United States

Department of

Agriculture

Forest Service

Travel Analysis Process Report Addendum

PIKES PEAK RANGER DISTRICT

Located in El Paso, Teller, and Douglas Counties, Colorado

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

Final
August, 2014

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).

Pikes Peak District Ranger, Pike National Forest

8/25/14
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 Pikes Peak Ranger District was developed using the approach from the Forest-wide Pike and San Isabel National Forests Travel Analysis Process Report. The Pikes Peak Ranger District TAP was prepared to inform a travel management plan for the study area.

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.

1.0 SETTING UP THE ANALYSIS

1.1 Objectives of the Analysis

The primary objective of this travel analysis is to provide the Pike National Forest, Pikes Peak 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 updated 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 Pikes Peak 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 Pikes Peak 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 of Responsibility
Allan Hahn	Pikes Peak District Ranger – Line Officer
Ralph (Jerry) Stevenson, P.E.	Forest Engineer
Gary Morrison, P.E.	Forest Transportation Planner, TAP ID Team Leader*
Sue Miller	Overall District TAP Coordinator, Recreational Use, Special Use Access*
Rick Ellsworth	Recreational Use, Timber Access*
Jeff Hovermale	Special Use Access, Resource Management/Range Access*
Dana Butler	Watershed Risk*
Felix Quesada	Wildlife Risk
Steve Olson	Botany Risk
Priscilla Riefkohl	Archaeology Risk
Cait Cuddihy	Financial Burden/Public Health & Safety*
Jeremy Kiesling	Fire/Fuels Access, Timber Access
Norma Palider	INFRA Database Manager

* Core TAP Team Member

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.
- 2010 Pikes Peak 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 Pikes Peak Ranger District was built on to the 2009 Pike and San Isabel National Forests Travel Analysis Process. Information critical to the Pikes Peak Ranger District has been added to the appropriate sections of this addendum. A core team was assembled to define an analysis plan for the Pikes Peak 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 two-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 National Forest System Roads on the Pikes Peak 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 Pikes Peak 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.

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 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 May 30, 2014. It was posted on the PSICC website. During the 30 day comment period that ended on June 30, 2014, the agency received a total of one electronic message 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.

2.0 DESCRIBING THE SITUATION

2.1 The Analysis Area

See the 2009 PSI TAP.

The Pikes Peak Ranger District (PPRD) covers approximately 230,000 acres of the Pike National Forest and is located in portions of three counties, El Paso, Teller, and Douglas. Colorado Springs is the largest city near the PPRD and has approximately 432,000 residents. The smaller towns of Woodland Park and Monument are also adjacent to the PPRD.

Two major transportation routes provide access to National Forest lands on the PPRD, including State Highway 24 from Interstate 25 in Colorado Springs, and State Highway 67 from Woodland Park. Additionally, several forest roads provide quick and easy access to National Forest lands, including Old Stage and Gold Camp Roads on the south end of the district, Rampart Range Road in the center of the district, and Mt. Herman Road on the north end of the district.

The PPRD is dominated by the Pikes Peak massif, a 14,110 foot peak visible from much of the ranger district. A portion of the land on Pikes Peak is managed for municipal watersheds. Activities that take place on the Pikes Peak Ranger District include developed and dispersed camping, off-highway vehicle recreation, hunting, fishing, target shooting, hiking, mountain biking, equestrian use, fuel wood gathering, and driving for pleasure. The mild winter weather allows nearly year-round access to much of the ranger district.

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 Pikes Peak Ranger District

Road Class	Objective Road Maintenance Level				
	1	2	3	4/5	Total Miles
Roads Closed to All Vehicular Traffic (Operational Maint Level 1)	4.69	1.80	0.00	0.00	6.49
Administrative Roads (Closed to Public Use)	1.10	43.66	8.10	0.00	52.86
Roads Open to All Vehicles	0.33	225.44	13.32	0.00	239.09
Roads Open to All Vehicles with Seasonal Closure except for vehicles 50" or less in width	0.00	2.38	0.00	0.00	2.38
Roads Open to Highway Legal Vehicles	0.00	4.11	77.89	33.63	115.63
Roads Open to Highway Legal Vehicles with Seasonal Closure	0.00	0.00	1.03	0.00	1.03
Roads Open to Highway Legal Vehicles with Seasonal Closure except for vehicles 50" or less in width	0.00	0.00	0.69	0.00	0.69
Roads open only to vehicles 50" or less in width	0.00	0.97	8.54	0.00	9.51
Total Miles	6.12	278.36	109.57	33.63	427.68

2.2.1 Motorized Trail Statistics

The Pikes Peak 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 allow both highway-legal and non-highway-legal motor vehicles on the Pikes Peak Ranger District:

Table 2-2: Mixed Use NFSRs

Road Class	Road Numbers	Total Miles
Roads Open to Public Use for All Vehicles (mixed use)	**OBJ ML1 (OP ML2):** 370.E **OBJ ML2:** 300.C, 300.CA, 300.CB, 300.D, 300.E, 300.F, 300.G, 300.K, 300.M, 300.N, 300.P, 300.S, 300.U, 300.V, 302, 302.A, 305, 307, 307.A, 308, 308.B, 311, 311.A, 313, 314, 314.A, 314.B, 315, 318, 319, 320.A, 320.B, 320.C, 320.D, 322, 323, 324, 324.A, 324.B, 325, 325.A, 325.B, 327, 332, 332.A, 332.AA, 332.B, 332.C, 332.CA, 332.D, 332.E, 336.A, 339.A, 339.C, 340.B, 341.A, 341.B, 343, 343.B, 344, 344.B, 346, 346.B, 347, 347.C, 347.E, 348, 348.B, 348.C, 348.D, 348.E, 348.F, 348.G, 348.H, 349, 350.A, 350.B, 351, 352.A, 352.A, 352.B, 354, 354.A, 354.B, 355, 355.A, 335.B, 356.D, 357, 357.A, 357.AA, 357.B, 357.C, 357.CA, 357.D, 357.E, 357.F, 357.G, 357.H, 357.J, 357.K, 357.L, 357.M, 358, 359.A, 359.E, 359.F, 359.G, 359.M, 360.A, 362, 362.A, 363, 363.B, 364, 364.A, 365, 366, 367, 370.C, 370.D, 370.DA, 370.F, 370.G, 370.H, 370.I, 374, 375, 375.A, 375.B, 376.A, 376.B, 376.C, 376.D, 379, 379.A, 379.C, 379.E, 381, 381.A, 381.AA, 381.B, 383.B, 383.C, 383.D, 383.E, 383.F, 383.G, 385, 385, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 959, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 981, 982, 983, 986, 987, 988 **OBJ ML3:** 200, 308, 315, 335.A, 342.A, 345, 346, 350, 352, 356.A, 357, 357.N, 370.B	238.79
Roads Open to Public Use for All Vehicles (mixed use) with Seasonal Closure	**OBJ ML2:** 348	2.38

According to this data, 241.17 miles of Objective ML 1-3 NFSRs on the Pikes Peak Ranger District are open to full-sized vehicles and OHVs (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.

Current Maintenance Funding

Table 2-3 below shows maintenance levels, intervals and costs per mile for NFSRs on the PPRD. 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 PPRD

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 PPRD
(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	6.12	$0	$0
2	278.36	$190	$52,888
3	109.49*	$205	$22,445
4/5	9.91*	$211	$2,091
TOTAL	403.88	---	$77,424

* 23.80 miles of ML3-4 roads are maintained by others, and therefore are not included in the miles of ML 3&4/5 roads above

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 PPRD

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 PPRD

Operational Maintenance Level	Miles	Annual Cost/Mile	Total Cost Per Year
1	5.79	$100	$579
2	278.69	$433	$120,673
3 (unpaved)	109.49	$800	$87,592
3/4/5 (paved)	9.91	$20,805	$206,178
3/4/5 (paved/other)****	23.80	$100	$2,380
TOTAL	427.68		$417,402

**** On the Pikes Peak Ranger District, there are 23.80 miles of paved Maintenance Level 3-5 roads that are managed and maintained by other public entities. The largest example of this is Pikes Peak highway, where the maintenance responsibility for the Forest Service is limited to some signage and

safety concerns.

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.

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 to forest health from target shooting due to road access.
- Road-related activities increase the risk of the spread of invasive species on the forest.
- Road-related activities increase the risk of fire starts, vandalism, illegal dumping and illegal shooting.
- 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.
- Effects on public water supplies due to increased sediment loads from roads.
- Increased water interception, erosion and road maintenance due to the Waldo Canyon Fire.

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.
- Adequacy of law enforcement to meet public safety issues including DUI, speeding, and reckless driving.
- Adequacy of forest access to meet administrative management objectives and goals.

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

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). 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)

Pikes Peak District-specific answers to some of the 73 questions were submitted for this addendum report as follows:

AQ (1): How and where does the road system modify the surface and subsurface hydrology of the area?

Roads on the Pike and San Isabel National Forest (PSI) have the potential to affect the natural hydrology of a watershed area by intercepting, concentrating, and diverting surface flow from its natural flow pattern (Wemple et al, 1996). The hydrology on the PSI is dominated by spring runoffs from snowmelt as well as major summer thunderstorm events. Although subsurface hydrology is not identified as a major issue of concern relative to road-related impacts, it can be modified by road systems. Roads expand the channel network via road ditches and reduce infiltration rates of precipitation, generating larger amounts of surface runoff. Inadequate maintenance of low water crossings, drainage ditches, and cross drains affect the surface and subsurface hydrology. Ditches carry road drainage and runoff from contributing areas. If culverts are infrequent, the ditches carry the runoff long distances from their natural path. All of these factors combine to alter the quantity and timing of surface flow, which, in turn, affects the overall hydrology of a watershed.

These effects are most likely to occur in areas with high drainage density, clay soils, and steeper slopes, where surface and shallow subsurface runoff is greatest.

Roads can also act to decrease downstream peak flows at locations where the roads intercept and store water or route it away from nearby waterways.

Design and maintenance of appropriate drainage structures minimizes the potential effects that roads may have on surface and subsurface hydrology.

Several large wildfires have occurred on the Pikes Peak Ranger District. Large wildfires remove the vegetation resulting in an increase in water yield. This increase in water yield can last up to 60 years. The increase in water yield in the Waldo Burn Area will result in higher quantities of stormflow being intercepted and conveyed by the road system.

AQ (2): How and where does the road system generate surface erosion?

Roads and other soil disturbances can impair the ability of the land to absorb water and filter sediment. The existence and magnitude of surface erosion is highly dependent on site- and project-specific conditions of road grade, design, and efficiency of drainage structures, surface material, traffic level, and maintenance level. Conditions within the road corridor, such as soil type, slope, and vegetative cover, are also major factors. Erosion occurs on most wildland roads because of their surfaces, cutslopes, fillslopes, and associated drainage structures which are usually composed of erodible material and are exposed to rainfall and concentrated surface runoff. Erosion can depend upon many factors; the most influential are the erodibility of the exposed surface, slope and area of the exposed surfaces. The associated ditches and drainages can also be highly erodible, especially when they are not vegetated or protected in any way. Especially after the Waldo Fire, there are an inadequate number of culverts to transport the increased conveyance flows. The older culverts are often shotgun culverts, transporting high energy water onto highly erosive hillslopes. In many cases, at the outlet of culverts large gullies have formed in the highly erosive grussic granite soils.

Road maintenance activities along unpaved surfaces, such as grading and ditch clearing, can cause increased surface erosion over the short-term. However, over the long-term, these practices prevent roads from degrading and developing conditions that might otherwise induce high levels of erosion of the road surface. Roads without side ditches may be more prone to erosion of the road surface, whereas roads with drainage ditches have reduced erosion on the surface, but elevated erosion along the length of the ditch. Roads with gravel surfaces combined with vegetated or rock lined ditches are generally the optimal condition for reduced road-related erosion. Unvegetated surfaces rapidly convert precipitation to surface runoff, which more easily detaches fine particles from the native surface and elevates surface erosion rates. The inherent erodibility of a soil is the susceptibility or resistance of fine particles to detach with the runoff. Medium-textured soils with high silt content are the most erodible of all soils. They are easily detached and tend to crust and produce high rates of runoff. Conversely, soils high in clay and coarse textured soils, such as sands, are the least erodible soils and produce low rates of runoff.

AQ (3): How and where does the road system affect mass wasting?

This hazard is influenced by a number of factors, including hill slope gradient, slope position, soil type, bedrock geology, geologic structure, type of road construction, road drainage, and groundwater characteristics. Mass wasting events such as debris torrents and debris flows often severely affect roadbed fills at stream crossings by transporting large amounts of sediment to higher-order channels. The presence of roads across steep slopes can increase the risk of mass wasting due to the damming effect of the roadbed on subsurface flows. Due to the Waldo Canyon Fire and in other burn scars on the District, there is an increase in soil moisture content and an increased risk of mass wasting.

Within the analysis area, the potential exists for soil erosion and mass movement. The remainder of this response discusses those potential hazards in-depth (see NRCS Web Soil Survey data for more information on soil maps and ratings: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm).

Potential erosion hazard. Soil erosion is a function of a number of soil and environmental factors that affect soil particle detachment and movement down slope. Soil factors include the inherent soil erodibility (K-factor) in combination with length of slope and percent of slope. Environmental factors include surface vegetative cover and rainfall intensity. Generally, erosion increases with increased soil erodibility, rainfall intensity, lower amounts of surface cover, steeper slopes, and longer slope lengths. Water erosion is the principal form of erosion considered in the map unit erosion ratings, although wind erosion may be significant on areas where vegetation cover is sparse.

Each soil for each map unit is given an individual *soil erosion hazard rating*. This rating is useful for broad land-use planning purposes. The soil erosion hazard rating evaluates each soil component in a map unit for its susceptibility to erosion. The rating is based on the inherent erodibility of the surface soil (K factor) and the average slope of that soil. This rating is intended for use in the planning of management activities to indicate relative potential erosion hazards when the surface cover of vegetation or litter has been disturbed or destroyed. A rating of *low* means that the soil has a mixture of sand, silt, and clay and has relatively high organic matter content, creating strong structure. These soils generally are on gentle to moderate slopes and do not usually require costly erosion-control measures. A rating of *moderate* means soils have moderate inherent erodibility and are generally on moderate to steep slopes. These soils are more easily dispersed by raindrop impact and may require more expense to control erosion and sedimentation. A rating of *high* indicates soils with moderate to high inherent erodibility and are usually on moderate to very steep slopes. Soil particles are readily moved by overland flow after disturbance. These soils may require considerable expense to control erosion and sedimentation as a part of management practices when activities are planned for such areas.

