potential to introduce disturbance during critical seasons for nesting/spawning, etc.

A Low (L) rating was assigned to roads that do not access special habitat areas or roads that have a high background level of disturbance from other factors, such as being near county/state/US highways or campgrounds, or residential subdivisions or commercial enterprises.

### 5.9 Criteria for Botany Risk

Botany Risk:

- High Risk = 2
- Moderate Risk = 1
- Low Risk = 0

Four factors were considered in determining risks. The NatureServe rounded global rank of 1 through 5 was used. The lower the Global-rank, the rarer the species. Similarly, the next factor was the rounded S-rank. Since the Colorado Natural Heritage Program (CNHP) generally tracks only S-ranks 1 through 3, these rankings were used. The third factor was the precision of records in the CNHP data. Species given general location information were rated 3, moderate specificity of species locations were rated 2, and specific locations were rated 1. The fourth factor was the year of the most recent observation of a species at the documented occurrence. Records from 1995 to 2006 were rated 1; 1975 to 1994 were rated 2; 1900 to 1974 were rated 3; and records before 1900 were rated 4. A cumulative total for each species record along roads was summed. As a result, the lowest total provides the highest risk factor for each road segment. Where several species occur within the proximity of a road, the lowest ranked species determined the risk level. High risk road segments had at least one species with a cumulative total of 9 or lower. Moderate risk road segments carried a total of 10 or above. Low risk road segments had no documented species occurrences nearby.

### 5.10 Criteria for Archaeology Risk

Archaeology Risk:

- High Risk = 2
- Moderate Risk = 1
- Low Risk = 0

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NFSRs rated as high risk include cases where use and maintenance of the road have and continue to affect archeological deposits on the road's surface or on its margins, and where the impact has been documented. Also rated as high risk are cases where the road intersects an archeological site and impacts are suspected but not documented. These NFSR roads might be changed to low or moderate risk pending field examination and documentation of the suspected impacts.

The moderate risk roads comprise cases where the road itself is a historic resource, and cases where the road passes through the defined area of a historic property or is adjacent to the property. In moderate risk cases, maintaining current public use levels and the present level/intensity of routine maintenance will not affect the cultural property. However, improvements or other new construction, or increasing public use or maintenance levels might affect the property.

Most of National Forest System roads rated as low risk generally do not intersect or are not in proximity to a historic property listed in or eligible for listing in the National Register of Historic Places. In some cases the road was in proximity to a listed or eligible property, but public use or routine maintenance of the road, or new construction of all or a portion of the road would not affect the property. It should be noted that the Forest Service has not examined all or even most of the NFSRs for impinging historic properties and possible effects. Also, not all NFSR roads have been evaluated in terms of intrinsic historic significance. The analysis was done on the state of knowledge to date.

### 5.11 Criteria for Public Health & Safety / Financial Burden Risk

Public Health & Safety/Financial Burden

- High Burden = 2
- Moderate Burden = 1
- Low Burden = 0

The Public Health & Safety/Financial Burden risk for roads is based on the estimated annual maintenance cost per mile, the maintenance level of the road and the presence of potentially dangerous conditions. The annual maintenance cost per mile was calculated from actual annual road maintenance costs. If no actual maintenance costs were available, then no cost was assigned.

Public health and safety issues for roads include the overall width of the roadway, the slope, sight distance, number of vehicles per day, adjacent grazing areas, populated areas, and other such hazards and geometric conditions. Roads with major public health and safety issues and/or large maintenance costs were rated with a High Risk; roads with less safety concerns and lower maintenance costs received a Moderate Risk; and roads with little to no safety concerns and average or lower maintenance costs received a Low Risk rating.

### 5.12 Road Management Opportunities and Priorities

The Total Benefit factors and Total Risk factors discussed above resulted in a total benefit/risk number for each road. The Total Benefit factors ranged from 0 to 10, and the Total Risk factors ranged from 0 to 9. Those roads with a Total Benefit factor greater than 3 represent high benefit

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roads, and those roads with a Total Risk factor greater than 4 represent high risk roads. Based on this analysis, each road was assigned to one of four road management categories as follows:

- High Benefit/High Risk (H/H)
- High Benefit/Low Risk (H/L)
- Low Benefit/High Risk (L/H)
- Low Benefit/Low Risk (L/L)

Roads with a high benefit represent those roads that constitute the potential minimum road system for management and access on the forest. Those roads with a low benefit are potentially not needed for management and access on the forest, at least not at their current maintenance level.

Roads with a high risk represent those roads that may be causing unacceptable resource and financial impacts. Those roads with a low risk represent roads that are not a major resource impact concern.

Road management options for each of the four road management categories are as follows:

- High Benefit/High Risk – Priority roads for capital improvements
- High Benefit/Low Risk – Roads with ideal conditions
- Low Benefit/High Risk – Priority roads for in-depth benefit/risk analysis
- Low Benefit/Low Risk – Priority roads for reducing maintenance level

Generally, high benefit roads, if associated risks can be adequately mitigated, will be part of the minimum road system for the forest. Roads with low benefits will generally not be a part of the minimum road system.

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# 6.0 TRAVEL ANALYSIS REPORT (TAR)

## 6.1 Key Findings

The roads analyzed in this report have been separated into four road management categories shown in Table 6.1.

| Travel Analysis Outcomes: Road Numbers | | Minimum Road System | | May not be Needed as Part of a Minimum Road System | |
|---|---|---|---|---|---|
| | | High Benefit/ High Risk | High Benefit/Low Risk | Low Benefit/ High Risk | Low Benefit/Low Risk |
| Road Classification | Administrative Roads (Closed to Public Use), ML1 (Closed to All Motor Vehicles) & Decommissioned Roads (Objective ML) | None | **OBJ. ML DE:** 378<br>**OBJ. ML1:** 140.E, 322, 358, 397, 400, 423<br>**OBJ. ML2:** 313.A, 369.G, 382.A<br>**OBJ. ML3:** 312, 312, 312.A, 312.B, 313, 319, 418 | **OBJ. ML2:** 120 | **OBJ. ML1:** 140.D<br>**OBJ. ML2:** 355<br>**OBJ. ML3:** 339, 339 |
| | Roads Open to all Vehicles | **OBJ. ML2:** 119, 120, 160, 173, 198, 274, 274, 298, 304, 307, 320, 324, 324.A, 331, 364, 390, 391, 396, 401, 402, 407, 409, 410, 412, 421, 421.B, 421.G, 421.H, 435, 436, 437, 438, 440, 440, 442, 559, 580, 583.A, 635, 635.B, 637, 78.A<br>**OBJ. ML3:** 198, 274, 300, 303, 316, 316, 382, 383, 421, 421, 422.A, 422.AA, 427, 427, 436, 583, 583, 630<br>**OBJ. ML4:** 387 | **OBJ. ML2:** 119.A, 130, 274.A, 274.B, 274.C, 274.D, 274.E, 274.F, 274.G, 274.H, 274.J, 274.K, 274.L, 274.M, 274.N, 301, 302, 308, 308.A, 314, 315, 315.E, 321, 321.A, 325, 325.A, 327, 328, 329, 334, 335, 336, 336.A, 337, 338, 34.C, 343, 349, 350, 351, 352, 353, 353.A, 354, 356, 357, 358, 360.A, 366, 367, 369.B, 369.C, 369.H, 369.I, 369.J, 369.Q, 377, 381, 382.B, 383.A, 388, 388.A, 389, 392, 395, 395.A, 369.B, 396.C, 396.D, 401.A, 401.B, 401.C, 401.D, 401.E, 401.F, 401.G, 402.A, 403, 404, 405, 406, 408, 413, 415, 416, 419, 420, 421.E, 421.F, 425, 426, 428, 437.C, 440.A, 440.B, 440.C, 443, 446, 456, 458, 46.A, 580.A, 580.B, 580.C, 6227, 634.B, 78.B, 78.C, 78.D, 78.E, 84<br>**OBJ. ML3:** 119, 140, 140.A, 140.B, 140.BA, 140.C, 172, 274, 274, 287, 310, 317, 337, 337, 380, 383, 388, 414, 422.B, 559, 559.A, 630<br>**OBJ. ML4:** 371, 372, 373, 373.A, 374, 375, 376 | **OBJ. ML2:** 198.A, 421.C | **OBJ. ML2:** 119.B, 143.A, 143.B, 160.A, 173.A, 173.B, 198.B, 198.C, 198.D, 198.E, 198.F, 287.A, 287.B, 287.C, 298.A, 304.A, 304.B, 304.C, 304.D, 307.A, 311, 315.D, 315.F, 320.A, 320.D, 320.E, 332, 332.A, 333, 336.B, 337.A, 337.B, 337.C, 337.D, 348, 359, 360.B, 360.C, 360.D, 360.E, 362, 365, 369.A, 370, 386.A, 386.B, 386.C, 386.D, 386.E, 386.F, 386.G, 386.H, 386.L, 401.H, 402.B, 403.A, 403.B, 403.C, 409.A, 412.A, 413.A, 415.A, 416.A, 416.B, 421.A, 421.D, 436.A, 436.B, 436.C, 438.A, 440.BA, 445, 630.A, 634.A, 635.D, 637.A |
| | Roads Open to Licensed Vehicles Only | **OBJ. ML3:** 323, 34, 34.A, 34.B, 360, 361, 369, 369, 386, 422, 46, 46, 46, 634, 634, 634 | **OBJ. ML3:** 46, 46, 96.B | None | **OBJ. ML3:** 96.A |
| | Total Miles | 194.97 | 98.82 | 3.88 | 9.14 |

Table 6-1. Summary of Roads by Benefit and Risk

Note: Some road numbers may appear in multiple table cells. In these cases, the road was divided into 2 or more segments and each segment was analyzed separately.

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## 6.2 Recommendations

Using the above Summary of Roads by Benefit and Risk table, the San Carlos Ranger District should consider those roads listed in the H/H (High Benefit and High Risk) category for future capital improvements. These roads are needed as part of the minimum road system, and at the same time they are causing unacceptable resource and/or financial impacts. Action should be taken in order to reduce the risk impacts along these roads.

Roads in the H/L (High Benefit and Low Risk) category are ideal roads and are needed as part of the minimum road system.

