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Road Analysis Report

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Angeles, Cleveland, Los Padres, and San Bernardino National Forests

Angeles, Cleveland, Los Padres, and San Bernardino National Forests: Multiple National Forest Scale Analysis as part of the Southern California Forest Plan Revision

Foreword March, 30 2010 Update to Roads Analysis of September, 2005

The Roads Analysis process was conducted from 2002 to 2004 using an interdisciplinary, science based process described in FS-643 Roads Analysis for the four southern California National Forests.[1] The public was involved during the LMP Revision process which incorporated the Road Analysis process. Tens of thousands of comments were received from the public related to travel through five rounds of public involvement.[2] The need for the NFSR roads to provide access to protect resources, permitted activities, fire suppression, and hazardous fuels reduction and to provide recreation opportunities for the public was evaluated and measured and compared to the economic costs of the system and the effects to the natural and heritage resources affected by the system. Ranked lists and maps were prepared to help Line Officers make informed decisions. All NFSR Levels 1 through 5 were evaluated and ranked in order to support the concurrent Land Management Plan Revision Process. The RAP lists and maps were verified by each Forest, and the documents were subject to several rounds of public involvement during the Plan Revision process.

The Records of Decision and Final Environmental Impact Statement were signed on September 20, 2005 by the Regional Forester. "Most of the development (such as roads, developed recreation sites, and administrative structures) that might be expected to occur on the national forest has occurred. The Forest transportation systems (roads) have been built and much expansion should not occur. The decision is based on the concept of gradual change over time, expanding or improving the capacity of existing facilities before building new ones."[3]

Under 36 CFR 212.5 (b) (1): the National Forests will "…identify the minimum road system needed for safe and efficient travel and for the administration, utilization, and protection of National Forest System lands." The FEIS confirmed the need for the existing system, and the RODs specifically mentioned that the NFSR is the minimum system needed. Of course, the system can be further evaluated to remedy essential road- endangered species-watershed-

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[1] The electronic links to the Southern California Plans EIS, including the Roads Analysis and its maps are posted in the Reading Room. The Roads Analysis completed for the Plan Revision was multi-Forest scale and covered the Angeles (ANF), Cleveland (CNF), Los Padres (LPNF), and San Bernardino National Forests (SBNF):

- Southern California Plans: http://www.fs.fed.us/r5/scfpr/projects/lmp/read.htm
- Reading Room: http://www.fs.fed.us/r5/scfpr/projects/lmp/read.htm
- Roads Analysis: http://www.fs.fed.us/r5/scfpr/projects/lmp/docs/rap.pdf
- Roads Analysis Maps: http://www.fs.fed.us/r5/scfpr/projects/lmp/rapmaps.htm

[2] USDA Forest Service Final Environmental Impact Statement, Volume 1 Land Management Plans Angeles, Cleveland, Los Padres, and San Bernardino National Forests R5-MB-074-A September 2005. Pages seven-nine. See link above. Also FEIS Volume 2, Appendix M pages 548-553 Response to Public Comments.

[3] USDA Forest Service Final Environmental Impact Statement Land Management Plan Revision CNF Record of Decision, September 2005, page 1 (wording similar in ANF, LPNF, and SBNF RODs). See also FEIS Alternative 4a selected pages 46-48, 275-281,and pages 311, 536-537, and 542-543.

archaeology impacts. (Which are studied annually during LMP compliance reviews and Best Management Practice Reviews). The general plan direction, the RMOs, compliance reviews and needs for public and administrative access are evaluated in the development of each Forest's Road Maintenance Plan.

The Land Management Plan identifies the need to conduct travel management planning, and to begin to address the class of roads and trails then known as "unclassified" now referred to as "undetermined" or "unauthorized" on a site specific basis. During the period 2007 through 2009, Motorized Travel Management Analyses, including roads and trails to be open for motorized public use, were conducted on the four southern California National Forests with the objective of issuing Motorized Vehicle Use Maps (MVUMs) for each Forest.

In advance of the analysis, Infra Travel Routes was updated, and updated Road Management Objectives developed. The Angeles and Los Padres National Forests each elected to designate the same routes of Forest Roads and motorized trails, as indicated in each Forest's Land Management Plan with no changes from those previously designated by the Land Management Plans of the 1980's. The Cleveland and San Bernardino evaluated their existing systems of designated roads and trails, and analyzed some additions and deletions. Environmental Analyses were conducted and resulted in decision notices and findings of no significant impacts for each Forest, independently. The MVUMs were published.
http://www.fs.fed.us/recreation/programs/ohv/ohv_maps.shtml

Complete environmental analysis background information and documentation may be found for the Cleveland National Forest at:
http://www.fs.fed.us/r5/cleveland/projects/ohv/index.shtml

For the San Bernardino National Forest:
http://www.fs.fed.us/r5/sanbernardino/projects/ohv.shtml

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Introduction

Background

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

In October 1999, the agency published Interim Directive 7710-99-1 authorizing units to use, as appropriate, the road analysis procedure embodied in FS-643 to assist land managers making major road management decisions. The Rocky Mountain Region of the Forest Service then published a roads analysis guidance document as a supplement to Appendix 1 of FS-643. This document provides guidance concerning the appropriate scale for addressing the roads analysis.

Process

Roads analysis is a six-step process. The steps are designed to be sequential with the understanding the process may require feedback and iteration among steps over time as an analysis matures. The amount of time and effort spent on each step differs by project based on specific situations and available information. The process provides a set of possible issues and analysis questions for which the answers can inform choices about road system management. Decision makers and analysts determine the relevance of each question, incorporating public participation as deemed necessary.

The steps are as follows:

1) Setting up the analysis - The analysis is designed to produce and overview of the road system. The output from this step includes interdisciplinary team assignment, a list of information needs, and a plan for the analysis.

2) Describing the situation - Establishing the existing condition of the roads system and describing the context for management.

3) Identifying Issues - The interdisciplinary team, in conjunction with line officers, and information obtained from the public, identifies the most important road-related issues in the analysis area and information needed to address these concerns.

4) Assessing benefits, problems, and risks - Major uses and effects of the road system are examined. The main element of this step is to assess the various benefits, problems, and risks of the current road system.

5) Describing opportunities and setting priorities - Identify management opportunities, establish priorities, and formulate technical recommendations for the existing and future road system that respond to the issues and concerns, benefits, problems, and risks identified in preceding steps.

6) Reporting - Key findings are reported. This may entail several different forms to suit multiple audiences.

Products

The products of this analysis include: (1) a report for decision makers and the public that documents the information and analyses used to identify opportunities and set priorities for future national forest road systems; (2) a map displaying the known road system for the analysis area, and the risks and opportunities for each road or segment of road; (3) Other maps and tables necessary to display specific priorities and changes in a road system.

This Report

This report documents the roads analysis procedure used in preparation for the Southern California Province Forest Plan Revision Effort. The Forests participating in this analysis include, the Angeles, Cleveland, Los Padres, and San Bernardino.

Southern California Province

Roads Analysis Report

Chapter 1

Setting Up The Analysis

The purpose of this step is to:

- Establish the level and type of decision making that the analysis will inform,
- Identify the geographic scale or scales for the analysis,
- Develop a process plan for conducting the analysis, and
- Clarify the roles of technical specialists and line officers in the team.

The products of this step are:

- A statement of the objectives of the analysis,
- A list of interdisciplinary team members and participants,
- A list of information needs, and
- A plan for the analysis.

Introduction

The following Southern California Province Roads Analysis Report is being prepared in compliance with the direction set forth in: *Roads Analysis: Informing Decisions About Managing the National Forest Transportation System* (USDA Forest Service, 1999); *Forest Service Manual, (FSM 7710)*; and the *Forest Service Transportation Planning Handbook, (FSH 7709.58, dated March 02, 2001)*. The Final Road Management Policy, published January 12, 2001, set direction for amending Forest Service Manual Title 7700 to ensure that decisions to construct, reconstruct or decommission roads will be better informed using a science-based roads analysis. The transportation atlas, records and analysis are currently under an interim directive dated June 12, 2003. This analysis completes this effort at the multiforest-scale. Future roads analyses conducted at the watershed or project level should tier to this analysis.

Level and Type of Decision-Making

This roads analysis process (RAP) was conducted on a multi-forest-scale to inform the province-wide Southern California Forest Plan Revision effort for the Los Padres, Cleveland, Angeles and San Bernardino National Forests. The analysis serves as the basis for the existing condition described in Chapter 3 (Affected Environment and Environmental Consequences sections) of the Draft Environmental Impact Statement (DEIS) for the four Forest Plans. It was then used to inform the development of the standards, objectives, and desired conditions of the transportation system and selection of alternatives, displayed in each Forest plan. The RAP will serve in future "as a guide to future project-scale analyses by identifying conditions, changes, and effects relevant to implementing Forest Plans".

Changes since Current Plan Adoption

As all of the current forest plans are at least 14 years old, many changes have occurred since their adoptions in the late 1980s. (The Angeles National Forest Plan was approved in 1987; the Cleveland

National Forest plan in 1986; the Los Padres National Forest Plan in 1988; and the San Bernardino National Forest Plan in 1989.) For example:

- The majority of all currently federally listed Threatened and Endangered plant and animal species have been listed since the last round of plans
- Significant growth in population surrounding the four Forests
- Increased demand for recreational opportunities, special uses, and infrastructure corridors and sites

Physical and social conditions, the legislative framework and public expectations have all changed significantly on the Forests. However, changes in land allocations and special designations, which define how the Forests can be utilized and managed, have had a significant effect on use and availability of the forests' transportation systems. Over the last decade almost half a million additional acres have been designated as wilderness on southern California National Forests, removing from these areas opportunities for motorized use and timber harvest. Wilderness acres designated since 1964 are 1.2 million of 3.6 million total. In 1992 the Condor Range and River Protection Act added over 400,450 acres and seven new wilderness areas to Los Padres National Forest. The California Desert Protection Act of 1994 created the Bighorn Wilderness, 11,800 acres of which are managed by the San Bernardino National Forest. Finally, in 2001 the Big Sur Act added 37,110 acres to the existing Ventana Wilderness and 17,055 acres to the existing Silver Peak Wilderness on the Los Padres National Forest.

In January of 2001, the Roadless Area Conservation Rule was published in the Federal Register. As of July 2003, the rule is currently enjoined from implementation. If the Rule is upheld by the Courts after appeal, 1,111,628 acres of National Inventoried Roadless Areas (IRAs) on the four Forests could be affected. The Roadless Rule sets limitations on new construction or upgrading of existing NFS roads, or utilization of unclassified roads in Inventoried Roadless Areas.

Unclassified roads can be candidates for motorized or non-motorized trails, depending upon zoning. Unclassified roads are also candidates for decommissioning. While zoning may play a large role in determining when to retain an unclassified road, the main determination will be through a RAP process, which would indicate whether or not the road is needed in the system. Existing NFS roads in IRAs can be maintained at the current level, but not upgraded. No new roads are to be constructed. Road construction or reconstruction in IRAs and contiguous unroaded areas could not be authorized unless there were a compelling need for the activity; an Environmental Impact Statement were prepared; a science-based roads analysis was conducted on the proposal; and the Regional Forester served as the Responsible Official.

Forest Plans provide a broad framework for management of the National Forests. They serve as the foundation documents for more specific levels of planning, or projects. The objectives of the revisions are to describe up-to-date strategic direction and to also have consistent management direction across the four Forests. The Forest Plan revisions will address many aspects of forest management, including changing recreation patterns, the need for and management of roaded and unroaded areas, and how services are provided etc. The updating of the four Forest Plans will also ensure that they adequately address the needs of threatened and endangered species and their habitats.

New Concepts - Land Use Zones, Places

The new Forest plans will be organized around two new concepts: Places and Land Use Zones. First, this planning effort has divided the land base of each Forest into community-based areas called "Places" that reflect the contemporary constituent base and aim to encourage the ties between people and a familiar piece of ground. People are likely to relate more to Places than management areas (from current plans) because Places are an individual geographical area named after local features and are generally based on the distinctive characteristics of the local communities and ecology.

Land-use zoning in the revised plans will be similar to the zoning concept used by counties in that suitable uses are described for different areas of the Forests. A zone may or may not reflect what uses are actually occurring, but if an existing use is not suitable, it would be modified so that it comes into compliance. All *new* uses would have to conform to the zoning in the area in which the activity would occur. It is important to note that zoning is a strategic decision and only defines what strategic approaches may be used to accomplish desired conditions and objectives. The Forest plan sets the guidelines for use in an area. It does not specify changes to the road system to comply with the land uses. Those changes are made with the appropriate level of NEPA and public involvement.

Analysis Area

The four southern California Forests encompass a land base of approximately 3.6 million acres, and extend from Monterey in central California to the Mexican border. (Cleveland: 421,000 acres; Los Padres: 1,780,000 acres; San Bernardino: 666,000 acres; Angeles: 663,000 acres)

The RAP will concentrate on both Maintenance Level (ML) 3, 4 and 5 National Forest System (NFS) roads, of which there are 1,100 miles in the Province (Cleveland - 97 miles; Los Padres - 405 miles; San Bernardino - 333 miles; Angeles - 266 miles) and Maintenance Level 1 and 2 roads. Maintenance Level 3, 4 and 5 roads only represent 34% of all NFS roads across the Province, the remainder of NFS roads (ML 2 and 1 roads) is either maintained only for high clearance vehicles, or is closed. It is also important to note that of the 7,051 miles of road (all ownerships) that traverse the Province, 16% consists of state, county, and Interstate freeways. However, only the impacts of Forest Service system roads on Forest resources and management activities are considered in this analysis.

A RAP can be completed at various scales to meet different objectives. Generally, road management decisions should be informed by roads analysis at a broad scale. Responsible Officials must choose the appropriate scale for such an analysis and the degree of detail that is appropriate and practical. Site specific projects may be informed by a watershed roads analysis, if the Responsible Official determines the scope and scale of issues under consideration warrant its use. According to FSM 7712.13, Exhibit 01, "Scope and Scale of Roads Analysis", for the purpose of informing land management planning efforts, roads analysis should be completed on the forest-scale. Also, broader scale analyses should be integrated, if available, to inform land management planning decisions. (FSM 7712.12 / 7712.12a) Roads analysis at the forest scale is critically important; as it provides a context for road management in the broader framework of managing all forest resources. Close coordination with broader scale ecosystem assessments and analyses is essential. The following issues should be considered in forest scale roads analysis:

- Environmental issues potentially affected by road management proposals, such as soil and water resources, ecological processes, invasive species spread, and biological communities.
- Social issues potentially affected by road management proposals such as socio-economic impacts, public access, and accessibility for handicapped persons.
- An evaluation of the transportation rights-of-way acquisition needs.
- The interrelationship of State, county, Tribal, and other Federal agency transportation facility effects on land and resource management plans and resource management programs.
- Transportation investments necessary for meeting resource management plans and programs.
- Current and likely funding levels available to support road construction, reconstruction, maintenance, and decommissioning.

The choice of scale is an important consideration. It is based on the issues to be addressed and potential changes to existing management direction. Several possible scales of analysis are appropriate to support future decisions; they range from a national scale down to a project or site-specific scale. Many biophysical issues have easily definable scales such as the range of a particular species or the hydrologic

conditions of a watershed or river basin. Each issue may define the scale or scales where the resulting effects are measured.

Broad-scale analysis is essential to establish context, provide guidance, define analysis units at finer scales, allocate budgets and expertise, establish schedules and accountability, and address issues that cross national forest boundaries. Analysis of broad scales may also evaluate ecologically unique portions of the landscape, such as unroaded areas; areas with particularly high value, such as biological refuges and domestic water supplies; or high hazards, such as toxic waste transportation routes or landslide prone terrain. Important social and economic considerations, such as public demand for recreation access will tend to require broad-scales of analysis. For example, the following roads analysis components might be most relevant and feasible to do at specific scales:

Basin or multiple National Forest scales

- Patterns of public use of national forest roads and their economic benefits
- Primary beneficial uses of water, such as fish stocks, municipal water supplies, and recreation
- General locations of susceptible plant and animal populations of particular concern
- Expected changes in regional demographics, and how they could affect the demand for access or for unroaded areas
- The distribution and nature of access rights, obligations, and agreements

Sub-basin, National Forest, or ranger district scales

- Priorities and scheduling for acquiring detailed condition and risk information; for example, priority watersheds for fine-scale inventory and analysis needed to plan and set priorities for project work
- Sociological analysis of needs and desires for access to the national forests
- Expected financial constraints and the implications for the capacity to maintain the road system in the long-term
- The type and duration of access needed for Forest Service administration of lands

Watershed scale

- Assessment of problems and risks for all roads in a watershed
- Specific opportunities to change the system
- Areas of special sensitivity, resource values, or both

Roads analysis is a six-step process, which includes the following:

1. Setting up the analysis
2. Describing the situation
3. Identifying issues
4. Assessing benefits, problems, and risks
5. Describing opportunities and setting priorities
6. Reporting

The steps are designed to be sequential with the understanding the process may require feedback and iteration among steps over time as an analysis matures. The amount of time and effort spent on each step differs by project based on specific situations and available information. The process provides a set of possible issues and analysis questions for which the answers can inform choices about road system management. Decision makers and analysts determine the relevance of each question, incorporating public participation as deemed necessary.

Objectives of the Analysis

The overall objective of this analysis is to evaluate the existing conditions of the major road systems on each Forest and identify management opportunities that may lead to future road-related projects, site specific analysis and planning. (Future projects may imply construction, reconstruction, or decommissioning of existing roads).

Specific Objectives

- Create an inventory and map of all classified roads, and display how these roads are intended to be managed.
- Find a balance between safe and efficient road access to the National Forest System lands and protection of healthy ecosystems by using science-based analysis.
- Display the benefits and risks associated with the current road system.
- Identify management opportunities to minimize adverse impacts and enhance both public and administrative benefits of the transportation systems.
- Determine the extent and complexity of right-of-way needs in the Province.
- Display risks and opportunities to allow for the development of sound objectives and standards during the plan revision process.
- Provide guidelines for addressing road management issues and priorities related to construction, reconstruction, maintenance, and decommissioning.

Assumptions of the Analysis

This broad-scale assessment (multi forest scale) does not make any decisions concerning specific NFS roads or road segments. This multi forest scale RAP will develop as a component of the DEIS, and will serve to inform the decision makers when the Plans are selected. Opportunities, constraints, and priorities are identified in the final RAP product; however, all decisions concerning construction, reconstruction, closure, and decommissioning will be made only after site-specific analysis has been completed on the project level. Further NEPA, along with public comment, is required for any project level decisions to be made at the forest or district level in the future.

Information/Data Sources (Four Forests)

- Analysis of the Management Situation
- Infrastructure Databases (INFRA) for travel routes, deferred maintenance, and authorized use costs
- Roadless Area Inventory (RARE II), 1979
- Ecological Unit Inventory
- Scenic Integrity Objectives
- Public and administrative importance review and ratings
- Southern California Mountains and Foothills Assessment, 1999
- Atlas of Social and Economic Conditions and Change in Southern California, 2001
- Rating Watershed Condition: Reconnaissance Level Assessment for the National Forests of the Pacific Southwest Region, USDA Forest Service, June 2000

Geographical Information System coverage and data

- Roads and trails (classified and unclassified)
- Topography (digital elevation models)
- Land status/ownership
- Watershed Boundaries (fifth field)
- Stream, wetlands, riparian areas, other water bodies
- Developed recreation sites and administrative sites
- Cities and unincorporated communities
- Soil types
- Land Use Zoning (draft)
- Key, modeled, and occupied habitat of threatened and endangered species
- Range allotments
- Vegetation maps

- State impaired water bodies
- Special use permit sites and roads
- Geologic hazards
- Special Designation boundary files (wilderness, research natural areas, special interest areas, experimental forest, and recommended wilderness areas)

RAP/Plan Revision Interdisciplinary Team Members

The Forest Supervisors identified the road analysis at the Forest Plan level (multi Forest scale) as the responsibility of the Plan Revision Core Team. The following list of contributors includes members of the Core Team, Interdisciplinary Team members, and representatives from each Forest, who provided direction and professional expertise during various stages of the RAP process:

- Project Team Leader: Ron Pugh
- Co-Team Leader: Tom White
- PAO/Recorder: Gloria Silva, Wendy Bailey
- Special uses: Sandy Lew, Rich Tobin
- Hydrologist: Vic Andersen, Donna Toth
- Economics: Jim Turner, Sharon Soper
- Biologist: Steve Anderson, Diane Freeman, Deveree Kopp, Mary Thomas, and Dr. Jan Byers
- GIS: Liz Staudenmayer, Corey Ferguson, Aaron Johnson, and Scott Redlin
- Air: Mike McCorrison
- Engineering: Steve Eastwood
- Recreation: Anne Carey, Donna Harloff, and Fran Colwell
- OHV: John Wambaugh
- Archeology: Mike McIntyre
- Landscape Architecture: Trini Juarez
- Fire: Rich Hawkins
- RO Contacts: Lyn Gillespie, Ken Horstman, Brad Burmark, and Gary Lybrand
- Forest Contacts: ANF – Mike Roberts, Sonja Bergdahl; CNF – Steve Eastwood, Jack Van Lear; LPNF – Bob Jarvis, Hal Peterson; SBNF – Dave Relph, Mike Florey, Dave Kennedy
- Range: Gary Montgomery
- Soils: Joe Johnson
- Information Technology: Donn Holmes, Sandiann Engh
- Planning: Stephanie Morgan

Public Involvement

Since the RAP Process was conducted simultaneously with the revision effort, no separate public involvement process was initiated for the roads analysis. Comments received during formal and informal scoping periods and public meetings for the revision, were categorized and entered into a database. Over 10,000 comments were received pertaining specifically to “access”, which were then analyzed and reviewed for issue identification prior to the RAP. Internal comments from specialists on each Forest were also documented and considered during the analysis process.