Mass movement potential (landslide hazard). The Northern San Isabel and Western Pike National Forests are relatively young mountain ranges and valleys and are still active geologically. Numerous faults throughout the survey area attest to this activity. As the mountains continue to rise, the forces of gravity, in combination with other environmental forces, may act together to influence the downward movement of materials. This process is referred to as mass movement.

Mass movements, whether natural or human-caused, are undesirable because of the adverse effects on soil productivity and water quality. To date, there have been no large mass movements in either

mountain range in recent history, or few in ancient history. This is due to the competent nature of most of the sedimentary, igneous, and metamorphic rocks that comprise the analysis area.

Mass movement is a broad term that can apply to a variety of conditions and processes. Movements that displace bedrock include, but are not limited to, landslides and slumps. These may be triggered by earth tremors and quakes, active fault movement, or over-saturation of geologic strata by water. Debris, earth, and mudflows are caused by surface runoff accumulating soil and debris such as rocks and trees and moving down slope with considerable force. These are generally confined to the upper several feet of earth surface. Snow avalanches are another type of mass movement. Avalanches occur when snowpack and fresh snow move down a slope. They can be triggered naturally by the weight of the snow or by human-caused activities such as skiing or snowmobiling. Snow avalanches can be relatively minor with light powder snow cascading down a slope or may be major events when wet, heavy snowpack slides to ground level, often uprooting trees and even the soil surface.

Mass movement potential is a rating of the possibility of natural or human-caused mass movements occurring within a map unit. The possibility is directly translated to a risk to use and management. Each soil map unit is given a mass movement potential rating based on the following criteria.

Low mass movement potential: Map units with *low* mass movement potential are on consolidated geologic materials such as gneiss, schist, granite, and sandstone. These geologic materials generally occur on gently sloping to moderately steep landforms. Photo interpretation and fieldwork showed no evidence of recent or previous landslides. There is little mass movement risk to management for activities planned for such areas. The potential for damage to watersheds resulting from mass movement is minimal.

Moderate mass movement potential: Map units with *moderate* mass movement potential are on poorly consolidated geologic materials such as interbedded sandstones, siltstone, and shales. These geologic materials occur on moderately steep to steep landforms. On-site investigations and air photo interpretation have shown these areas to be relatively stable or to have few ancient landslide materials. These areas have long since healed, and little recent movement has taken place or is likely to occur under normal conditions. Periods of prolonged seasonal precipitation or undercutting soil and geologic material may increase the risk of mass movement activities. A rating of moderate represents a certain amount of risk to the use and management of such areas. Higher costs for construction and design can be expected.

High mass movement potential: Map units with high rating occur on soft or poorly consolidated geologic materials such as shale or sandstone over soft shale. These geologic materials occur on moderately steep to very steep landforms. On-site investigation and air photo interpretation have shown recent evidence of mass movement. These areas include freshly cut scarps, exposed geologic strata, and raw accumulation areas. "Jack-strawed timber"—an array of angled and tilted trees resulting from differential root tensions from mass movement—is often present. A rating of high represents a serious risk to use and management of such areas. An on-site soil, geo-technical, and hydrologic

investigation is highly recommended. Higher costs for design and construction can be anticipated to achieve adequate resource protection.

AQ (4): How and where do road-stream crossings influence local stream channels and water quality?

In general, road-stream crossings have a greater influence on local stream channels and water quality than other road areas because of their close proximity to the stream channel. Poorly designed crossings can constrict a stream channel through undersized culverts or misaligned water diversions, or act as a conduit, facilitating erosion or the transport of pollutants into the channel.

Many culverts and cross drains are in need of cleaning, repair, replacement, or new installation. Undersized culverts, or blockages to flow in culverts, can cause upstream channel aggradation as particles settle and are trapped in sluggish backwater zones. When blockage is complete, flow may be redirected across or along the road, resulting in road surface erosion and added sediment delivery to streams. Likewise, without adequate cross drains to facilitate drainage of roads, intercepted precipitation may collect and cause increased surface runoff with added sedimentation.

Of additional concern is the tendency for gullies to form downslope of unprotected culvert outlets or in areas without adequate cross drains. The formation of gullies is significant because it indicates a road-related extension of a surface flowpath that would not exist without the road. Several factors may influence the formation of gullies: soil type, depth to bedrock, topographic shape of hillslope, vegetation or root strength, culvert spacing, and plunge height. These factors are related to the force of water and sensitivity of the site to concentration of water and erosion of the soil mantle. On the Pikes Peak Ranger District, the risk of occurrence of this degradation is increased by the highly erosive Pikes Peak granitic soils.

Low water crossings are also a concern due to their potential for stream channel modification and associated sediment delivery. Failing low water crossings can cause upstream sediment deposits and sluggish backwater zones. Without maintenance, redirected flow around the crossing during flood events can result in stream bank scour and undercutting of the low water crossing structure on its downstream side. High levels of sediment delivery and channel modification can ultimately result.

On roads where snowplowing occurs, plowing snow directly into the stream channel at road-stream crossings could result in the development of ice-dams. These ice-dams reduce channel capacity and the ability to convey water. This can result in culvert failure and/or cause channel migration as water is forced out of the channel and around the ice-dam. Channel migration can result in the development of a braided channel since areas outside the channel may not be resistant to the erosive forces of water, especially in decomposed granite parent material.

AQ (5): How and where does the road system create potential for pollutants, such as chemical spills, oils, de-icing salts, sanding or herbicides, to enter surface waters?

The possibility of pollutants entering surface water applies to perennial, intermittent and ephemeral streams. Pollutants spilled in or near intermittent or ephemeral streams may be "stored" until the next hydrologic event. High intensity storms can flush stored pollutants into the stream system. There is an elevated risk of this on the Pikes Peak Ranger District due to the high porosity of decomposed granitic soils. Normally this dilutes the pollutant because of high runoff volume. However, if the pollutant distribution is widespread, or highly concentrated, it can have an adverse cumulative effect on water quality.

Roads in the project area have the potential to create pollutants in several ways. Chemicals such as surfacing oils, magnesium chloride, de-icing salts, herbicides, and fertilizers may be applied to roads for maintenance, safety, or other improvement. Vehicle contaminants such as oils, brake-pad linings, and hydraulic fluid, as well as accidental spills, may also contaminate surface waters. The county and state roads that border the forest have the highest potential for sources of pollutants entering the stream system. These roads are heavily traveled year-around and during the winter may be sanded or de-iced, possibly polluting surface water.

AQ (6): How and where is the road system "hydrologically connected" to the stream system? How do the connections affect water quality and quantity (such as, the delivery of sediments and chemicals, thermal increases, elevated peak flows)?

"Hydrologically connected" road segments are those that deliver surface runoff and road derived sediment directly to a stream channel. Along these road segments, a greater proportion of road drainage reaches the streams since little buffer between the stream and road is available for water infiltration. This condition occurs at stream crossings and along those roads that run closely to either a riparian area or a water body. Roads that are closely associated with stream courses contribute to elevated peak flows by adding storm water runoff directly to the channel. This causes stream peak flows to occur earlier in the precipitation event, although the magnitude of this increase is unknown. Physically, increased peak flows can cause erosion of the stream channel, resulting in deeper or wider channels and greater sediment deposition at downstream areas away from the hydrologically connected road segment. Where there is a lack of stream power to transport the eroded road surface, road derived sediment results in aggradation and pool infilling.

The Waldo Canyon Fire and other wildfires cause a decrease in evapotranspiration. Dead trees results in an increased water yield and increased runoff in the watershed. Increased runoff disrupts natural stream development, resulting in increased stream power and increased stream channel instability. Stream bank erosion, channel enlargement and downcutting may result from the hydrologic connectivity of roads.

WP (2): How does road development and use affect water quality in municipal watersheds?

Watersheds in the National Forest that provide domestic water to a municipality may be set aside from all forms of location, entry, or appropriation. Road development and use in watersheds used to supply domestic water may affect the water quality. The demand for Water Supply is expected to increase with rising population along the Front Range. Sediment produced in the drainage impacts the operation of Cheesman, Rampart, and Pikes Peak reservoirs, thereby increasing the cost of water treatment.

See AQ (2) for response on the production of erodible materials that leads to increased costs to treat domestic water supplies.

R2 (1): Are there any streams in the area listed in the State 303(d) list or 305(b) report as impaired due to road-derived pollutants such as sediment?

Yes, Trout Creek was listed on the 303(d) list, although the TMDL is done and work is progressing toward improving sediment from the road for the South Platte River. A complete up to date list is available at the Colorado Department of Public Health website. The CDPHE has combined these two lists into one impaired waters – 303(d) list (https://www.colorado.gov/pacific/cdphe/impaired-waters).

AQ (8): How and where does the road system affect wetlands?

The road system can affect wetlands by direct encroachment and loss of wetland area from road fill and by indirect alteration of wetland hydrology, function, and water quality. In the Waldo burn area, and other areas with increased anthropogenic water quantities, a stream may not be able to handle the increased flows. Often times, channel downcutting and floodplain abandonment occurs. This process results in a lowering of the water table and can impact the recharge to wetlands.

AQ (9): How does the road system alter physical channel dynamics, including isolation of floodplains: constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?

Bridge and culvert installations at stream crossings constrain the channel from migrating or changing as it would naturally. Roads can also encroach upon or isolate floodplains, compromising their function. During periods of peak or flood flows, roads and road crossings may restrict flow or become blocked so that the water backs up, causing an actual increase in peak flows This may, in turn, reduce the flow below the crossing, preventing flooding into the stream's normal flood-prone areas further down the drainage.

Roads passing through a major floodplain or damming an ephemeral drainage can also create sluggish backwater conditions. This can occur, for example, when waters receding from periods of high flow are trapped by roadbeds that traverse a major floodplain. Initially, ponding waters may contain small fish, macro-invertebrates, and developing amphibians that are stranded by the receding water level. If sluggish backwater conditions persist at these sites, algal blooms may likely occur resulting in drastic reductions in oxygen available for other aquatic organisms and eventual death of much of the aquatic community.

Additional discussion pertinent to this question can be found under questions AQ (1), AQ (4), AQ (6) and AQ (8). More detailed discussion is most appropriate at the project level, where site-specific instances of altered channel dynamics, debris, and sediment buildups are known.

AQ (12): How and where does the road system contribute to fishing, poaching, or direct habitat loss for at-risk aquatic species?

While poaching is not generally considered an issue of concern and does not significantly affect aquatic populations and at-risk aquatic species, the open road system does provide public access for recreational fishing. Threats to native species include the introduction of non-native predatory species, reduced water flows from surface water diversions, channelization of streams, pollution, and increased sedimentation from road runoff. Roads that cross or run parallel to creeks and streams are of particular concern as they have the potential to degrade habitat quality through increased sediment input, increased peak stream flows, and by limiting the passage of aquatic organisms when flow obstruction or blockages are created at culverts and bridges.

The streambed is often intentionally altered at a road crossing. It can be deepened or realigned not only at the crossing but both upstream and downstream of the actual crossing. This is usually done to more efficiently allow water flow through a culvert or under a bridge. If these streambed changes result in a change in channel slope, the stream character can change by developing deep pools beneath the crossing that is disconnected from the channel during low flows. This type of feature can function as a refuge for fish making them more vulnerable to capture or predation if there is little hiding cover or they are unable to leave the pool. This is usually handled on a project level.

Direct habitat loss can occur where increased road derived sediment fills in pool habitat. Road encroachment can eliminate riparian vegetation resulting in lethal stream temperatures. Increased road derived bedload and suspended sediment can harm incubating fish eggs.

UR (1) & RR (1): What are the supply and demand relationships for unroaded and/or roaded recreation opportunities?

As the population in the Colorado Springs, Woodland Park, Monument, and surrounding areas continues to increase, user demand and pressure on National Forest lands is increasing. The Pikes Peak Ranger District offers approximately 370 miles of motorized roads, approximately 78 miles of motorized trails, and 131 miles of non-motorized trails open to public travel. Increase in demand and overuse and crowding on the existing routes is driving the need for more recreation opportunities. Most motorized and non-motorized trailheads are at or beyond capacity most weekend days during the summer months. Due to the mild winter climate on the Pikes Peak Ranger District, most routes are used year-round.

Tourism is a primary economic base for Colorado Springs and Woodland Park and recreation opportunities on National Forest lands are advertised as attractions to draw tourists to the area. Woodland Park especially is marketing OHV opportunities, which increases use of the motorized routes near Woodland Park.

UR (2) & RR (2): Is developing new roads into unroaded areas, decommissioning of existing roads, or changing the maintenance of existing roads causing substantial changes in the quantity, quality, or type of unroaded and roaded recreation opportunities? How do user-created routes affect the management of the road system?

New roads are rarely constructed on the Pikes Peak Ranger District, with the exception of roads authorized by a Special Use Permit to access private land or temporary roads for fuel treatment activities. Decommissioning routes that were causing sedimentation into watersheds has occurred in the past 12 years under several environmental analysis decision documents. This has slightly reduced the quantity of roaded recreation opportunities on the Pikes Peak Ranger District.

New user created (unauthorized) routes and extensions of existing authorized routes are a constant problem on the Pikes Peak Ranger District. Limited funding and staffing make it difficult to close new user created routes and prevent extensions of existing routes.

Decreasing funding for road maintenance focuses Forest Service maintenance activities primarily to heavily used Level 3 roads. Partners, such as El Paso and Teller Counties and Colorado Springs Utilities, provide additional road maintenance under agreements or special use permits. Colorado

State Off Highway Vehicle grants have also provided funding for road maintenance and closure of unauthorized routes. Decreasing funding for road maintenance may mean roads may be downgraded in maintenance level in the future.

UR (3) & RR (3): What are the adverse effects of noise and other disturbances caused by building, using, and maintaining roads, on the quantity, quality, and type of unroaded and roaded recreation opportunities?