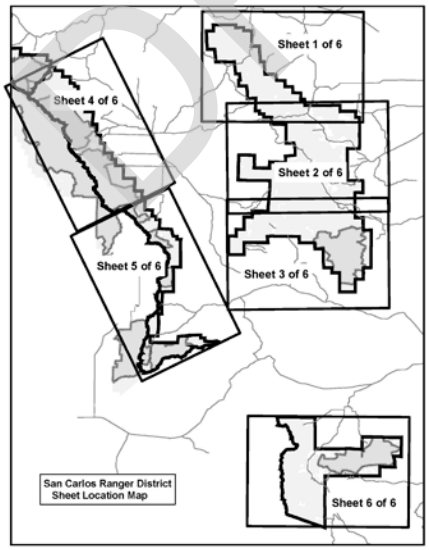
Roads in the L/H (Low Benefit and High Risk) category should be analyzed in depth and potentially eliminated from the system completely unless mitigation measures can be easily implemented that will change the high risk to a low risk. When decommissioning occurs, the risk impacts need to be addressed so they are eliminated or greatly reduced as a result of the decommissioning process.
These roads are not needed as part of the minimum road system and they cause resource and/or financial impacts.

Roads in the L/L (Low Benefit and Low Risk) category should be reviewed by San Carlos Ranger District and considered for maintenance level reduction, conversion to motorized trails, administrative use only, or decommissioning. These roads are not needed as part of the minimum road system; but since they are not causing significant resource damage, they may be useful at a lower level of maintenance.

The information obtained from a complete project level travel analysis process sets the context for improving the road and motorized trail system on National Forest lands.

## 6.3 Travel Analysis Report (TAR) Map

The following TAR map covers the San Carlos Ranger District in six 11" x 17" sheets. Each benefit/risk category as shown in Table 6-1 above is displayed in a different color.

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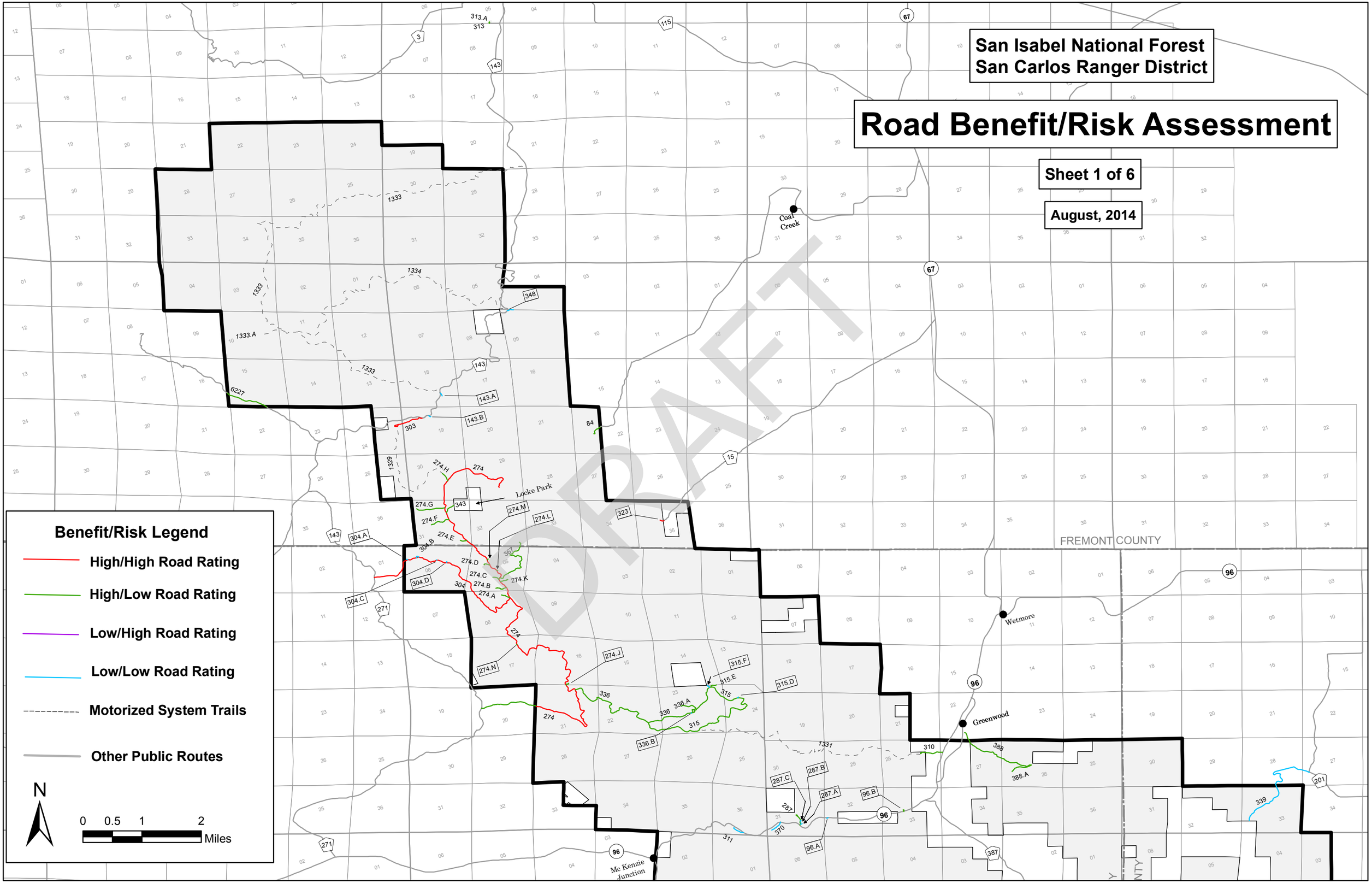
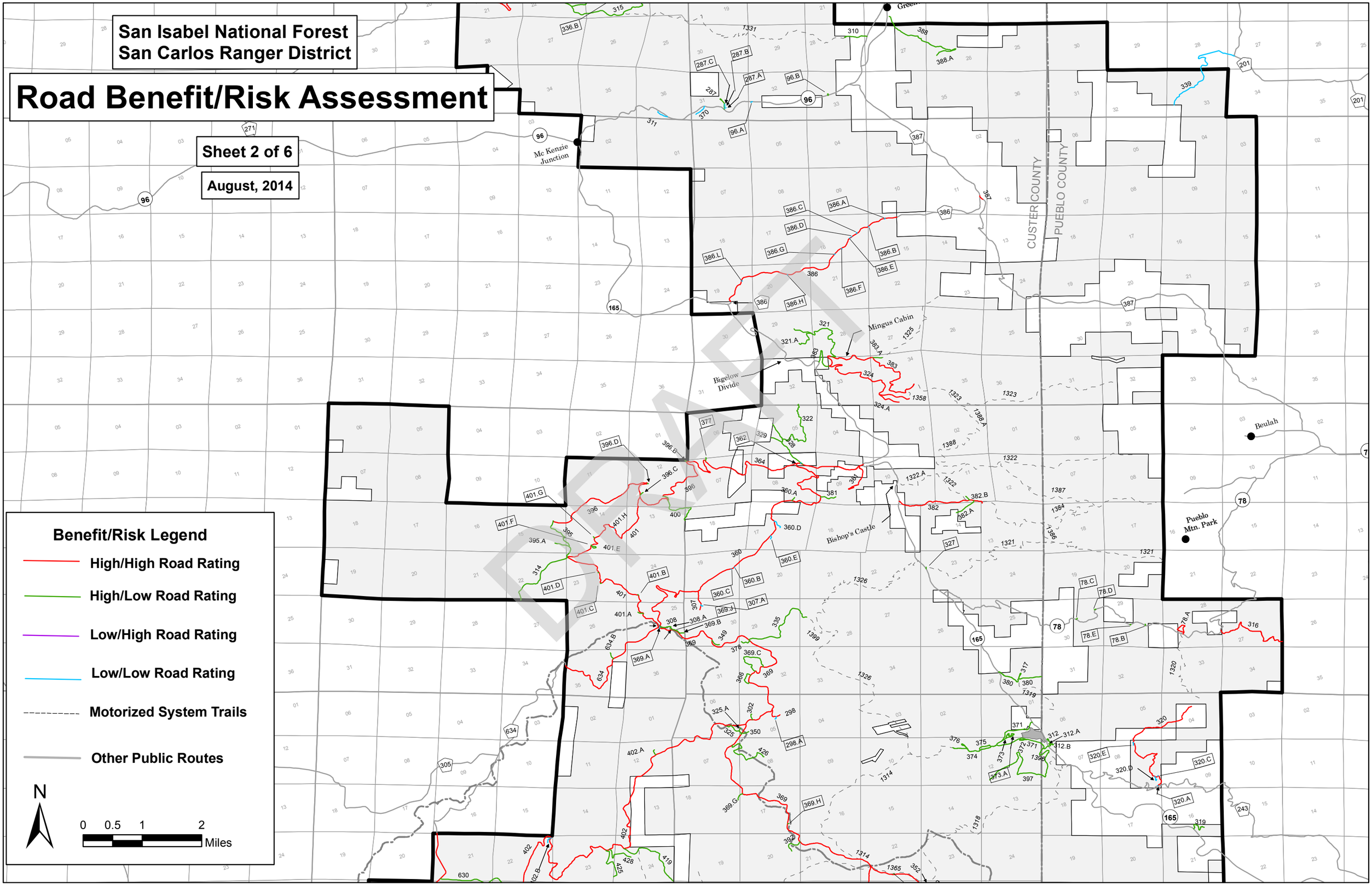
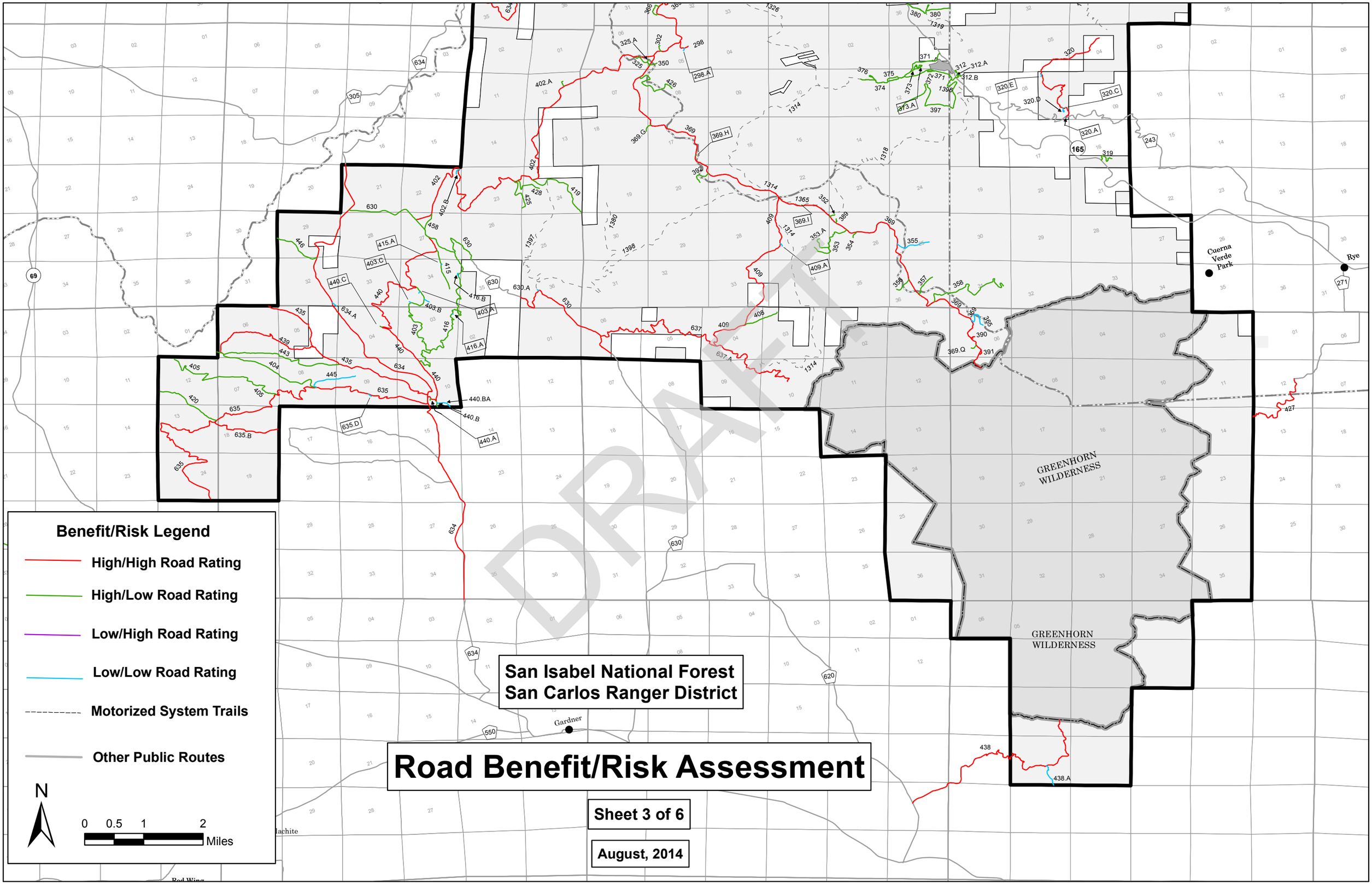