Formal public scoping for the Plan Revision was initiated with the publishing of “the Notice of Intent (NOI) to prepare Environmental Impact Statement for the Forest Plan Revisions” in the Federal Register on September 24, 2001. The NOI asked for public comment on the proposal from September 24 through December 31, 2001. Comments have also been accepted throughout the process and requested at the public meetings and workshops.

Four rounds of public meetings and open houses were held in various locations across southern California. The first series were held from January through March of 2001, and the public was asked to develop a list of values and visions for the Forests. A second round of public meetings ran from March through May of 2001. At these meetings the public was presented with our preliminary significant issues and a range of background data and information. The third round of public meetings was held from October through December 2001. At that time, the public was asked for comments on the proposed action. A fourth round of public workshops held in February and March 2003, showed the public the range of alternatives being considered to address the issues and asked if their concerns were addressed by at least one of the alternatives. In addition, newsletters and information posted on the forest planning website kept the public informed and involved in the planning process.

Other than members of the general public, specific stakeholder groups were invited to participate in the process, including: other federal, state, county, and city agencies; nearby private landowners; Native American tribes; numerous local and national interest groups and community associations.

Coordination with State, County and Tribal Governments

- The following issues currently characterize coordination activities:
- As rapid growth in population and traffic in southern California continues, traffic safety and capacity improvements are proposed by the public road agencies for routes within the Forests.
- Requests for landslide disposal areas and sources of road fill repair materials are common.
- Identification of needed mitigation for watershed and species protection is a shared goal among agencies.
- Rights-of-way need to be granted to public road agencies.

Angeles National Forest

Portions of Interstate Highway 5 and State Highways 2 and 39 pass through the Forest. Portions of Interstate 210 and State Highways 14 and 138 are adjacent to the Forest. Some current coordination issues include: maintaining scenic integrity, adding scenic and interpretive enhancements, improvements for public safety, erosion, landslides, disposal of landslide debris, protection of plants and wildlife, and introduction of non native species of plants and wildlife.

The Angeles National Forest is located within Los Angeles, San Bernardino and Ventura Counties. Normal annual county maintenance on roads through the Forest is coordinated. The Forest coordinates on Forest Highways for enhancement projects and erosion protection. Forest Highways, historic roads, and maintenance sharing are some of issues coordinated.

Cleveland National Forest

Portions of Interstate Highway 8, and State Highways 74, 76, 78, and 79 pass through the Forest. Portions of Interstates 5 and 15 and State Highway 55 are adjacent to the Forest. Some current coordination issues include: maintaining scenic integrity, adding scenic and interpretive enhancements, improvements for public safety, erosion, landslides, disposal of landslide debris, protection of plants and wildlife, and introduction of non native species of plants and wildlife.

The Cleveland National Forest is located in three counties: Orange, Riverside, and San Diego. Normal annual county maintenance on roads through the Forest is coordinated. The Forest coordinates on Forest Highways for enhancement projects and erosion protection. The fires of October, 2003 required rapid coordination with San Diego County, tribes, landowners, and other agencies during suppression activities, and for the post fire rehabilitation and erosion protection.

Los Padres National Forest

Portions of State Highways 1, 33, 41, 58, 154, and 156 pass through the Forest. Portions of Interstate 5, State Highways 101, 123, 126, 144, 150, and 192 are adjacent to the Forest. Some current coordination issues include: maintaining scenic integrity, adding scenic and interpretive enhancements, improvements for public safety, coastal erosion, global stability, landslides, disposal of landslide debris, protection of marine wildlife, and introduction of non native species of plants and wildlife.

The Los Padres National Forest is located in six counties: Kern, Los Angeles, Monterey, San Luis Obispo, Santa Barbara, and Ventura. Normal annual county maintenance on roads through the Forest is coordinated. The Forest coordinates on Forest Highways for enhancement projects and erosion protection.

San Bernardino National Forest

Portions of Interstate Highway 15 and State Highways 18, 38, 74,138, 173, 189, 243, 330, and 371 pass through the Forest. Portions of Interstates 215 and 10 are adjacent to the Forest. Some current coordination issues include: maintaining scenic integrity, adding scenic and interpretive enhancements, improvements for public safety, erosion, landslides, disposal of landslide debris, protection of plants and wildlife, and introduction of non native species of plants and wildlife.

The San Bernardino National Forest is located in two counties: San Bernardino and Riverside. Normal annual county maintenance on roads through the Forest is coordinated. The Forest coordinates on Forest Highways for enhancement projects and erosion protection. The fires of October, 2003 required rapid coordination with San Bernardino County, tribes, landowners, and other agencies during suppression activities, and for the post fire rehabilitation and erosion protection.

County Issues

Counties are initiating the process to restore their jurisdiction over roads that pre-date the establishment of the National Forests. Some roads through the forests or portions of private land that have been closed could be made available to the public under RS 2477, an 1866 statute repealed in 1976 that granted rights-of-way over public land not reserved for public uses for the construction of highways. County roads through the Forests provide a critical link from National Forest System Roads to the public roads system. With limited funding, the Counties in Southern California allocate maintenance efforts proportionate to populations served. Maintenance of county roads through the most sparsely populated portions of the Forests is significant to the Forests, but of lesser importance to the counties.

Counties and Metropolitan Planning Organizations consider the Forests as potential locations for new freeways or toll roads.

Tribal Issues

Many NFS roads pass through Indian lands. Tribes control access on their portions of these roads. The use of land exchanges to consolidate both Forest and tribal holdings is a currently being discussed in order to reduce needs for easements. Additionally, some tribes have requested to develop new access routes through some portions of the National Forests. During the development of the Draft Plans and DEIS Tribes participated in planning coordination meetings.

Southern California Province

Roads Analysis Report

Chapter 2

Describing The Situation

The purpose of this step is to:

- Describe the existing road system in relation to current forest plan direction.

The products of this step are:

- A map or other descriptions of the existing road and access system defined by the current forest plan or transportation plan, and
- Basic data needed to address roads analysis issues and questions.

Current Forest Plan Direction

Current Forest Plan Direction is reflected in the Draft EIS in Alternative 1, the "No Action" alternative. Because the RAP document will be published simultaneously with the DEIS current Forest Plan, direction will be described using the terminology found in the Draft Plan/EIS (as opposed to previously adopted Forest Plans).

The "No Action" alternative represents "no change from current management", and therefore, implies that current management allocations, activities, and management direction found in the existing forest plans, as amended, would continue. As described in Chapter 1 of the RAP, the management areas in the 1980's plans have been "translated" into the land use zones so that the "No Action" alternative can be compared with the other alternatives, using the same terminology and outputs. The primary theme of the "No Action" alternative is "maintaining biological diversity and ecological integrity, while providing a mix of recreational opportunities and commodities" (DEIS).

The "No Action" alternative provides a strong emphasis on biological diversity. Also, it maintains the current mix of motorized/non-motorized recreational activities and settings. The current transportation system is retained. (Table 2.0 describes existing NFS road miles by new land use designations.) Commodity uses of resources are accommodated, when consistent with the use and protection of other resources and consistent with land use zoning. The objective of land acquisition is consolidation of National Forest System lands. Existing transportation and utility corridors and sites are retained. There are no new special area designations recommended. Fire and vegetation management would remain the same, with the majority of the emphasis on community protection.

Table 2.0: Road miles in Alternative 1 (Current Management) by Land Use Zones

ALL FORESTS	Land Use Zones						
OPERATIONAL ML	BC	BCNM	CBZ	EF	DAI	URI	EW
1	77.78	2.16	1.06	2.28	19.71	7.04	12.29
2	1555.91	47.40	0.00	22.75	298.96	85.48	10.24
3	402.94	7.30	4.85	0.00	101.44	35.43	0.25
4	111.86	0.79	0.77	1.46	60.91	21.41	0.11
5	16.93	0.05	0.00	0.03	26.87	22.49	0.03
TOTALS	2165.42	57.70	6.68	26.51	507.89	171.85	22.92

Source: Access database, 2003

Social Setting

The southern California Province Forests – the Los Padres, Cleveland, Angeles, and San Bernardino – together contain 3.6 million acres of National Forest land. The Province stretches along the California coast from the Redwood forests south of San Francisco to chaparral-covered canyons near the U.S.-Mexican border. The Forests are contained within 26 counties and serve the population centers of Santa Barbara, Los Angeles, San Diego, and "the Inland Empire".

Over the past two decades, the urban population surrounding the four southern California National Forests has grown and changed dramatically. According to the U.S. Census Bureau (2000), the number of inhabitants in communities surrounding the Forest increased by 12% between 1990 and 2000. The population of southern California is currently almost 32 million people, and is expected to grow by 20 percent in 20 years to almost 39 million (Socio-Economic Assessment). The population is aging, and ethnic and racial diversity has and will continue to increase. Demand for all services and resources provided by the Forests has exploded. Requests for the Forests to supply locations for urban infrastructure, such as communication sites, water storage tanks, water pipelines, and utility and transportation corridors, have soared. The demand for new and different types of recreation facilities, including mountain bike trails and OHV roads, has increased. This increased demand for recreation has, in turn, lead to a greater number of conflicts between motorized recreation users and non-motorized recreation users, such as hikers and bird watchers. Also, as urban development adjacent to the forests continues, the number of roads that permit public access to the National Forests will continue to diminish.

Urban encroachment has resulted in compromised air quality on the Forests, and development adjacent to the forest boundary poses greater threats to forest ecosystems. Demands of the public are competing with the needs of the plants and animals that reside on the forests. The number of threatened or endangered species has dramatically increased, suggesting that land use decisions made by the National Forests and communities surrounding the forests have altered biodiversity. Private land development is steadily consuming wildland habitats and reducing the habitat linkages or connectivity that species need between the forests and private land. At the same time, local communities are placing more expectations on the forests for the provision of open space areas, desired by the local residents. Increased demand for water use, both within and outside forest boundaries is placing additional stress on water dependent forest ecosystems.

Economic Setting

The four southern California Forests are truly urban in the context of being adjacent to, and within the influence of, the Los Angeles/San Diego/Santa Barbara metropolitan areas. The economic activity of

these areas is truly immense and dwarfs the economic activity generated by the four forests. In the Atlas of Social and Economic Conditions and Change in Southern California (2001), economic diversity is shown to be high in the southern coastal counties containing the Santa Barbara, Ventura, Los Angeles, and San Diego economies and medium in the surrounding counties adjacent to the four Forests. (This diversity index was derived by the use of IMPLAN input-output modeling that is designed for regional economic impact analysis, Minnesota IMPLAN Group, Inc. 1997). The regional economy is thus not only large, but also diverse, so that economic impacts of forest activities are widely distributed. While the presence of the National Forests has little or no influence on the multi-billion dollar economy of southern California, the National Forests' budget expenditures, the special uses and fees collected, and the Forest visits for recreating, hunting and fishing, all contribute to regional employment and personal income.

Cultural Setting

There are 45 National Forests located near 86 American Indian reservations in 22 states (USDA – Forest Service 2000). With 30 reservations (representing 10 percent of the nation's total) located within 10 miles of the Forests, the four southern California Forests are directly associated with the largest number of reservations in the state, as well as, the country for the National Forests. The reservations range in size from 6 to 36,000 acres. The population of the federally recognized groups associated with these reservations range from 7 to 1,685 (with the total population almost 10,800), and the number of individuals actually living on the reservation range from zero to over 1,470 (Bureau of Indian Affairs 2002). Contemporary uses or concerns have centered on access to forest resources of cultural or traditional importance and to areas with special or sacred values, often the locations of ceremonial activities. As more people visit and use the southern California forests, conflicts arise between Native American uses of culturally important areas and other uses of these same areas.

Recreation Setting

Most of the visitation to southern California National Forests is local in origin (Richer, 2002). With the exception of the Big Sur area of the Los Padres National Forest, these Forests are not national destinations for multi-day vacations. Instead, they are primarily very popular local day-use attractions, often for large, urban diverse groups of extended family and friends engaged in relaxing activities. According to the National Monitoring Survey (NVUM), approximately 8,000,000 people per year visit the four southern California National Forests1. Many southern California National Forest visitors participated in some form of day-use recreation, with average site visits that ranged from 5.7 to 9.8 hours (NVUM). Though the most popular activities in which visitors participate varies slightly by Forest, generally, favorite activities across the Province include: viewing of natural scenery or forest wildlife and birds; general relaxation, or "hanging out"; hiking or walking; picnicking and family gatherings; downhill skiing or snowboarding, and driving for pleasure.

The Angeles, Cleveland, Los Padres and San Bernardino National Forests currently offer 376 major developed recreation sites, including 158 family campgrounds, 38 group campgrounds, 4 equestrian campgrounds, 3 boating sites, 73 picnic areas, and 74 trailheads, accessing 2,278 miles of Forest Servicde developed trails. (588 – ANF; 414 – SBNF; 243 – CNF; 1033 – LPNF)

The current population of the southern California study area is close to 32 million people (Socioeconomic Assessment, Struglia, et al., 2001). The study area is expected to grow to approximately 39 million people by 2020, an increase of 7 million people. Thus, it is expected that in the next 15 years (by the year 2020) almost 10 million visits will be recorded to the National Forests. This is an increase of approximately 20%.

Physical Setting

The four Forests form a chain of mountains and foothills that parallel the Pacific coastline from Monterey south to the Mexican border. This long, undulating string of coastal mountain ranges varies considerably

in breadth and elevation. Collectively the mountains are a prominent landscape feature that separates coastal basins from the San Joaquin Valley and the Mojave and Colorado deserts. Over 64- percent of the assessment area is public land, the vast majority of which (3.5 million acres) is contained within four the National Forests.

South and west of the mountains, the lower elevations are home to small towns and agricultural lands along the narrow central coast, and by extensive urbanization in the broader southern basins that extend from Ventura to San Diego. Over 15 million people live in the greater Los Angeles and San Diego metropolitan area. To the north and east, the mountains drop quickly into arid, desert habitats of the southern San Joaquin Valley and the Mojave and Colorado deserts. Urbanization on the desert side is increasing with the rapid growth of communities around Lancaster, Victorville and Palm Springs.

Geographically, these coastal mountains are identifiable as distinct ranges or groups of ranges. In recognition of the many differences among these mountain ranges, the assessment area was divided into nine distinct regions. The boundaries of these regions correspond closely with one or more of the subsections defined in the Ecological Units of California (Goudey and Smith 1994; Miles and Goudey 1997) that are part of the National Hierarchical Framework of Ecological Units (ECOMAP, 1993). Some basic information on each of the nine mountain regions is provided below and in Table 2.1. The regions are addressed in the order they occur from south to north.

Table 2.1: Characteristics of the nine mountain regions in the assessment area

Southern California's Mountainous Regions	Total Acres	% Public Lands	%National Forest	% below 3,000 ft.	% above 6,000 ft.	Highest Point
San Diego Ranges	958,046	45%	30%	39%	<1%	6,533
Santa Ana Mountains	275,609	51%	49%	89%	0%	5,687
San Jacinto Mountains	428,228	60%	46$	12%	13%	10,805
San Bernadino Mountains	651,970	71%	61%	9%	38%	11,502
San Gabriel Mountains	658,414	81%	80%	28%	14%	10,064
Castaic Ranges	404,583	54%	52%	54%	0%	5,788
So. Los Padres Ranges	1,724,744	75%	74%	40%	5%	8,831
So. Santa Lucia Mountains	502,086	42%	37%	97%	0%	4,063
No. Santa Lucia Mountains	533,624	62%	59%	79%	0%	5,155
Enter Assessment Area:	6,137,363	63%	57%	44%	8%	11,502

Source: Stephenson, 1999

Below some of the general geographical characteristics of the province and each of the four forests are highlighted:

- The National Forests of southern California include over 3.5 million acres of federally managed public land.

- The Angeles National Forest is located within Los Angeles, San Bernardino and Ventura Counties. The Forest Supervisor's office is located in Arcadia, and there are Ranger District offices in Glendora, Tujunga, and Saugus.
- The Cleveland National Forest is located within Orange, Riverside and San Diego Counties. The Forest Supervisor's office is located in Rancho Bernardo, and there are Ranger District offices in Alpine, Ramona, and Corona.
- The Los Padres National Forest is located within Kern, Monterey, Santa Barbara, San Luis Obispo and Ventura Counties. The Forest Supervisor's office is located in Goleta, and there are Ranger District offices in King City, Santa Maria, Santa Barbara, Ojai, and Frazier Park.
- The San Bernardino National Forest is located within San Bernardino and Riverside Counties.
- The Forest Supervisor's office is located in San Bernardino, and there are Ranger District offices in Skyforest, Fawnskin, Lytle Creek, Mentone, and Idyllwild.

Soils and Watershed

About seventy-percent of Forest Service road miles are unsurfaced. Many of these unsurfaced roads are nearing seventy years in age. While most soils present on the forests are highly erosive, older design standards did not focus on erosion minimization. Therefore, many older, low standard roads are in need of erosion protection improvements.

Several miles of the operational maintenance level 2 system roads have portions difficult for larger vehicles to negotiate, in particular Forest Service fire engines and trucks that haul mortality trees. In some locations, the roadway soil has eroded to the underlying bedrock. When attempting to pass through, a large vehicle with a high center of gravity is shifted to the downhill side. This presents a dangerous situation to the driver and crew of the fire engine. Deferred maintenance or reconstruction is needed to correct these situations.

Watershed condition analysis identifies the effects of roads located in riparian areas, wetlands, and uplands. *(Chapter 4 Assessing Benefits, Problems, and Risks)* Mitigating the effects of roads in sensitive areas includes seasonal closures, crossing improvements, rerouting roads and trails out of the riparian areas, surfacing, storm water runoff protection, and scour protection (Water/Road Interaction Series, USDA).

Transportation Atlas

Each forest's transportation atlas is the official record of its transportation facilities. The inventory includes two parts. The first part consists of spatial data contained in the Forest's geographic information system, which records the location of individual roads and trails. From these data, informational maps can be produced at various scales. The second part of the atlas is a computer database that contains descriptive details of management, structural information, designations, and maintenance requirements.
Records for all National Forest System roads, forest highways, forest development trails, and bridges are included in this database (INFRA). Information for the forest transportation inventory is updated when more recent survey information becomes available, changes are made in the field, management changes occur, and technological improvements are made.

Transportation Definitions

Road: A motor vehicle travelway over 50 inches wide, unless designated and managed as a trail. A road may be classified, unclassified, or temporary (36 CFR 212.1).

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

b. Temporary Roads: Roads authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management (36 CFR 212.1).
c. Unclassified Roads: Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways, and off-road vehicle tracks that have not been designated and managed as a trail; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization (36 CFR 212.1).