A good portion of the Pikes Peak Ranger District is motorized, and users can expect to hear the noise associated with ATV's and dirt bikes in the motorized areas.

There are approximately 131 miles of non-motorized trails on the Pikes Peak Ranger District, which allow visitors to access the backcountry away from road noise. Additionally, visitors can hike, mountain bike, or ride a horse anywhere on the Pikes Peak Ranger District, unless the area is closed to such uses pursuant to a Forest Order.

Visitors can expect that they will experience noise from roads while participating in recreation activities adjacent to roads. The Motor Vehicle Use Map regulations limit vehicle travel and parking to one vehicle length off designated roads, so visitors must hike, bike or ride a horse into the forest to get away from road noise.

UR (4) and RR (4): Who participates in unroaded (and roaded) recreation in the areas affected by constructing, maintaining, and decommissioning roads?

Most visitors to the Pikes Peak Ranger District use roads to access recreation and other forest activities. Because of the quick and easy access to the Pike National Forest from Colorado Springs, much of the use is day use. In motorized areas, motorized roads and trails are the attraction that brings visitors to the forest. Visitors often disperse camp adjacent to roads and ride ATV's or dirt bikes on the road/trail system during their camping trip.

Road maintenance is often completed on weekdays when recreation use is lower than on weekend days. This minimizes conflicts between road maintenance and with the majority of road use.

Very little road construction is occurring on the Pikes Peak Ranger District.

UR (5) and RR (5): What are these participants' attachments to the area, how strong are their feelings, and what are alternative opportunities and locations available?

The Pikes Peak Ranger District is the "backyard" for residents of Colorado Springs, Monument, and Woodland Park, and the attachment and feelings for the forest are very strong.

Motorized users generally do not want any roads or motorized trails closed to public use. Non-motorized users desire fewer roads and motorized trails, and more areas for solitude in the forest.

There is a significant amount of city of Colorado Springs and county open space land for non-motorized recreation opportunities in the Pikes Peak region. The open space lands are in or immediately adjacent to the city of Colorado Springs and in some cases, roads and trails connect

from the open space areas into the Pikes Peak Ranger District.

UR (6) and RR (6): How does the road system affect the Scenic Integrity? How is developing new roads, decommissioning of existing roads, or changing the maintenance of existing roads into unroaded areas affecting the Scenic Integrity?

Road or motorized route impacts on scenic integrity is affected by many factors such as the slope, location of the road on the slope, vegetation, and presence of other impacts in the area. Visitors don't often consider the road they are traveling on and looking out from as an impact, whereas a road and the traffic on it viewed in the distance are an impact. Several roads accessing the Pikes Peak Ranger District are highly visible from the city of Colorado Springs and the I-25 corridor.

Very little road construction is occurring on the Pikes Peak Ranger District. Decommissioning of existing roads initially causes a significant visual change, but over time, the visual impacts should lessen as the land heals.

RR (7): How does road management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?

Roads and road use may negatively affect non-motorized recreationists, and some people have expressed an interest in wanting roads closed or decommissioned. Although they use roads to access trailheads into unroaded areas or wilderness areas, many users perceive roads to be a deterrent to healthy wildlife habitat or unacceptable contributors to stream sedimentation. They see these unroaded areas as critical to their individual, community, or ecosystem health.

High road density and motorized access have always been public issues and concerns on the Pike and San Isabel National Forests. The closure, presence, or addition of new roads and their management in proximity to wilderness areas can change the natural integrity and opportunities for solitude because of differences in vistas, amounts of noise and dust, and crowding.

CH(1) How does the transportation system affect access to paleontological, archeological, and historical sites and the values people hold for these sites?

There are no known quantifiable impacts to paleontological resources resulting from management of the current road system.

The Pikes Peak Ranger District has a rich presence of archaeological and historic properties. Prehistoric properties within the district are sites with materials and items common to the American Indian cultures of Colorado. The use of these sites within the Pikes Peak Ranger District usually pre-dates AD 1860, and could be thousands of years older. Historic properties within the district contain materials and items common to European immigrant cultures of the western frontier. Historic sites of significance include those associated with western expansion, the Colorado Springs / Cripple Creek railroad, federal land management, mining, homesteading, ranching, and recreation.

Preliminary background research on the Pikes Peak Ranger District roads identified 136 of the system roads as historic, of which only 12 have been documented. Of the 12 documented historic roads, only one has been determined officially not eligible to the National Register of Historic Places. Thus, the remaining 135 roads are considered culturally significant, whether they are listed in the National Register of Historic Places (NRHP) or eligible for such listing. Therefore, future construction or road improvements that affect the physical properties of the road (existing prism, surface materials, etc.) or its use might affect the historic value of the property.

Not only does the current road system contain numerous historic roads, but it also has the potential to affect other cultural properties listed or eligible for listing on the NRHP, as well as any undiscovered cultural properties. Of the 12 documented historic roads, two pass through cultural properties listed in the NRHP or eligible for listing and five have adjacent properties eligible for listing. Of the 124 undocumented historic roads, ten pass through cultural properties listed in the NRHP or eligible for listing and 22 have adjacent properties eligible for listing. In addition, of the 210 system roads that do not appear to be historic, six pass through cultural properties listed in the NRHP or eligible for listing and one has an adjacent property eligible for listing. Although in some cases the use and maintenance of the current road system is directly affecting historic features or archaeological deposits that have been exposed in the road bed or in the cut banks of the road margin, most of the time the current use or maintenance of the road system is not affecting the surrounding properties. However, future construction or improvements could adversely affect them.

The current transportation system provides direct access to multiple sites and features. Although access increases the possibility of vandalism and looting, it can also be desirable for public visitation and interpretation. It would be desirable to maintain access to interpreted historic properties. In some cases access is also desirable for maintenance and protection of historic structures. On the other hand, eliminating direct access to various historic properties could reduce the effects of vandalism.

The effects of land management decisions or actions need to be addressed at the site-specific level. An effect to a historic property occurs when an undertaking will alter those characteristics of the property that qualify it for the National Register [36 CFR § 800.16(i)]. When an effect to a cultural property is identified, the agency shall follow procedures set forth in 36 CFR 800 to complete the Section 106 process. Protection of cultural resources determined eligible for the NRHP or which have not been evaluated and are considered eligible must be an important objective of travel management decisions and actions.

5.0 DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

5.1 Introduction

In order to identify opportunities to improve the transportation system, the Pikes Peak Ranger District, Pike 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.

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, dispersed recreation areas and the recreation experience of the road itself.

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, or the road has high value as a recreation experience.

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 where there is no need to access an area for timber removal.

5.5 Criteria for Special Use Access Benefit

Special Use Access Benefit:

- 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.

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

Wildlife risk was rated based on a number of relevant factors, including:

- Species Federally Listed as Threatened, including: Mexican spotted owl habitat, greenback cutthroat trout habitat, and Preble's meadow jumping mouse habitat.
- Regional Forester's Sensitive species list, including but limited to: Rocky Mountain bighorn sheep, Gunnison's prairie dog, northern goshawk, northern leopard frog, and white-tailed ptarmigan.
- Big game winter range (Management Area 5B)
- Calving and lambing areas
- Road density

Species federally listed under the Endangered Species Act require special management consideration and protection for the conservation of the species. Habitats and activities on National Forest System lands must be managed for threatened and endangered species to achieve recovery objectives. Therefore, roads occurring in habitat occupied by federally listed species or areas identified as critical habitat were assigned a rating of 2 (H).

Previous wildlife risk assessments have rated roads as 1 when these features traversed habitat classified as "restricted" for the federally threatened Mexican spotted owl (MSO). In September 2012, the U.S. Fish and Wildlife Service finalized the Mexican spotted owl Recovery Plan, 1st Revision, based on new information on the biology, status, distribution, and other aspects of the Mexican spotted owl's life history. The Forest Service developed a MSO habitat suitability model that incorporated a more precise methodology and improved identification and classification of stands for the management of the habitat needs of this species. Based on this modeling, only roads that traverse forested stands that are classified as "nesting/roosting" were assigned a rating of 2 (H). These stands are important for the development of habitat conditions that support the recovery of this species.

Species identified by a Regional Forester for which population viability is a concern (i.e. Sensitive), must receive special management emphasis in order to ensure viability and preclude trends toward endangerment that would result in the need for Federal listing. Region 2 sensitive species are susceptible to habitat loss and human disturbance. Roads were assigned a rating of 2 (H) when the feature was located within occupied breeding habitat (e.g., lambing areas, nest sites, etc.) of sensitive species, or within the habitat of these species that is limited in extent, isolated, or highly susceptible to disturbance (e.g., riparian areas, alpine, prairie dog colonies, etc.). Roads were assigned a rating of 1 (M) when these features traversed occupied habitat of sensitive species that are wide-ranging (e.g., bighorn sheep), or are located in proximity to habitats that are prone to disturbance.

Roads that occur within big game winter range were considered in the rating process due to Forest Plan prescriptions in Management Area 5B that emphasize forage and cover on these ranges. Roads that occur within this management area were assigned a rating of 1(M) since Forest Plan direction pertains to reducing stress on big game through road management.

Game animals are sensitive to disturbance during breeding periods. Roads that occur within elk calving areas were rated a 1(M) since this species inhabits large areas containing abundant available cover. Roads that traversed the lambing areas of bighorn sheep were rated a 2 (H) given the open conditions of the lambing areas and the status of this species as sensitive in Region 2.

Road density was considered in the rating process because these features cause habitat fragmentation, reduce habitat suitability, and impede species daily, seasonal, and dispersal movements. Roads were assigned a rating of 1(M) where road densities exceed 4 miles per square mile and are also located in proximity to the habitat of federally listed species.

Roads not assigned with either a 2 (H) or 1 (M) as described above were given a default rating of 0 (L).

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

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 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.

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) and ML1 (Closed to All Motor Vehicles)	**OBJ. ML2:** 303.A, 329, 330, 330, 331, 369, 371 **OBJ. ML3:** 303, 303	**OBJ. ML2:** 300.A, 322, 322, 322, 328, 334.I, 346.B, 347.A, 347.B, 353.B, 359.M, 359.M, 378, 389, 389.A, 390, 390.A, 390.B, 391.A, 391.B, 392 **OBJ. ML3:** 301, 303, 303.B, 321, 328, 328, 328, 328.A, 334.C, 334.C, 353, 353.A, 370.A, 372	**OBJ. ML2:** 345.B, 359.H, 379.A	**OBJ. ML1**: 300.H, 300.I, 300.J, 300.R, 304, 304, 326, 326, 326, 326, 326, 326, 345.A, 370.E **OBJ. ML2:** 300.CC, 300.N, 300.N, 320.F, 321.A, 345.C, 345.D, 348.A, 359.A, 359.B, 359.C, 359.D, 359.J, 359.K, 359.KA, 359.N, 373, 379.D, 388, 401, 401, 401, 401, 401, **OBJ. ML3:** 300.L, 300.LA, 321.D, 321.E
	Roads Open to all Vehicles	**OBJ. ML2**: 308, 314, 318, 319, 322.A, 347, 348, 351, 364, 365, 374, 376.A, 379, 379.A, 385, 904, 912 **OBJ. ML3:** 200, 350	**OBJ. ML2:** 300.C, 300.CA, 300.CB, 300.F, 300.U, 300.V, 302, 307, 307.A, 308.B, 315, 322, 324, 325, 325.A, 332, 332.A, 332.B, 332.C, 339.A, 339.C, 340.B, 341.A, 343, 343.B, 344, 346, 346.B, 348.B, 350.A, 350.B, 354, 355, 355.A, 355.B, 356.D, 357, 357.A, 357.AA, 357.B, 357.C, 357.CA, 357.D, 357.E, 357.F, 357.G, 357.J, 357.M, 358, 359.A, 359.M, 360.A, 362, 362.A, 363, 363.B, 364.A, 366, 367, 370.C, 370.D, 370.F, 370.G, 370.H, 375, 375.A, 375.B, 376.B, 381, 901, 902, 903, 905, 906, 907, 908, 909, 910, 911, 913, 915, 916, 917, 918, 919, 920, 921, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 950, 951, 952, 953, 954, 955, 956, 957, 959, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 981, 982, 983, 986, 987, 988 **OBJ. ML3:** 308, 315, 335.A, 342.A, 345, 346, 352, 356.A, 357, 357.N, 370.B	**OBJ. ML2:** 302.A, 347.C, 348.F, 349, 385	**OBJ. ML2:** 300.D, 300.E, 300.G, 300.K, 300.M, 300.N, 300.P, 300.Q, 300.S, 305, 309, 311, 311.A, 313, 314.A, 314.B, 320.A, 320.B, 320.C, 320.D, 323, 324.A, 324.B, 325.B, 327, 332.AA, 332.CA, 332.D, 332.E, 336.A, 341.B, 344.B, 347.E, 348.C, 348.D, 348.E, 348.G, 348.H, 352.A, 352.A, 352.B, 354.A, 354.B, 357.H, 357.K, 357.L, 359.E, 359.F, 359.G, 370.DA, 370.I, 376.C, 376.D, 379.C, 379.E, 381.A, 381.AA, 381.B, 383.B, 383.C, 383.D, 383.E, 383.F, 383.G, 922, 949
	Roads Open to Licensed Vehicles Only	**OBJ. ML2**: 334.F, , 371, **OBJ. ML3:** 300, 303, 320, 368, 368, 368, 369, 370, 370, 370, 371, 372, 372, 376, 383 **OBJ. ML4/5:** 306.C, 306.F, 334, 370, 370	**OBJ. ML2**: 339, 377 **OBJ. ML3**: 300.B, 312, 312, 312.A, 333, 333, 334.D, 335, 335.B, 336, 337, 337, 340.A, 340.AA, 342, 370, 383.A, 391 **OBJ. ML4/5:** 306, 306.A, 306.AA, 306.B, 306.D, 306.E, 320, 338.B, 338.BA, 338.BB, 338.BC, 338.BD, 338.C, 338.D, 338.DA, 338.DB, 338.E, 338.EA		
	Roads Open Only to Vehicles 50" or Less	**OBJ. ML3:** 370			**OBJ. ML2**: 349

	Roads With Seasonal Dates for Vehicles 50" or Less Only	**OBJ. ML2**: 348	**OBJ. ML3:** 300		
	Total Miles	172.27	189.81	8.32	57.28

Table 6-1. Summary of Roads by Benefit and Risk (Total Miles = 427.68)

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 (see matrix table).