San Isabel National Forest
San Carlos Ranger District
Road Benefit/Risk Assessment
Sheet 1 of 6
August, 2014
DRAFT
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0 0.5 1 2
Miles
Coal Creek
Locke Park
Wetmore
Greenwood
Mc Kenzie Junction
FREMONT COUNTY
1333
1334
1333.A
6227
303
84
1329
274.H
274
274.G
274.F
274.E
343
274.M
274.L
323
304.A
304.B
304.D
304.C
271
367
274.D
274.C
274.B
274.A
274.K
274.N
274.J
315.F
315.E
315
315.D
336
336.A
336.B
1331
310
388
388.A
287.C
287.B
287.A
96.B
96.A
287
370
371
339
201
387
348
143
143.A
143.B
313.A
313
115
67
15
3
96


San Isabel National Forest
San Carlos Ranger District
Road Benefit/Risk Assessment
Sheet 2 of 6
August, 2014
DRAFT
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0 0.5 1 2
Miles
Mc Kenzie Junction
Mingus Cabin
Bigelow Divide
Bishop's Castle
Beulah
Pueblo Mtn. Park
CUSTER COUNTY
PUEBLO COUNTY


Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0 0.5 1 2
Miles
DRAFT
San Isabel National Forest
San Carlos Ranger District
Road Benefit/Risk Assessment
Sheet 3 of 6
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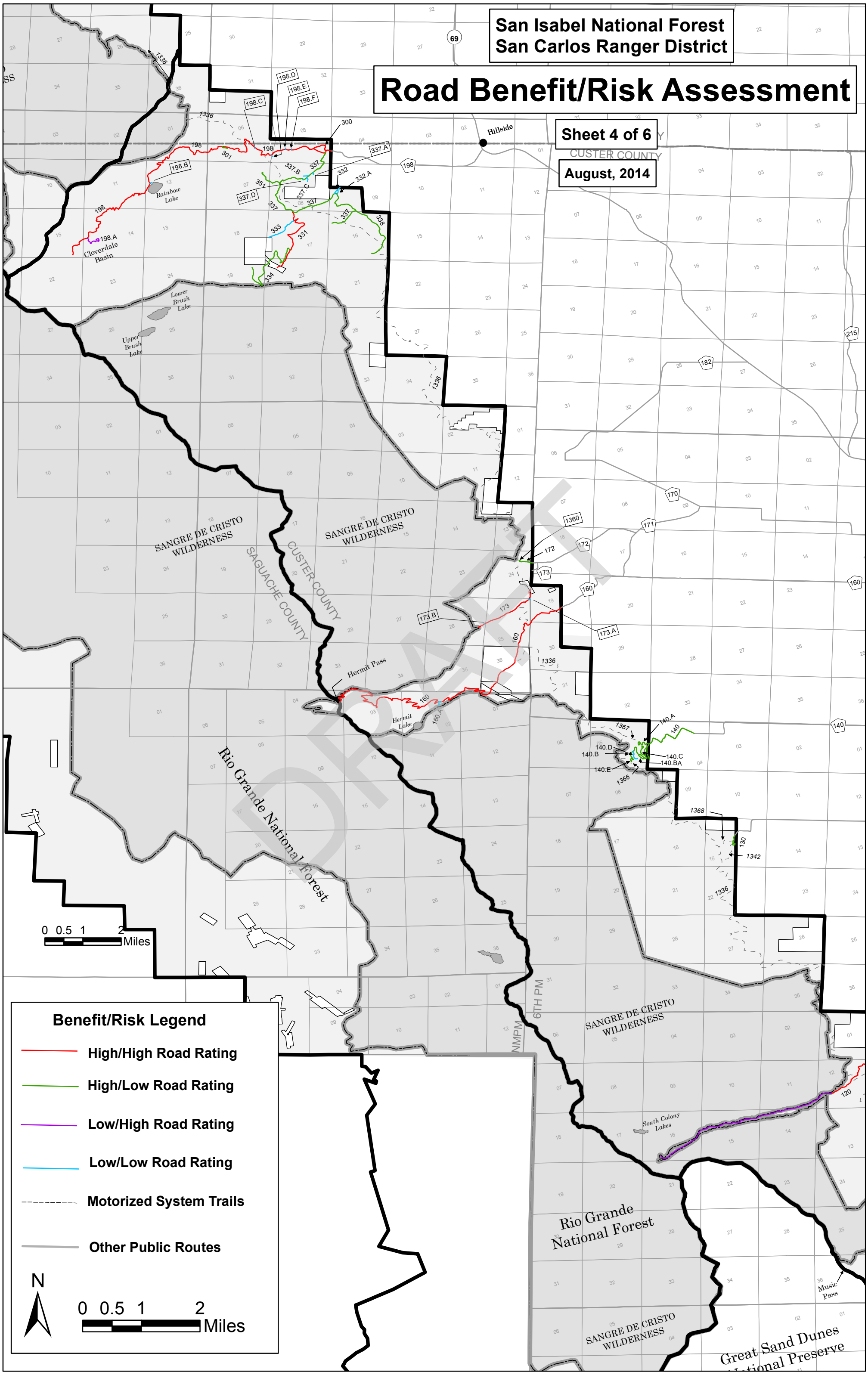
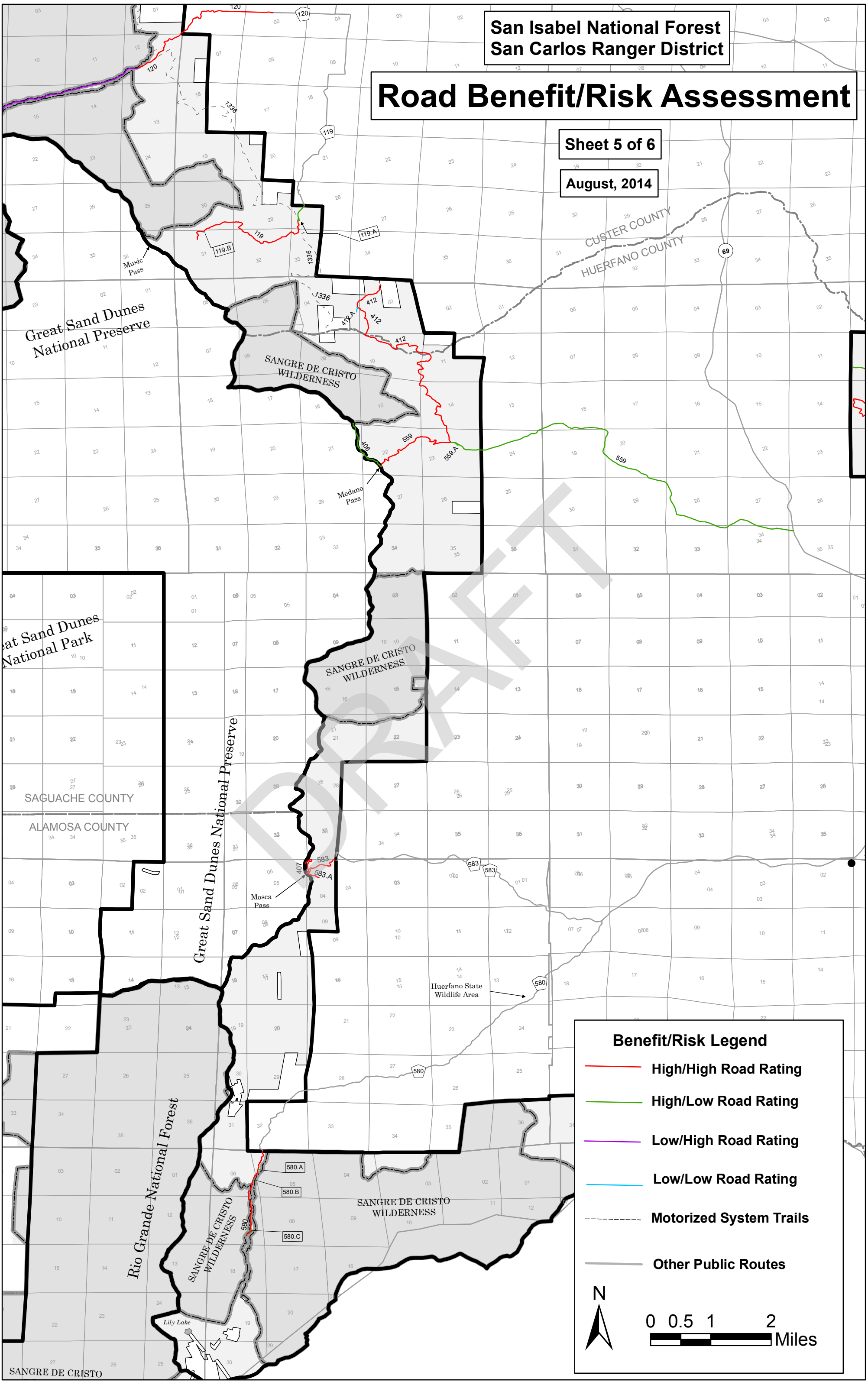
GREENHORN WILDERNESS
GREENHORN WILDERNESS
Cuerna Verde Park
Rye
Gardner
Red Wing