National Forest System road, (NFSR): A classified forest road under the jurisdiction of the Forest Service. The term "National Forest System roads" is synonymous with the term "forest development roads" as used in 23 U.S.C. 205.

Public roads: Any road or street under the jurisdiction of and maintained by a public authority and open to public travel (23 U.S.C. 101(a)).

Roads subject to the Highway Safety Act: National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use.

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

Road maintenance: The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective (FSM 7712.3).

Road Reconstruction: Activity that results in improvement or realignment of an existing classified road as defined below:
a. Road Improvement: Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function.
b. Road Realignment: Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway (36 CFR 212.1).

Road Decommissioning: Activities that result in the stabilization and restoration of unneeded roads to a more natural state (36 CFR 212.1), (FSM 7703).

National Forest Transportation System

Together the four Forests' transportation systems currently consist of 3,780 miles of forest- maintained roads that provide access to and through National Forest System lands (*See Appendix A for* Forest Road Summaries). This represents 8.3 percent of the 44,902 miles on all eighteen National Forests in the Pacific Southwest Region (R5). While the Northern California Forests average 3,160 miles per Forest, the four southern California Forests average approximately 945 miles. The 3,780 miles of system roads present in the Province in 2003 is significantly less than total system miles fifty-five years ago. For example, the Cleveland National Forest reported 1,100 miles in 1947. Since 1964, 1,157,000 acres, or 32.8 percent of the Province (3,522,000 acres), has been designated as wilderness. Prior to designation, many of the candidate wilderness areas had some roads, which, upon designation, were converted to trails. Furthermore, few miles have been added to the NFSR in the past fifty-five years. Today, the Cleveland National Forest maintains a road system of only 418 miles (See Table 2.2).

Table 2.2 Road Miles by Operational Maintenance Level

Category	ANF	CNF	LPNF	SBNF	4 Forests Totals
Maintenance Level					
5	24	25	56	38	143
4	87	54	134	22	297
3	155	18	215	273	661
2	617	311	724	865	2,517
1	32	10	48	72	162
Total road miles	915	418	1,177	1,270	3,780
Level 3-5	266	97	405	333	1,101
Level 1-2	649	321	772	937	2,679
Rd Density ML 1-5 (Mile/mi^2)	0.89	0.62	0.43	1.21	0.69
Rd Density ML 3-5 (Mile/mi^2)	0.26	0.14	0.15	0.32	0.20
Rd Density ML 1-2 (Mile/mi^2)	0.63	0.47	0.28	0.89	0.49

Source: INFRA Travel Routes Database

National Forest System roads are not public roads. Although they generally are open and available for public use, they are authorized only for the administration, protection, and utilization of National Forest System lands. Through travel management, public access opportunities are provided, along with controls and restrictions necessary to achieve land management objectives. National Forest System roads provide access in a branching system of arterial, collector, and local roads. Arterials provide access to large land areas, typically linking to county roads, state highways, or communities. They tend to have higher standards for construction and maintenance because of the larger volumes of traffic they carry. Collector roads disperse traffic from arterials to large forest areas. Local roads, used to access specific project areas or sites, are usually less than two miles long and of lower standard construction.

Road density is a measure of the number of miles of road located within one square mile of land (640 acres). Road density is used to compare the relative presence of roads on the landscape, and an indicator of potential effects to the watershed. Table 2.3 displays the density of roads on the southern California Forests versus the Region as a whole. In contrast to the other forests in Region 5, the southern California Forests have 0.68 miles /mi2 compared to 1.61 miles / mi2. In general, the rest of Region 5 Forests have twice the density of levels 3, 4, 5 NFSR roads and three times the density of levels 1 and 2 NFSR roads (Table 2.3).

Table 2.3: Road Density, Province vs. Region 5 Total

NFSR Roads	R5 square miles	(miles/mi^2)	Southern CA square miles	(miles/mi^2)	Rest of R5 square miles	Rest of R5 forests (Mile/mi^2)	Percent (Rest of R5/So.CA)
Total	31,405	1.45	5,507	0.68	25,899	1.61	236%
ML: 3,4,5		0.35		0.23		0.42	184%
ML: 1,2		1.10		0.45		1.33	294%

Source: R5 Annual Road Report for FY 2002 dated October, 2002*

(The numbers in the final column compare the average density for the fourteen "northern" National Forests in Region 5 to the average density for the forests in southern California.)

Table 2.4 displays the distribution of acres in each density range (miles of NFSR roads per square mile, or 640 acres, of land). Road density is one watershed evaluation indicator used to determine hazards to water quality. Road density can have effects on aquatic and terrestrial plants and wildlife. The density ranges in the table indicate "low" risk for densities of less than 0.5 mile /square mile; "low to moderate" for 0.5 to 2.0 miles/square mile; "moderate to high" for 2.0 to 4.0 miles/square mile; and "high" for over 4.0 miles/square mile. The table indicates that about 76 percent of all acres in the Province have a density of less than 2.0 miles/square-mile, and 61 percent of all acres have a density less than 0.5-mile/ square mile. Only 5 percent of the acres are in the high category and should be the subject of further analysis.

Table 2.4: Density by Fifth Field Watershed: Acres by Density Range

DENSITY RANGE	ANF	CNF	LPNF	SBNF	Province
< 0.5 Miles/mi^2	318,245	231,618	1,288,198	289,482	2,127,543
0.5 - 2.0	136,075	67,944	169,173	143,212	516,404
2.0 - 4.0	151,698	94,889	285,617	146,247	678,451
> 4.0	56,964	26,427	32,548	70,203	186,142
TOTAL ACRES	662,983	420,877	1,775,536	649,143	3,508,539

Source: Access database, 2003

Other Road Systems:

California State Highways

The Forests' transportation systems originate from the roads that are under state, county and local jurisdiction that link to the Forests' roads. (Table 2.5 shows the mileage of these roads within each Forest.) The state highways range from two lane paved rural highways, to multi–lane highways and Interstate freeways. There are 436 miles of state highways within the Forests' boundaries. Forty-one state highways carry 3.7 million vehicles each day immediately through and adjacent to the Forests. Average daily traffic (ADT) through the Forests, within the administrative boundaries, is 710,000 vehicles. In the next 20 years the population of southern California is expected to grow by 20 percent. If traffic through the Forests grows in proportion, ADT would grow to 930,000 vehicles each day.

Caltrans, the Riverside County Transportation Commission, and Metropolitan Planning Organizations (SANDAG, SCAG, etc.) are evaluating the options to accommodate the Riverside to Orange County commuting traffic. Options under consideration include freeways across the Cleveland National Forest or tunnels beneath. Caltrans and the Angeles National Forest are coordinating the reconnection of State Highways 2 and 39 closed for many years by a major landslide. Evacuation of populations of residents and recreationists from the Lake Arrowhead and Big Bear areas on narrow two lane state highways from a major natural disaster is of primary concern on the San Bernardino National Forest. Slope stability and maintenance of scenic quality along State Highways 1 and 33 are important issues on the Los Padres National Forest.

County Roads
The four Forests are located in 15 counties. Total miles of county roads within the Forests' boundaries are 594, representing 110 individual roads. Mileage within subdivisions surrounded by or next to the Forests is not included in these totals. The ADT data on each county road is not available for each of the four Forests, but many in San Diego County are monitored by SANDAG. For example, the two most traveled county roads through the Cleveland National Forest, the Sunrise Highway and Buckman Springs Road carry 3,000 and 4,000 ADT respectively. If 1,000 ADT is used as a conservative estimate for the 110 County Roads through the Forests, then at least 110,000 vehicles pass through each day on average. The actual figure is likely to be much higher since many county roads in the Forests provide access for subdivision residents, schools, and businesses on private lands surrounded by forestland

Forest Highways
Forest Highways are specially designated State Highways and County Roads that provide safe and adequate transportation access to and through National Forest System lands for visitors, recreationists, resource users, and others. Forest Highways link to National Forest System Roads, assist rural and community economic development and promote tourism and travel. Caltrans maintains an inventory of designated forest highways for the public land highway component of the Transportation Equity Act for the 21st Century (TEA-21). The Forests have 16 designated Forest Highways for a total of 337 miles; nine are State Highways with 207 miles, and seven are county roads with 130 miles. Forest Highway miles are included in the miles listed in Table 2.5 under state or county.

Motorists are experiencing increasing congestion and delays on portions of the above rural public roads (*Caltrans, 2001).* Proposals to enhance safety and capacity of these public roads, and to add new freeways across the forests are a direct effect of the population growth, adjacent urbanization, commuting necessity and attractiveness of destinations for recreation.

The capability of the vehicles owned by southern California residents has changed since the previous plans were signed in the late 1980's. Caltrans reports the types of vehicles owned now include a high percentage of pickups and SUVs. (California Department of Transportation *California Motor Vehicle Stock, Travel And Fuel Forecast*, November 2002) More vehicles now can negotiate the high clearance Level 2 roads than ever before.

The traffic on all NFS roads open to the public will increase over the next 5 to 15 years. The higher volumes of traffic will require greater levels of road maintenance. Maintenance level 3, 4, and 5 roads, accessing popular developed recreation sites, will need to be upgraded to accommodate the increased demand. Parking at developed and popular dispersed locations will need to be provided or enhanced.

Operations and maintenance of the State and County systems is coordinated with an emphasis on mitigating species and watershed impacts, and maintaining or enhancing scenic integrity.

Table 2.5 Road Mileages

Road Miles by Forest					
Category	**ANF**	**CNF**	**LPNF**	**SBNF**	**4 Forests Totals**
Interstate Freeways	13	24	0	14	51
State Highways	92	21	72	219	404
County Roads	156	180	271	66	673

Totals	261	225	343	299	1,128
Forest Highways a subset of State and County above	141	72	22	102	337

Fire and Fuels Management

Roads are essential to successful fire suppression operations in southern California. Road access to fuelbreaks, and the forest in general, has been deteriorating. Operational Maintenance Level 2 roads typically provide the greatest access for fire engines. Wildland fire engines are now considerably larger than the engines were when these roads were designed and constructed in the 1930's. In addition, funding for road maintenance and consequently, on-the-ground maintenance has declined. Firefighter safety and access are being compromised by the deteriorated condition of the existing road system, which is considered essential to limiting wildfire patch size and gaining access to fires in general.

Budget

Most of the roads were constructed by the Civilian Conservation Corps in the 1930's for fire and watershed protection. These roads are narrow, steep, native-surfaced travel ways with few, if any, turnouts and few minimal drainage features. These roads are designated as Level 2 maintenance and make up the bulk of the road system. The amount of use these roads currently receive was not anticipated in the 1930's, nor was the size of today's fire engines. As a result of road maintenance budgets not keeping up with inflation and road deterioration, the condition of many roads on the Forests have fallen below the levels necessary for resource protection and to efficiently support the traffic volumes being carried. About one third of the total Level 2 miles have points of difficulty for the latest generation of wildland fire engines.

In 2002, the Province forests received a total of $3,400,000 to maintain 3,780 miles of NFSR, of which 1,100 are Maintenance Levels 4 and 5 (paved higher standard roads). On the average, 35 percent of the Forests' miles received some maintenance in 2002, and only 20 percent of miles were maintained to standard. The deferred maintenance backlog of $84,000,000 represents the dollars needed to bring Level 2 through 5 roads up to their designated standards in regards to health and safety, protection of resources, and to support the mission of the Forest Service.

The deferred maintenance backlog continues to grow each year that maintenance needs are unable to be fulfilled. Erosion of the driveable surface on some of the 1930's era Level 2 roads has left portions of uneven exposed bedrock. These portions are impassable by today's fire equipment. Other problems have contributed to the loss of available drivable width. Other problems include: small slides; heavy brush encroachment; eroded outsloped sections; lack of improved water crossings; and tight horizontal radius curves through vertical solid rock cuts.

In addition to maintenance needs, the Forests have approximately 221 roads without recorded access across 510 miles. It is estimated that nearly 1,300 separate rights-of-way cases would be needed to completely provide full legal access to the current Forest Road System. An administrative expense of at least $17,000,000 is estimated for the acquisition, or $1,200,000 annually for fifteen years. This affects the ability of visitors to gain legal access to large portions of forest land and has direct impacts on access to developed recreation sites.

Roads and Roadless Areas

In 1979 all National Forests identified a certain portion of their land base as "National Inventoried Roadless Areas (IRA)". Today, the four southern California Forests contain 123 Inventoried Roadless

Areas comprising 1,111,628 acres. Since 1979, 550,000 acres of original roadless areas have been designated by Congress as wilderness. Inventoried Roadless Areas today still comprise almost onethird of the land area in the Province.

Under Alternative 1 (current management), 381,000 acres of IRAs are managed as Back Country Non-Motorized (BCNM) and 595,000 acres as Back Country Motorized (BCM). The remaining acres allocated to other zones including, Experimental Forest (EF), Developed Area Intermix (DAI), Urban Rural Interface (URI), and Critical Biological Zone (CBZ). During the scoping process, the public identified 11 "other undeveloped areas", (45,000 acres), on the Cleveland and Angeles National Forests to be evaluated for their potential as wilderness.

Table 2.6: Road miles in IRAs

Forest	NFSR	Temp	UNC	Totals
ANF	13.4	20.3	9.0	42.6
CNF	3.2	13.2	21.7	38.0
LPNF	128.3	49.2	140.6	318.1
SBNF	16.2	16.5	90.7	123.4
Totals	161.0	99.2	261.9	522.2

Source: Access database, 2003

(See Appendix B (National Forest System Roads In Inventoried Roadless Areas) for explanation of NFSR miles in IRAs)

Notes

1 The NVUM system is a four-year cycle of data collection for recreation use. In any given year, 25 percent of the national forests conduct on-site interviews and sampling of recreation visitors. The Angeles National Forest was surveyed in calendar year (CY) 2000, the Cleveland and Los Padres National Forests in fiscal year (FY) 2001. The San Bernardino National Forest is being surveyed in FY 2003. For the purpose of this analysis, visitor use for the San Bernardino was estimated using a process developed by the NVUM National Team.

2 Maintenance Levels are defined as follows: 5 – "Passenger vehicles – dust free; possibly paved; 4 – "Passenger vehicles – smooth surface"; 3 – "Passenger vehicles – surface not smooth; 2 – "High Clearance vehicles"; 1 – "Closed more than 1 year"

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Chapter 3

Issues

Purpose:

- Identify the key questions and issues affecting road-related management.
- Describe the origin of the issues.

Products:

- Summary of key road-related issues, including their origin and basis. The issues will be presented by general category (environmental, socio-cultural and economic).
- Description of the status of current data, including sources, availability, and methods of obtaining information.

Origins of Issues

The issues identified below were derived from two sources: the Forest Plan Revision public involvement process and internal comments submitted by specialists. In February of 2001 the four forests within the southern California Province began a period of intensive public involvement for the Forest Plan Revision process. An initial round of public meetings focused on introducing the public to the planning process and included a brainstorming session, designed to identify what people value most about the National Forests and what their vision for the future of the forests is. Upon the completion of these meetings a content analysis clarified and organized the issues raised by the public. The issues were arranged by topic into five main categories: *Public Values and Uses, Ecosystem Elements and Function, Commodity Uses and Values, Urban Development and Forest Linkages, and Special Area Designations.* Included in each of these categories were issues specifically pertaining to roads, access, and transportation system management.

Other than members of the general public, specific stakeholder groups were invited to participate in the process, including: other federal, state, county, and city agencies; nearby private land owners; Native American tribes; numerous local and national interest groups and community associations.

Additional concerns were generated internally by Forest Service personnel, many of which are summarized below in a sixth issue category, *Road Safety, Maintenance, and Administrative Concerns*.

All of the issues identified are summarized below. For a detailed list of the questions, along with key information, and risk/priority indicators, see Appendix D, Questions, Issues, and Indicators.

Issue 1: Public Values and Uses

Roads and management performance currently do not meet expectations of the visiting public.

Key Concerns:

- What is an appropriate transportation system (miles of roads needed to manage the National Forests)?
- Which roads or trails should be designated for OHV use?
- What is the level of access is appropriate for wildland fire suppression and community protection?
- Will Forest System Roads be made accessible to all members of the public (including the elderly and handicapped)?
- Will underutilized roads be decommissioned and returned to a natural state?
- How can roads be maintained and managed to safely accommodate a variety of users?
- How can access to certain areas for Native Americans (fire wood permits, traditional materials gathering, ceremonial access) be maintained, but public access restricted?

Key Questions

Issue Category	Question
Fire Protection	PT (2), PT (3), PT (4)
Recreation: Unroaded	UN (1), UN (2), UN (3), UN (5), UN (6)?
Recreation: Road-Related	RR (1), RR (2), RR (3), RR (4), RR (5), RR (6)
Social Issues	SI (1), SI (2), SI (3), SI (4), SI (5), SI (10)
Environmental Justice	CR (1)
OHV Issues	OHV (1), OHV (2), OHV (3), OHV (4)
Scenic Quality	SQ (1)

Issue 2: Ecosystem Elements and Function

Roads and management performance are inconsistent with desired resource conditions.

Key Concerns

- How do we improve access on existing Forest roads, while maintaining or increasing protection of species and their habitat?
- How do changes in the Forest road system affect habitat connectivity?
- How do changes in the road system affect air quality, erosion, soil compaction, watershed protection, and groundwater?

Key Questions

Issue Category	Question
Ecosystem Functions and Processes	EF (1), EF (2), EF (4), EF (5)
Aquatic, Riparian Zone, and Water Quality	AQ (1) thru AQ (14)
Terrestrial Wildlife	TW (1), TW (2), TW (3), TW (4)

Issue 3: Commodity Uses and Values

National Forest System roads play a valuable role in the local economy – for resource extraction, commuter and tourist needs, and access to public infrastructure.

Key Concerns

- What are the social and economic effects of changes in the road network on local communities and the region?
- Should new roads be constructed to support the expansion of urban infrastructure, such as water diversions, utility lines etc.?

Key Questions

Issue Category	Question
Economics	EC (1), EC (2), EC (3)
Commodity Production	TM (3), MM (1)
Water production	WP (1), WP (2), WP (3)
Special-Use Permits	SU (1)
Social Issues	SI (6), SI (7)

Issue 4: Urban Development and Forest Linkages

Continued development in the urban interface has resulted in fewer points of access, encroachment and unclassified roads, and greater pressure for the provision of urban infrastructure on the Forests.

Key Concerns

- Should the forests provide improved access opportunities for the growing population?
- Should new regional transportation corridors be established?
- Access to forests has been reduced and where public easements have not been acquired.
- Should public easements be acquired where access to the Forest has diminished ?
- There is a proliferation of unclassified roads and trails.
- Should unclassified, or "social", roads be integrated into the established, classified Forest road system?

- As a result of the growing human population and expanding urban interface, should future requests for developments (e.g. freeways, toll roads, highway widening, FS and FHWA designation of "public" Forest Service maintenance level 3, 4 and 5 roads, tunnels, trailheads, OHV staging and trailing areas, OHV designated roads, and access to new and existing dispersed recreation and special use activities) be accommodated on the Forests?
- How are RS2477 rights being addressed?

Key Questions

Issue Category	Question
General Public Transportation	GT (1), GT (2), GT (3)

Issue 5: Special Area Designations

Special area designations have the potential to change levels and types of access to National Forest Land.

Key Concerns

- How is access to, and use of the Forest affected by Special Area designations?

Key Questions

Issue Category	Question
Social Issues	SI (8)

Issue 6: Road Safety, Maintenance, and Administrative Concerns

A significant number of Forest System Roads are below standard, eliciting concerns about public safety and access for law enforcement and fire suppression.

Key Concerns

- Seventy percent of unsurfaced roads are in a deteriorated condition; how should the maintenance backlog for facilities (Roads) be addressed?
- What are the guiding principles to use when deciding appropriate use and maintenance levels for roads and trails?
- Given the current level of funding, how does the Forest Service bring the current transportation system up to standard, provide for future maintenance, and improve access to the Forests?
- Given that 1/3 of ML 2 system roads restrict access to fire suppression equipment, do roads need to be upgraded and access improved in order for fuel treatments and fire suppression to be effective?
- Most roads of all types will eventually be used as a fire line. How do we manage these roads between fires?