6.2 Recommendations

Using the above Summary of Roads by Benefit and Risk table, the Pikes Peak 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.

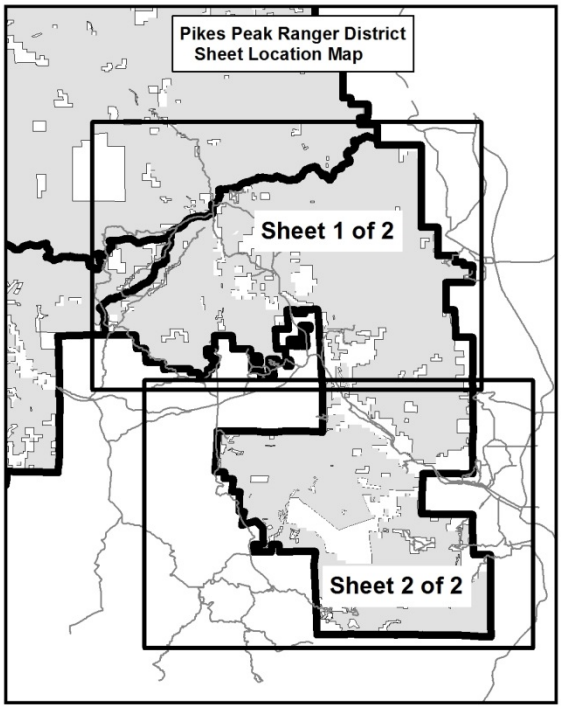
Roads in the L/H (Low Benefit and High Risk) category should be analyzed in depth and potentially eliminated from the system completely unless mitigation measures can be easily implemented that will change the high risk to a low risk. When decommissioning occurs, the risk impacts need to be addressed 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 Pikes Peak 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 Pikes Peak Ranger District in two 11" x 17" sheets. Each benefit/risk category as shown in Table 6-1 above is displayed in a different color.

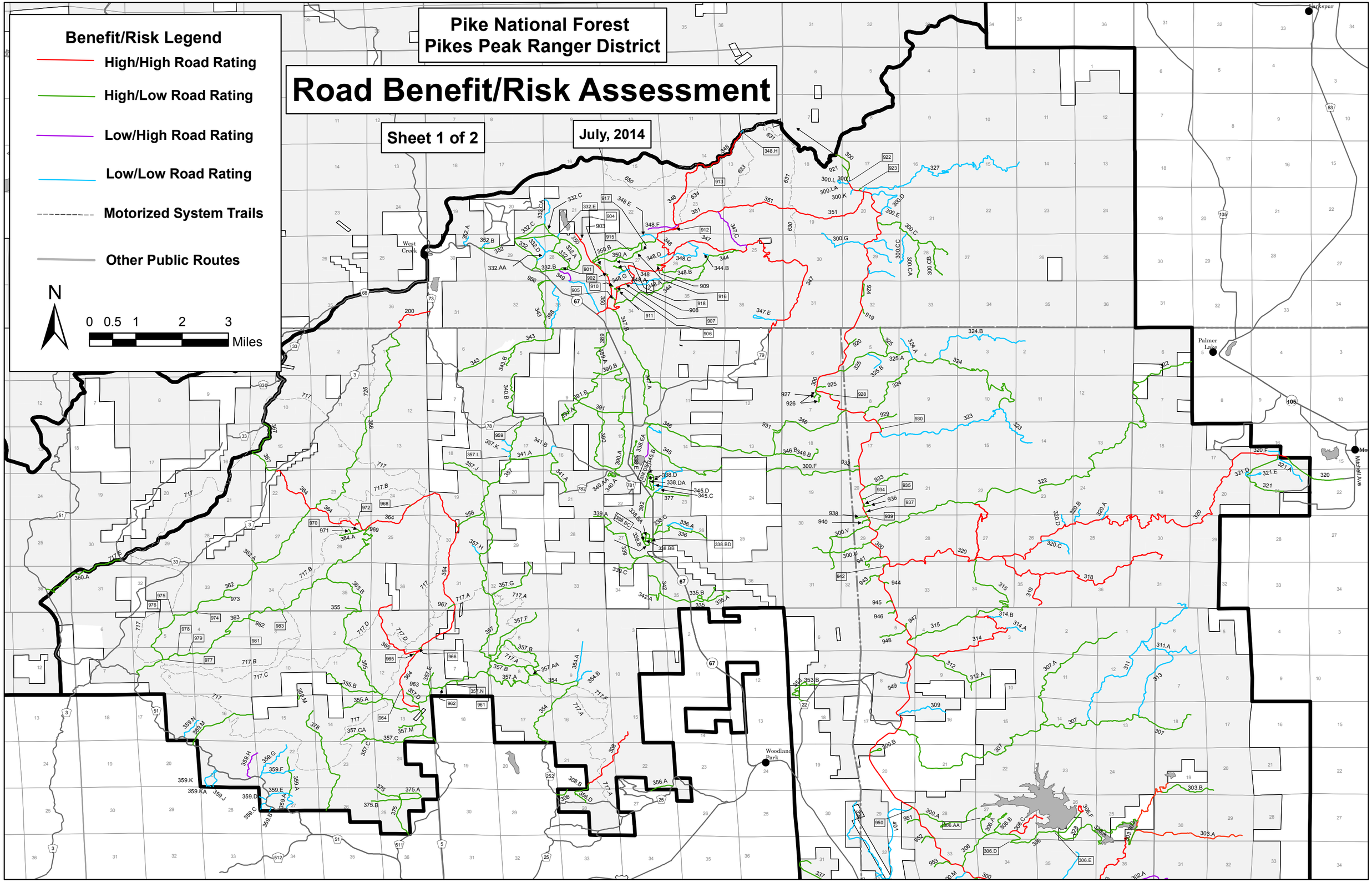

Pikes Peak Ranger District
Sheet Location Map
Sheet 1 of 2
Sheet 2 of 2

Pike National Forest
Pikes Peak Ranger District

Road Benefit/Risk Assessment

Sheet 1 of 2

July, 2014

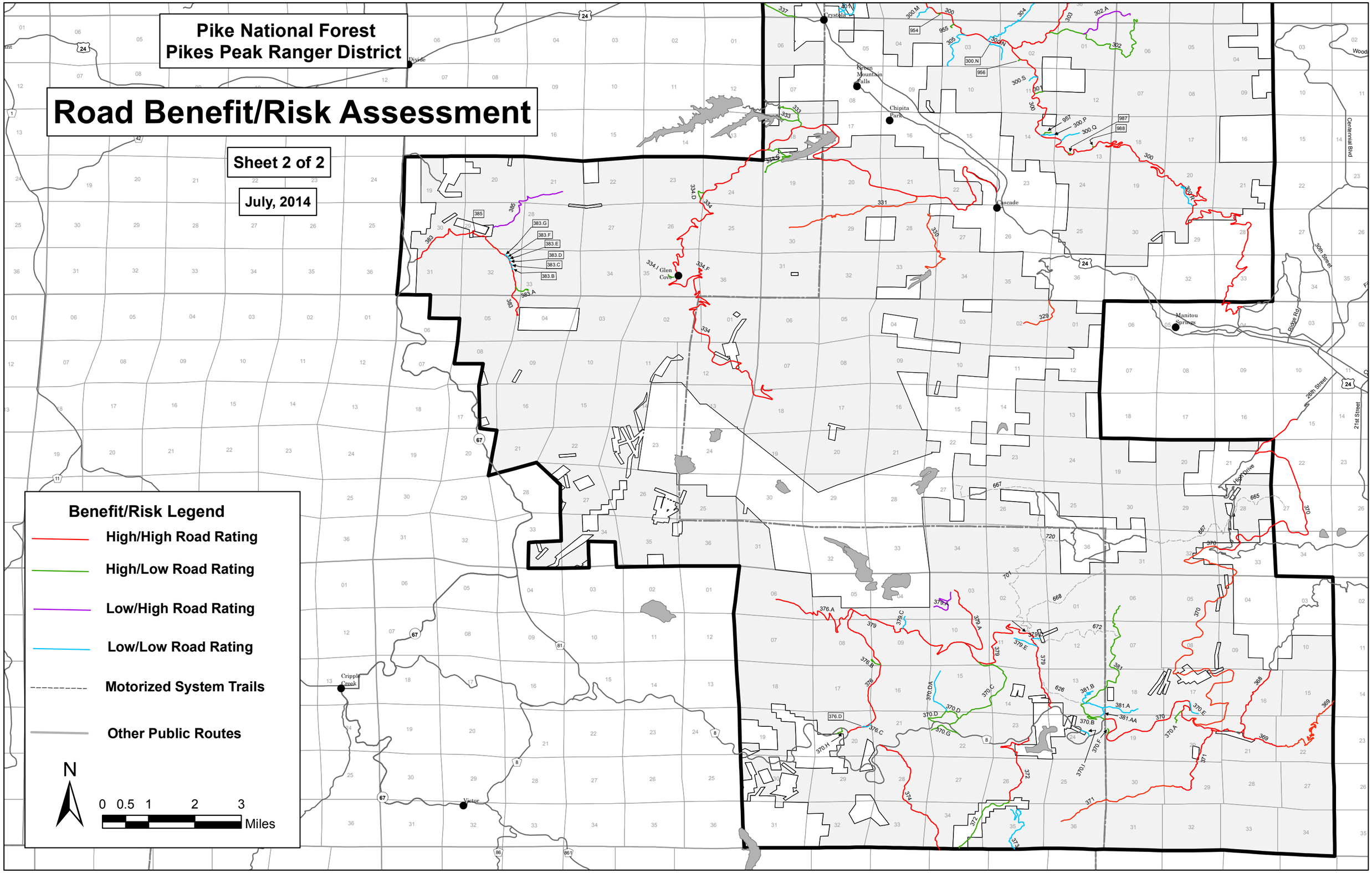


Pike National Forest
Pikes Peak Ranger District

Road Benefit/Risk Assessment

Sheet 2 of 2

July, 2014



Appendix A. Final TAP Matrix Table

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

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
200	TRAIL CREEK	0-0.83	0.83	3	NAT		***	2	H	2	H	2	H	2	HH	1	M	3	H	2	H	0	L	1	M	0	L	9	6	H/H	
300	RAMPART RANGE	0-35.80	35.80	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	1	M	1	M	0	L	1	M	2	H	10	5	H/H	Rec Site Access, LVO, Schedule A road from MP 30.96 - 36.49 = 5.53 miles
300	RAMPART RANGE	35.80-36.49	0.69	3	NAT	R, SE	***	2	H	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	2	H	10	4	H/L	Rec Site Access, LVO, Seasonal Dates for Vehicles 50" or less, Schedule A road from MP 30.96 - 36.49 = 5.53 miles
300.A	RAINBOW GULCH	0-1.50	1.50	2	NAT	A,S	***	0	L	2	H	1	M	2	H	0	L	1	M	0	L	0	L	0	L	0	L	5	1	H/L	SUP Road; Recommend keep as Admin road
300.B	SPRINGDALE CG	0-0.35	0.35	3	NAT	R	***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	H/L	Rec Site Access, LVO
300.C	PLUM CREEK	0-1.77	1.77	2	NAT		***	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
300.CA	UNIT C	0-0.83	0.83	2	NAT		***	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
300.CB	UNIT F	0-0.68	0.68	2	NAT		***	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
300.CC	300.CC	0-0.83	0.83	2	NAT	A	***	0	L	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Admin Road
300.D	STAGGS	0-0.89	0.89	2	NAT		***	0	L	1	M	1	M	0	L	0	L	1	M	0	L	0	L	1	M	0	L	2	2	L/L	Recommend Decommissioning
300.E	STAGGS SPUR	0-0.30	0.30	2	NAT		***	0	L	1	M	1	M	0	L	0	L	1	M	0	L	0	L	1	M	0	L	2	2	L/L	Recommend Decommissioning
300.F	UPPER JOHNS GULCH	0-1.83	1.83	2	NAT		***	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
300.G	QUARTZ	0-1.02	1.02	2	NAT		***	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	Recommend Decommissioning
300.H	UNIT EQM	0-0.63	0.63	1	NAT		***	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Closed to all vehicles
300.I	UNIT KR	0-0.60	0.60	1	NAT		***	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Closed to all vehicles
300.J	UNIT I	0-0.40	0.40	1	NAT		***	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Closed to all vehicles
300.K	HIGH	0-0.14	0.14	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	
300.L	MICROWAVE	0-0.25	0.25	3	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	No admin access needed; Recommend change to PVT SUP road
300.LA	WEATHER STATION	0-0.02	0.02	3	AGG	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	No admin access needed; Recommend change to PVT SUP road
300.M	RAMPART CAMPSITE	0-0.30	0.30	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
300.N	AQUEDUCT	0-0.04	0.04	2	NAT	S	***	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	SUP Road, Recommend eliminating public motorized access and change to PVT SUP road
300.N	AQUEDUCT	0.04-0.44	0.40	2	NAT	A,S	***	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	No admin access needed; Recommend change to PVT SUP road