San Isabel National Forest
San Carlos Ranger District
Road Benefit/Risk Assessment
Sheet 4 of 6
August, 2014
DRAFT
Hillside
CUSTER COUNTY
Rainbow Lake
Cloverdale Basin
Lower Brush Lake
Upper Brush Lake
SANGRE DE CRISTO WILDERNESS
SAGUACHE COUNTY
CUSTER COUNTY
Hermit Pass
Hermit Lake
Rio Grande National Forest
6TH PM
NMPM
South Colony Lakes
Music Pass
Great Sand Dunes National Preserve
0 0.5 1 2 Miles
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0 0.5 1 2 Miles


San Isabel National Forest
San Carlos Ranger District
Road Benefit/Risk Assessment
Sheet 5 of 6
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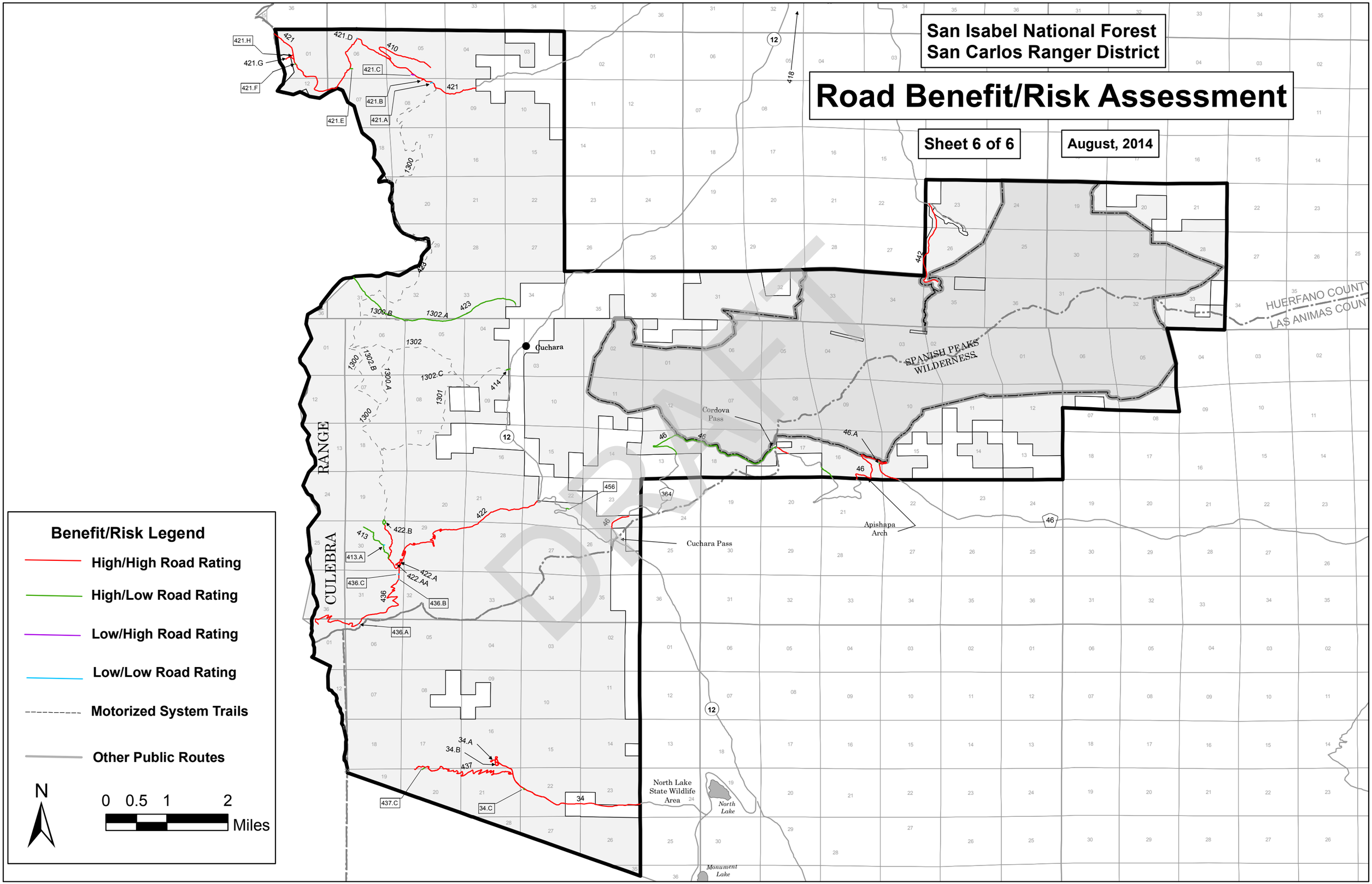
DRAFT
Great Sand Dunes National Preserve
Great Sand Dunes National Park
Music Pass
Medano Pass
Mosca Pass
SANGRE DE CRISTO WILDERNESS
CUSTER COUNTY
HUERFANO COUNTY
SAGUACHE COUNTY
ALAMOSA COUNTY
Huerfano State Wildlife Area
Rio Grande National Forest
Lily Lake
120
119
119.A
119.B
1336
412
412.A
559
559.A
406
407
583
583.A
580
580.A
580.B
580.C
69
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0 0.5 1 2
Miles

# San Isabel National Forest
# San Carlos Ranger District

# Road Benefit/Risk Assessment

**Sheet 6 of 6**

**August, 2014**



# Appendix A. Final TAP Matrix Table

Following is the matrix table which shows the benefit and risk ratings for each road under analysis.