Key Questions

Issue Category	Question
Administrative Use	AU (2)
General Public Transportation	GT (4)
Protection	PT (1)

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Chapter 4

Assessing Benefits, Problems, and Risks

The purpose of this step is to:

- Assess the various benefits, problems, and risks of the current road system and whether the objectives of Forest Service policy reform and forest plans are being met.

The products of this step are:

- A synthesis of the benefits, problems, and risks of the current road system
- An assessment of the ability of the road system to meet objectives.

Introduction

In this step of the RAP, the benefits and risks of the existing transportation systems on each of the four Forests were assessed. Road Analysis is an Advisory Process. This analysis identifies opportunities for increasing benefits of road systems and reducing existing problems and risks. It provides a framework for examining important issues and developing relevant information before managers enter into a formal decision process [National Forest Management Act (NFMA) and National Environmental Policy Act (NEPA)] that will change the characteristics and uses of national forest road networks.

The analysis will neither make land management decisions nor allocate land for specific purposes because both require NFMA- and NEPA based Forest and project planning. The analysis will be used to inform land management decisions. Although concluding the analysis with a documented product is important, additional iterations of analysis will be needed as conditions change—rates of funding, inventory and monitoring results, severe disturbance events, or new regulatory requirements.

A process for assigning environmental risk scores to road segments was developed by the ID team in order to measure a road's impact on threatened, endangered and sensitive species and the watershed in which it is located. A full description of the risk assessment process, including elements and criteria, is located in Appendix C. Two types of risk scores were generated – a species risk score (SPP_SCORE) and a watershed risk score (WAT_SCORE). These two types were combined into a total risk score (RAP_SCORE), which can have a maximum value of "10".

Watershed Risk Rating Components:

- Watershed Condition Class (Condition)
- Slope Stability Hazard (Slope_Stab)

- Earthquake Hazard Rating (Alq_pri)

Species Risk Rating Components:

- Riparian Species – Key, Modeled or Occupied habitat (RIP_Score)
- Stream Crossings (X_ings)
- Key, modeled or occupied habitat for Threatened, Endangered or Sensitive (TES) Species outside of riparian areas (Up_Score)
- Riparian Conservation Areas (RCA)

Benefit Components:

The benefit of a NFS road was gauged by both its public and administrative importance. The process used to assign importance scores is discussed in *Appendix C*, Risk Assessment Process. Scores for importance, as well as for risk, were measured on a scale of 1 to 5 (See Table 4.1).

Table 4.1 Environmental Risk and Benefit Rating Scale

Risk Rating	Definition
0	No Effect
1	Low
2	Low to moderate
3	Moderate
4	Moderate to High
5	High

Various environmental indicators were used to evaluate the "risk" associated with a road segment. The indicators chosen to evaluate "risk" were based upon the questions provided in *Roads Analysis: Informing Decisions About Managing the National Forest Transportation System* (Forest Service, 1999). A complete list of these questions, along with the indictors used to address them can be found in *Appendix D*, Questions, Issues, and Indicators.

Using GIS, each Forest's existing travel routes road layer was intersected with numerous layers containing spatial distributions of species, riparian habitats, watersheds, etc. These intersections produced thousands of discrete road segments, each with a unique value for the various risk indicators. Risk indicators, as mentioned previously, were grouped into two types - species and watershed indicators. The types of risks analyzed by the value of each indictor are summarized below.

The slope stability indicator measures the geomorphic effects of roads. The effects range from chronic and long-term contributions of fine sediment into streams to catastrophic mass failures of road cuts and fills during large storms. Roads may alter channel morphology directly or may modify channel flowpaths and extend the drainage network into previously unchannelized portions of the hillslope. The magnitude of road-related geomorphic effects varies by climate, geology, road age, construction practices, and storm history (USDA Forest Service, 2000).

The "stream crossings" and "condition class" indicators measure the three main effects roads have on hydrologic processes: they intercept rainfall directly on the road surface, road cutbanks, and subsurface water moving down the hillslope; they concentrate flow, either on the surface or in an adjacent ditch or channel; and they divert or reroute water from flowpaths that it would otherwise take if the road were not

present. Problems of road drainage and transport of water and debris--especially during floods—are a primary reason roads fail, often with major structural, ecologic, economic, or other social consequences. The effect of roads on peak streamflow depends strongly on the size of the watershed. For example, capture and re-routing of water can dewater one small stream while causing major channel adjustments in the stream receiving the additional water. In large watersheds, roads constitute a small proportion of the land surface and have relatively insignificant effects on peak flow. Roads do not appear to change annual water yields, and no studies have evaluated their effect on low flows (USDA Forest Service, 2000).

The proximity of roads to TES habitat was measured by "RCA", "Rip_Score", and "Up_ Score" indicators, as referenced in Appendix C. One of the risks roads pose to TES species is habitat fragmentation. Natural populations of animal species are affected by habitat fragmentation caused by roads. Fragmented populations can produce increased demographic fluctuation, inbreeding, loss of genetic variability, and local extinctions. Roads fragment habitat by changing landscape structure, dissecting vegetation patches, increasing the amount of edge, decreasing interior area, and increasing the uniformity of patch characteristics. (USDA Forest Service, 2000)

Roads impose risk to aquatic habitats. At the landscape scale, correlative evidence suggests that roads are likely to influence the frequency, timing, and magnitude of disturbance to aquatic habitat. Increased fine-sediment composition in stream gravel—a common consequence of road-derived sediments entering streams--has been linked to decreased fry emergence, decreased juvenile densities, loss of winter carrying capacity, and increased predation of fishes, and can reduce benthic organism populations and algal production. Roads can act as barriers to aquatic organism migration, lead to water temperature changes, and alter streamflow regimes. Improper culvert sizing and placement at-road-stream crossings can limit or eliminate fish passage.

Roads greatly increase the frequency of landslides, debris flow, and other mass movement that introduce sediment into the watercourses, degrading habitat. Roads can cause a wide variety of effects to terrestrial wildlife. Roads can increase harassment, poaching, collisions with vehicles, and displacement of terrestrial vertebrates, affecting a variety of large mammals such as, bighorn sheep and mountain goat. Direct mortality of large mammals on forest roads is usually low, except for those with a home range that straddles a road. Forest roads pose a greater hazard to slow-moving migratory amphibians than to mammals. Nearly all species of reptiles seek roads for cooling and heating. Vehicles kill many of them. Chemicals applied to and adjacent to roads can enter streams by a various pathways. The effect on water quality depends on how much chemical is applied, the proximity of the road to a stream, and the weather and runoff events that move chemicals and sediments. Dust produced by vehicles moving on unpaved roads reduces visibility and generates airborne particulates that can pose health hazards, such as in areas with soils containing asbestiform minerals (USDA Forest Service, 2000).

Benefits

The benefits pertaining to each road in a forest's transportation system were gauged by specialists working on that forest. Generally, benefits can be classified as "administrative" or "public". Examples of each type of benefit are given below:

Administrative Benefits

- Community protection, fire suppression, prevention, and prescribed fire
- Vegetation management, resource evaluation and management
- Special use access and administration
- Law enforcement
- Mining, oil and gas, grazing
- Any other roaded access needed to manage the forest

Public Benefits

- Access to developed recreation sites and campgrounds
- Driving for pleasure
- Access to recreational special uses (including Recreational Residences)
- Access to local surrounding communities

Weighing Benefits and Risks

The risks and the benefits of each road on the four Forests were compared, resulting in two classifications of roads. The first group of roads identified contains those that may require mitigation. "*High Priority for Mitigation*" roads are those roads (or segments) that were found to have both higher risk scores and a high level of public or administrative importance. The following criteria were used in their identification:

1. Watershed Risk Score is greater than or equal to 4; OR Species Risk Score is greater than or equal 4.
2. Public Importance Score is greater than or equal to 3; OR Administrative Importance Score is greater than or equal 3.
3. Combined Rap Score is greater than or equal 5 (highest possible is "10")

The second group of roads requiring further study is those with "*High Risk and Low Importance*". Roads that fall into this group pose significant risk to either species or watersheds and are of low importance to the public, forest personnel, and special use permittees. The following criteria were used to identify these roads or segments:

1. Watershed Risk Score is greater than or equal 4; OR Species Risk Score is greater than or equal 4.
2. Public Importance Score is less than or equal to 2, AND Administrative Importance Score is less than or equal 2.
3. Combined Rap Score is greater than or equal 5 (highest possible is "10").

Tables summarizing the miles of road by *road name* that fall into each of these categories are included at the end of this chapter. The roads are ranked in descending order by *weighted average rap scores*. A complete listing of all road segments in each of the above categories and their values for each indicator are provided in *Appendix E,* Full Benefit and Risk Tables. A link to corresponding maps is also provided in *Appendix E*.

Other Problems

In addition to the quantifiable risks and benefits discussed above, numerous other problems are associated with forest transportation systems. Below is a summary of these problems, solutions for which will be devised and analyzed at the project level.

Safety and Traffic Volumes

Condition surveys of the forests primary routes were conducted in the mid 1990's. The results identified 1,400 miles needing safety and capacity improvements. Between 1992 and 2002, 77 of these miles were reconstructed. The Capital Investment and Ten Percent Programs funded this work. Only 6% of the miles needing work received improvements in a decade. The remaining 94% of the primary access roads continue to deteriorate below the level necessary to safely and efficiently support the increasing traffic volumes.

Trends indicate increased traffic volumes in the future, especially from recreation-oriented traffic. Many of the approximately 820,000 vehicles each day that drive on State Highways and County Roads through the Forests also use Forest system roads. For example, the average daily traffic volume on a low standard

Level 2 single lane dirt road on the Cleveland National Forest was measured at 300 vehicles per day on weekends in 1997. This was before thousands of new homes were built between the years 2000 to 2002 within three miles of this particular Forest Service Road in Orange County. This scenario is common on most Forest roads adjacent to urban, or rapidly urbanizing areas on the four forests.

Not meeting the desired condition described in road management objectives, which provide construction standards and maintenance levels established for all NFS roads is a problem. Vehicle types, expected traffic volumes, user types, environmental constraints, and economics are considered when determining the appropriate standards to be applied. Capital improvements are needed to upgrade many of the high use roads to conform to current design standards to safely accommodate the traffic. Some roads will need to increase from single to double lanes, while others will require the addition of intervisible turnouts. The INFRA system identifies $40,000,000 in capital improvements needed on NFS roads on the forests.

Effects on roads from recreation management

As recreation use increases, National Forest System and other public lands are likely to be the destinations of choice for people looking for high-quality outdoor recreation experiences in natural settings. The Forests' 1930's road system is deficient in geometric design and signing. As recreation use increases, the transportation system will need capacity and safety improvements including more mitigation for addressing impacts.

New road construction for any purpose including recreation is expected to be low. However, safety improvements to existing roads to accommodate the increased use are emphasized. The Public Forest Service Road (PFSR) program emphasizes capacity and safety upgrades to the higher standard, high use roads where public use is encouraged. Examples include sight distance improvements, adding turnouts, increasing curve radii, adding a lane and shoulders, adding or replacing surfaces. Recreation traffic has the greatest impact on road conditions of all activities because of higher traffic volumes. The arterial and collector road systems handle traffic ranging from 100 to more than 1,000 vehicles per day. The road maintenance program has not been able to keep pace.

Major Storm and Flood Events

Major storms typically occur during January through March. These storms frequently have high intensity rainfalls and can last from 3 to 10 days. Stream crossings, bridges, culverts, and road fills have washed out and landslides have washed away portions of the roads. The frequency of fires in southern California dramatically magnifies the effects of the precipitation by sending debris-laden sediment down from burned over hillsides to plug drainages and channeling water over, not through drainage structures.
The most recent decade of the 1990's had four major storm years. The ERFO (Emergency Repairs to Federally Owned roads) program administered by the Federal Highway Administration approved the repairs and provided the funds. Table 4.2 shows dollar amount spent on emergency repairs to Federally owned roads over the past decade.

Table 4.2 Dollars Spent on Federally Owned Roads

ERFO(Emergency Repairs to Federally Owned Roads)										
Storm Year		**1992**		**1993**		**1995**		**1998**	**Decade Totals**	
Forest	# Sites	$ Repairs	# Sites	$ Repairs	# Sites	$ Repairs	# Sites	$ Repairs	# Sites	$ Repairs
ANF	27	967,000	24	1,050,000	9	234,000	15	750,000	75	3,001,000
CNF	0	-	33	550,000	33	353,000	28	550,000	94	1,453,000
LPNF	38	1,000,000	16	853,000	220	2,750,000	170	4,370,000	444	8,973,000
SBNF	0	-	37	956,000	60	570,000	7	250,000	104	1,776,000
SOCAL	65	1,967,000	110	3,409,000	322	3,907,000	220	5,920,000	717	15,203,000

Rights-of-Way
Another serious deficiency is the lack of rights-of-way through non-National Forest lands. Many connections to the public road systems occur at rapidly urbanizing forest boundaries. As conversion of agricultural land to housing developments hastens, the verbal agreements with the ranchers for access are no longer valid for the new owners. Lack of recorded rights-of-way for access to the Forests was a concern noted in the original Forest Plans. The Forests have approximately 221 roads without recorded access across 510 miles. It is estimated that nearly 1,300 separate rights-of-way cases would be needed to completely provide full legal access to the all maintenance level 2, 3, 4, and 5 roads Forest Road System. Ninety-five percent are needed for the 2,680-mile level-2 system. An administrative expense of at least $17,000,000 is estimated for the acquisition, or $1,200,000 annually for fifteen years.

Fire Suppression and Vegetative Management Activities
Most of the roads found on the four Forests were constructed by the Civilian Conservation Corps in the 1930's for fire and watershed protection. These roads are narrow, steep, native-surfaced travel ways with few, if any, turnouts and minimal drainage features. These roads, labeled as Operational Maintenance Level 2, comprise the bulk of the classified road system. The amount of use these roads currently receive was not anticipated in the 1930's, nor was the size of today's fire engines. As a result of road maintenance budgets not keeping up with inflation and road deterioration, the condition of many of these roads has fallen below the levels necessary for resource protection and to efficiently support the traffic volumes being carried. About one-third of the total Level 2 miles have points of difficulty for the latest generation of wildland fire engines.

Ability to fund needed deferred maintenance
The four Province Forests received $3,400,000 in 2002 to maintain the 3,780 Forest-managed road miles, of which 1,100 are Levels 4 and 5, paved higher standard roads. On the average, 35 percent of the Forests' miles received some maintenance in 2002, and only 20 percent of miles were maintained to standard. The deferred maintenance backlog of $151,000,000 represents the dollars needed to bring the Levels 2 through 5 roads up to their designated standards in health and safety, protection of resources, and to support the mission of the Forest Service.

Proposed Adjustments to Classification of Maintenance Level

Based on Forest reviews and INFRA databases, 376 miles of roads were identified as inaccurately classified. Thirty-eight miles of roads on the Cleveland, Los Padres, and San Bernadino National Forests were found to have inconsistent objective and operational maintenance levels in INFRA (see Table 4.3).

Table 4.3 Proposed Objective Maintenance Level Changes

	ID	NAME	Length	Operational Maintenance Level	Objective Maintenance Level
CNF	3S04	NORTH MAIN DIVIDE	35.6	2 - HIGH CLEARANCE VEHICLES	3 - SUITABLE FOR PASSENGER CARS
LPNF	9N11A	BLUFF CAMP	0.2	3 - SUITABLE FOR PASSENGER CARS	2 - HIGH CLEARANCE VEHICLES
SBNF	3N06	STOCKTON FLATS	1.9	3 - SUITABLE FOR PASSENGER CARS	4 - MODERATE DEGREE OF USER COMFORT
All		Total Miles	37.7		

On the Angeles National Forest 338 miles of road were identified by Forest staff as improperly classified. The proposed changes in maintenance levels on the ANF are summarized in Table 4.4. Of the proposed changes in maintenance level on the ANF, 82 road segments for a total of 107 miles were recommended for further study for potential decommissioning.

Table 4.4: Proposed Adjustments to Classification of Maintenance Level of ANF roads

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
1N14.2	BIG DALTON	2.0	5	5	4	4	**r/w**
3N17P	NORTH FORK STATION	0.5	5	5	4	4	
3N21E	COULTER GROUP CAMPGROUND	0.1	5	5	4	4	
3N32B0	LIGHTNING POINT CG RD	0.3	5	5	4	4	
4N03	TABLE MTN RD	1.5	5	5	4	4	
4N22	TABLE MTN OBSERVATORY	0.8	5	5	4	4	
7N32A	LOS ALAMOS C.G. SYSTEM	1.5	5	5	4	4	
		6.7					
2N30.3	SAWPIT ROAD	**1.0**	**5**	5	2	2	**r/w**
1N01	ARROYO SECO DIST. RANGER STA.	1.0	5	5	decomm	decomm	
1N03	ARCADIA SO PARKING	0.5	5	5	decomm	5	
5N45	BOUQUET CG	0.2	5	5	decomm	1	
		1.7					
2N05	GLENDORA RIDGE CO RD	12.0	5	5	remove	remove	
2N08	GLENDORA MTN CO RD	12.0	5	5	remove	remove	
2N21	EAST FORK RD	0.7	5	5	remove	remove	
2N41.1	CHANTRY/SANTA ANITA	1.6	5	5	remove	remove	
3N19.1	UPPER BIG TUJUNGA	3.9	5	5	remove	remove	
3N19.2	UPPER BIG TUJUNGA	5.0	5	5	remove	remove	
3N41	PARADISE RANCH RD	2.2	5	5	remove	remove	
4N45	IRON CANYON COUNTY ROAD	0.8	0	5	remove	remove	
5N15.2	VASQUEZ CYN RD	2.0	5	5	remove	remove	
7N09	LAKE HUGHES RD	18.8	5	5	remove	remove	
		59.0					
2N02	COLDBROOK CG	0.5	5	4	5	5	
2N18	WEST FORK PARKING LOT	0.5	5	4	5	5	
2N20	AREA 1 WORK CENTER	0.2	4	4	5	5	
2N26	EAST FORK STATION	0.1	5	4	5	5	
2N33	MANKER FLAT CG	0.5	5	4	5	4	
2N43	MT WILSON REC AREA	0.5	4	4	5	4	
2N57	SWITZER PG	0.6	5	4	5	5	

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
2N76A0	ANGELES CREST STATION	0.2	5	4	5	5	
3N09.1	CRYSTAL LAKE SYSTEM	9.0	5	4	5	5	
3N09A0	CRYSTAL LAKE ADMIN	0.5	5	4	5	5	
3N11	BUCKHORN CG	2.0	4	4	5	4	
3N14A0	CHILAO HELIPORT	0.2	4	4	5	5	
3N17Q	BEAR DIVIDE VISTA	0.1	4	4	5	5	
3N19A0	SHORTCUT STATION	1.2	4	4	5	5	
3N50	SIMI JARVI VISTA	0.1	5	4	5	5	
3N51	BIG TUJUNGA VISTA	0.1	5	4	5	5	
3N62	EAGLES ROOST PARKING AREA	0.1	5	4	5	5	
4N08	MTN OAK CG	0.3	5	4	5	5	
4N48	VALYERMO DIST ENG STA	0.3	5	4	5	5	
5N04.1	LITTLE ROCK CANYON RD	3.3	5	4	5	5	
5N13.1	RUSH CYN RD.	0.6	5	4	5	5	
5N39	CANTILLES PG	0.5	5	4	5	5	
5N46	TEXAS CYN STATION	0.5	4	4	5	5	
		21.7					
2N46.1	BARLEY FLATS RD	2.6	5	4	3	3	
2N68.2	MILLARD RIDGE RD	1.1	4	4	3	3	
2N69	GOULD MESA	0.6	4	4	3	3	**r/w**
3N16A	CHARLTON RESERVOIR RD	0.5	4	4	3	3	
		4.8					
2N50B0	SIERRA CAMP PG	0.2	4	4	2	2	
2N70.2	ARROYO SECO RD	1.0	3	4	2	2	**r/w**
4N46	MAGIC MTN RD	0.6	4	4	2	2	
		1.8					
1N02	SIERRA MADRE RESIDENCE	0.1	5	4	decomm	5	
3N09.2	CRYSTAL LAKE SYSTEM	2.0	0	4	decomm	1	
3N13	BUCKHORN STATION	0.4	2	4	decomm	1	
		2.5					
2N65.2	CHANNY TRAIL	1.3	4	4	remove	remove	
2N74	CLEAR CREEK SCHOOLCMP	0.8	3	4	remove	remove	
3N57	BIG TUJUNGA DAM	0.8	4	4	remove	remove	
4N11.1	CO SEC BIG ROCK CREEK	6.5	5	4	remove	remove	
6N10	DOWD CYN RD	0.7	4	4	remove	remove	
		10.1					