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
300.N	AQUEDUCT	0.44-0.60	0.16	2	NAT	A	***	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	No admin access needed; Recommend decommissioning
300.P	RRR CAMP 1	0-0.33	0.33	2	NAT		***	2	H	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Reroute possible
300.Q	RRR CAMP 2	0-0.30	0.30	2	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	1	L/L	Recommend Decommissioning or conversion to a non-motorized trail
300.R	BACKSTOP	0-0.60	0.60	1	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	1	M	0	L	0	2	L/L	Closed to all vehicles; Recommend Decommissioning
300.S	WELLINGTON GULCH	0-0.20	0.20	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	
300.U	SOLDIER MTN	0-1.20	1.20	2	NAT		***	1	M	2	H	1	M	0	L	2	H	1	M	0	L	0	L	0	L	0	L	6	1	H/L	Potential full-size trail
300.V	RUPP GULCH	0-1.50	1.50	2	NAT		***	1	M	2	H	1	M	0	L	2	H	1	M	0	L	0	L	1	M	0	L	6	2	H/L	Potential full-size trail
301	EAGLE LAKE	0-0.15	0.15	3	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	No admin access needed; Recommend change to PVT SUP road
302	ORMES PEAK	0-2.85	2.85	2	NAT		***	1	M	2	H	0	L	1	M	1	M	1	M	0	L	0	L	1	M	1	M	5	3	H/L	
302.A	DEVIL'S KITCHEN	0-1.20	1.20	2	NAT		***	0	L	1	M	0	L	0	L	0	L	3	H	2	H	0	L	1	M	1	M	1	7	L/H	Recommend Decommissioning
303	NORTHFIELD	0-2.66	2.66	3	NAT	S	***	1	M	1	M	1	M	2	H	1	M	3	H	2	H	0	L	1	M	0	L	6	6	H/H	SUP Road, LVO
303	NORTHFIELD	2.69-3.21	0.52	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	3	H	0	L	0	L	1	M	0	L	5	4	H/L	SUP Road; Recommend keep as Admin road
303	NORTHFIELD	3.21-3.25	0.04	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	3	H	0	L	0	L	1	M	1	M	5	5	H/H	SUP Road; Recommend keep as Admin road
303	NORTHFIELD	4.19-4.95	0.76	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	3	H	0	L	0	L	1	M	1	M	5	5	H/H	SUP Road; Recommend keep as Admin road
303.A	WEST MONUMENT	0-2.02	2.02	2	NAT	A,S	***	0	L	2	H	2	H	2	H	1	M	3	H	2	H	0	L	0	L	0	L	7	5	H/H	SUP Road; Recommend keep as Admin road
303.B	STANLEY MICROWAVE	0-1.07	1.07	3	NAT	A,S	***	0	L	2	H	2	H	2	H	1	M	0	L	2	H	0	L	0	L	0	L	7	2	H/L	SUP Road; Recommend keep as Admin road
304	WATERLINE	0-0.10	0.10	1	NAT	S	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Closed to all vehicles; SUP Road - Recommend changing to a PVT System, FS Juris., SUP road
304	WATERLINE	0.10-2.12	2.02	1	NAT	S	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Closed to all vehicles; SUP Road - Recommend changing to a PVT System, FS Juris., SUP road
305	SAND GULCH	0-1.00	1.00	2	NAT		***	1	M	0	L	0	L	0	L	1	M	1	M	0	L	0	L	1	M	1	M	2	3	L/L	
306	LAKE CIRCLE DRIVE	0-3.22	3.22	5	AC	R	***	2	H	1	M	0	L	2	H	2	H	1	M	0	L	0	L	1	M	2	H	7	4	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.A	MEADOW RIDGE CG	0-0.70	0.70	5	AC	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	H	2	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.AA	PEAK VIEW OVERLOOK	0-0.10	0.10	4	AC	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	H	2	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.B	THUNDER RIDGE CG	0-0.65	0.65	5	AC	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	H	2	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
306.C	PROMONTORY PG	0-1.00	1.00	5	AC	R	***	2	HH	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	2	H	2	5	H/H	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.D	BPW TRAILHEAD	0-0.10	0.10	4	AC	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	H	2	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.E	WILDCAT OVERLOOK	0-0.10	0.10	5	AC	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	H	2	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
306.F	DIKESIDE PARKING	0-0.45	0.45	5	AC	R	***	2	H	0	L	0	L	2	H	1	M	3	H	0	L	0	L	0	L	2	H	5	5	H/H	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
307	SCHUBARTH	0-7.51	7.51	2	NAT		***	2	H	2	H	1	M	0	L	0	L	0	L	1	M	0	L	1	M	1	M	5	3	H/L	
307.A	ROLL OVER	0-3.07	3.07	2	NAT		***	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
308	SKELTON RIDGE	0-0.25	0.25	3	NAT	S	***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	SUP Road; Recommend eliminating public motorized access and change to admin road
308	SKELTON RIDGE	0.65-2.10	1.45	2	NAT		***	1	M	2	H	2	H	1	M	1	M	3	H	1	M	0	L	1	M	0	L	7	5	H/H	
308.B	SKELTON POWER	0-0.39	0.39	2	NAT		***	1	M	1	M	1	M	2	H	1	M	0	L	1	M	0	L	0	L	0	L	6	1	H/L	
309	FARISH	0-0.98	0.98	2	NAT	S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	SUP Road; Recommend eliminating public motorized access and change to PVT SUP road
311	HELL CREEK	0-4.00	4.00	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	
311.A	HELL CREEK SPUR	0-1.34	1.34	2	NAT		***	1	M	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	M	2	2	L/L	
312	FARRISH MEMORIAL	0-1.28	1.28	3	NAT	S	***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	1	M	0	L	6	1	H/L	SUP Road, LVO; Recommend eliminating public motorized access past NFSR 314
312	FARRISH MEMORIAL	1.28-1.44	0.16	3	NAT	S	***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	1	M	0	L	6	1	H/L	SUP Road; LVO - Recommend eliminating public motorized access
312.A	CARROLL LAKES	0-0.35	0.35	3	NAT	S	***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	1	M	0	L	6	1	H/L	SUP Road, LVO; Recommend eliminating public motorized access and change to PVT SUP road
313	HAY CREEK EAST	0-2.01	2.01	2	NAT		***	1	M	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	
314	ENSIGN GULCH	0-2.50	2.50	2	NAT		***	1	M	1	M	0	L	2	H	2	H	3	H	0	L	0	L	1	M	1	M	6	5	H/H	
314.A	SKID	0-0.30	0.30	2	NAT		***	0	L	0	L	0	L	1	M	0	L	3	H	0	L	0	L	0	L	0	L	1	3	L/L	Recommend eliminating public motorized access
314.B	ENSIGN RIDGE	0-0.33	0.33	2	NAT		***	0	L	0	L	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	0	4	L/L	Recommend Decommissioning
315	BEAVER CREEK S. H.	0-2.70	2.70	3	NAT		***	1	M	2	H	2	H	2	H	2	H	0	L	0	L	0	L	1	M	1	M	9	2	H/L	
315	BEAVER CREEK S. H.	2.7-3.88	1.18	2	NAT		***	1	M	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	1	M	9	3	H/L	
318	POWERLINE EAST	0-4.00	4.00	2	NAT		***	1	M	2	H	0	L	2	H	0	L	1	M	2	H	1	M	1	M	0	L	5	5	H/H	
319	POWERLINE SOUTH	0-0.85	0.85	2	NAT		***	0	L	2	H	0	L	2	H	0	L	3	H	0	L	1	M	1	M	0	L	4	5	H/H	Recommend eliminating public motorized access and change to Admin use only

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
320	MOUNT HERMAN	0-11.30	11.30	3	NAT	R	***	2	H	2	H	2	H	2	H	1	M	3	H	2	H	1	M	1	M	2	H	9	9	H/H	Rec Site Access, LVO, county maintained from Red Rocks Drive to the end of this segment
320	MOUNT HERMAN	11.30-12.52	1.22	5	AC	R	***	2	H	2	H	2	H	2	H	1	M	0	L	2	H	1	M	1	M	0	L	9	4	H/L	Rec Site Access, LVO, county maintained
320.A	HERMAN SPUR 1 NORTH	0-0.31	0.31	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	1	L/L	
320.B	HERMAN SPUR 2 NORTH	0-0.30	0.30	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	1	L/L	
320.C	HERMAN SPUR 3 SOUTH	0-0.68	0.68	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	1	L/L	
320.D	MOUNT HERMAN SPUR NORTH	0-0.22	0.22	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	1	L/L	
320.F	HOTSHOT AVE	0-.31	0.31	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	1	L/L	Admin Road
321	MONUMENT FIRE CENTER	0-1.57	1.57	3	NAT	A	***	0	L	0	L	0	L	2	H	2	H	0	L	2	H	0	L	1	M	1	M	4	4	H/L	Admin Road
321.A	TODD'S TRACK	0-0.89	0.89	2	NAT	A	***	0	L	0	L	0	L	1	M	0	L	0	L	2	H	0	L	1	M	0	L	1	3	L/L	Admin Road
321.D	HOUSE	0-0.16	0.16	3	NAT	A	***	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	1	M	1	M	2	2	L/L	Admin Road
321.E	HELIBASE	0-0.38	0.38	3	NAT	A	***	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	1	M	1	M	2	2	L/L	Admin Road
322	BALANCED ROCK	0-7.53	7.53	2	NAT		***	1	M	2	H	1	M	0	L	0	L	1	M	2	H	0	L	1	M	0	L	4	4	H/L	
322	BALANCED ROCK	7.67-7.71	0.04	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	Admin Road; SUP Road
322	BALANCED ROCK	8.31-8.35	0.04	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	Admin Road; SUP Road
322	BALANCED ROCK	8.65-8.93	0.28	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	1	M	2	H	0	L	1	M	0	L	4	4	H/L	Admin Road; SUP Road
322.A	LIMBAUGH	0-1.80	1.80	2	NAT		***	2	H	1	M	1	M	0	L	0	L	3	HH	0	L	0	L	1	M	0	L	4	4	H/H	Recommend substantial mitigations to protect resources if public use is allowed on this road.
323	WINDING STAIRS	0-3.85	3.85	2	NAT		***	1	M	1	M	1	M	0	L	0	L	3	H	0	L	0	L	1	M	0	L	3	4	L/L	
324	ICE CAVE	0-5.28	5.28	2	NAT		***	1	M	1	M	1	M	1	M	1	M	1	M	2	H	0	L	1	M	0	L	5	4	H/L	
324.A	CHIMNEY PEAK	0-0.50	0.50	2	NAT		***	1	M	0	L	0	L	1	M	1	M	1	M	0	L	0	L	1	M	0	L	3	2	L/L	
324.B	COUNTY LINE	0-2.25	2.25	2	NAT		***	0	L	0	L	0	L	1	M	1	M	1	M	0	L	0	L	1	M	0	L	2	2	L/L	Recommend eliminating public motorized access
325	SAYLOR PARK	0-1.72	1.72	2	NAT		***	1	M	1	M	1	M	1	M	1	M	1	M	0	L	0	L	1	M	0	L	5	2	H/L	
325.A	SAYLOR PARK CUTOFF	0-0.40	0.40	2	NAT		***	1	M	1	M	1	M	1	M	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
325.B	SAYLOR PARK SOUTH	0-0.50	0.50	2	NAT		***	1	M	0	L	0	L	1	M	1	M	3	H	0	L	0	L	1	M	0	L	3	4	L/L	
326	AVENGER	0-0.11	0.11	1	NAT	A	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
326	AVENGER	0.23-0.24	0.01	1	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed
326	AVENGER	0.54-0.64	0.10	1	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed
326	AVENGER	0.88-1.48	0.60	1	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed
326	AVENGER	1.63-1.81	0.18	1	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed
326	AVENGER	1.94-2.04	0.10	1	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Closed to all vehicles - Recommend changing to a PVT road, FS Juris., with SUP needed
327	GOVE CREEK	0-4.70	4.70	2	NAT		***	0	L	2	H	0	L	1	M	0	L	3	H	0	L	0	L	1	M	0	L	3	4	L/L	Recommend Decommissioning approximately the last three miles
328	NICHOLS RESERVOIR	0-0.10	0.10	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	SUP Road; Recommend keep as Admin road
328	NICHOLS RESERVOIR	0.50-0.60	0.10	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	SUP Road; Recommend keep as Admin road
328	NICHOLS RESERVOIR	0.70-0.75	0.05	3	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	SUP Road; Recommend keep as Admin road
328	NICHOLS RESERVOIR	0.85-1.09	0.24	2	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	1	M	0	L	5	1	H/L	SUP Road; Recommend keep as Admin road
328.A	NICHOLS SOUTH	0-0.50	0.50	3	NAT	A,S	***	0	L	1	M	1	M	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	SUP Road; Recommend keep as Admin road
329	LONGS RANCH	2.13-3.12	0.99	2	NAT	A	***	0	L	1	M	0	L	2	H	1	M	3	H	2	H	0	L	1	M	0	L	4	6	H/H	Admin Road
330	FRENCH CREEK	0.50-0.60	0.10	2	NAT	A,S	***	0	L	2	H	1	M	2	H	1	M	3	H	0	L	2	H	1	M	0	L	6	6	H/H	Admin Road; SUP Road
330	FRENCH CREEK	0.70-2.30	1.60	2	NAT	A,S	***	0	L	2	H	2	H	2	H	1	M	3	H	0	L	2	H	1	M	0	L	7	6	H/H	Admin Road; SUP Road
331	ANDERSON BOWL	0-2.59	2.59	2	NAT	A	***	0	L	2	HH	1	M	0	L	0	L	1	M	2	H	2	H	2	H	0	L	3	7	H/H	Admin Road
332	LAURA LANE	0-1.74	1.74	2	NAT		***	1	M	1	M	0	L	1	M	1	M	0	L	2	H	0	L	1	M	0	L	4	3	H/L	
332.A	SARAH	0-1.82	1.82	2	NAT		***	2	H	1	M	0	L	0	L	1	M	1	M	2	H	0	L	1	M	0	L	4	4	H/L	
332.AA	SARAH SPUR	0-0.35	0.35	2	NAT		***	1	M	1	M	0	L	0	L	1	M	0	L	2	H	0	L	0	L	0	L	3	2	L/L	
332.B	JAKE	0-0.65	0.65	2	NAT		***	2	H	1	M	0	L	0	L	1	M	0	L	2	H	0	L	0	L	0	L	4	2	H/L	
332.C	LINDA	0-1.00	1.00	2	NAT		***	1	M	1	M	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	4	2	H/L	
332.CA	LINDA SPUR	0-0.61	0.61	2	NAT		***	0	L	1	M	0	L	0	L	1	M	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Recommend conversion to ATV trail or Decommissioning
332.D	CONNECTOR	0-0.37	0.37	2	NAT		***	0	L	1	M	0	L	0	L	1	M	0	L	2	H	0	L	1	M	0	L	2	3	L/L	Recommend Decommissioning
332.E	LAURA LANE SPUR	0-0.08	0.08	2	NAT		***	0	L	1	M	0	L	0	L	1	M	1	M	2	H	0	L	1	M	0	L	2	4	L/L	Recommend Decommissioning
333	CATAMOUNT SHORTCUT	0-0.50	0.50	3	NAT	SE	***	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	1	M	0	L	9	2	H/L	Seasonal Road, LVO, SUP needed
333	CATAMOUNT SHORTCUT	1.98-2.51	0.53	3	NAT	SE	***	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	1	M	0	L	9	2	H/L	Seasonal Road, LVO, SUP needed