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBJ. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 119 | MUSIC PASS | 10.40-10.75 | 0.35 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 2 | H | 1 | M | 10 | 4 | H/L | Rec Site Access |
| 119 | MUSIC PASS | 10.75-13.45 | 2.70 | 2 | NAT | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 1 | M | 9 | 5 | H/H | Rec Site Access |
| 119.A | 119.A | 0-0.07 | 0.07 | 2 | NAT | R | *** | 2 | H | 1 | M | 2 | H | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 1 | H/L | Rec Site Access |
| 119.B | 119.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 120 | SOUTH COLONY | 1.03-4.09 | 3.06 | 2 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 3 | H | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 6 | H/H | Rec Site Access |
| 120 | SOUTH COLONY | 4.09-7.49 | 3.40 | 2 | NAT | A,R | *** | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 3 | H | 1 | M | 0 | L | 0 | L | 2 | H | 4 | 6 | L/H | Rec Site Access, Admin Rd |
| 130 | HORN CREEK | 0.30-0.63 | 0.33 | 2 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 8 | 1 | H/L | Rec Site Access |
| 140 | ALVARADO | 0-1.48 | 1.48 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 10 | 0 | H/L | Rec Site Access, Schedule A Road, Recommend last 0.1 miles closed to public, i.e. SUP road |
| 140.A | COMANCHE/VENABLE TH | 0-0.42 | 0.42 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 8 | 1 | H/L | |
| 140.B | ALVARADO CG | 0-0.98 | 0.98 | 3 | AGG | S,R | *** | 2 | HH | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 7 | 2 | H/L | Rec Site Access, Concessionaire |
| 140.BA | ALVARADO SW LOOP | 0-0.15 | 0.15 | 3 | AGG | R | *** | 2 | HH | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | Rec Site Access |
| 140.C | ALVARADO CG LOOP 1 | 0-0.31 | 0.31 | 3 | AGG | R | *** | 2 | HH | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | Rec Site Access |
| 140.D | ALVARADO CG EXPANSION SPUR | 0-0.30 | 0.30 | 1 | AGG | | *** | 0 | L | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 0 | L/L | OP ML1 |
| 140.E | ALVARADO CG ADMIN | 0-0.10 | 0.10 | 1 | NAT | | *** | 0 | L | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | OP ML1, Recommend change to ML2 Admin |
| 143.A | 143.A | 0-0.07 | 0.07 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 2 | 4 | L/L | |
| 143.B | 143.B | 0-0.05 | 0.05 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 3 | 4 | L/L | |
| 160 | HERMIT LAKE | 3.70-10.78 | 7.08 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 3 | H | 2 | H | 0 | L | 1 | M | 2 | H | 9 | 8 | H/H | |
| 160.A | 160.A | 0-0.13 | 0.13 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 1 | M | 0 | L | 2 | 3 | L/L | |
| 172 | GIBSON | 1.97-2.22 | 0.25 | 3 | NAT | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 7 | 2 | H/L | Rec Site Access |
| 173 | NORTH TAYLOR | 0.20-2.20 | 2.00 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 3 | H | 2 | HH | 0 | L | 0 | L | 1 | M | 8 | 6 | H/H | |
| 173.A | 173.A | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | HH | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 3 | 3 | L/L | |
| 173.B | 173.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | HH | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 3 | 2 | L/L | |
| 198 | LAKE CREEK | 2.79-3.35 | 0.56 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 3 | H | 1 | M | 1 | M | 2 | HH | 2 | H | 9 | 9 | H/H | Rec Site Access |
| 198 | LAKE CREEK | 3.35-10.93 | 7.58 | 2 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 3 | H | 2 | HH | 1 | M | 2 | HH | 2 | H | 9 | 10 | H/H | Rec Site Access |
| 198.A | LAKE CREEK SPUR | 0-0.42 | 0.42 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 1 | M | 2 | 6 | L/H | |
| 198.B | 198.B | 0-0.04 | 0.04 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 3 | 1 | L/L | |
| 198.C | 198.C | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 3 | 1 | L/L | |
| 198.D | 198.D | 0-0.04 | 0.04 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 0 | L/L | |
| 198.E | 198.E | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 3 | 3 | L/L | |
| 198.F | 198.F | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 3 | 3 | L/L | |
| 274 | LOCKE MTN | 0.94-0.95 | 0.01 | 3 | AGG | S, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 10 | 3 | H/L | Special Use Access, Seasonal, Schedule A Road |
| 274 | LOCKE MTN | 0.95-6.39 | 5.44 | 3 | NAT | S, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | HH | 2 | H | 2 | H | 0 | L | 2 | H | 10 | 9 | H/H | Special Use Access, Seasonal |
| 274 | LOCKE MTN | 0-0.94 | 0.94 | 3 | AGG | SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 10 | 2 | H/L | Schedule A Road, Seasonal |
| 274 | LOCKE MTN | 6.39-8.56 | 2.17 | 2 | NAT | S, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 2 | H | 1 | M | 10 | 7 | H/H | Special Use Access, Seasonal |
| 274 | LOCKE MTN | 8.56-10.68 | 2.12 | 2 | NAT | SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 2 | H | 2 | H | 1 | M | 10 | 6 | H/H | Seasonal |
| 274.A | 274.A | 0-0.15 | 0.15 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 1 | H/L | |
| 274.B | 274.B | 0-0.20 | 0.20 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 1 | H/L | |
| 274.C | 274.C | 0-0.12 | 0.12 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 1 | H/L | |
| 274.D | 274.D | 0-0.11 | 0.11 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 7 | 1 | H/L | |
| 274.E | 274.E | 0-0.11 | 0.11 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 274.F | 274.F | 0-0.34 | 0.34 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 7 | 2 | H/L | |
| 274.G | 274.G | 0-0.48 | 0.48 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 1 | M | 0 | L | 7 | 3 | H/L | |
| 274.H | 274.H | 0-0.18 | 0.18 | 2 | NAT | | *** | 2 | HH | 2 | H | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 1 | M | 0 | L | 8 | 3 | H/L | |
| 274.J | 274.J | 0-0.07 | 0.07 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 274.K | 274.K | 0-0.16 | 0.16 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 274.L | 274.L | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 274.M | 274.M | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 274.N | 274.N | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 287 | SMITH CREEK | 0-0.28 | 0.28 | 3 | AGG | | *** | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 2 | H/L | Private inholding at end of route |
| 287.A | 287.A | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 287.B | 287.B | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 287.C | 287.C | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 298 | 298 | 0-0.29 | 0.29 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 3 | H | 1 | M | 0 | L | 0 | L | 1 | M | 6 | 5 | H/H | |

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBJ. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 298.A | 298.A | 0-0.06 | 0.06 | 2 | NAT | | *** | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 3 | 2 | L/L | |
| 300 | LAKE CREEK CG | 0-.35 | 0.35 | 3 | AGG | S,R | *** | 2 | HH | 1 | M | 0 | L | 2 | H | 0 | L | 3 | H | 1 | M | 1 | M | 1 | M | 2 | H | 5 | 8 | H/H | Rec Site Access, Concessionaire |
| 301 | BALMAN RESV PG | 0-0.10 | 0.10 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 6 | 3 | H/L | Rec Site Access |
| 302 | GRAVEL PIT | 0-0.20 | 0.20 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 0 | H/L | |
| 303 | OAK CREEK CG | 0-0.60 | 0.60 | 3 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 3 | H | 1 | M | 2 | H | 0 | L | 2 | H | 6 | 8 | H/H | Rec Site Access |
| 304 | BEAR GULCH | 0-3.50 | 3.50 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 1 | M | 1 | M | 3 | HH | 2 | H | 2 | H | 0 | L | 2 | H | 6 | 9 | H/H | Seasonal |
| 304.A | 304.A | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 2 | 3 | L/L | |
| 304.B | 304.B | 0-0.08 | 0.08 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 3 | 3 | L/L | |
| 304.C | 304.C | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 1 | L/L | |
| 304.D | 304.D | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 1 | L/L | |
| 307 | MAMMOTH | 0-0.45 | 0.45 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 3 | H | 1 | M | 0 | L | 0 | L | 1 | M | 7 | 5 | H/H | |
| 307.A | 307.A | 0-0.05 | 0.05 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 4 | L/L | |
| 308 | TORNADO | 0-0.20 | 0.20 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | Rec Site Access |
| 308.A | 308.A | 0-0.08 | 0.08 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | |
| 310 | LEWIS CREEK | 0-0.42 | 0.42 | 3 | AGG | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 2 | H/L | Rec Site Access, Schedule A Road |
| 311 | RATTLESNAKE GULCH | 0-0.30 | 0.30 | 2 | NAT | | *** | 0 | L | 2 | H | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 1 | L/L | |
| 312 | LAKE ISABEL WORK CENTER | 0.04-0.25 | 0.21 | 3 | NAT | A,R | *** | 0 | L | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 6 | 2 | H/L | Rec Site Access, Admin Rd |
| 312 | LAKE ISABEL WORK CENTER | 0-0.04 | 0.04 | 3 | AC | A,R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 8 | 2 | H/L | Rec Site Access, Admin Rd |
| 312.A | LAKE ISABEL BUNKHOUSE | 0-0.05 | 0.05 | 3 | NAT | A | *** | 0 | L | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 6 | 2 | H/L | Admin Rd |
| 312.B | LAKE ISABEL WC SHOP | 0-0.10 | 0.10 | 3 | NAT | A | *** | 0 | L | 1 | M | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | Admin Rd |
| 313 | CANON CITY AD. SITE | 0-0.04 | 0.04 | 3 | NAT | A | *** | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | Admin Rd |
| 313.A | CANON CITY AD. SITE SPUR | 0-0.01 | 0.01 | 2 | NAT | A | *** | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | Admin Rd |
| 314 | BREECE CREEK | 0-1.38 | 1.38 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 8 | 2 | H/L | |
| 315 | HOLT MTN | 0-3.34 | 3.34 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 1 | M | 9 | 3 | H/L | |
| 315.D | 315.D | 0--0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 1 | L/L | |
| 315.E | 315.E | 0-0.12 | 0.12 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 2 | H/L | |
| 315.F | 315.F | 0-0.06 | 0.06 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 1 | 1 | L/L | |
| 316 | MEADE | 0.04-1.59 | 1.55 | 3 | NAT | S, SE | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 2 | H | 9 | 5 | H/H | Special Use Access, Seasonal |
| 316 | MEADE | 0-0.04 | 0.04 | 3 | NAT | SE | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 2 | H | 9 | 5 | H/H | Seasonal |
| 317 | OVERFLOW | 0-0.19 | 0.19 | 3 | AGG | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 0 | H/L | |
| 319 | LAZY ACRES | 0-0.41 | 0.41 | 3 | NAT | A,S | *** | 0 | L | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | Admin Rd |
| 320 | SAN CARLOS | 0-3.01 | 3.01 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 1 | M | 0 | L | 0 | L | 2 | H | 10 | 6 | H/H | |
| 320.A | 320.A | 0-0.01 | 0.01 | 2 | NAT | | *** | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 1 | L/L | |
| 320.C | 320.C | 0-0.01 | 0.01 | 2 | NAT | | *** | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 1 | L/L | |
| 320.D | 320.D | 0-0.14 | 0.14 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 2 | L/L | |
| 320.E | 320.E | 0-0.06 | 0.06 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 1 | L/L | |
| 321 | ROUNDTOP MTN | 0-1.60 | 1.60 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 8 | 3 | H/L | |
| 321.A | ROUNDTOP MTN SPUR | 0-0.50 | 0.50 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 6 | 3 | H/L | |
| 322 | FANNY CANYON | 0-1.50 | 1.50 | 1 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | OP ML1 |
| 323 | 323 | 0-0.07 | 0.07 | 3 | NAT | R | *** | 2 | H | 1 | M | 0 | L | 2 | H | 2 | H | 3 | H | 2 | HH | 0 | L | 0 | L | 1 | M | 7 | 6 | H/H | LVO |
| 324 | BIGELOW | 0-2.31 | 2.31 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 6 | 5 | H/H | |
| 324.A | BIGELOW SPUR | 0-0.50 | 0.50 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 6 | 5 | H/H | |
| 325 | COUNTY LINE | 0-0.39 | 0.39 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 4 | 1 | H/L | |
| 325.A | 325.A | 0-0.08 | 0.08 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 327 | LION PARK | 0-0.04 | 0.04 | 2 | NAT | R | *** | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 328 | SNYDER DRAW | 0-1.06 | 1.06 | 2 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 3 | H | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 3 | H/L | |
| 329 | SNYDER DRAW SPUR | 0-0.20 | 0.20 | 2 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 3 | H | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 3 | H/L | |
| 331 | PEERLESS | 0-1.80 | 1.80 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 8 | 7 | H/H | |
| 332 | RITA | 0.81-0.98 | 0.17 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 332.A | RITA SPUR | 0-0.10 | 0.10 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 333 | ALTA | 0-0.57 | 0.57 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 1 | M | 3 | 3 | L/L | |
| 334 | PROSPECT | 0-1.90 | 1.90 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 1 | M | 8 | 4 | H/L | |
| 335 | BEAVER CREEK | 0-1.60 | 1.60 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 1 | M | 9 | 4 | H/L | |
| 336 | ADOBE PEAK | 0-3.32 | 3.32 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 1 | M | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 4 | H/L | |
| 336.A | 336.A | 0-0.43 | 0.43 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 4 | 1 | H/L | |
| 336.B | 336.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 337 | DUCKETT | 0.42-1.18 | 0.76 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 2 | H | 9 | 3 | H/L | Rec Site Access |