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
3N26C0	GRASSY HOLLOW CG	0.3	4	3	5	5	
3N49	LIVE OAK CG	0.2	5	3	5	5	
3N49A	LIVE OAK PG	0.1	5	3	5	5	
4N19B	MILL CREEK SUMMIT PG/ARR	0.1	5	3	5	5	
5N04B0	JUNIPER GROVES CG	0.1	3	3	5	5	
5N04C0	ROCKY POINT PARKING	0.3	4	3	5	5	
6N46	OAK FLAT STATION	0.5	5	3	5	5	
6N51	GREEN VALLEY STATION	0.1	5	3	5	5	
		1.7					
2N17	BURRO CYN	1.1	4	3	4	4	
2N22	RINCON STATION	0.1	4	3	4	3	
2N41.3	CHANTRY/SANTA ANITA	0.9	4	3	4	4	
3N24.1	COLBY RANCH ROAD	1.5	3	3	4	4	
3N47	SCHOENING SPRINGS	0.1		3	4	4	
3N70	BIG PINES RES	0.3	4	3	4	4	
4N03B0	TABLE MTN AMPTHR PKNG	0.3		3	4	4	
7N36	HARDLUCK SHORTCUT	1.1	3	3	4	4	
8N04	OLD RIDGE ROUTE	16.0	3	3	4	4	
		21.3					
2N30.2	SAWPIT RD	3.3	3	3	2	2	
2N86	GRAVEYARD RD	3.6	2	3	2	2	**r/w**
3N06.2	E.BLUE RIDGE/WRIGHTMT	2.7	3	3	2	2	
3N06B0	GUFFY CG	0.2	3	3	2	2	
3N17.6	SANTA CLARA DIVIDE RD	15.0	3	3	2	2	
3N42	MAREK CYN RD	1.5	3	3	2	2	**r/w**
3N90	ROUND TOP ROAD	2.7	2	3	2	2	
4N11.2	BIG ROCK CREEK RD	2.1	3	3	2	2	
4N11A0	SOUTH FORK CG	1.1	3	3	2	2	
4N11B0	BIG ROCK CG	0.3	3	3	2	2	
4N11D0	SOUTH FORK CG/RESERVE	0.1	3	3	2	2	
4N12	FENNER SADDLE RD	4.3	3	3	2	2	
4N15	ALIMONY TRUCK TRAIL	3.1	3	3	2	2	
4N15A0	ALIMONY RIDGE OHV ROUTE	5.5	2	3	2	2	
4N20A	DESERT MARKSMEN	0.5	3	3	2	2	

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
0							
5N04.2	LITTLE ROCK CYN RD	9.8	3	3	2	2	
5N04.3	LITTLE ROCK CYN RD	3.5	3	3	2	2	
5N29	DRY CYN RD	0.8	3	3	2	2	
5N30	DRY GULCH RD	2.0	4	3	2	2	
6N08A0	ARTESIAN SP CG	0.2	1	3	2	2	
6N14	BOUQUET RESERVOIR RD	3.0	3	3	2	2	
6N32.1	WRMSPRNGS/FSHCYN/TMPL	6.0	3	3	2	2	
7N26.2	RESERVOIR SUMMIT RD	0.5	3	3	2	2	
7N26B0	SPANISH PT RD	0.4	3	3	2	2	
		72.2					
2N85	SHOTGUN	0.3	2	3	decomm	1	
3N91	PINE HOLLOW PICNIC AREA	0.1	1	3	decomm	1	
4N13	JACKSON LAKE RESIDNCE	0.1	3	3	decomm	decomm	
5N40	CHAPPARAL CG	0.1	1	3	decomm	1	
5N41	HOLLOW TREE CG	0.2	1	3	decomm	1	
5N44	BIG OAK CG	0.1	1	3	decomm	1	
7N34	LOWER SHAKE CG	0.3	3	3	decomm	decomm	
		1.1					
2N36	MT BALDY STATION	0.2	4	2	5	5	
2N71	PINES PG	0.1		2	5	4	
3N61	DELTA FLAT DAY USE	0.5		2	5	5	
		0.8					
2N40	BIG SANTA ANITA	0.9	3	2	4	4	
2N66A0	ARROYO RESIDENCE SPUR	0.1	2	2	4	4	
		1.0					
3N10	BIG PINE RES	0.1	2	2	3	3	
3N86	CIENEGA WELL RD	1.0	2	2	3	3	
6N23	OAK FLAT CG	0.5		2	3	33	
		1.6					
1N17A0	LODI SPUR	1.3	2	2	1	2	
1N29	STONE CABIN ROAD	3.0	2	2	1	2	
1N36A0	VAN TASSEL RIDGE SPUR	1.3	2	2	1	2	
2N16.1	UPPER MONROE	7.3	2	2	1	2	
2N16.2	LOWER MONROE	7.2	2	2	1	2	
2N37	SAN GABRIEL ADMIN SIT	0.3	2	2	1	2	
3N58	MIDDLE FORK	1.6	3	2	1	1	

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
		22.0					
1N04	PALMER-EVEY CYN	2.5	2	2	decomm	1	
1N04A0	POTATO MTN SPUR	0.8	2	2	decomm	1	
1N10.2	TANBARK STA/SPOT B RD	2.8	2	2	decomm	1	
1N11.1	WEST FORK SAN DIMAS	2.0	2	2	decomm	1	
2N09.1	CATTLE CANYON	3.1	1	2	decomm	decomm	
2N09.2	CATTLE CANYON	3.0	1	2	decomm	decomm	
2N15	PIGEON RIDGE	4.8	2	2	decomm	1	
2N29	ELDORADOVILLE CG	0.2	2	2	decomm	1	
2N31	UPPER CLAMSHELL RD	5.3	2	2	decomm	1	
2N34	GLACIER PG SERVICE RD	0.1	2	2	decomm	1	
2N38	HONEYBEE RD	0.1	2	2	decomm	1	
2N46.2	BARLEY FUEL BANK	1.0	2	2	decomm	decomm	
2N70.1	ARROYO SECO ROAD	1.3	2	2	decomm	1	
2N76B0	HAINES CYN WATER TANK RD	0.7	2	2	decomm	1	
2N80A0	PLANTATION RD	0.4	2	2	decomm	1	
3N08	PINE MTN RD	2.7	2	2	decomm	1	
3N15A0	DOE FLATS RD	0.8	2	2	decomm	1	
3N19B0	UPPER WILDCAT GULCH	0.7	2	2	decomm	decomm	
3N19C0	LOWER WILDCAT GULCH	1.0	2	2	decomm	decomm	
3N22	FALCON RD	0.5	2	2	decomm	1	
3N30.2	AKENS SPUR	1.3	2	2	decomm	1	
3N31	BUCK CYN RD	5.1	2	2	decomm	1	
3N32D0	HONEYBEE SPUR	0.7	2	2	decomm	1	
3N34	TRAIL CANYON RD	0.4	2	2	decomm	1	
3N44	LOS PINETOS CONTRACT PT	0.3	2	2	decomm	1	
3N46	LAUNCHER RD	0.3	2	2	decomm	1	
3N64	UPPER SOMBRERO	1.5	2	2	decomm	decomm	
3N64A0	SOMBRERO SPUR	0.4	2	2	decomm	decomm	
4N09	BOOSTER PUMP RD	0.2	2	2	decomm	1	
4N18A0	FALCON MINE RD	0.5	2	2	decomm	1	
4N20B0	SANTIAGO CYN, SOUTH	2.2	2	2	decomm	1	
4N21B0	EAST TABLE MTN SPUR	1.4	2	2	decomm	1	
4N23	NATIONAL GUARD RD	1.9	2	2	decomm	1	

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
4N39	TIE CYN CG	0.5	2	2	decomm	1	
5N01	HUNT CYN SHOOTNG AREA	0.3	3	2	decomm	1	
5N25	TAYLOR CYN RD	0.4	1	2	decomm	decomm	
5N28	PETTINGER CYN RD	5.2	2	2	decomm	1	
5N62	SOLEDAD STA	0.1	2	2	decomm	1	
6N38.1	CANTON DEVIL RD	3.3	2	2	decomm	decomm	
6N38.2	CANTON DEVIL RD	3.6	2	2	decomm	decomm	
6N68	OSITO CG	0.1	1	2	decomm	decomm	
7N04	PINE CYN CG	0.1	2	2	decomm	decomm	
7N07A0	BROAD CYN RD	0.5	2	2	decomm	decomm	
7N07B0	TROEDEL SPRING RD	0.5	2	2	decomm	decomm	
		64.4					
2N11	SHOEMAKER CYN	3.5	2	2	remove	remove	
3N35	WATTS RANCH RD	1.1	2	2	remove	remove	
		4.6					
2N01A0	VALLEY OF THE MOON	0.2	1	1	2	1	
2N03	TECOLATE RD	0.3	1	1	2	1	
3N17J	MT GLEASON SIDE RD #2	0.3	1	1	2	2	
3N40	GOLDEN CUP	0.5	1	1	2	1	
		1.3					
1N05	FERN CYN	0.8	0	1	decomm		
1N08.1	BROWNS FLAT	0.3	2	1	decomm	1	
1N08.2	BROWNS FLAT	1.9	0	1	decomm	1	
1N15A0	SYCAMORE PLANTATION	0.2	1	1	decomm	1	
1N25	GARCIA CYN RD	1.5	1	1	decomm	decomm	
2N07A0	SUNSET PEAK	2.0	2	1	decomm	1	
2N28	SILVERFISH	3.3	1	1	decomm	decomm	
2N55	LADY BUG PG	0.1	1	1	decomm	1	
3N02	COOPER CYN RD	1.4	1	1	decomm	1	
3N06C0	GUFFY TANK RD	0.6	1	1	decomm	1	
3N26A0	N. SPUR OF W. BLUE RIDGE	1.4	1	1	decomm	1	
3N32C0	CONDOR PEAK WATER TANK SPUR	0.5	1	1	decomm	1	
3N53	SMITH RIDGE	1.0	1	1	decomm	1	
4N20.2	SANTIAGO CYN, NORTH	2.5	1	1	decomm	1	
4N35.2	PACOMIA CYN/N FORK/S FORK	2.0	1	1	decomm	1	

ID	NAME	LENGTH	Objective Maintenance Level	Operational Maintenance Level	Future Objective Maintenance Level	Future Operational Maintenance Level	Right-of-Way Easement needed
5N04F0	LITTLE SYCAMORE CG	0.2	1	1	decomm	1	
5N04G0	LITTLE CEDARS CAMPGROUND	0.2	1	1	decomm	1	
5N11	SPADE-LETTEAU	5.5	1	1	decomm	1	
5N12	SPRING CYN RD	3.3	1	1	decomm	1	
6N30	CHERRY CYN RD	2.0	1	1	decomm	decomm	
6N32B0	WARM SPRINGS CG	0.3	1	1	decomm	decomm	
6N42	FALLS CG	0.5	1	1	decomm	decomm	
6N53A0	CANTON SPUR	0.8	1	1	decomm	decomm	
6N56	SAN FRAN CG	0.3	1	1	decomm	1	
7N02A0	SOUTH PORTAL CG	0.2	1	1	decomm	decomm	
7N13.1	SAWTOOTH/WARM SP MTN	3.8	1	1	decomm	decomm	
7N13.1	SAWTOOTH/WARM SP MTN	0.5	1	1	decomm	decomm	
		37.2					
	Total Miles to Change	**338.3**					

Links to Road Risk Summary Tables:

Table 4.5a ANF Roads: High Priority for Mitigation
Table 4.5b ANF Roads: High Risk/Low Importance
Table 4.5c CNF Roads: High Priority for Mitigation
Table 4.5d LPNF Roads: High Risk/Low Importance
Table 4.5e LPNF Roads: Priority for Mitigation
Table 4.5f SBNF Roads: High Priority for Mitigation
Table 4.5g SBNF Roads: High Risk/Low Importance

Southern California Province

Roads Analysis Report

Chapter 5

Describing Opportunities and Setting Priorities

Purpose and Products

The purpose of this step is to:

- Compare the current road system with what is desirable or acceptable, and
- Describe options for modifying the road system that would achieve desirable or acceptable conditions.

The products of this step are:

- A map and descriptive ranking of the problems and risks posed by the current road system
- A map and list of opportunities, by priority, for addressing important problems and risks.
- A prioritized list of specific actions, projects, or forest plan adjustments requiring NEPA analysis.

Methodology

Roads identified in chapter 4 as having "High Priority for Mitigation" (HPM) or "High Risk/Low Importance" (HRLI) were further reviewed by road management specialists on each of the four Forests. Mitigation includes site specific repairs, improvements and operational procedures such as: seasonal closures, species exclosures, crossing improvements, rerouting roads and trails out of the riparian areas, surfacing, storm water runoff protection, and scour protection. These specialists applied local knowledge of individual roads and road issues in refinement of the preliminary lists. Based on their recommendations, roads were regrouped into three, instead of two, implementation categories: "High Priority for Mitigation", "Low Priority for Mitigation", or "High Risk/Low Importance". Priorities were identified for operational maintenance level 1 through 5 roads.

Generally, the "High Priority for Mitigation" (HPM) list is comprised of maintenance level 3, 4, or 5 roads. The roads on this list tend to experience the greatest level of use and pose the most significant threats to species, watersheds, or both. The "Low Priority for Mitigation" (LPM) list also contains roads, which pose substantial risks to the environment. However, roads on this list are of lower priority for mitigation because they tend to be lower level, unimproved roads. Despite having lower maintenance levels, many of the roads that are found on the LPM list are important for fire suppression and community protection, in addition to access for private land, special use authorizations, or have significance as popular off-highway vehicle routes.

The last category into which a high-risk road segment could fall is "High Risk/Low Importance" (HRLI). These roads tend to be of lower objective and operational maintenance levels, and many of them are

closed seasonally. Many of the roads which were found on this list after the querying process were discovered to be in fact necessary, because they access private land or special uses, or are important for fire access. Those roads on the HRLI list that were found to have no specific use may be considered for conversion, as described under "recommendations" below.

Summary of Important Findings

- NFSR roads provide access for fire suppression, community protection, recreation, landowners, and permittees. Demand is increasing as road conditions deteriorate, while public access is diminishing due to lack of rights-of way and adjacent development.
- Of 1,419 NFSR roads (3,780 miles), 279 very important roads (214 miles) and 177 low importance roads (140 miles) have portions in locations of high environmental risk.
- 1,128 miles of State and County roads occupy 23,400 acres of NF land, while 3,780 miles of NFSR occupy 21,000 acres.
- Southern California NFSR road density is 0.69 miles / square mile; the density throughout the rest of Region 5 is 1.61 miles / square mile. Most of the existing NFSR roads are needed fro fire suppression and community protection.
- 25% of Level 2 roads (670 miles) have pinch points that restrict fire engines. (Survey of Forest Road Managers and Engine Captains)
- 102 roads have recommended changes in operating maintenance levels. (See RAP Chapter 4)
- The Forests estimate that 1,300 individual right of way cases on 510 miles of 221 roads are needed to provide full public access to all Level 2, 3, 4, and 5 roads. Ninety-five-percent of the rights of way are needed for the 2,680-mile Level 2 system.
- Driving for pleasure is the Number One recreational activity. In addition, hikers, runners, equestrians, and mountain bikers use the Level 2 NFSR roads as they would trails, especially on National Forest lands adjacent to densely populated areas and rapidly developing private lands. Improvements in signing, turnouts and parking at popular dispersed destinations are needed.
- The NFSR roads have received only twenty percent of the dollars needed to keep them maintained.
- Upon completion of the Land Management Plan Revisions, each Forest will need to update Road Management Objectives (RMOs) to conform to the Land Use Zones (LUZs).

General Conclusions

The population of southern California is currently 32 million people, and is expected to grow by 20 percent in 20 years. Caltrans expects vehicle miles traveled in southern California to grow by 71 percent by 2025. (CALTRANS Forecast, 2001). The volume of vehicles traveling through the Forests each day on State and County Roads could increase from its current 800,000 to 1,400,000 million in the same time period. Traffic on NFSRs should increase in proportion with the above percentages. The PFSRs and other Levels 3, 4, and 5 NFSR are currently in need of safety upgrades described above to provide more safety features and increase capacity. The Level 2 system will need improvements as described in the Fire Management section.

1. Because the four southern California National Forests participating in this process are already operating on "skeleton" transportation systems, most of the opportunities identified during the analysis involve mitigation: operational restrictions, repairs or improvements, as opposed to conversion. As stated above, the densities of the roads systems in these four forests are only a fraction of other Forests in Region 5.
2. In addition to environmental mitigation, repairing impacts to species and watersheds, the other most important priority for roads is safety improvements. Many roads lack turnouts, and many are insufficiently wide to allow for fire engine passage. The 1933 era roads have insufficient signs,

width, sight distance, horizontal and vertical curvature and parking at popular destinations. Surfaced roads generally need repairs such as patching, seal coats, overlays, and striping.

3. Further study is required for certain areas of the Forests. One area that demands significant attention is the relatively high road density found within the sensitive pebble plain habitat on the San Bernadino National Forest. Also, the San Francisquito Creek on the Angeles National Forest, and Silverado and Harding Canyons on the Cleveland National Forests need to be studied to determine the best routes with the least environmental concerns. Fish passage in Wheeler Gorge Campground needs further study.
4. Very few roads have been identified for conversion or decommissioning. The roads that pose severe environmental risks and have virtually no public or administrative importance, except are critical for fire suppression and community protection when the need arises.
5. All four Forests lack a substantial number of rights-of-way across roads within and immediately adjacent to the Forests. This situation limits the public's access to the forests and has serious deleterious effects on the ability of the agency to fight fires, perform post-fire rehabilitation, community protection hazard reduction projects, and undertake day-to-day management activities.
6. With extremely limited financial resources to make improvements, only one or two projects every couple of years on each Forest could be expected. The ideal project would improve safety for a great number of users, while correcting impacts to watersheds and species.
7. Maintenance of NFSR roads closed to the public and only needed to accommodate Special Use Permittees or private landowners should be shifted to the permittees and landowners.

Determination of Priorities

Each of the charts below illustrates the miles of roads categorized by priority.