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
334	PIKES PEAK HWY	0-19.20	19.20	5	AC	R	***	2	H	2	H	2	H	2	H	1	M	1	M	2	H	1	M	1	M	0	L	9	5	H/H	Rec Site Access, LVO
334.C	CRYSTAL RESERVOIR	0.30-1.10	0.80	3	NAT	A,S	***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L	SUP Road; Recommend keep as Admin road
334.C	CRYSTAL RESERVOIR	0-0.20	0.20	3	NAT	A,S	***	0	L	2	H	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	6	1	H/L	SUP Road; Recommend keep as Admin road
334.D	HALFWAY PG	0-0.30	0.30	3	NAT	R	***	2	H	2	H	0	L	2	H	0	L	0	L	1	M	0	L	1	M	0	L	6	2	H/L	Rec Site Access, LVO
334.F	ELK PARK OVERLOOK	0-0.38	0.38	2	NAT	R,S	***	2	H	2	H	0	L	1	M	1	M	0	L	2	H	2	H	2	H	0	L	6	6	H/H	Rec Site Access, SUP Road, LVO
334.I	SNOTEL	0-0.15	0.15	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	SUP Road; Recommend keep as Admin road
335	RED ROCKS	0-0.66	0.66	3	NAT	R	***	2	H	2	H	1	M	2	H	1	M	0	L	0	L	0	L	0	L	1	M	8	1	H/L	Rec Site Access, LVO
335.A	RED ROCKS SPUR	0-0.58	0.58	3	NAT		***	2	H	2	H	1	M	2	H	1	M	0	L	0	L	0	L	0	L	1	M	8	1	H/L	
335.B	RED ROCKS CG	0-0.30	0.30	3	NAT	R	***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	1	M	2	2	H/L	Rec Site Access, LVO
336	QUAKER RIDGE	0-1.20	1.20	3	NAT	S	***	1	M	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	7	1	H/L	SUP Road, LVO
336.A	SHOOTING	0-0.50	0.50	2	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	1	L/L	Recommend Decommissioning
337	CRYSTOLA S.H.	0.46-0.52	0.06	3	AC		***	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	1	M	1	M	4	3	H/L	LVO; Recommend eliminating public motorized access and change to a PVT SUP road
337	CRYSTOLA S.H.	0.52-1.40	0.88	3	NAT		***	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	1	M	4	2	H/L	LVO; Recommend eliminating public motorized access and change to a PVT SUP road
338.B	SOUTH MEADOWS CG	0-0.80	0.80	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.BA	SOUTH MEADOWS CG CENTER RD N	0-0.10	0.10	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.BB	SOUTH MEADOWS CG CENTER RD S	0-0.10	0.10	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.BC	SOUTH MEADOWS CG SOUTH SPUR	0-0.02	0.02	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.BD	SOUTH MEADOWS CG PARKING SPUR	0-0.05	0.05	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.C	PIKE COMMUNITY PG	0-0.50	0.50	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	M	2	H	3	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.D	COLORADO CG MAIN LOOP	0-0.85	0.85	4	AC	R	***	2	HH	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	H	3	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.DA	COLORADO CG MIDDLE ROAD	0-0.35	0.35	4	AC	R	***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	2	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.DB	COLORADO CG NORTH SPUR	0-0.09	0.09	4	AC	R	***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	2	2	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
338.E	MANITOU PG	0-0.38	0.38	4	AC	R	***	2	H	2	H	0	L	1	M	0	L	0	L	0	L	0	L	1	M	2	H	5	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
338.EA	MANITOU PG NORTH	0-0.35	0.35	4	AC	R	***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	H	4	3	H/L	Rec Site Access, LVO, The cost to properly maintain this paved road is above any future anticipated budget amount.
339	FISHER WOOD	0-1.61	1.61	2	NAT	S	***	1	M	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	1	M	7	2	H/L	SUP Road, LVO
339.A	7 WIRE	0-0.70	0.70	2	NAT	S	***	1	M	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	7	1	H/L	SUP Road
339.C	CREEK CROSSING	0-0.60	0.60	2	NAT	S	***	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	1	M	0	L	4	2	H/L	SUP Road; Recommend eliminating public motorized access and change to PVT SUP road
340.A	PAINTED ROCK CG - EAST LOOP	0-0.25	0.25	3	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	H/L	LVO
340.AA	PAINTED ROCK CG - WEST LOOP	0-0.20	0.20	3	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	H/L	LVO
340.B	WHAT	0-1.00	1.00	2	NAT		***	2	H	2	H	0	L	0	L	1	M	1	M	0	L	0	L	0	L	0	L	5	1	H/L	Recommend converting to motorized trail per Hayman FONSI
341.A	MANITOU DESTRUCTOR	0-1.90	1.90	2	NAT		***	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	1	M	0	L	4	2	H/L	
341.B	CHAIR	0-0.20	0.20	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	
342	LIONS CAMP	0-1.10	1.10	3	NAT	S	***	2	H	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	8	1	H/L	SUP Road, LVO
342.A	TEMPLED HILLS	0-0.40	0.40	3	NAT	S	***	0	L	2	H	0	L	2	H	2	H	1	M	0	L	0	L	0	L	0	L	6	1	H/L	SUP Road; Recommend eliminating public motorized access
343	TURKEY TRACK	0-3.50	3.50	2	NAT		***	2	H	2	H	0	L	0	L	1	M	1	M	0	L	0	L	1	M	0	L	5	2	H/L	
343.B	TURKEY TRACK SPUR S.	0-0.50	0.50	2	NAT		***	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	1	M	0	L	4	2	H/L	
344	FLAKE	0-3.10	3.10	2	NAT		***	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	1	M	0	L	4	2	H/L	
344.B	344.B	0-0.10	0.10	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	
345	LOWER JOHNS GULCH	0-2.20	2.20	3	NAT	S	***	1	M	2	H	2	H	2	H	2	H	1	M	1	M	0	L	1	M	0	L	9	3	H/L	SUP Road
345.A	EXPERIMENTAL FOR SERVICE	0-0.34	0.34	1	NAT		***	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	M	0	L	0	2	L/L	Closed to all vehicles; Recommend Decommissioning
345.B	BOARDWALK	0-0.34	0.34	2	NAT	A	***	0	L	2	H	0	L	0	L	1	M	1	M	2	H	1	M	1	M	0	L	3	5	L/H	Admin Road
345.C	EXPERIMENTAL FOR SERVICE	0-0.18	0.18	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	1	L/L	Admin Road
345.D	COLO CG BACK DOOR	0-0.86	0.86	2	NAT	A	***	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	0	L	1	1	L/L	Admin Road
346	HOTEL GULCH	0-1.00	1.00	3	NAT		***	1	M	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	0	L	9	2	H/L	
346	HOTEL GULCH	1.00-4.90	3.90	2	NAT		***	1	M	2	H	2	H	0	L	2	H	1	M	0	L	0	L	1	M	1	M	7	3	H/L	Recommend eliminating public motorized access and change to Admin use only
346.B	HOTEL SPUR EAST	0-0.25	0.25	2	NAT		***	0	L	1	M	1	M	0	L	2	HH	1	M	0	L	0	L	0	L	0	L	4	1	H/L	Recommend eliminating public motorized access and change to Admin use only

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
346.B	HOTEL SPUR EAST	0.25-1.00	0.75	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	1	M	0	L	0	L	0	L	0	L	4	1	H/L	Admin Road
347	MISSOURI GULCH	3.95-9.19	5.24	2	NAT		***	1	M	2	H	2	H	1	M	1	M	1	M	2	H	0	L	1	M	1	M	7	5	H/H	
347.A	NANCY'S NIGHTMARE	0-1.07	1.07	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	1	M	0	L	2	H	0	L	4	3	H/L	Admin Road
347.B	TU PHASE TWO	0-2.10	2.10	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	2	H	0	L	2	H	0	L	4	4	H/L	Admin Road
347.C	MARK	0-1.02	1.02	2	NAT		***	1	M	1	M	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	2	5	L/H	Recommend conversion to full size trail
347.E	CHICKEN	0-0.50	0.50	2	NAT		***	1	M	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	1	3	L/L	
348	LONG HOLLOW	0-4.48	4.48	2	NAT	R	***	2	H	2	H	2	H	2	H	1	M	1	M	2	H	0	L	1	M	2	H	9	6	H/H	Rec Site Access
348	LONG HOLLOW	4.48-6.86	2.38	2	NAT	R, SE	***	2	H	2	H	2	H	0	L	0	L	1	M	2	H	0	L	1	M	2	H	6	6	H/H	Rec Site Access, Seasonal Dates for Vehicles 50" or less
348.A	QUINN'S QUARRY	0-0.50	0.50	2	NAT	A	***	0	L	0	L	0	L	2	H	1	M	0	L	0	L	0	L	1	M	0	L	3	1	L/L	No admin access needed; Recommend change to PVT SUP road
348.B	OVERLOOK	0-0.84	0.84	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	Recommend conversion to full size trail
348.C	AROUND HILL	0-0.90	0.90	2	NAT		***	1	M	2	H	0	L	0	L	0	L	1	M	1	M	0	L	1	M	0	L	3	3	L/L	
348.D	LOOKOUT	0-0.15	0.15	2	NAT		***	2	H	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
348.E	HILL TOP	0-0.30	0.30	2	NAT		***	2	H	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
348.F	STEVE'S PET PEEVE	0-0.54	0.54	2	NAT		***	1	M	1	M	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	2	5	L/H	
348.G	348.G	0-0.26	0.26	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	
348.H	LONG HOLLOW SPUR	0.31-0.37	0.06	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
349	DRURY	0-0.97	0.97	2	NAT		***	2	H	0	L	0	L	0	L	1	M	0	L	2	H	0	L	1	M	0	L	3	3	L/L	Open only to vehicles 50" or less; This road is a critical link until the new OHV trail and bridge are constructed per the South Rampart EA. After this new construction, the recommendation is to eliminate public motorized access on 349.
349	DRURY	0.97-1.35	0.38	2	NAT		***	2	H	0	L	0	L	0	L	1	M	3	H	2	H	0	L	1	M	0	L	3	6	L/H	This road is a critical link until the new OHV trail and bridge are constructed per the South Rampart EA. After this new construction, the recommendation is to eliminate public motorized access on 349.
350	RAINBOW FALLS	0-2.06	2.06	3	NAT		***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	0	L	1	M	0	L	10	6	H/H	candidate for Douglas County easement, Schedule A Road
350.A	ILLINOIS GULCH	0-1.60	1.60	2	NAT		***	2	H	1	M	1	M	0	L	0	L	1	M	2	H	0	L	1	M	0	L	4	4	H/L	Recommend conversion to full size trail
350.B	QUARRY	0-1.00	1.00	2	NAT		***	2	H	1	M	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	4	3	H/L	
351	FERN CREEK	0-3.80	3.80	2	NAT		***	2	H	2	H	2	H	0	L	0	L	3	H	2	H	0	L	1	M	1	M	6	7	H/H	
352	TROUT CREEK RANCH	0-0.30	0.30	3	AGG		***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	1	M	6	2	H/L	Schedule A Road; Recommend giving an esmt to the County