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBL. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 337 | DUCKETT | 0-0.42 | 0.42 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 2 | H | 9 | 3 | H/L | Rec Site Access |
| 337 | DUCKETT | 1.18-4.11 | 2.93 | 2 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 9 | 4 | H/L | Rec Site Access |
| 337.A | 337.A | 0-0.05 | 0.05 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 337.B | 337.B | 0-0.09 | 0.09 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 0 | L/L | |
| 337.C | 337.C | 0-0.09 | 0.09 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 0 | L/L | |
| 337.D | 337.D | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 338 | STOVER | 0-1.27 | 1.27 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 1 | M | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 7 | 2 | H/L | |
| 339 | RED CREEK | 0.75-1.85 | 1.10 | 3 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 3 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 3 | L/L | OP ML1 |
| 339 | RED CREEK | 0-0.75 | 0.75 | 3 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 3 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 3 | L/L | OP ML1 |
| 34 | NORTH FORK | 1.24-4.23 | 2.99 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 1 | M | 0 | L | 0 | L | 2 | H | 10 | 6 | H/H | Rec Site Access, Concessionaire, LVO |
| 34.A | PURGATOIRE C.G. LOOP A | 0-0.21 | 0.21 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 3 | H | 1 | M | 0 | L | 0 | L | 1 | M | 8 | 5 | H/H | Rec Site Access, Concessionaire, LVO |
| 34.B | PURGATOIRE C.G. LOOP B | 0-0.26 | 0.26 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 3 | H | 1 | M | 0 | L | 0 | L | 1 | M | 8 | 5 | H/H | Rec Site Access, Concessionaire, LVO |
| 34.C | 34.C | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | H/L | |
| 343 | NEWLIN | 0-0.20 | 0.20 | 2 | NAT | S | *** | 0 | L | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 1 | M | 2 | H | 0 | L | 1 | M | 4 | 4 | H/L | SUP Road |
| 348 | RIDGE | 0-0.11 | 0.11 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 1 | L/L | Recommend eliminating public access and keep as an admin road |
| 349 | STRIP CUT | 0-0.17 | 0.17 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | |
| 350 | RANGE CAMP | 0-0.20 | 0.20 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 351 | SO. LAKE CREEK | 0-0.50 | 0.50 | 2 | NAT | | *** | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 4 | 2 | H/L | |
| 352 | 352 | 0-0.10 | 0.10 | 2 | NAT | R | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | |
| 353 | 353 | 0-1.07 | 1.07 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 1 | M | 8 | 4 | H/L | |
| 353.A | 353.A | 0-0.40 | 0.40 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 1 | M | 1 | M | 0 | L | 1 | M | 0 | L | 6 | 3 | H/L | |
| 354 | 354 | 0-0.14 | 0.14 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 1 | H/L | |
| 355 | 355 | 0-0.60 | 0.60 | 2 | NAT | A | *** | 0 | L | 1 | M | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 3 | 1 | L/L | Admin Rd |
| 356 | 356 | 0-0.40 | 0.40 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 7 | 2 | H/L | |
| 357 | 357 | 0-0.45 | 0.45 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 5 | 3 | H/L | |
| 358 | 358 | 0-1.16 | 1.16 | 2 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 1 | H/L | Recommend eliminating public access and keeping as an admin road |
| 358 | 358 | 1.16-2.09 | 0.93 | 1 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 1 | H/L | OP ML1 |
| 359 | 359 | 0-0.24 | 0.24 | 2 | NAT | | *** | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 3 | 2 | L/L | Recommend eliminating public access and keeping as an admin road |
| 360 | OPHIR CREEK | 0-8.14 | 8.14 | 3 | AGG | R, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | HH | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 9 | H/H | Rec Site Access, Seasonal, LVO |
| 360.A | 360.A | 0-0.08 | 0.08 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 1 | M | 4 | 3 | H/L | |
| 360.B | 360.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 2 | 2 | L/L | |
| 360.C | 360.C | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 2 | 2 | L/L | |
| 360.D | 360.D | 0-0.19 | 0.19 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 3 | 4 | L/L | |
| 360.E | MINE | 0-0.07 | 0.07 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 0 | L | 1 | M | 1 | M | 3 | 4 | L/L | |
| 361 | OPHIR CREEK CG | 0-0.74 | 0.74 | 3 | AGG | R | *** | 2 | HH | 2 | H | 1 | M | 2 | H | 0 | L | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 7 | 7 | H/H | Rec Site Access, Concessionaire, LVO |
| 362 | 362 | 0-0.02 | 0.02 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | Recommend eliminate public access |
| 364 | RUSHMER | 0-1.31 | 1.31 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 7 | H/H | |
| 365 | 365 | 0-0.30 | 0.30 | 2 | NAT | | *** | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 3 | 2 | L/L | Recommend eliminating public access and keeping as an admin road |
| 366 | 366 | 0-0.34 | 0.34 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 6 | 2 | H/L | |
| 367 | SECOND NEWLIN SO. | 0-1.30 | 1.30 | 2 | NAT | | *** | 1 | M | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 1 | M | 5 | 3 | H/L | |
| 369 | GREENHORN MTN | 0-5.14 | 5.14 | 3 | AGG | R, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | HH | 1 | M | 2 | HH | 2 | H | 10 | 10 | H/H | Rec Site Access, Seasonal, LVO |
| 369 | GREENHORN MTN | 5.14-16.20 | 11.06 | 3 | NAT | R, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | HH | 1 | M | 2 | HH | 2 | H | 10 | 10 | H/H | Rec Site Access, Seasonal, LVO |
| 369.A | 369.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | Recommend eliminate and record as a parking area |
| 369.B | 369.B | 0-0.15 | 0.15 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0` | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 369.C | 369.C | 0-0.87 | 0.87 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 4 | H/L | |
| 369.G | 369.G | 0-0.16 | 0.16 | 2 | NAT | A | *** | 0 | L | 1 | M | 2 | H | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 5 | 1 | H/L | Admin Rd |
| 369.H | 369.H | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 369.I | 369.I | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 369.J | 369.J | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 4 | 1 | H/L | |
| 369.Q | 369.Q | 0-0.12 | 0.12 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 370 | WASHOUT | 0-0.23 | 0.23 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 3 | 2 | L/L | Recommend reducing length of public access |
| 371 | GANN LOOP | 0-1.91 | 1.91 | 4 | BST | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 3 | H/L | Rec Site Access, Concessionaire |
| 372 | SOUTHSIDE | 0-0.21 | 0.21 | 4 | BST | R | *** | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | Rec Site Access, Concessionaire |