Figure 5.0. ANF: Miles of Road by Priority

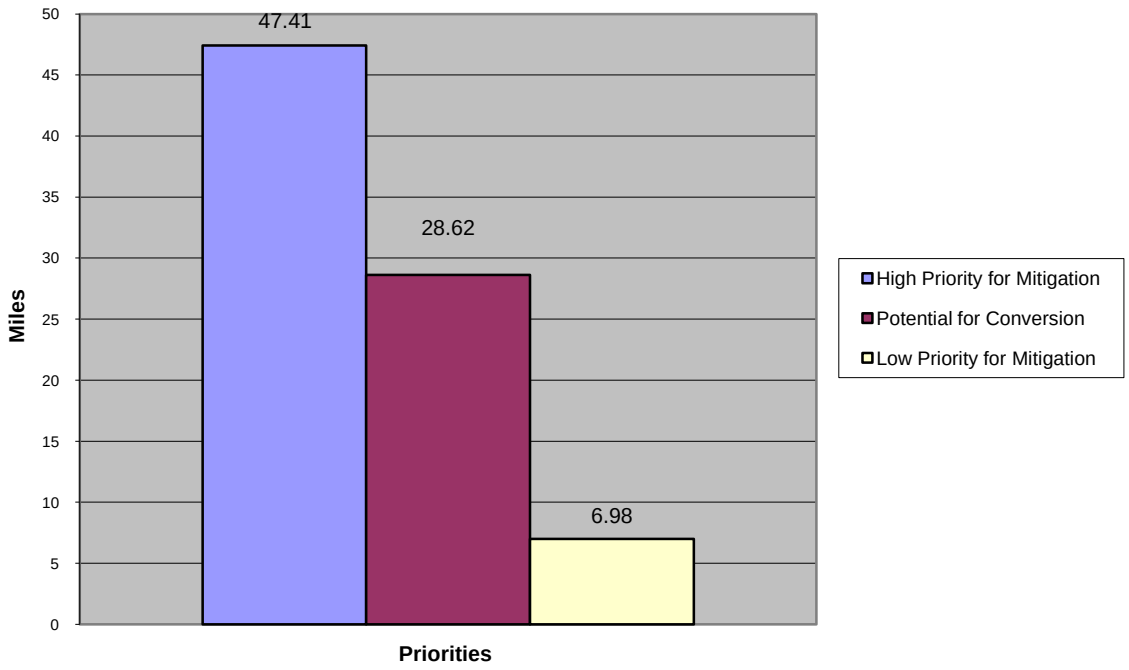


Figure 5.1. CNF: Miles of Road by Priority

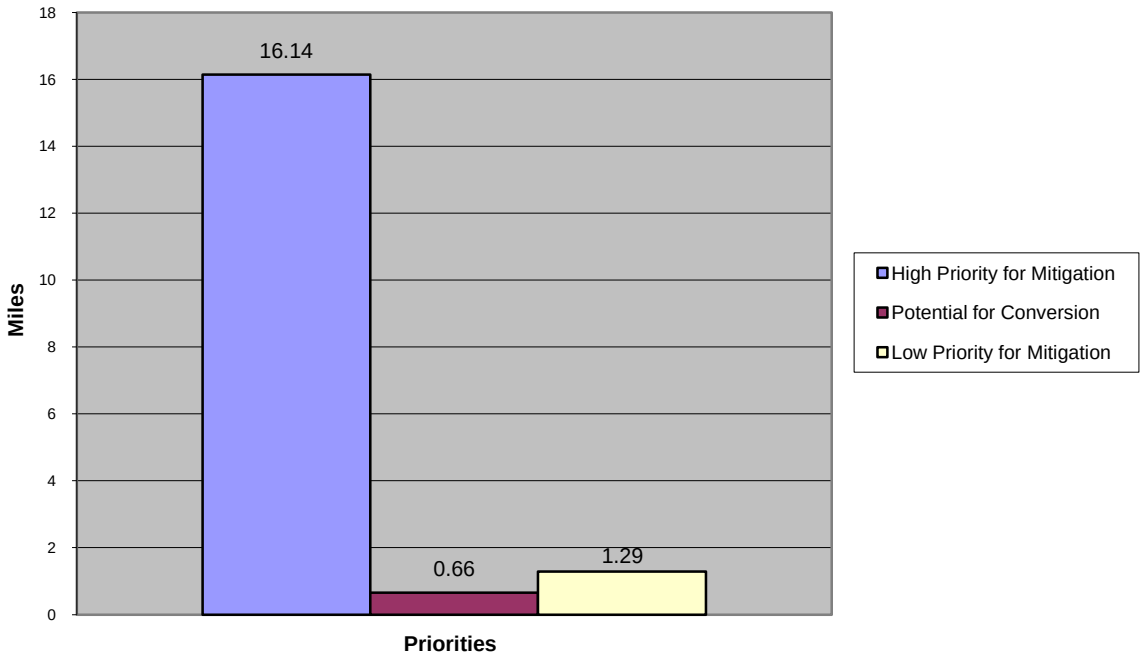


Figure 5.2. LPNF: Miles of Road by Priority

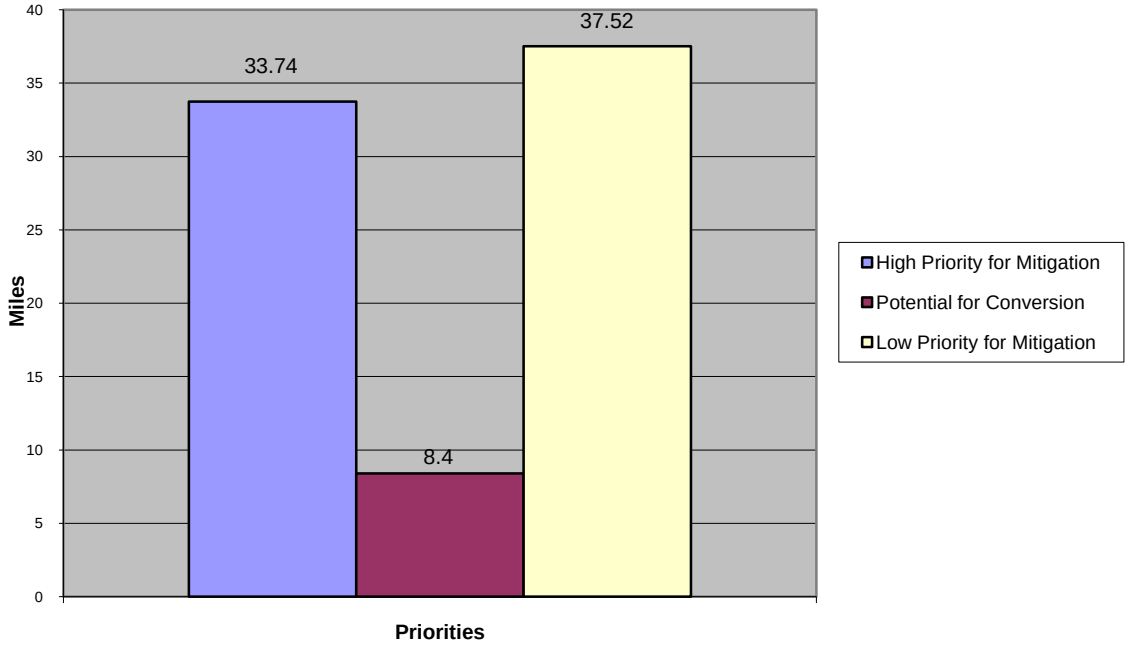
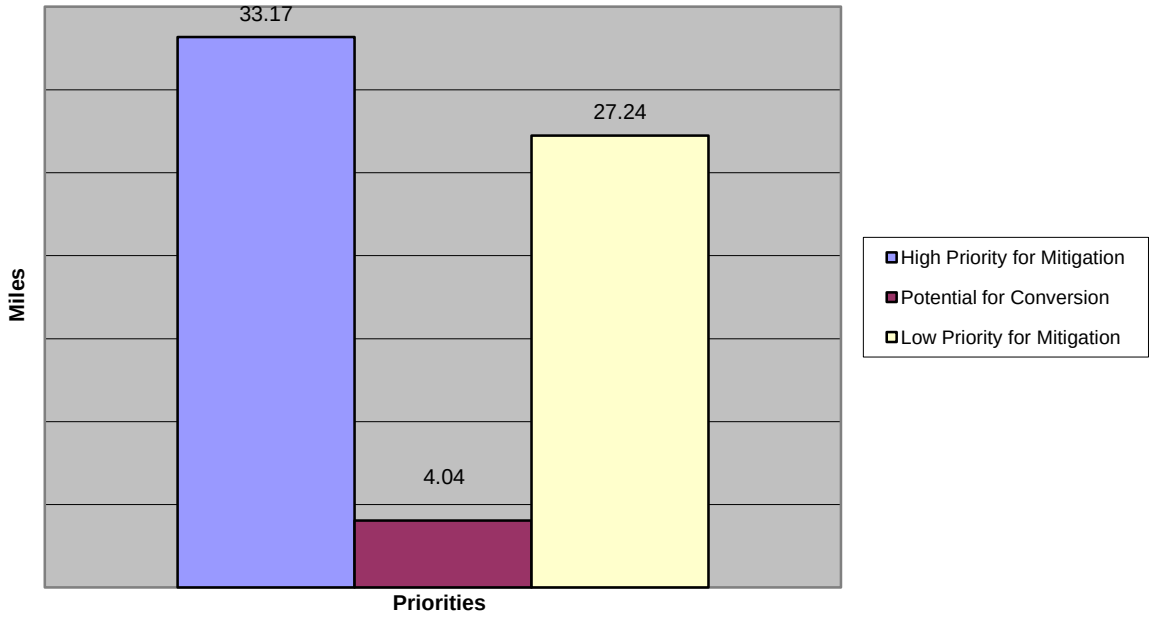


Figure 5.3. SBNF: Miles of Road by Priority



Recommended Types of Projects

Safety enhancements:

- Widening, turnouts, signing, surfacing, striping, and the provision of parking at popular dispersed destinations needed to accommodate the high traffic volumes and fire equipment.

Typical mitigation projects:

- Improved Stream Crossings, bridges, fords, culverts both hydraulic capability and fish passage where needed. Sediment reduction drainage improvements, surfacing, energy dissipaters, insloping, outsloping, berms, dips, waterbars, cross drains.
- Sensitive habitat avoidance through relocation, or exclusion. Keeping vehicles on the roads, prohibiting cross country vehicular travel.
- Road Management by seasonal or year round closures.

Conversion Projects:

- Decommission from two lanes to one.
- Trail Conversion
- Obliteration and site restoration.

Change in INFRA attributes:

- Change in objective maintenance level from updated RMO's.
- Change in jurisdiction to public road agencies or Indian Reservations.
- Reclassify as temporary road if road only accesses special use authorization with no public access. Shift responsibility for maintenance to permittees.

Budget Needs for Addressing Important Problems and Risks

Current levels of funding

The forests received $3,400,000 in fiscal year (FY) 2002 to maintain the 3,780 forest-managed road miles, of which 1,100 miles are ML 4 and 5 (paved, higher standard roads). On the average, 35% of the forests' miles received some maintenance in 2002 but only 20% of the miles were maintained to standard (DEIS).

Deficiency in funding

Road Maintenance dollars only fund 20% of road-related needs; therefore, the deferred (maintenance) backlog exceeds $82 million. The deferred maintenance backlog represents the dollars needed to bring the ML 2 through 5 roads up to their designated standards in health, safety and protection of resources to enhance the mission of the Forest Service (DEIS).

Backlog of right-of-way cases

Another serious deficiency is the lack of rights-of-way through non-National Forest System lands. Many connections to the public road systems occur at rapidly urbanizing forest boundaries. As conversion of agricultural land to housing developments proceeds, many previous verbal agreements with rural landowners for access become invalid for new owners and developers. Lack of recorded rights-of-way for access to the forests was a concern noted in the original forest plans. The forests have approximately 221 roads without recorded access across 510 miles of the 3,780 miles of National Forest System roads. It is estimated that nearly 1,300 separate rights-of-way cases would need to be completed to provide full legal access to the current NFSR system. Upon acquisition of needed rights-of-way, the system would increase to 4,290 miles under Forest Service jurisdiction and maintenance. An administrative expense of at least $17,000,000 is estimated for the acquisition, or $1,200,000 annually for 15 years (DEIS).

Can the maintenance requirements of the existing system (deferred/capital improvements) be met with current and projected budgets?

If no, Management Options are:

- Reduce system mileage - Will not occur on a large scale, no surplus of unneeded roads.
- Reduce Maintenance - Closing roads, seasonally or permanently. Some Level 2 roads needed for fire suppression and community protection , or forest health projects will be closed and held in storage until needed for a fire emergency or project.
- Increase cost-efficiency of maintenance transfer maintenance responsibility to landowners and permittees where they have exclusive use

Funding opportunities to "bridge the gap"

Ten Percent and CIP (Capital Improvement Programs) have allowed for the implementation of many successful mitigation projects. A much larger program is needed in order for the Forests to construct additional crossings and bridges, upsize culverts, add energy dissipaters, reduce erosion, and add surfacing to roads.

Example Mitigation and Conversion Implementation costs

- $600,000 + to construct a single lane bridge.
- $250,000+ for a raised vented ford.
- $10,000 for a 48 inch diameter culvert with energy dissipater.
- $150,000+ per mile to resurface one lane of an asphalt road.
- $30,000 per mile of road obliterated.

As discussed above, under deficiency in funding, and an $80 million deferred maintenance backlog, one project for each forest for each year of $1 million dollars, or $4 million for the four southern forests,

would make some headway, but would not keep up with road deterioration and inflation. Each forest needs several bridges and crossings, hundreds of culverts and other drainage features, and at least forty miles of resurfacing each year.

The tables and maps identify the roads that are most needed and have the highest environmental risk factors. These will help decision makers pick which should receive site specific evaluation associated with competitive process for receiving deferred maintenance or capital improvement funding.

Capital Improvements

Between 1992 and 2002, 77 miles of reconstruction of the total forest arterial and collector miles of 1,400 were accomplished through the Capital Investment Program and the Ten Percent Program. As a result, the condition of the remaining primary access roads serving the forest has fallen below the level necessary to safely and efficiently support the traffic volumes being carried.

Trends indicate increased traffic volumes in the future, especially from recreation-oriented traffic. Many of the 800,000 vehicles each day that drive on State Highways and County Roads through the Forests also use Forest system roads. For example, the average daily traffic volumes on a low standard Level 2 single lane dirt road on the Cleveland National Forest were measured at 300 vehicles per day on weekends in 1997. This was before thousands of new homes were built in between the years 2000 to 2002 within three miles of this particular Forest Service Road in Orange County. This is common on Forest roads adjacent to urban or rapidly urbanizing areas. Management objectives are established for all roads and provide construction standards and maintenance levels. Vehicle types, expected traffic volumes, user types, environmental constraints, and economics are considered when determining the appropriate standards to be applied. Capital improvements are needed to upgrade many of the high use roads, in particular the PFSR routes to conform to current design standards to safely accommodate the traffic. Some roads will need to increase from single to double lane; others will have intervisible turnouts added. Stream crossings need to be improved. The INFRA system identifies $40,000,000 in capital improvements needed on the Forests roads.

NEPA analysis needs

Further site-specific analysis is needed to evaluate the HRLI roads for potential decommissioning, as well as the mitigation needs of HPM and LPM, and the safety improvements needed on each road. The lists presented in Chapter 4 are far greater than the financial resources of the Forests, but with site-specific validation, the identification of priorities for competing for Capital Improvements and Ten Percent funds for safety enhancements and mitigation will be facilitated.

RECOMMENDATIONS FOR PROJECT ANALYSIS

According to the Forest Service Road Management Policy published January 12, 2001, all NEPA decisions signed after January 12, 2002, that involve any of the items listed below, must be informed by a Roads Analysis.

1. Changes in access such as current use, traffic patterns or road standards (FSM 7712.13c). (e.g., closing currently open roads, opening currently closed roads, adding/changing seasonal restriction periods, changing maintenance levels, etc.)
2. When adding new roads to the transportation system (FSM 7712.12b). (This includes both new construction and newly acquired roads.)
3. Road construction, reconstruction, or decommissioning (FSM 7712.12b, FSM 7712.13c).

This Multi Forest Scale Roads Analysis satisfies the requirement for informing decisions about road related projects on our NFSR Maintenance Level 1 through 5 roads. In some cases it may be sufficient to inform decisions about specific projects involving other local roads.

Although a Roads Analysis below the Forest Scale is not automatically required for individual projects, it is anticipated that watershed or project specific roads analysis will be necessary to inform some road related decisions at the project level. It is the responsibility of the Responsible Official to determine the need for such additional analyses. The flowchart on the following page was developed as a guidance tool to help the Responsible Official determine the need for roads analysis for individual projects.

When the Responsible Official determines that a watershed or project level roads analysis is needed, the analysis must be conducted according to the same six step process used in this analysis, but will be focused on the needs and issues associated with the local road system in the project area. The risk assessment tables and watershed summaries developed in step four of this analysis should provide good broad-scale background information on the NFSR roads within a specific project area.

Decision Guide for Project Analysis

Step 1: Will the NEPA decision involve any of the following?
Changes in access such as current use, traffic patterns, or road standards. Adding new roads to the transportation system. This includes both new construction and newly acquired roads Road construction, reconstruction, or decommissioning, where there may be adverse effects on soils and water resources, ecological processes or biological communities.

YES - Go to step 2
NO - Document and proceed with project planning

Step 2: Is the project on an NFSR road Level 1 through 5 addressed in the Multi Forest Roads Analysis?

YES - Reference Forest-Wide Roads Analysis and proceed with project planning
NO – Go to step 3

Step 3: Is there sufficient information within the Forest-Wide Roads Analysis, Watershed Analyses, ATM Plan, etc., to inform the project decision?

YES - Document and proceed with project planning
NO - Go to step 4

Step 4: Conduct Watershed or Project Scale Roads Analysis

- Identify appropriate scale and intensity of road analysis to inform decision.
- Proceed with road analysis following six step process outlined in FS-643.
- Address the following items at a minimum:
    - Identification of needed and unneeded roads.
    - Identification of road associated environmental and public safety risks.
    - Identification of site-specific priorities and opportunities for road improvements and decommissioning.
    - Identification of areas of special sensitivity, unique resource values, or both.
    - Any other specific information that may be needed to support project level decisions.
- Proceed with project

Appendices

Appendix A

Appendix A: ANF Road Summary					
ID	NAME	MILES	OPML	SURFACE	LUZ
4N15A0	ALIMONY RIDGE OHV ROUTE	4.42	3	NAT	BC
4N15A0	ALIMONY RIDGE OHV ROUTE	0.32	3	NAT	RIM
	ALIMONY RIDGE OHV ROUTE Total	4.74			0
4N15	ALIMONY TRUCK TRAIL	2.18	3	NAT	BC
4N15	ALIMONY TRUCK TRAIL	1.24	3	NAT	BCNM
	ALIMONY TRUCK TRAIL Total	3.42			0
4N27	ALISO PG	0.06	5	BST	RIM
	ALISO PG Total	0.06			0
4N51	ARCH PG	0.14	3	NAT	RIM
	ARCH PG Total	0.14			0
2N20	AREA 1 WORK CENTER	0.25	4	BST	RIM
	AREA 1 WORK CENTER Total	0.25			0
6N08	ARTESIAN SPRINGS RD	3.34	2	NAT	BC
6N08	ARTESIAN SPRINGS RD	1.15	2	NAT	RIM
	ARTESIAN SPRINGS RD Total	4.49			0
7N19	ATMORE MDW RD	2.53	2	NAT	RIM
	ATMORE MDW RD Total	2.53			0
1N26	AZUSA-GLENDORA RIDGE MOTORWAY	2.12	2	NAT	BC
1N26	AZUSA-GLENDORA RIDGE MOTORWAY	0.62	2	NAT	RIM
	AZUSA-GLENDORA RIDGE MOTORWAY Total	2.74			0
4N16	BALL FLAT RD	1.21	2	NAT	RIM
	BALL FLAT RD Total	1.21			0
3N17E	BANDITO CG SPUR	0.28	4	BST	RIM
	BANDITO CG SPUR Total	0.28			0
2N46.1	BARLEY FLATS RD	2.62	4	BST	BC
	BARLEY FLATS RD Total	2.62			0
2N46.2	BARLEY FUEL BANK	0.51	2	NAT	BC
2N46.2	BARLEY FUEL BANK	0.38	2	NAT	BCNM
	BARLEY FUEL BANK Total	0.89			0
2N04.2	BARRETT STODDARD	3.10	2	NAT	BC
2N04.2	BARRETT STODDARD	0.85	2	NAT	URI
2N04.2	BARRETT STODDARD	0.51	2	NAT	RIM
	BARRETT STODDARD Total	4.47			0
5N04E0	BASIN CG	0.18	4	BST	CBZ
5N04E0	BASIN CG	0.12	4	BST	RIM
	BASIN CG Total	0.30			0
3N52	BEAR CYN OVERLOOK	0.62	4	NAT	RIM
	BEAR CYN OVERLOOK Total	0.62			0
3N17R	BEAR DIVIDE STATION	0.37	5	BST	BC
	BEAR DIVIDE STATION Total	0.37			0
1N14A0	BELL CYN SPUR	0.93	2	NAT	EF
	BELL CYN SPUR Total	0.93			0
2N12	BICHOTA	0.85	2	NAT	RIM
	BICHOTA Total	0.85			0
1N14.1	BIG DALTON	4.57	2	NAT	EF
1N14.1	BIG DALTON	0.02	2	NAT	BC
	BIG DALTON Total	4.59			0
4N07	BIG JOHN FLAT RD	2.51	2	NAT	BC
4N07	BIG JOHN FLAT RD	0.32	2	NAT	RIM