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
352.A	CEMETERY	0-0.04	0.04	2	NAT	S	***	0	L	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	SUP Road
352.A	CEMETERY	0.04-0.30	0.26	2	NAT		***	0	L	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	1	L/L	Recommend Decommissioning
352.B	PIT	0-0.20	0.20	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 Decommissioning
353	WOODLAND PARK WC	0-0.77	0.77	3	NAT	A	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	1	M	6	2	H/L	Admin Road
353.A	BONEYARD	0-0.21	0.21	3	NAT	A	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	6	1	H/L	Admin Road
353.B	FIRE CACHE	0-0.25	0.25	2	NAT	A	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	6	1	H/L	Admin Road
354	GROUSE	0-2.82	2.82	2	NAT		***	2	H	2	H	0	L	2	H	0	L	3	H	0	L	0	L	0	L	0	L	6	3	H/L	
354.A	RUT'S	0-0.87	0.87	2	NAT		***	2	H	1	M	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	3	3	L/L	
354.B	MINE SHAFT	0-0.40	0.40	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	Recommend eliminating public motorized access and change to a PVT SUP road
355	RANKIN	0-3.55	3.55	2	NAT		***	2	H	2	H	2	H	2	H	0	L	3	H	0	L	0	L	1	M	0	L	8	4	H/L	
355.A	WHALES	0-0.70	0.70	2	NAT		***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Recommend eliminating public motorized access and change to Admin/SUP road
355.B	MORGAN	0-1.00	1.00	2	NAT		***	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Recommend eliminating public motorized access and change to Admin/SUP road
356.A	ASPEN HILLS SHORT CUT	0-0.40	0.40	3	NAT		***	0	L	2	H	0	L	2	H	0	L	1	M	1	M	0	L	0	L	0	L	4	2	H/L	Access to Aspen Hills subdivision - no authorization; Recommend eliminating public motorized access and change to a PVT SUP road
356.D	RACE TRACK	0-0.29	0.29	2	NAT		***	2	H	2	H	2	H	2	H	1	M	3	H	1	M	0	L	0	L	0	L	9	4	H/L	
357	RULE RIDGE	0-2.00	2.00	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	1	M	0	L	0	L	1	M	1	M	10	3	H/L	Rec Site Access
357	RULE RIDGE	2.00-9.53	7.53	2	NAT	R	***	2	H	2	H	1	M	2	H	2	H	1	M	1	M	0	L	1	M	1	M	9	4	H/L	Rec Site Access
357.A	UPPER RULE CR SPUR	0-1.63	1.63	2	NAT		***	2	H	2	H	2	H	0	L	0	L	3	H	0	L	0	L	1	M	0	L	6	4	H/L	
357.AA	357.AA	0-0.13	0.13	2	NAT		***	2	H	2	H	1	M	0	L	0	L	3	H	0	L	0	L	0	L	0	L	5	3	H/L	
357.B	LOWER RULE CR SPUR	0-2.42	2.42	2	NAT		***	2	H	2	H	2	H	0	L	0	L	3	H	0	L	0	L	1	M	0	L	6	4	H/L	
357.C	TRASH	0-1.20	1.20	2	NAT		***	2	H	2	H	1	M	0	L	0	L	1	M	0	L	0	L	1	M	0	L	5	2	H/L	
357.CA	TRASH NORTH	0-0.40	0.40	2	NAT		***	2	H	2	H	1	M	0	L	0	L	3	H	0	L	0	L	0	L	0	L	5	3	H/L	
357.D	RIB CAGE	0-0.30	0.30	2	NAT		***	2	H	2	H	1	M	0	L	0	L	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
357.E	CLEARCUT 2	0-0.40	0.40	2	NAT		***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
357.F	RYAN GULCH	0-1.50	1.50	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	4	3	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
357.G	RIGHT	0-1.30	1.30	2	NAT		***	2	H	2	H	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L	alternate access to Quinlan Gulch subdivision
357.H	LEFT	0-0.22	0.22	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	
357.J	LOST	0-0.99	0.99	2	NAT		***	2	H	2	H	1	M	1	M	0	L	0	L	2	H	2	H	0	L	0	L	6	4	H/L	
357.K	ELVIS	0-0.17	0.17	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	
357.L	CAMP	0-0.04	0.04	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	
357.M	SCHUMM DRIVE	0-0.48	0.48	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	
357.N	HARRY'S DRIVE	0-0.10	0.10	3	NAT	S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	SUP Road; Recommend eliminating public motorized access and change to PVT SUP road
358	BOULEVARD	0-0.50	0.50	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	
359.A	LONG GULCH WEST	0-0.30	0.30	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	0	3	L/L	Admin Road; Recommend Decommissioning
359.A	LONG GULCH WEST	0.30-1.20	0.90	2	NAT		***	2	H	2	H	1	M	0	L	0	L	3	H	0	L	0	L	0	L	0	L	5	3	H/L	
359.B	DRIVE S 1	0-0.10	0.10	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	No admin access needed; Recommend change to PVT SUP road
359.C	DRIVE S 2	0-0.20	0.20	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	No admin access needed; Recommend change to PVT SUP road
359.D	DRIVE S 3	0-0.20	0.20	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	No admin access needed; Recommend change to PVT SUP road
359.E	CEDAR CUT 1	0-0.50	0.50	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	
359.F	CEDAR CUT 2	0-0.50	0.50	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	
359.G	CEDAR CUT 3	0-1.00	1.00	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	
359.H	STONE GULCH RIDGE	0-2.00	2.00	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	1	5	L/H	Admin Road
359.J	SEC 21 DRIVEWAY	0-0.40	0.40	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	M	0	L	0	2	L/L	No admin or SUP access needed; Recommend decommissioning
359.K	DRIVE S 3	0-0.51	0.51	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	No admin access needed; Recommend change to PVT SUP road
359.KA	359.KA	0-0.04	0.04	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	No admin access needed; Recommend change to PVT SUP road
359.M	YUCA	0.11-1.24	1.13	2	NAT	S	***	2	H	2	H	2	H	2	H	0	L	1	M	0	L	0	L	1	M	0	L	8	2	H/L	SUP Road
359.M	YUCA	1.24-1.40	0.16	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	Admin Road; SUP Road
359.M	YUCA	2.40-2.53	0.13	2	NAT	A,S	***	0	L	2	H	0	L	2	H	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	Admin Road; SUP Road
359.N	CEDAR CUT 6	0-0.49	0.49	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	No admin access needed
360.A	DIST BOUNDARY	0-1.72	1.72	2	NAT		***	2	H	2	H	0	L	2	H	1	M	0	L	0	L	0	L	1	M	0	L	7	1	H/L	
362	SIGNAL BUTTE	0-4.99	4.99	2	NAT	R	***	2	H	2	H	1	M	2	H	2	H	0	L	0	L	0	L	2	H	0	L	9	2	H/L	Rec Site Access

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
362.A	SIGNAL BUTTE TH	0-0.14	0.14	2	NAT	R	***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	H/L	Rec Site Access
363	PHANTOM	0-6.76	6.76	2	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	0	L	0	L	1	M	0	L	10	4	H/L	Rec Site Access
363.B	PHANTOM SALE 1	0-1.22	1.22	2	NAT		***	2	H	2	H	1	M	0	L	2	H	3	H	0	L	0	L	0	L	0	L	7	3	H/L	
364	MANCHESTER	0-9.75	9.75	2	NAT		***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	0	L	2	H	0	L	10	7	H/H	
364.A	PHANTOM MEADOW	0-0.43	0.43	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	4	3	H/L	
365	RIDEOUT	0-1.75	1.75	2	NAT	S	***	2	H	2	H	0	L	2	H	0	L	3	H	2	H	0	L	1	M	0	L	6	6	H/H	SUP Road
366	NO NAME	0-4.99	4.99	2	NAT		***	2	H	2	H	1	M	1	M	0	L	3	H	0	L	0	L	0	L	0	L	6	3	H/L	
367	CHESTNUT	0-0.64	0.64	2	NAT		***	2	H	2	H	0	L	1	M	1	M	3	H	0	L	0	L	1	M	0	L	6	4	H/L	
368	OLD STAGE	4.16-5.79	1.63	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	2	H	1	M	0	L	10	8	H/H	Rec Site Access, LVO, County Maintained
368	OLD STAGE	5.93-6.18	0.25	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	0	L	2	H	1	M	0	L	10	6	H/H	Rec Site Access, LVO, County Maintained
368	OLD STAGE	6.22-6.86	0.64	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	2	H	1	M	0	L	10	8	H/H	Rec Site Access, LVO, County Maintained
369	TRANSMITTER	0-0.90	0.90	3	NAT	S	***	0	L	2	H	1	M	2	H	1	M	3	H	0	L	1	M	1	M	0	L	6	5	H/H	SUP Road, LVO
369	TRANSMITTER	0.9-3.84	2.94	2	NAT	A,S	***	0	L	2	H	1	M	2	H	1	M	1	M	2	H	1	M	1	M	2	H	6	7	H/H	No admin access needed; Recommend change to PVT SUP road
370	GOLD CAMP	0-0.90	0.90	4	BST	R	***	2	H	2	H	1	M	2	H	2	H	1	M	2	H	1	M	2	H	0	L	9	6	H/H	Rec Site Access, LVO, City Maintained
370	GOLD CAMP	0.90-3.30	2.40	4	AC	R	***	2	H	2	H	1	M	2	H	2	H	1	M	2	H	1	M	2	H	0	L	9	6	H/H	Rec Site Access, LVO, City Maintained
370	GOLD CAMP	3.30-3.32	0.02	3	AC	R	***	2	H	2	H	1	M	2	H	2	H	1	M	0	L	1	M	2	H	0	L	9	4	H/L	Rec Site Access, LVO, City Maintained
370	GOLD CAMP	3.32-5.66	2.34	3	NAT	R	***	2	H	2	H	1	M	2	H	2	H	1	M	2	H	1	M	2	H	0	L	9	6	H/H	Rec Site Access, LVO
370	GOLD CAMP	5.66-14.20	8.54	3	NAT	R	***	2	H	2	H	1	M	2	H	2	H	1	M	2	H	1	M	2	H	0	L	9	6	H/H	Rec Site Access, Open only to vehicles 50" or less
370	GOLD CAMP	14.20-17.60	3.40	3	NAT	R	***	2	H	2	H	1	M	2	H	2	H	1	M	2	H	1	M	2	H	0	L	9	6	H/H	Rec Site Access, LVO, County Maintained
370.A	BEAR TRAP	0-0.35	0.35	3	NAT	A, S	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	No admin access needed; Recommend change to PVT SUP Road
370.B	WYE CG	0-0.50	0.50	3	NAT	R	***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	2	H	0	L	2	3	H/L	Rec Site Access
370.C	EAGLE ROCK	0-2.25	2.25	2	NAT		***	2	H	2	H	1	M	0	L	0	L	3	H	0	L	0	L	1	M	0	L	5	4	H/L	
370.D	SARAN WRAP	0-0.86	0.86	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	
370.DA	370.DA	0-0.99	0.99	2	NAT		***	1	M	2	H	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	3	3	L/L	
370.E	ST. PETES SHOOTING RANGE	0-0.33	0.33	1	NAT		***	0	L	1	M	0	L	0	L	1	M	0	L	0	L	1	M	1	M	0	L	2	2	L/L	OP ML2; Recommend Decommissioning
370.F	BEAVER POND	0-0.10	0.10	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
370.G	GOULD AQUADUCT	0-0.50	0.50	2	NAT	S	***	2	H	2	H	0	L	2	H	1	M	3	H	0	L	0	L	0	L	0	L	7	3	H/L	SUP Road
370.H	CLYDE	0-0.20	0.20	2	NAT		***	1	M	2	H	0	L	2	H	1	M	0	L	1	M	2	H	1	M	0	L	6	4	H/L	
370.I	SHORT CUT	0-0.30	0.30	2	NAT		***	2	H		H		L	0	L	0	L	1	M	0	L	0	L	2	H	0	L	2	3	L/L	
371	EMERALD VALLEY	0-1.50	1.50	3	NAT	S	***	1	M	2	H	1	M	2	H	1	M	3	H	2	H	2	H	1	M	0	L	7	8	H/H	SUP Road, LVO
371	EMERALD VALLEY	1.50-1.90	0.40	2	NAT	S	***	1	M	2	H	1	M	2	H	1	M	3	H	2	H	2	H	1	M	0	L	7	8	H/H	SUP Road, LVO
371	EMERALD VALLEY	1.90-4.20	2.30	2	NAT	A,S	***	0	L	2	H	0	L	2	H	1	M	3	H	2	H	2	H	1	M	0	L	5	8	H/H	Admin Road; SUP Road
372	EAST BEAVER	0-1.00	1.00	3	NAT		***	2	H	2	H	0	L	2	H	2	H	3	H	2	H	0	L	1	M	0	L	8	6	H/H	LVO
372	EAST BEAVER	1.00-2.15	1.15	3	NAT		***	2	H	2	H	0	L	2	H	2	H	3	H	2	H	0	L	1	M	0	L	8	6	H/H	LVO
372	EAST BEAVER	3.30-3.40	0.10	3	NAT	A	***	0	L	2	H	0	L	2	H	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	Admin Road
373	EMERSON	0.10-1.88	1.78	2	NAT	A	***	0	L	0	L	0	L	1	M	1	M	0	L	1	M	0	L	1	M	0	L	2	2	L/L	No admin access needed; SUP needed if road is closed to admin use; Recommend change to PVT SUP road
374	GOULD CREEK	0-3.00	3.00	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	2	H	0	L	1	M	0	L	4	6	H/H	
375	CRAZY GULCH	0-1.40	1.40	2	NAT		***	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
375.A	GRAZING	0-0.98	0.98	2	NAT		***	1	M	1	M	0	L	0	L	2	H	1	M	2	H	0	L	0	L	0	L	4	3	H/L	
375.B	MOONSHINE	0-0.50	0.50	2	NAT		***	1	M	1	M	0	L	0	L	2	H	3	H	0	L	0	L	0	L	0	L	4	3	H/L	
376	SEVEN LAKES	0-3.30	3.30	3	NAT	S	***	2	H	2	H	1	M	2	H	2	H	3	H	1	M	2	H	1	M	0	L	9	7	H/H	SUP Road, LVO
376.A	BULL PARK	0-2.61	2.61	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	3	H	2	H	2	H	1	M	0	L	2	8	H/H	Popular hunting, camping and 4x4 experience.
376.B	376.B	0-0.27	0.27	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	1	M	0	L	0	L	0	L	4	4	H/L	
376.C	376.C	0-0.12	0.12	2	NAT		***	2	H	0	L	0	L	0	L	1	M	0	L	1	M	2	H	0	L	0	L	3	3	L/L	
376.D	376.D	0-0.08	0.08	2	NAT		***	2	H	0	L	0	L	0	L	0	L	1	M	1	M	2	H	0	L	0	L	2	4	L/L	
377	SKY HIGH RANCH	0-0.74	0.74	2	NAT	S	***	0	L	2	H	0	L	2	H	2	H	0	L	1	M	0	L	1	M	0	L	6	2	H/L	SUP Road, LVO; Recommend eliminating public motorized access and change to Admin road
378	LONG GULCH	0-2.50	2.50	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	2	H	0	L	1	M	0	L	4	3	H/L	Admin Road
379	FROSTY PARK	0-7.76	7.76	2	NAT		***	2	H	2	H	2	H	2	H	2	H	3	H	1	M	2	H	2	H	1	M	10	9	H/H	
379.A	ALMAGRE	0-1.80	1.80	2	NAT	S	***	1	M	1	M	1	M	2	H	1	M	3	H	2	H	2	H	0	L	1	M	6	8	H/H	SUP Road
379.A	ALMAGRE	1.80-2.89	1.09	2	NAT	A,S	***	0	L	0	L	0	L	2	H	1	M	3	H	2	H	2	H	0	L	0	L	3	7	L/H	No admin access needed; Recommend change to PVT SUP road
379.C	ELK CAMP	0-0.10	0.10	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	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
379.D	FROSTY CLAIM	0-0.20	0.20	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	2	L/L	No admin access needed; Recommend change to PVT SUP road
379.E	379.E	0-0.44	0.44	2	NAT		***	2	H	1	M	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	3	3	L/L	
381	MT. ROSA	0-3.30	3.30	2	NAT		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	
381.A	WYE NORTH	0-1.00	1.00	2	NAT		***	2	H	1	M	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	3	4	L/L	
381.AA	WYE NORTH SPUR	0-0.30	0.30	2	NAT		***	1	M	0	L	0	L	0	L	0	L	3	H	0	L	0	L	1	M	0	L	1	4	L/L	
381.B	PIT	0-0.40	0.40	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	
383	UPPER FOURMILE	0.16-3.67	3.51	3	NAT	R	***	2	H	2	H	1	M	2	H	1	M	3	H	2	H	0	L	1	M	0	L	8	6	H/H	Rec Site Access, LVO
383.A	THE CRAGS CG	0-0.30	0.30	3	NAT	R	***	2	HH	0	L	0	L	0	L	0	L	3	H	1	M	0	L	0	L	0	L	2	4	H/L	Rec Site Access, LVO
383.B	383.B	0-0.03	0.03	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
383.C	383.C	0-0.07	0.07	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
383.D	383.D	0-0.03	0.03	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
383.E	383.E	0-0.07	0.07	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
383.F	383.F	0-0.07	0.07	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
383.G	383.G	0-0.04	0.04	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L	
385	CATAMOUNT	0.05-0.15	0.10	2	NAT		***	1	M	1	M	1	M	2	H	0	L	3	H	0	L	2	H	0	L	0	L	5	5	H/H	Recommend eliminating public motorized access and change to admin road
385	CATAMOUNT	0.45-2.20	1.75	2	NAT		***	1	M	1	M	1	M	0	L	0	L	3	H	1	M	2	H	0	L	0	L	3	6	L/H	Recommend eliminating public motorized access and change to admin road
388	MEF NORTH ROAD	0-1.00	1.00	2	NAT	A	***	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Admin Road
389	MEF ONE MILE	0-0.52	0.52	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Road
389.A	MEF HALF MILE	0-0.39	0.39	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Road
390	MEADOW ROAD	0-1.83	1.83	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	4	2	H/L	Admin Road
390.A	HOODOOS ROCK	0-2.80	2.80	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	4	3	H/L	Admin Road
390.B	TROUT ROCK	0-0.50	0.50	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Road
391	SAWMILL	0-1.10	1.10	3	NAT		***	0	L	2	H	1	M	2	H	2	H	0	L	0	L	0	L	1	M	0	L	7	1	H/L	LVO; Recommend giving an esmt to the private landowner
391.A	MISTLETOE	0-1.20	1.20	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Road
391.B	KNOTS	0-0.94	0.94	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Road