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBL. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 373 | LA VISTA | 0-0.53 | 0.53 | 4 | BST | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 6 | 2 | H/L | Rec Site Access, Concessionaire |
| 373.A | LA VISTA C.G. SPUR | 0-0.03 | 0.03 | 4 | BST | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 6 | 2 | H/L | Rec Site Access, Concessionaire |
| 374 | ST. CHARLES | 0-0.83 | 0.83 | 4 | BST | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 4 | H/L | Rec Site Access, Concessionaire |
| 375 | ST. CHARLES CG | 0-0.26 | 0.26 | 4 | BST | R | *** | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 5 | 4 | H/L | Rec Site Access, Concessionaire |
| 376 | CISNEROS T.H. | 0-0.22 | 0.22 | 4 | BST | R | *** | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | Rec Site Access, Concessionaire |
| 377 | GOBBLERS KNOB | 0-0.06 | 0.06 | 2 | NAT | | *** | 0 | L | 1 | M | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 7 | 0 | H/L | |
| 378 | 378 | 0-0.20 | 0.20 | D | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | OP ML2 |
| 380 | ORGANIZATION | 0-0.84 | 0.84 | 3 | AGG | | *** | 2 | H | 2 | H | 1 | M | 2 | H | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 8 | 1 | H/L | |
| 381 | TWO CAMP | 0-0.28 | 0.28 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 1 | M | 5 | 2 | H/L | |
| 382 | DAVENPORT CG | 0-1.51 | 1.51 | 3 | AGG | R, SE, S | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 8 | 7 | H/H | Rec Site Access, Seasonal, SUP |
| 382.A | DAVENPORT | 0-0.40 | 0.40 | 2 | NAT | A,S | *** | 0 | L | 1 | M | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 3 | H/L | Admin Rd, Special Use Access |
| 382.B | SECOND MACE TRHD | 0-0.10 | 0.10 | 2 | NAT | R | *** | 2 | HH | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 1 | M | 3 | 3 | H/L | Rec Site Access |
| 383 | DITCH CREEK | 0.64-3.51 | 2.87 | 3 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 7 | H/H | |
| 383 | DITCH CREEK | 0-0.64 | 0.64 | 3 | AGG | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 10 | 1 | H/L | Rec Site Access, Schedule A Road |
| 383.A | LEFTHAND FORK | 0-0.15 | 0.15 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 6 | 2 | H/L | |
| 386 | SOUTH HARDSCRABBLE | 1.69-5.48 | 3.79 | 3 | AGG | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 0 | L | 9 | 5 | H/H | Rec Site Access, Schedule A Road, LVO |
| 386.A | 386.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 1 | L/L | |
| 386.B | 386.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | L/L | |
| 386.C | 386.C | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 1 | L/L | |
| 386.D | 386.D | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 1 | L/L | |
| 386.E | 386.E | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | L/L | |
| 386.F | 386.F | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | L/L | |
| 386.G | 386.G | 0-0.02 | 0.02 | 2 | NAT | R | *** | 2 | HH | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 3 | 3 | L/L | |
| 386.H | 386.H | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | L/L | |
| 386.L | 386.L | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 1 | L/L | |
| 387 | NORTH CREEK | 3.32-3.41 | 0.09 | 4 | AGG | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 0 | L | 1 | M | 0 | L | 2 | H | 10 | 6 | H/H | Recommend granting an easement to the city for this road |
| 388 | BABCOCK HOLE | 0.40-1.46 | 1.06 | 2 | NAT | | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 8 | 2 | H/L | |
| 388 | BABCOCK HOLE | 0-0.40 | 0.40 | 3 | NAT | | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 8 | 2 | H/L | |
| 388.A | BABCOCK SPUR | 0-0.40 | 0.40 | 2 | NAT | | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 1 | M | 8 | 3 | H/L | |
| 389 | OLD PIT | 0-0.10 | 0.10 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 6 | 0 | H/L | |
| 390 | FIRST BLUE | 0-0.10 | 0.10 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 3 | H | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 5 | H/H | |
| 391 | SECOND BLUE | 0-0.10 | 0.10 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 4 | 5 | H/H | Recommend extending this road so that it loops back into 369 |
| 392 | 392 | 0-0.39 | 0.39 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 6 | 2 | H/L | |
| 395 | BURN | 0-1.00 | 1.00 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 9 | 4 | H/L | |
| 395.A | 395.A | 0-0.25 | 0.25 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 4 | 1 | H/L | |
| 396 | LITTLE FROZE | 0-5.68 | 5.68 | 2 | NAT | SE | *** | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 1 | M | 2 | HH | 0 | L | 0 | L | 2 | H | 9 | 5 | H/H | Seasonal |
| 396.B | 396.B | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 8 | 0 | H/L | |
| 396.C | 396.C | 0-0.08 | 0.08 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 396.D | 396.D | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 397 | SNOWSLIDE | 0-2.75 | 2.75 | 1 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | OP ML1 |
| 400 | ELMER CANYON | 0-1.03 | 1.03 | 1 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | OP ML1 |
| 401 | DEER PEAK | 0-5.33 | 5.33 | 2 | NAT | SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | HH | 0 | L | 0 | L | 2 | H | 10 | 7 | H/H | Seasonal |
| 401.A | 401.A | 0-0.10 | 0.10 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 401.B | 401.B | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 401.C | 401.C | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 401.D | 401.D | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 401.E | 401.E | 0-0.18 | 0.18 | 2 | NAT | S | *** | 0 | L | 1 | M | 2 | H | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 2 | H/L | SUP Road |
| 401.F | 401.F | 0-0.01 | 0.01 | 2 | NAT | S | *** | 0 | L | 1 | M | 2 | H | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | SUP Road |
| 401.G | 401.G | 0-0.04 | 0.04 | 2 | NAT | | *** | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 401.H | 401.H | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 402 | MEADOW DIVIDE | 0-8.88 | 8.88 | 2 | NAT | SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 1 | M | 2 | H | 10 | 8 | H/H | Seasonal |
| 402.A | MEADOW DIVIDE SPUR | 0.19-0.31 | 0.12 | 2 | NAT | | *** | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 402.B | 402.B | 0-0.13 | 0.13 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 1 | L/L | |
| 403 | DEVILS HOLE | 0-3.03 | 3.03 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 6 | 3 | H/L | Seasonal |
| 403.A | 403.A | 0-0.05 | 0.05 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | |
| 403.B | 403.B | 0-0.10 | 0.10 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | |

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBL. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 403.C | 403.C | 0-0.04 | 0.04 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | |
| 404 | CALDWELL | 0-2.06 | 2.06 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 6 | 3 | H/L | Seasonal |
| 405 | MUD SPRINGS | 0-2.59 | 2.59 | 2 | NAT | SE | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 5 | 3 | H/L | Seasonal |
| 406 | HUDSON DITCH | 0-1.16 | 1.16 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 6 | 2 | H/L | |
| 407 | MOSCA PASS ELEC. SITE | 0-0.47 | 0.47 | 2 | NAT | S | *** | 0 | L | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 1 | M | 0 | L | 2 | HH | 2 | H | 5 | 5 | H/H | SUP Road |
| 408 | SALT SPUR | 0-0.60 | 0.60 | 2 | NAT | | *** | 0 | L | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 1 | H/L | |
| 409 | SALT | 0-4.23 | 4.23 | 2 | NAT | SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 9 | H/H | Seasonal |
| 409.A | 409.A | 0-0.07 | 0.07 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 2 | 1 | L/L | |
| 410 | TRACY CANYON | 0-1.38 | 1.38 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 7 | 7 | H/H | |
| 412 | MUDDY CREEK | 0-5.59 | 5.59 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 2 | H | 10 | 6 | H/H | |
| 412.A | 412.A | 0-0.10 | 0.10 | 2 | NAT | | *** | 0 | L | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 0 | L/L | |
| 413 | STEEP MTN. | 0-0.90 | 0.90 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 4 | 4 | H/L | Seasonal |
| 413.A | 413.A | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 3 | 1 | L/L | |
| 414 | SPRING CREEK PG | 0-0.10 | 0.10 | 3 | AGG | R | *** | 2 | H | 1 | M | 0 | L | 2 | HH | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 2 | H | 7 | 3 | H/L | Rec Site Access, Concessionaire |
| 415 | 415 | 0-0.85 | 0.85 | 2 | NAT | SE | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | Seasonal |
| 415.A | 415.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | 0 | L/L | |
| 416 | 416 | 0-3.11 | 3.11 | 2 | NAT | SE | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 9 | 4 | H/L | Seasonal |
| 416.A | 416.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | |
| 416.B | 416.B | 0-0.08 | 0.08 | 2 | NAT | | *** | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | |
| 418 | LA VETA WORK CENTER | 0-0.10 | 0.10 | 3 | AGG | A | *** | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 4 | 2 | H/L | Admin Rd |
| 419 | BEAR CREEK | 0-1.40 | 1.40 | 2 | NAT | | *** | 1 | M | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 9 | 2 | H/L | |
| 420 | SPRINGS | 0-1.20 | 1.20 | 2 | NAT | SE | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 1 | M | 5 | 3 | H/L | Seasonal |
| 421 | EAST INDIAN CREEK | 6.20-6.61 | 0.41 | 3 | AGG | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 7 | H/H | |
| 421 | EAST INDIAN CREEK | 6.61-6.98 | 0.37 | 3 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 9 | H/H | |
| 421 | EAST INDIAN CREEK | 6.98-11.94 | 4.96 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 7 | H/H | |
| 421.A | 421.A | 0-0.04 | 0.04 | 2 | NAT | | *** | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 3 | 1 | L/L | |
| 421.B | 421.B | 0-0.05 | 0.05 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 2 | H | 3 | H | 0 | L | 0 | L | 2 | HH | 1 | M | 7 | 6 | H/H | |
| 421.C | 421.C | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 1 | M | 1 | M | 3 | 5 | L/H | |
| 421.D | 421.D | 0-0.01 | 0.01 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | |
| 421.E | 421.E | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 4 | 1 | H/L | |
| 421.F | 421.F | 0-0.02 | 0.02 | 2 | NAT | | *** | 1 | M | 1 | M | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 4 | 1 | H/L | |
| 421.G | 421.G | 0-0.17 | 0.17 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 3 | H | 2 | H | 0 | L | 2 | H | 2 | H | 5 | 9 | H/H | |
| 421.H | 421.H | 0-0.07 | 0.07 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 3 | H | 2 | H | 0 | L | 2 | H | 2 | H | 5 | 9 | H/H | |
| 422 | BLUE LAKES | 0-5.00 | 5.00 | 3 | AGG | S, R, SE | *** | 2 | H | 2 | H | 1 | M | 2 | HH | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 9 | 7 | H/H | Rec Site Access, Seasonal, SUP, LVO |
| 422.A | BLUE LAKES CG | 0-0.20 | 0.20 | 3 | AGG | S, R, SE | *** | 2 | H | 2 | H | 1 | M | 2 | HH | 0 | L | 3 | H | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 6 | H/H | Rec Site Access, Seasonal, SUP |
| 422.AA | BLUE LAKE C.G. LOOP | 0-0.15 | 0.15 | 3 | AGG | S, R, SE | *** | 2 | H | 2 | H | 1 | M | 2 | HH | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 2 | H | 7 | 5 | H/H | Rec Site Access, Seasonal, SUP |
| 422.B | BEAR LAKE CG | 0-0.23 | 0.23 | 3 | AGG | S, R, SE | *** | 2 | H | 2 | H | 1 | M | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 2 | H | 7 | 4 | H/L | Rec Site Access, Seasonal, SUP |
| 423 | BONNETT CREEK | 0.66-4.17 | 3.51 | 1 | NAT | | *** | 0 | L | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 2 | H | 0 | L | 4 | 2 | H/L | OP ML1 |
| 425 | 425 | 0-0.80 | 0.80 | 2 | NAT | | *** | 1 | M | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 4 | 2 | H/L | |
| 426 | 426 | 0-1.17 | 1.17 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 6 | 2 | H/L | |
| 427 | BARTLETT | 0-1.60 | 1.60 | 3 | AGG | R | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 3 | HH | 2 | H | 0 | L | 0 | L | 2 | H | 6 | 7 | H/H | Rec Site Access |
| 427 | BARTLETT | 1.60-1.90 | 0.30 | 3 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 3 | HH | 2 | H | 0 | L | 0 | L | 2 | H | 6 | 7 | H/H | Rec Site Access |
| 428 | HORSE RANCH | 0-0.60 | 0.60 | 2 | NAT | | *** | 1 | M | 2 | H | 2 | H | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 1 | M | 5 | 3 | H/L | |
| 435 | REED GULCH | 0-3.66 | 3.66 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 3 | H | 2 | H | 0 | L | 1 | M | 2 | H | 6 | 8 | H/H | Seasonal |
| 436 | TRINCHERA | 0-.19 | 0.19 | 3 | AGG | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 3 | H | 2 | HH | 0 | L | 0 | L | 2 | H | 8 | 7 | H/H | Rec Site Access |
| 436 | TRINCHERA | 0.19-3.50 | 3.31 | 2 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 1 | M | 2 | HH | 0 | L | 2 | H | 2 | H | 8 | 7 | H/H | Rec Site Access |
| 436.A | 436.A | 0-0.01 | 0.01 | 2 | NAT | | *** | 2 | HH | 1 | M | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 3 | 1 | L/L | |
| 436.B | 436.B | 0-0.01 | 0.01 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | Recommend change from a road to a parking area; this is not a road |
| 436.C | 436.C | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | L/L | |
| 437 | FAN DIKE | 0-2.95 | 2.95 | 2 | NAT | | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 8 | 7 | H/H | |
| 437.C | 437.C | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | H | 5 | 3 | H/L | |
| 438 | BADITO | 0-5.00 | 5.00 | 2 | NAT | S | *** | 1 | M | 2 | H | 0 | L | 2 | H | 1 | M | 0 | L | 2 | H | 0 | L | 1 | M | 2 | H | 6 | 5 | H/H | SUP |
| 438.A | 438.A | 0-0.47 | 0.47 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 1 | 2 | L/L | |
| 439 | COTTONWOOD | 0-1.71 | 1.71 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 6 | 5 | H/H | Seasonal |
| 440 | WYLIE GULCH | 0-2.10 | 2.10 | 2 | NAT | | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 6 | 5 | H/H | |
| 440 | WYLIE GULCH | 2.10-5.84 | 3.74 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 6 | 5 | H/H | Seasonal |