	BIG JOHN FLAT RD Total	2.83			0
5N44	BIG OAK CG	0.15	3	NAT	RIM
	BIG OAK CG Total	0.15			0
3N10	BIG PINE RES	0.18	2	NAT	RIM
	BIG PINE RES Total	0.18			0
3N70	BIG PINES RES	0.28	3	BST	RIM
	BIG PINES RES Total	0.28			0
4N11.2	BIG ROCK CREEK RD	1.97	3	NAT	RIM
4N11.2	BIG ROCK CREEK RD	0.07	3	NAT	BC
4N11.2	BIG ROCK CREEK RD	0.05	3	NAT	BCNM
	BIG ROCK CREEK RD Total	2.09			0
2N40	BIG SANTA ANITA	1.17	2	BST	RIM
	BIG SANTA ANITA Total	1.17			0
3N57	BIG TUJUNGA DAM	0.83	4	BST	RIM
	BIG TUJUNGA DAM Total	0.83			0
2N83	BIG TUJUNGA STATION	0.11	5	BST	RIM
	BIG TUJUNGA STATION Total	0.11			0
3N51	BIG TUJUNGA VISTA	0.07	4	BST	RIM
	BIG TUJUNGA VISTA Total	0.07			0
4N32	BONNIVILLE POWER & LIGHT	8.68	2	NAT	RIM
4N32	BONNIVILLE POWER & LIGHT	0.71	2	NAT	BC
	BONNIVILLE POWER & LIGHT Total	9.39			0
4N09	BOOSTER PUMP RD	0.35	2	NAT	RIM
	BOOSTER PUMP RD Total	0.35			0
5N45	BOUQUET CG	0.14	5	BST	RIM
	BOUQUET CG Total	0.14			0
3N36	BPL NO 1 (OLIVER RD)	1.49	2	NAT	BC
3N36	BPL NO 1 (OLIVER RD)	0.63	2	NAT	URI
	BPL NO 1 (OLIVER RD) Total	2.12			0
3N37	BPL NO 2 (BURMA RD)	4.50	2	NAT	RIM
3N37	BPL NO 2 (BURMA RD)	0.50	2	NAT	BC
	BPL NO 2 (BURMA RD) Total	4.99			0
7N07A0	BROAD CYN RD	0.39	2	NAT	BC
	BROAD CYN RD Total	0.39			0
2N66	BROWN MTN	3.27	2	NAT	BC
2N66	BROWN MTN	1.07	2	NAT	RIM
2N66	BROWN MTN	0.17	2	NAT	URI
	BROWN MTN Total	4.52			0
1N08.2	BROWNS FLAT	1.15	1	NAT	EF
1N08.1	BROWNS FLAT	0.24	1	NAT	EF
1N08.1	BROWNS FLAT	0.24	1	NAT	BC
	BROWNS FLAT Total	1.63			0
3N11	BUCKHORN CG	1.10	4	BST	RIM
	BUCKHORN CG Total	1.10			0
3N13	BUCKHORN STATION	0.15	4	BST	RIM
	BUCKHORN STATION Total	0.15			0
7N23A0	BURNT PEAK SPUR	2.65	2	NAT	RIM
	BURNT PEAK SPUR Total	2.65			0
2N17	BURRO CYN	1.46	3	BST	RIM
	BURRO CYN Total	1.46			0
3N17B	CAMP SINGING PINES RD	0.94	2	NAT	RIM
	CAMP SINGING PINES RD Total	0.94			0

5N39	CANTILLES PG	0.14	4	BST	URI
	CANTILLES PG Total	0.14			0
6N38.1	CANTON DEVIL RD	3.12	2	NAT	URI
6N38.1	CANTON DEVIL RD	0.46	2	NAT	BC
	CANTON DEVIL RD Total	3.57			0
7N22.1	CASTAIC CYN RD	5.26	2	NAT	BC
7N22.2	CASTAIC CYN RD	0.99	2	NAT	BC
7N22.1	CASTAIC CYN RD	0.02	2	NAT	BCNM
	CASTAIC CYN RD Total	6.27			0
6N13	CASTAIC LAKE RD	0.76	2	BST	RIM
6N13	CASTAIC LAKE RD	0.16	2	BST	BC
	CASTAIC LAKE RD Total	0.92			0
2N09.1	CATTLE CANYON	2.62	2	NAT	BCNM
2N09.2	CATTLE CANYON	2.44	2	NAT	EW
2N09.1	CATTLE CANYON	0.34	2	NAT	RIM
2N09.1	CATTLE CANYON	0.24	2	NAT	BC
	CATTLE CANYON Total	5.64			0
2N75	CCC RIDGE ROAD	0.49	2	NAT	RIM
2N75	CCC RIDGE ROAD	0.29	2	NAT	BC
	CCC RIDGE ROAD Total	0.79			0
2N65.2	CHANNY TRAIL	1.12	4	BST	URI
	CHANNY TRAIL Total	1.12			0
2N41.3	CHANTRY/SANTA ANITA	0.82	3	BST	RIM
2N41.2	CHANTRY/SANTA ANITA	1.90	2	NAT	RIM
2N41.2	CHANTRY/SANTA ANITA	1.09	2	NAT	BC
	CHANTRY/SANTA ANITA Total	3.82			0
5N40	CHAPPARAL CG	0.09	3	NAT	RIM
	CHAPPARAL CG Total	0.09			0
3N16	CHARLTON PG RD SYSTEM	3.61	4	BST	RIM
	CHARLTON PG RD SYSTEM Total	3.61			0
3N16A	CHARLTON RESERVOIR RD	0.77	4	BST	RIM
	CHARLTON RESERVOIR RD Total	0.77			0
6N16	CHERRY CYN PIPELINE R	2.88	2	NAT	RIM
6N16	CHERRY CYN PIPELINE R	1.88	2	NAT	URI
6N16	CHERRY CYN PIPELINE R	0.65	2	NAT	BC
	CHERRY CYN PIPELINE R Total	5.41			0
6N30	CHERRY CYN RD	1.08	1	NAT	RIM
6N30	CHERRY CYN RD	0.89	1	NAT	URI
	CHERRY CYN RD Total	1.97			0
3N21	CHILAO CG SYSTEM	2.01	4	BST	RIM
	CHILAO CG SYSTEM Total	2.01			0
3N14A0	CHILAO HELIPORT	0.24	4	BST	RIM
	CHILAO HELIPORT Total	0.24			0
3N14C0	CHILAO MEADOWS	0.46	4	BST	RIM
	CHILAO MEADOWS Total	0.46			0
3N21D0	CHILAO PICNIC AREA	0.25	4	NAT	RIM
	CHILAO PICNIC AREA Total	0.25			0
3N14B0	CHILAO RESIDENCE	0.07	4	BST	RIM
	CHILAO RESIDENCE Total	0.07			0
3N21A0	CHILAO VIS SPUR	0.11	5	BST	RIM
	CHILAO VIS SPUR Total	0.11			0
3N17D	CHRISTIAN CAMP	0.25	2	NAT	RIM

	CHRISTIAN CAMP Total	0.25			0
6N32A0	CIENAGA CG	0.16	3	BST	RIM
	CIENAGA CG Total	0.16			0
3N86	CIENEGA WELL RD	0.31	2	NAT	RIM
	CIENEGA WELL RD Total	0.31			0
6N21	CITY HIGHLINE RD	10.26	2	NAT	RIM
6N21	CITY HIGHLINE RD	1.42	2	NAT	URI
6N21	CITY HIGHLINE RD	0.89	2	NAT	BC
	CITY HIGHLINE RD Total	12.57			0
2N72	CLEAR CREEK ARRVL STA	0.15	5	BST	RIM
	CLEAR CREEK ARRVL STA Total	0.15			0
2N74	CLEAR CREEK SCHOOLCMP	1.42	4	BST	RIM
	CLEAR CREEK SCHOOLCMP Total	1.42			0
5N24	COARSE GOLD RD	2.02	2	NAT	BC
	COARSE GOLD RD Total	2.02			0
3N24.1	COLBY RANCH ROAD	0.49	3	BST	RIM
3N24.1	COLBY RANCH ROAD	0.15	3	BST	BCNM
	COLBY RANCH ROAD Total	0.64			0
2N02	COLDBROOK CG	0.28	4	BST	RIM
	COLDBROOK CG Total	0.28			0
3N32C0	CONDOR PEAK WATER TANK SPUR	0.51	1	NAT	BC
	CONDOR PEAK WATER TANK SPUR Total	0.51			0
3N02	COOPER CYN RD	1.57	1	NAT	RIM
	COOPER CYN RD Total	1.57			0
2N13	COTTONTAIL	0.56	2	NAT	RIM
	COTTONTAIL Total	0.56			0
6N60	COTTONWOOD CG	0.59	4	BST	RIM
	COTTONWOOD CG Total	0.59			0
3N21E	COULTER GROUP CAMPGROUND	0.11	5	N/A	RIM
	COULTER GROUP CAMPGROUND Total	0.11			0
2N27	COYOTE FLATS CG	0.35	2	NAT	RIM
	COYOTE FLATS CG Total	0.35			0
3N09B0	CRYSTAL LAKE SERVICE ROAD	0.55	2	NAT	RIM
	CRYSTAL LAKE SERVICE ROAD Total	0.55			0
3N09.1	CRYSTAL LAKE SYSTEM	6.28	4	BST	RIM
	CRYSTAL LAKE SYSTEM Total	6.28			0
3N17A	CUMORAH CREST CAMP RD	0.42	2	NAT	RIM
	CUMORAH CREST CAMP RD Total	0.42			0
3N07A0	DEER FLATS CG	0.06	5	BST	RIM
	DEER FLATS CG Total	0.06			0
6N18	DEL SUR RIDGE RD	8.15	2	NAT	RIM
6N18	DEL SUR RIDGE RD	2.43	2	NAT	BC
	DEL SUR RIDGE RD Total	10.58			0
3N61	DELTA FLAT DAY USE	0.50	2	NAT	RIM
	DELTA FLAT DAY USE Total	0.50			0
3N60	DELTA FLAT OVERLOOK	0.04	3	NAT	RIM
	DELTA FLAT OVERLOOK Total	0.04			0
2N52	DISAPPOINTMENT RIDGE	2.75	4	BST	BC
2N52	DISAPPOINTMENT RIDGE	0.32	4	BST	BCNM
	DISAPPOINTMENT RIDGE Total	3.07			0
3N43	DOANE CYN RD	0.41	2	NAT	URI
3N43	DOANE CYN RD	0.32	2	NAT	BC

	DOANE CYN RD Total	0.74			0
3N38.1	DOANE EBEY RD	0.94	2	NAT	BC
3N38.2	DOANE EBEY RD	0.62	2	NAT	BC
3N38.2	DOANE EBEY RD	0.45	2	NAT	URI
	DOANE EBEY RD Total	2.01			0
2N95	DODY RD	0.48	2	NAT	URI
2N95	DODY RD	0.12	2	NAT	BC
	DODY RD Total	0.60			0
5N27	DRINKWATER CYN RD	2.29	2	BST	URI
5N27	DRINKWATER CYN RD	2.03	2	BST	BC
5N27	DRINKWATER CYN RD	0.94	2	BST	RIM
	DRINKWATER CYN RD Total	5.27			0
5N29	DRY CYN RD	1.24	3	NAT	RIM
5N29	DRY CYN RD	0.50	3	NAT	BC
	DRY CYN RD Total	1.74			0
5N30	DRY GULCH RD	2.12	3	NAT	RIM
	DRY GULCH RD Total	2.12			0
3N06.1	E.BLUE RIDGE/WRIGHTMT	2.34	3	BST	RIM
3N06.2	E.BLUE RIDGE/WRIGHTMT	1.36	3	NAT	BC
3N06.2	E.BLUE RIDGE/WRIGHTMT	1.34	3	NAT	RIM
3N06.3	E.BLUE RIDGE/WRIGHTMT	2.06	2	NAT	BC
	E.BLUE RIDGE/WRIGHTMT Total	7.11			0
3N62	EAGLES ROOST PARKING AREA	0.08	4	BST	RIM
	EAGLES ROOST PARKING AREA Total	0.08			0
2N81.1	EARL CYN MOTORWAY	0.69	2	NAT	BC
	EARL CYN MOTORWAY Total	0.69			0
2N10	EAST FORK PARKING AREA	0.09	5	BST	RIM
	EAST FORK PARKING AREA Total	0.09			0
2N26	EAST FORK STATION	0.05	4	BST	RIM
	EAST FORK STATION Total	0.05			0
4N24.1	EDISON RD	3.72	2	NAT	RIM
4N24.2	EDISON RD	2.95	2	NAT	RIM
4N24.1	EDISON RD	2.49	2	NAT	BC
	EDISON RD Total	9.15			0
3N27	EDISON/FALL CREEK RD	10.48	2	NAT	RIM
3N27	EDISON/FALL CREEK RD	2.08	2	NAT	BCNM
3N27	EDISON/FALL CREEK RD	0.26	2	NAT	BC
	EDISON/FALL CREEK RD Total	12.81			0
2N29	ELDORADOVILLE CG	0.13	2	NAT	RIM
	ELDORADOVILLE CG Total	0.13			0
4N18A0	FALCON MINE RD	0.26	2	NAT	RIM
4N18A0	FALCON MINE RD	0.13	2	NAT	BC
	FALCON MINE RD Total	0.38			0
3N22	FALCON RD	0.73	2	NAT	RIM
	FALCON RD Total	0.73			0
3N27A0	FALL CREEK CG	0.14	2	NAT	RIM
	FALL CREEK CG Total	0.14			0
5N18	FALL CYN RD	3.40	2	NAT	RIM
	FALL CYN RD Total	3.40			0
6N42	FALLS CG	0.07	1	BST	RIM
	FALLS CG Total	0.07			0
4N12	FENNER SADDLE RD	3.99	3	NAT	RIM

4N12	FENNER SADDLE RD	0.19	3	NAT	BC
	FENNER SADDLE RD Total	4.18			0
1N05	FERN CYN	0.88	1	NAT	EF
1N05	FERN CYN	0.02	1	NAT	BC
	FERN CYN Total	0.90			0
6N45	FISHER SPRING RD	0.97	2	NAT	URI
	FISHER SPRING RD Total	0.97			0
5N04K	FISHERMANS PARKING AREA	0.05	5	BST	RIM
	FISHERMANS PARKING AREA Total	0.05			0
6N43	FOREST INN RD	1.75	2	NAT	RIM
6N43	FOREST INN RD	0.90	2	NAT	URI
	FOREST INN RD Total	2.65			0
6N20	FRENCHMAN FLAT RD	0.32	2	BST	RIM
	FRENCHMAN FLAT RD Total	0.32			0
1N25	GARCIA CYN RD	1.59	1	NAT	BC
	GARCIA CYN RD Total	1.59			0
2N34	GLACIER PG SERVICE RD	0.12	2	NAT	URI
	GLACIER PG SERVICE RD Total	0.12			0
3N29.1	GOLD CREEK RD	6.04	2	NAT	BCNM
3N29.1	GOLD CREEK RD	1.63	2	NAT	RIM
3N29.1	GOLD CREEK RD	0.35	2	NAT	BC
3N29.2	GOLD CREEK RD	0.30	2	NAT	BC
	GOLD CREEK RD Total	8.32			0
3N40	GOLDEN CUP	0.46	1	BST	RIM
	GOLDEN CUP Total	0.46			0
6N05	GRASS MTN RD	0.84	2	NAT	BC
	GRASS MTN RD Total	0.84			0
2N86	GRAVEYARD RD	1.83	3	NAT	URI
2N86	GRAVEYARD RD	0.44	3	NAT	BC
2N86	GRAVEYARD RD	0.33	3	NAT	RIM
	GRAVEYARD RD Total	2.60			0
6N54	GREEN VALLEY RECREATION YARD	0.12	5	BST	URI
	GREEN VALLEY RECREATION YARD Total	0.12			0
6N51	GREEN VALLEY STATION	0.12	3	NAT	URI
	GREEN VALLEY STATION Total	0.12			0
2N79.1	GRIZZLY FLAT	2.77	2	NAT	BC
2N79.2	GRIZZLY FLAT	1.59	2	NAT	RIM
2N79.1	GRIZZLY FLAT	0.01	2	NAT	RIM
	GRIZZLY FLAT Total	4.37			0
2N80	GRIZZLY FLAT CUT-OFF	1.86	2	NAT	BC
	GRIZZLY FLAT CUT-OFF Total	1.86			0
3N06C0	GUFFY TANK RD	0.92	1	NAT	BC
	GUFFY TANK RD Total	0.92			0
2N76B0	HAINES CYN WATER TANK RD	0.49	2	NAT	BC
	HAINES CYN WATER TANK RD Total	0.49			0
7N36	HARDLUCK SHORTCUT	0.06	3	BST	BC
7N36	HARDLUCK SHORTCUT	0.04	3	BST	URI
	HARDLUCK SHORTCUT Total	0.11			0
3N07.1	HAWKINS LOOKOUT	1.08	4	BST	RIM
3N07.2	HAWKINS LOOKOUT	4.05	2	NAT	RIM
	HAWKINS LOOKOUT Total	5.13			0
3N25	HIDDEN SPRINGS PG	0.09	5	BST	RIM

	HIDDEN SPRINGS PG Total	0.09			0
3N17F	HIDDEN VALLEY CAMP	0.24	2	NAT	RIM
	HIDDEN VALLEY CAMP Total	0.24			0
5N41	HOLLOW TREE CG	0.21	3	NAT	RIM
	HOLLOW TREE CG Total	0.21			0
2N38	HONEYBEE RD	0.15	2	NAT	RIM
	HONEYBEE RD Total	0.15			0
3N12	HORSE CYN RD	3.01	2	NAT	BC
	HORSE CYN RD Total	3.01			0
3N17G	HORSE FLATS	1.17	4	BST	RIM
	HORSE FLATS Total	1.17			0
5N01	HUNT CYN SHOOTNG AREA	0.98	2	NAT	RIM
5N01	HUNT CYN SHOOTNG AREA	0.56	2	NAT	BC
	HUNT CYN SHOOTNG AREA Total	1.53			0
3N28	ICE RINK RD	0.07	2	NAT	RIM
	ICE RINK RD Total	0.07			0
2N51	ICEHOUSE DAY USE PARKING AREA	0.10	5	BST	URI
	ICEHOUSE DAY USE PARKING AREA Total	0.10			0
4N37	INDIAN CYN	4.78	2	NAT	BC
4N37	INDIAN CYN	0.46	2	NAT	URI
	INDIAN CYN Total	5.23			0
3N63	ISLIP SADDLE PARKING AREA	0.09	5	BST	RIM
	ISLIP SADDLE PARKING AREA Total	0.09			0
4N49	JACKSON LAKE RD/PRKNG	0.22	5	BST	RIM
	JACKSON LAKE RD/PRKNG Total	0.22			0
4N13	JACKSON LAKE RESIDNCE	0.15	3	NAT	RIM
	JACKSON LAKE RESIDNCE Total	0.15			0
1N17	JOHNSTONE PEAK	2.87	2	NAT	EF
	JOHNSTONE PEAK Total	2.87			0
2N64	JOSEPHINE PEAK	2.47	2	NAT	BCNM
2N64	JOSEPHINE PEAK	1.50	2	NAT	RIM
	JOSEPHINE PEAK Total	3.98			0
2N64A0	JOSEPHONE SADDLE SPUR	0.46	2	NAT	BCNM
	JOSEPHONE SADDLE SPUR Total	0.46			0
5N04D0	JOSHUA TREE	0.03	3	NAT	RIM
	JOSHUA TREE Total	0.03			0
5N04B0	JUNIPER GROVES CG	0.04	3	NAT	RIM
	JUNIPER GROVES CG Total	0.04			0
3N33	KAGEL RIDGE	0.33	2	NAT	URI
	KAGEL RIDGE Total	0.33			0
3N45.1	KAGEL RIDGE RD	1.36	2	NAT	URI
3N45.1	KAGEL RIDGE RD	0.68	2	NAT	RIM
	KAGEL RIDGE RD Total	2.05			0
3N32.2	KAGEL TRUCK TRAIL	3.03	2	NAT	BC
3N32.2	KAGEL TRUCK TRAIL	0.39	2	NAT	URI
3N32.2	KAGEL TRUCK TRAIL	0.27	2	NAT	RIM
	KAGEL TRUCK TRAIL Total	3.69			0
4N20.1	KENTUCKY SPRINGS CYN	2.05	2	NAT	BC
4N20.1	KENTUCKY SPRINGS CYN	0.88	2	NAT	RIM
	KENTUCKY SPRINGS CYN Total	2.93			0
7N33	KINGS CYN RD	0.18	3	NAT	RIM
	KINGS CYN RD Total	0.18			0