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
392	CG WELL	0-0.50	0.50	2	NAT	A	***	0	L	0	L	0	L	2	H	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	Admin Road
401	CANYON DRIVE	0-0.23	0.23	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Admin Road, SUP is needed if road is closed to admin use; Recommend change to PVT SUP road
401	CANYON DRIVE	0.37-0.38	0.01	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Admin Road, SUP is needed if road is closed to admin use; Recommend change to PVT SUP road
401	CANYON DRIVE	0.65-0.72	0.07	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Admin Road, SUP is needed if road is closed to admin use; Recommend change to PVT SUP road
401	CANYON DRIVE	0.79-0.84	0.05	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Admin Road, SUP is needed if road is closed to admin use; Recommend change to PVT SUP road
401	CANYON DRIVE	2.20-2.29	0.09	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	2	1	L/L	Admin Road, SUP is needed if road is closed to admin use; Recommend change to PVT SUP road
901	901	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
902	902	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	3	H	1	M	0	L	0	L	0	L	2	4	H/L	
903	903	0-0.16	0.16	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	2	2	H/L	
904	904	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	2	5	H/H	
905	905	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
906	906	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	2	2	H/L	
907	907	0-0.02	0.02	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	H/L	
908	908	0-0.25	0.25	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
909	909	0-0.11	0.11	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
910	910	0-0.05	0.05	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	2	H	0	L	0	L	0	L	2	3	H/L	
911	911	0-0.08	0.08	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
912	912	0-0.09	0.09	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	2	5	H/H	
913	913	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	0	L	2	0	H/L	
915	915	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
916	916	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
917	917	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	H/L	
918	918	0-.08	0.08	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	H/L	
919	919	0-0.11	0.11	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
920	920	0-0.18	0.18	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
921	921	0-0.16	0.16	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	
922	922	0-0.04	0.04	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	
923	923	0-0.07	0.07	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
924	924	0-0.32	0.32	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
925	925	0-0.19	0.19	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
926	926	0-0.34	0.34	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	H/L	
927	927	0-0.10	0.10	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
928	928	0-0.05	0.05	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	
929	929	0-0.43	0.43	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
930	930	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
931	931	0-0.16	0.16	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	If 346 is closed to public access, then this spur will by default be closed also
932	932	0-0.11	0.11	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
933	933	0-0.91	0.91	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	3	1	H/L	
934	934	0-0.08	0.08	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	3	1	H/L	
935	935	0-0.02	0.02	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
936	936	0-0.17	0.17	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
937	937	0-0.03	0.03	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
938	938	0-0.21	0.21	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
939	939	0-0.02	0.02	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
940	940	0-0.20	0.20	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
941	941	0-0.58	0.58	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	3	1	H/L	
942	942	0-0.10	0.10	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
943	943	0-0.41	0.41	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
944	944	0-0.10	0.10	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
945	945	0-0.15	0.15	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
946	946	0-0.17	0.17	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
947	947	0-0.13	0.13	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	3	1	H/L	
948	948	0-0.53	0.53	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	3	1	H/L	
949	949	0-0.13	0.13	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	
950	950	0-0.06	0.06	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
951	951	0-0.27	0.27	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
952	952	0-0.33	0.33	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
953	953	0-0.36	0.36	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
954	954	0-0.05	0.05	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
955	955	0-0.12	0.12	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
956	956	0-0.05	0.05	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
957	957	0-0.22	0.22	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	3	2	H/L	
959	959	0-0.06	0.06	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
961	961	0-0.03	0.03	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
962	962	0-0.06	0.06	2	NAT		***	2	HH	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	H/L	
963	963	0-0.11	0.11	2	NAT		***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
964	964	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	
965	965	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
966	966	0-0.05	0.05	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
967	967	0-0.14	0.14	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	H/L	
968	968	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	0	L	2	3	H/L	
969	969	0-0.11	0.11	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	H/L	
970	970	0-0.09	0.09	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
PIKES PEAK 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 MAINTENANCE 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
971	971	0-0.10	0.10	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	
972	972	0-0.08	0.08	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	2	1	H/L	
973	973	0-0.13	0.13	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
974	974	0-0.07	0.07	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
975	975	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	0	L	2	0	H/L	
976	976	0-0.04	0.04	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
977	977	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
978	978	0-0.06	0.06	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
979	979	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	0	L	2	0	H/L	
981	981	0-0.05	0.05	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
982	982	0-0.13	0.13	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
983	983	0-0.08	0.08	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
986	986	0-0.17	0.17	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	H/L	
987	987	0-0.05	0.05	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
988	988	0-0.03	0.03	2	NAT		***	2	HH	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	H/L	
		Total Mileage =	427.68																												

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

Appendix B. Public Comments:

On May 30, 2014, the Forest Service posted a draft TAP for the Pikes Peak Ranger District on the PSICC webpage seeking public comments. During the 30 day comment period that ended on June 30, 2014, the agency received a total of one electronic message in response to the posted draft TAP. Following are the comments from that one organization, along with Forest Service responses. Some responses resulted in changes to the draft report, matrix table and maps.

1. *Comment.* The respondents requested that the Pikes Peak Ranger District use the nomenclature that was used in a 2013 memorandum from the Forest Service Washington office that referred to roads "likely needed for future use" and "likely not needed for future use".

Response. In Section 6.1 of the TAR, the roads analyzed in this TAP were separated into four road management categories. Those categories are: High Benefit/High Risk, High Benefit/Low Risk, Low Benefit/High Risk and Low Benefit/Low Risk. Each of these categories are essential for future planning decisions to be accurate and effective. Also, these four categories were combined into two groups based on the identification of a minimum road system, which is the primary objective of travel analysis. This is described in detail throughout the Travel Planning Handbook, FSH 7709.55, Chapter 20. All the roads in the High Benefit categories fit into the "Minimum Road System" grouping, and all the roads in the Low Benefit categories fit into the "May Not be Needed as Part of a Minimum Road System" grouping. The phrase "likely needed for future use" is essentially the same as the "Minimum Road System" grouping, and the phrase "likely not needed for future use" is essentially the same as the "May Not be Needed as Part of a Minimum Road System" grouping. The key focus of the TAP is to provide the basis for developing proposed actions to implement the minimum road system and/or to change existing travel management decisions, subject to appropriate public involvement and environmental analysis under NEPA before travel management decisions are made.

2. *Comment.* The respondents questioned the criteria and methodology used to analyze the benefits and risks of the individual roads shown in the matrix table. The effects of noise on wildlife and humans was just one of many issues mentioned, as well as the effects of unauthorized motorized use of system roads and trails.

Response. The criteria and methodology used in this TAP was developed in consultation with forest specialists in the areas of recreation, fire/fuels, timber, special uses, resource management/range, watershed, wildlife, botany, archaeology and engineering. The particular issues on the Pike National Forest may be entirely different from a national forest elsewhere in the state, so the methodology and criteria used in this TAP will likewise be different from that used on other forests. Issues such as unauthorized motorized use and noise impacts to wildlife and humans were taken into account when individual road ratings were determined. We recognize that vehicle noise can cause wildlife to disperse or change their behavior in other ways (temporary or permanent avoidance). Several ratings on the Wildlife Risk were reconsidered and raised due to these noise concerns, particularly in winter range where big game movements are relatively well understood and roads possibly could be drivable during winter. Also, several ratings in several of the risk rating categories were reconsidered and changed due to the concern of unauthorized motorized use. It is the consensus of the specialists involved in preparing this TAP that our methodology and criteria are appropriate in this context.

3. *Comment.* The respondents suggested that noise from road use can adversely affect quiet recreational users and cause human conflicts. Various roads were listed where they believed that noise was a problem.

Response. Motorized and non-motorized uses are equally legitimate uses on the National Forest roads system, and motorized use noise is to be expected in areas open to motorized use. In 2010 a law in the state of Colorado took effect requiring ATV's and dirt bikes operating on public lands to meet sound limits of 93dB(A). While in some areas it is feasible to separate the motorized from the non-motorized, in other areas total separation is unlikely as there is limited resource.

The roads listed by the respondents that they state are causing conflicts with quiet recreationists are roads open to all vehicles and are popular with OHV's and high clearance vehicles. Noise from motorized vehicles should be expected on these roads.

4. *Comment.* The respondents are concerned about assigning " HH" Recreational Use ratings to most of the "900" series spur roads. They believe that the double high (HH) rating should be based on the volume of recreational use that the road receives.

Response. Dead-end spurs have gone through the same benefit/risk analysis as all other roads. In many cases, short dead-end spurs offer great places for dispersed camping on the forest and without them, recreational use of the national forest would be diminished. A double high rating score was applied to these "900" series spur roads because they provide important access to dispersed campsites, and without the "HH" rating, these roads would rate out to a low overall benefit score, and ultimately not be grouped in with "minimum road system" roads.

5. *Comment.* The respondents stated that the public was not involved when identifying the key issues. They wanted public meetings and meetings with individual constituency groups to be held.

Response. Information gathered from previous public responses from a variety of project proposals was incorporated into the list of issues. When travel planning NEPA is initiated, more opportunities for public involvement will be available in the form of public meetings and meetings with individual constituency groups.

6. *Comment.* The respondents suggested various roads that should be rated with a low recreational use benefit rating.

Response. All roads identified in respondents comments were re-evaluated by the recreation specialist and some of the ratings were revised. See the revised TAP matrix table for updated ratings.

7. *Comment.* The respondents suggested that various roads should be divided into separate segments.

Response: More segments would be an encumbrance on our TAP that is not needed. In almost every case mentioned, the evaluation of the segment as described by the respondents to have the road divided would be essentially the same as the segment it is connected to. The net effect is simply more documentation on a road without any significantly changed conditions.

8. *Comment.* The respondents suggested that some roads with a high rating for admin or special uses and a low recreational use rating be recommended for eliminating public motorized access.

Response. The roads identified in respondents comments were re-evaluated by the special use and resource management specialists and some of the ratings were revised. See the revised TAP matrix table for updated ratings and recommendations.

9. *Comment.* The respondents believe that more winter closures are needed where the risks to wildlife outweigh the benefits. Also, the respondents suggested various roads that should be rated with a high wildlife risk rating.

Response. All roads identified in respondents comments were re-evaluated by the wildlife specialist and some of the ratings were revised. See the revised TAP matrix table for updated ratings.

10. *Comment.* The respondents suggested various roads that should be rated with a high watershed risk rating.

Response. All roads identified in respondents comments were re-evaluated by the watershed specialist and some of the ratings were revised. See the revised TAP matrix table for updated ratings.

11. *Comment.* The respondents suggested that the methodology for measuring timber access is vague. The concern has to do with the agency looking into the past rather than the present and future to score a road's benefit for timber access.

Response: Section 5.4 of the TAP has been revised to show that a High (H) benefit was given to those segments of roads that **give** access or **would be needed in the future** for access to remove timber. The description for a low benefit was also changed to say: "A Low (L) benefit was given to those segments of roads that **do not benefit timber access where there is no need to access an area for** timber removal."

12. *Comment.* The respondents expressed concerns over the maintenance backlog and the funding gap between the annual maintenance need and the actual funds available for maintenance of all

the system roads. An analysis of the actual funding versus projected maintenance need would help identify high cost roads and would help in identifying the minimum road system.

Response. The Financial Burden/Public Health & Safety risk ratings identify roads with high costs and these roads are assigned a Moderate or High Risk rating accordingly. In order to clarify the disparity between maintenance expenditures and actual needs, an additional paragraph has been added to Section 2.4 of this report.

13. *Comment.* The respondents suggested that mixed use safety must be considered in the TAP analysis.

Response: Colorado State Law prohibits the use of OHVs on roads open to passenger vehicles however, the state does not have jurisdiction to regulate federal roads.

At this time some roads on the Pikes Peak Ranger District are open to street legal vehicles and non-street legal vehicles. This decision was grandfathered in without any studies or analysis. The risk rating for public health and safety took into consideration the presence of mixed use on the roads on the Pikes Peak District.

Because there is an increased use of OHVs on district roads, there is an increased need to evaluate safety and reduce conflicts where motorized mixed use is occurring, so in future travel management projects, this issue will be considered. Any new decisions that will allow for mixed use on a newly authorized road or on an existing non-mixed use road will have to be supported by a mixed use study.

14. *Comment.* The respondents suggested that various roads should be rated with a high financial burden risk.

Response: All roads identified in respondents comments were re-evaluated by the engineering specialist and no ratings were revised.

Historically, funding allocation for annual and deferred maintenance has not kept pace with funding needs. Over time this will result in the condition of some roads deteriorating to a maintenance level that is below the maintenance level objective. See Section 2.4 of this TAP for more information on current funding and desired funding.