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| TAP Matrix Table | | | | | | | | ROAD BENEFIT RATINGS | | | | | | | | | | ROAD RISK RATINGS | | | | | | | | | | FINAL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN CARLOS RANGER DISTRICT | | | | | | | | High, Moderate, or Low (2/H, 1/M, 0/L) | | | | | | | | | | High, Moderate, or Low | | | | | | | | | | | | | |
| ROAD NUMBER - NFSR | ROAD NAME | FS JURISDICTION (Mileposts) | ROAD LENGTH (FS JURISDICTION MILES) | OBL. MTC LEVEL | SURFACE TYPE | ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE) | ANNUAL MAINT COST/MILE | RECREATIONAL USE | | FIRE/FUELS ACCESS | | TIMBER ACCESS | | SPECIAL USE ACCESS | | RESOURCE MANAGEMENT/RANGE ACCESS | | WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low | | WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low | | BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low | | FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low | | Total Benefit Score (0-10) If score is >3, then rating = H | Total Risk Score (0-11) If score is >4, then rating = H | Combined Rating (H/H, H/L, L/H, L/L) | COMMENTS/RECOMMENDATIONS |
| 440.A | 440.A | 0-0.05 | 0.05 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 1 | H/L | |
| 440.B | 440.B | 0-0.13 | 0.13 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 1 | H/L | |
| 440.BA | 440.BA | 0-0.28 | 0.28 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 1 | M | 3 | 3 | L/L | |
| 440.C | 440.C | 0-0.04 | 0.04 | 2 | NAT | | *** | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 442 | BULLS EYE | 0-2.14 | 2.14 | 2 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 1 | M | 1 | M | 3 | H | 2 | H | 1 | M | 0 | L | 2 | H | 6 | 8 | H/H | Rec Site Access |
| 443 | 443 | 0-2.20 | 2.20 | 2 | NAT | SE | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | Seasonal |
| 445 | 445 | 0-0.82 | 0.82 | 2 | NAT | SE | *** | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 2 | 1 | L/L | Seasonal |
| 446 | 446 | 0-0.90 | 0.90 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 1 | M | 1 | M | 5 | 3 | H/L | |
| 456 | 456 | 0-0.05 | 0.05 | 2 | NAT | | *** | 0 | L | 1 | M | 1 | M | 2 | H | 2 | H | 3 | H | 1 | M | 0 | L | 0 | L | 0 | L | 6 | 4 | H/L | |
| 458 | 458 | 0-0.36 | 0.36 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | |
| 46 | CORDOVA PASS | 0.25-0.70 | 0.45 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 2 | H | 2 | H | 10 | 8 | H/H | Rec Site Access, Schedule A Road, LVO |
| 46 | CORDOVA PASS | 2.93-6.00 | 3.07 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 4 | H/L | Rec Site Access, Schedule A Road, LVO |
| 46 | CORDOVA PASS | 6.03-6.24 | 0.21 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 2 | H | 10 | 6 | H/H | Rec Site Access, Schedule A Road, LVO |
| 46 | CORDOVA PASS | 7.02-7.29 | 0.27 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 4 | H/L | Rec Site Access, Schedule A Road, LVO |
| 46 | CORDOVA PASS | 9.47-11.52 | 2.05 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 9 | H/H | Rec Site Access, Schedule A Road, LVO |
| 46.A | 46.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 3 | H | 0 | L | 0 | L | 0 | L | 1 | M | 2 | 4 | H/L | |
| 559 | MEDANO PASS | 0-7.36 | 7.36 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 10 | 4 | H/L | Rec Site Access |
| 559 | MEDANO PASS | 7.36-9.20 | 1.84 | 2 | NAT | R | *** | 2 | H | 2 | H | 1 | M | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 9 | 5 | H/H | Rec Site Access |
| 559.A | MUDDY CREEK CG LOOP | 0-0.09 | 0.09 | 3 | NAT | | *** | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 5 | 1 | H/L | |
| 580 | HUERFANO | 0-2.02 | 2.02 | 2 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 3 | H | 2 | H | 0 | L | 0 | L | 2 | H | 8 | 7 | H/H | Rec Site Access |
| 580.A | 580.A | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 580.B | 580.B | 0-0.02 | 0.02 | 2 | NAT | | *** | 2 | H | 0 | L | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 4 | 0 | H/L | |
| 580.C | 580.C | 0-0.06 | 0.06 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 583 | MOSCA PASS | 5.51-5.53 | 0.02 | 3 | NAT | R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 2 | HH | 0 | L | 8 | 3 | H/H | Rec Site Access |
| 583 | MOSCA PASS | 5.53-6.24 | 0.71 | 3 | NAT | S,R | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 0 | L | 1 | M | 0 | L | 2 | HH | 0 | L | 8 | 3 | H/H | Rec Site Access, Special Use Access |
| 583.A | 583.A | 0-0.20 | 0.20 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 1 | M | 0 | L | 1 | M | 0 | L | 2 | HH | 1 | M | 4 | 4 | H/H | |
| 6227 | GRAPE CREEK | 1.30-2.02 | 0.80 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 5 | 1 | H/L | |
| 630 | WILLIAMS CREEK | 0-3.23 | 3.23 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 8 | 4 | H/L | Rec Site Access |
| 630 | WILLIAMS CREEK | 4.50-7.20 | 2.70 | 3 | NAT | R | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 8 | 5 | H/H | Rec Site Access |
| 630.A | 630.A | 0-0.04 | 0.04 | 2 | NAT | R | *** | 2 | HH | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 2 | H | 2 | 3 | L/L | |
| 634 | GARDNER | 17.91-20.60 | 2.69 | 3 | NAT | S, SE | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 7 | H/H | Special Use Access, Seasonal, LVO |
| 634 | GARDNER | 2.27-6.55 | 4.28 | 3 | AGG | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 5 | H/H | LVO |
| 634 | GARDNER | 6.55-13.08 | 6.53 | 3 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 2 | H | 2 | H | 10 | 7 | H/H | LVO |
| 634.A | 634.A | 0-0.11 | 0.11 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 0 | L | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 3 | 1 | L/L | |
| 634.B | 634.B | 0-0.14 | 0.14 | 2 | NAT | | *** | 1 | M | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 2 | H | 7 | 3 | H/L | |
| 635 | BLACK MTN. | 0-8.82 | 8.82 | 2 | NAT | SE | *** | 2 | H | 2 | H | 0 | L | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 1 | M | 2 | H | 8 | 6 | H/H | Seasonal |
| 635.B | 635.B | 0-1.26 | 1.26 | 2 | NAT | | *** | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 1 | M | 2 | H | 5 | 5 | H/H | |
| 635.D | 635.D | 0-0.06 | 0.06 | 2 | NAT | | *** | 0 | L | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | |
| 637 | TURKEY CREEK | 0-5.58 | 5.58 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 2 | H | 2 | H | 1 | M | 2 | H | 0 | L | 0 | L | 2 | H | 10 | 5 | H/H | |
| 637.A | 637.A | 0-0.01 | 0.01 | 2 | NAT | | *** | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | 0 | L/L | |
| 78.A | 78.A | 0-0.48 | 0.48 | 2 | NAT | | *** | 2 | H | 2 | H | 2 | H | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 2 | H | 2 | H | 8 | 5 | H/H | |
| 78.B | 78.B | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 78.C | 78.C | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 78.D | 78.D | 0-0.04 | 0.04 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 78.E | 78.E | 0-0.03 | 0.03 | 2 | NAT | | *** | 2 | H | 2 | H | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 5 | 0 | H/L | |
| 84 | CO RD 84 | 1.70-1.90 | 0.20 | 2 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 1 | M | 1 | M | 0 | L | 0 | L | 2 | H | 5 | 4 | H/L | Rec Site Access |
| 96.A | 96.A | 0-0.03 | 0.03 | 3 | NAT | | *** | 1 | M | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 0 | L | 1 | 0 | L/L | LVO |
| 96.B | 96.B | 0-0.06 | 0.06 | 3 | NAT | | *** | 2 | H | 1 | M | 0 | L | 0 | L | 2 | H | 0 | L | 1 | M | 0 | L | 0 | L | 1 | M | 5 | 2 | H/L | LVO |
| | | Total Mileage = | 306.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Note: The abbreviation LVO in the Comments/Recommendations block means that the road is open to licensed vehicles only. No mixed use is allowed on these roads.

Note: *** indicates that actual costs for maintenance are not available

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## Appendix B. Public Comments:

On_____, 2014, the Forest Service posted a draft TAP for the San Carlos Ranger District on the PSICC webpage seeking public comments. The Forest Service received a total of _____ electronic messages in response to the posted draft TAP. Following are the comments from those _____ individuals/organizations, along with Forest Service responses. Some responses resulted in changes to the draft report, matrix table and maps.

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