2N84	LA PALOMA RD	0.27	4	BST	RIM
	LA PALOMA RD Total	0.27			0
2N55	LADY BUG PG	0.11	1	NAT	BC
	LADY BUG PG Total	0.11			0
4N10	LAKE CG	0.12	5	BST	RIM
	LAKE CG Total	0.12			0
7N71	LAKE ELIZABETH RARKING AREA	0.33	5	BST	URI
	LAKE ELIZABETH RARKING AREA Total	0.33			0
7N05	LAKE HUGHES TRUCK TRL	2.35	2	NAT	BC
7N05	LAKE HUGHES TRUCK TRL	1.08	2	NAT	URI
	LAKE HUGHES TRUCK TRL Total	3.43			0
5N04A0	LAKESIDE CG LOOP	0.03	3	NAT	RIM
	LAKESIDE CG LOOP Total	0.03			0
3N46	LAUNCHER RD	0.37	2	BST	BC
	LAUNCHER RD Total	0.37			0
6N04.1	LEONA DIVIDE	6.45	2	NAT	BC
6N04.1	LEONA DIVIDE	3.19	2	NAT	RIM
6N04.2	LEONA DIVIDE	1.48	2	NAT	BC
6N04.2	LEONA DIVIDE	1.02	2	NAT	URI
6N04.1	LEONA DIVIDE	0.29	2	NAT	URI
	LEONA DIVIDE Total	12.42			0
8N01	LIEBRE GULCH (DAVIS RANCH)	5.85	2	NAT	RIM
8N01	LIEBRE GULCH (DAVIS RANCH)	1.63	2	NAT	BC
	LIEBRE GULCH (DAVIS RANCH) Total	7.48			0
7N23	LIEBRE SAWMILL RD	14.05	3	NAT	RIM
7N23	LIEBRE SAWMILL RD	2.54	3	NAT	BC
7N23	LIEBRE SAWMILL RD	0.30	3	NAT	BCNM
	LIEBRE SAWMILL RD Total	16.89			0
3N45.2	LITTLE "T" ADMIN RD	0.28	5	BST	URI
	LITTLE "T" ADMIN RD Total	0.28			0
3N72	LITTLE GLEASON LOOP	1.00	2	NAT	BC
	LITTLE GLEASON LOOP Total	1.00			0
3N04	LITTLE JIMMY RD	1.08	2	NAT	RIM
	LITTLE JIMMY RD Total	1.08			0
5N04.1	LITTLE ROCK CANYON RD	2.73	4	BST	RIM
5N04.1	LITTLE ROCK CANYON RD	0.59	4	BST	CBZ
	LITTLE ROCK CANYON RD Total	3.32			0
5N04.2	LITTLE ROCK CYN RD	3.59	3	NAT	CBZ
5N04.2	LITTLE ROCK CYN RD	2.73	3	NAT	BC
5N04.3	LITTLE ROCK CYN RD	2.66	3	NAT	BC
5N04.3	LITTLE ROCK CYN RD	1.03	3	NAT	BCNM
5N04.3	LITTLE ROCK CYN RD	1.00	3	NAT	RIM
5N04.2	LITTLE ROCK CYN RD	0.67	3	NAT	BCNM
5N04.2	LITTLE ROCK CYN RD	0.15	3	NAT	RIM
	LITTLE ROCK CYN RD Total	11.85			0
5N04J	LITTLEROCK BOAT LAUNCH PARKING	0.07	5	BST	RIM
	LITTLEROCK BOAT LAUNCH PARKING Total	0.07			0
1N17A0	LODI SPUR	1.46	2	NAT	EF
	LODI SPUR Total	1.46			0
3N18	LOOMIS RANCH RD	2.10	2	NAT	BC
	LOOMIS RANCH RD Total	2.10			0

7N32	LOS ALAMOS	1.72	4	BST	URI
	LOS ALAMOS Total	1.72			0
7N32A	LOS ALAMOS C.G. SYSTEM	1.10	5	BST	URI
	LOS ALAMOS C.G. SYSTEM Total	1.10			0
7N32B	LOS ALAMOS WORK CENTER	0.10	5	BST	URI
	LOS ALAMOS WORK CENTER Total	0.10			0
3N44	LOS PINETOS CONTRACT PT	0.29	2	NAT	BC
	LOS PINETOS CONTRACT PT Total	0.29			0
3N76	LOS PINETOS SPRINGS RD	0.73	2	NAT	BC
	LOS PINETOS SPRINGS RD Total	0.73			0
3N73	LOWER LITTLE GLEASON	1.32	2	NAT	BC
	LOWER LITTLE GLEASON Total	1.32			0
2N16.2	LOWER MONROE	6.24	2	NAT	BC
2N16.2	LOWER MONROE	0.54	2	NAT	EF
	LOWER MONROE Total	6.78			0
1N23	LOWER SAN ANTONIO STA	0.07	5	BST	URI
	LOWER SAN ANTONIO STA Total	0.07			0
7N34	LOWER SHAKE CG	0.22	3	NAT	RIM
	LOWER SHAKE CG Total	0.22			0
3N39A0	LUPIN CG SPUR	0.15	2	NAT	BC
	LUPIN CG SPUR Total	0.15			0
1N10A	LYCIMETER RD	0.39	4	BST	EF
	LYCIMETER RD Total	0.39			0
4N18.1	LYNX GULCH RD	5.45	2	NAT	RIM
4N18.2	LYNX GULCH RD	2.74	2	NAT	RIM
4N18.1	LYNX GULCH RD	0.72	2	NAT	BC
4N18.2	LYNX GULCH RD	0.67	2	NAT	BC
	LYNX GULCH RD Total	9.58			0
4N46	MAGIC MTN RD	0.55	4	BST	BC
	MAGIC MTN RD Total	0.55			0
3N42	MAREK CYN RD	0.53	3	NAT	URI
3N42	MAREK CYN RD	0.44	3	NAT	RIM
	MAREK CYN RD Total	0.98			0
6N06	MARTINDALE RIDGE RD	1.59	1	NAT	BC
6N06	MARTINDALE RIDGE RD	0.35	1	NAT	RIM
	MARTINDALE RIDGE RD Total	1.95			0
7N08	MAXWELL RD	8.50	2	NAT	RIM
7N08	MAXWELL RD	0.58	2	NAT	URI
	MAXWELL RD Total	9.08			0
3N54	MAY CYN RD	4.60	3	BST	BC
3N54	MAY CYN RD	0.31	3	BST	URI
	MAY CYN RD Total	4.91			0
3N32.1	MENDENHALL RIDGE RD.	12.31	2	NAT	BC
3N32.1	MENDENHALL RIDGE RD.	2.16	2	NAT	RIM
3N32.1	MENDENHALL RIDGE RD.	0.49	2	NAT	BCNM
	MENDENHALL RIDGE RD. Total	14.95			0
4N06	MESCAL CYN RD	3.25	2	NAT	BC
4N06	MESCAL CYN RD	1.09	2	NAT	RIM
	MESCAL CYN RD Total	4.35			0
4N05	MESCAL PARKING	0.06	5	BST	RIM
	MESCAL PARKING Total	0.06			0
3N17N	MESSENGER ELECTRONIC SITE	0.70	2	NAT	BC

	MESSENGER ELECTRONIC SITE Total	0.70			0
3N58	MIDDLE FORK	1.86	2	NAT	RIM
	MIDDLE FORK Total	1.86			0
4N19A	MILL CREEK PCT PARKING AREA	0.06	5	BST	RIM
	MILL CREEK PCT PARKING AREA Total	0.06			0
4N19	MILL CREEK STATION	0.11	5	BST	RIM
	MILL CREEK STATION Total	0.11			0
4N19B	MILL CREEK SUMMIT PG/ARR	0.03	3	NAT	RIM
	MILL CREEK SUMMIT PG/ARR Total	0.03			0
4N26	MILL CYN	0.59	2	NAT	BC
4N26	MILL CYN	0.38	2	NAT	RIM
	MILL CYN Total	0.96			0
2N65.1	MILLARD CYN RD	1.03	2	NAT	BC
2N65.1	MILLARD CYN RD	0.74	2	NAT	URI
2N65.1	MILLARD CYN RD	0.49	2	NAT	RIM
	MILLARD CYN RD Total	2.26			0
2N65	MILLARD PARKING AREA	0.14	5	BST	URI
	MILLARD PARKING AREA Total	0.14			0
2N68.1	MILLARD RIDGE RD	0.10	2	NAT	RIM
2N68.1	MILLARD RIDGE RD	0.06	2	NAT	URI
	MILLARD RIDGE RD Total	0.16			0
3N23	MONTE CRISTO MINE RD	1.00	2	NAT	RIM
3N23	MONTE CRISTO MINE RD	0.51	2	NAT	BC
	MONTE CRISTO MINE RD Total	1.51			0
3N55	MONTE CRISTO STATION	0.21	5	BST	RIM
	MONTE CRISTO STATION Total	0.21			0
4N33	MOODY CYN	5.94	2	NAT	BC
4N33	MOODY CYN	0.59	2	NAT	RIM
	MOODY CYN Total	6.53			0
3N01	MT BALDY NOTCH / FALLS RD	1.97	2	NAT	URI
3N01	MT BALDY NOTCH / FALLS RD	1.43	2	NAT	BCNM
	MT BALDY NOTCH / FALLS RD Total	3.39			0
2N35	MT BALDY VILLAGE	0.07	4	BST	URI
	MT BALDY VILLAGE Total	0.07			0
3N17M	MT GLEASON SIDE RD #1	0.14	3	NAT	BC
3N17K	MT GLEASON SIDE RD #1	0.19	2	NAT	RIM
3N17K	MT GLEASON SIDE RD #1	0.17	2	NAT	BC
	MT GLEASON SIDE RD #1 Total	0.50			0
3N17J	MT GLEASON SIDE RD #2	1.17	1	NAT	BC
	MT GLEASON SIDE RD #2 Total	1.17			0
3N17L	MT GLEASON TOWER RD	0.44	2	BST	BC
	MT GLEASON TOWER RD Total	0.44			0
3N14.2	MT HILLYER RD	0.57	4	BST	RIM
3N14.1	MT HILLYER RD	1.62	2	NAT	BC
3N14.1	MT HILLYER RD	0.53	2	NAT	RIM
	MT HILLYER RD Total	2.72			0
2N50.1	MT LOWE	6.18	2	NAT	BC
	MT LOWE Total	6.18			0
2N50.2	MT LOWE RD	0.94	4	BST	BC
2N50.2	MT LOWE RD	0.72	4	BST	URI
2N50.2	MT LOWE RD	0.46	4	BST	RIM
	MT LOWE RD Total	2.12			0

2N76.2	MT LUKENS RD	3.57	2	NAT	BC
2N76.1	MT LUKENS RD	1.57	2	NAT	BC
2N76.1	MT LUKENS RD	1.34	2	NAT	RIM
2N76.1	MT LUKENS RD	0.72	2	NAT	URI
2N76.3	MT LUKENS RD	0.43	2	NAT	RIM
2N76.3	MT LUKENS RD	0.01	2	NAT	BC
	MT LUKENS RD Total	7.63			0
3N15	MT MOONEY TRUCK TRAIL	2.00	2	NAT	RIM
	MT MOONEY TRUCK TRAIL Total	2.00			0
2N43	MT WILSON REC AREA	0.84	4	BST	RIM
	MT WILSON REC AREA Total	0.84			0
2N45.2	MT WILSON TOLL RD	2.82	2	NAT	BC
	MT WILSON TOLL RD Total	2.82			0
2N41	MT. BALDY REST AREA PARKING	0.03	5	BST	URI
	MT. BALDY REST AREA PARKING Total	0.03			0
2N43A	MT. WILSON H2O WELL ROAD	0.11	2	NAT	RIM
	MT. WILSON H2O WELL ROAD Total	0.11			0
2N45.1	MT. WILSON TOLL RD.	0.89	2	NAT	RIM
2N45.1	MT. WILSON TOLL RD.	0.46	2	NAT	URI
2N45.1	MT. WILSON TOLL RD.	0.04	2	NAT	BC
	MT. WILSON TOLL RD. Total	1.38			0
4N08	MTN OAK CG	0.14	4	BST	RIM
	MTN OAK CG Total	0.14			0
4N23	NATIONAL GUARD RD	1.43	2	NAT	BC
	NATIONAL GUARD RD Total	1.43			0
2N94	NORTH DODY RD	1.75	2	NAT	BC
	NORTH DODY RD Total	1.75			0
2N14	NORTH FORK CABINS	0.24	2	NAT	RIM
	NORTH FORK CABINS Total	0.24			0
3N17P	NORTH FORK STATION	0.23	5	BST	BC
	NORTH FORK STATION Total	0.23			0
4N04	NORTH TABLE MTN	1.48	2	NAT	RIM
4N04	NORTH TABLE MTN	0.99	2	NAT	BC
	NORTH TABLE MTN Total	2.47			0
6N23	OAK FLAT CG	0.17	2	NAT	URI
	OAK FLAT CG Total	0.17			0
6N46	OAK FLAT STATION	0.35	3	BST	URI
	OAK FLAT STATION Total	0.35			0
2N39	OAKS PICNIC GROUND	0.12	5	BST	RIM
	OAKS PICNIC GROUND Total	0.12			0
8N04	OLD RIDGE ROUTE	7.35	3	BST	BC
8N04	OLD RIDGE ROUTE	6.17	3	BST	RIM
8N04	OLD RIDGE ROUTE	4.37	3	BST	URI
8N04	OLD RIDGE ROUTE	0.07	3	BST	BCNM
	OLD RIDGE ROUTE Total	17.97			0
6N68	OSITO CG	0.15	2	NAT	RIM
	OSITO CG Total	0.15			0
4N35.2	PACOMIA CYN/N FORK/S FORK	3.50	1	NAT	RIM
	PACOMIA CYN/N FORK/S FORK Total	3.50			0
4N35.1	PACOMIA CYN/N.FORK/S.FORK	1.94	2	NAT	RIM
	PACOMIA CYN/N.FORK/S.FORK Total	1.94			0
5N28	PETTINGER CYN RD	1.46	2	NAT	RIM

	PETTINGER CYN RD Total	1.46			0
2N15	PIGEON RIDGE	2.81	2	NAT	RIM
2N15	PIGEON RIDGE	1.99	2	NAT	BCNM
	PIGEON RIDGE Total	4.81			0
7N04	PINE CYN CG	0.12	2	NAT	URI
7N04	PINE CYN CG	0.04	2	NAT	RIM
	PINE CYN CG Total	0.16			0
3N91	PINE HOLLOW PICNIC AREA	0.10	3	NAT	RIM
	PINE HOLLOW PICNIC AREA Total	0.10			0
2N24A0	PINE MTN	0.77	2	NAT	BC
	PINE MTN Total	0.77			0
2N71	PINES PG	0.17	2	NAT	RIM
	PINES PG Total	0.17			0
4N56	PINYON RIDGE RD	3.94	2	NAT	BC
	PINYON RIDGE RD Total	3.94			0
1N04A0	POTATO MTN SPUR	0.75	2	NAT	URI
	POTATO MTN SPUR Total	0.75			0
5N16	POWERHOUSE CUTOFF	1.14	2	NAT	URI
5N16	POWERHOUSE CUTOFF	0.07	2	NAT	BC
	POWERHOUSE CUTOFF Total	1.21			0
4N25	POWERLINE RD	3.52	2	NAT	RIM
	POWERLINE RD Total	3.52			0
3N20	POWERLINE ROAD	2.54	2	NAT	RIM
	POWERLINE ROAD Total	2.54			0
3N39	PRAIRIE FK RD	5.29	2	NAT	BC
	PRAIRIE FK RD Total	5.29			0
6N64	PROSPECT CG	0.24	4	BST	RIM
	PROSPECT CG Total	0.24			0
7N27	PYRAMID LAKE ENTRANCE/PARKING	0.46	5	BST	URI
	PYRAMID LAKE ENTRANCE/PARKING Total	0.46			0
6N19	QUARRY RD	1.51	2	NAT	RIM
6N19	QUARRY RD	0.83	2	NAT	BC
	QUARRY RD Total	2.34			0
6N66	RED MTN STA	1.05	4	BST	RIM
	RED MTN STA Total	1.05			0
2N53	REDBOX STATION	0.13	5	BST	BC
	REDBOX STATION Total	0.13			0
7N26.2	RESERVOIR SUMMIT RD	0.57	3	NAT	URI
7N26.1	RESERVOIR SUMMIT RD	1.74	2	NAT	URI
7N26.1	RESERVOIR SUMMIT RD	0.66	2	NAT	RIM
7N26.1	RESERVOIR SUMMIT RD	0.40	2	NAT	BCNM
	RESERVOIR SUMMIT RD Total	3.38			0
2N09	RINCON O.H.V. AREA PARKING	0.08	5	BST	RIM
	RINCON O.H.V. AREA PARKING Total	0.08			0
2N22	RINCON STATION	0.03	3	BST	RIM
	RINCON STATION Total	0.03			0
2N24.3	RINCON/RED BOX	11.06	2	NAT	BC
2N24.3	RINCON/RED BOX	5.87	2	NAT	RIM
2N24.1	RINCON/RED BOX	5.34	2	NAT	BC
2N24.2	RINCON/RED BOX	3.06	2	NAT	BC
2N24.2	RINCON/RED BOX	0.44	2	NAT	RIM
	RINCON/RED BOX Total	25.78			0

5N04C0	ROCKY POINT PARKING	0.03	3	BST	RIM
	ROCKY POINT PARKING Total	0.03			0
3N90	ROUND TOP ROAD	1.71	3	NAT	BC
3N90	ROUND TOP ROAD	0.92	3	NAT	BCNM
	ROUND TOP ROAD Total	2.63			0
6N24	RUBY CLEARWATER RD	6.76	2	NAT	RIM
6N24	RUBY CLEARWATER RD	1.20	2	NAT	BC
6N24	RUBY CLEARWATER RD	0.46	2	NAT	URI
	RUBY CLEARWATER RD Total	8.41			0
5N13.1	RUSH CYN RD.	1.46	4	BST	RIM
	RUSH CYN RD. Total	1.46			0
5N13.2	RUSH CYN. RD.	1.30	3	NAT	RIM
	RUSH CYN. RD. Total	1.30			0
5N04L	SAGE CAMPGROUND PARKING	0.02	5	BST	RIM
	SAGE CAMPGROUND PARKING Total	0.02			0
1N09	SAN DIMAS STATION	0.03	5	BST	EF
	SAN DIMAS STATION Total	0.03			0
6N56	SAN FRAN CG	0.15	1	NAT	URI
	SAN FRAN CG Total	0.15			0
5N17	SAN FRAN MOTORWAY	4.48	2	NAT	BC
5N17	SAN FRAN MOTORWAY	0.66	2	NAT	RIM
5N17	SAN FRAN MOTORWAY	0.27	2	NAT	URI
	SAN FRAN MOTORWAY Total	5.41			0
2N37	SAN GABRIEL ADMIN SIT	0.18	2	NAT	RIM
	SAN GABRIEL ADMIN SIT Total	0.18			0
3N17.5	SANTA CLARA DIVIDE	7.87	4	BST	BC
3N17.8	SANTA CLARA DIVIDE	3.72	4	BST	BC
3N17.1	SANTA CLARA DIVIDE	2.69	4	BST	RIM
3N17.4	SANTA CLARA DIVIDE	2.50	4	BST	BC
3N17.1	SANTA CLARA DIVIDE	1.19	4	BST	BC
3N17.5	SANTA CLARA DIVIDE	1.19	4	BST	RIM
3N17.4	SANTA CLARA DIVIDE	0.54	4	BST	RIM
3N17.7	SANTA CLARA DIVIDE	13.51	3	NAT	BC
3N17.3	SANTA CLARA DIVIDE	1.28	3	NAT	BC
3N17.7	SANTA CLARA DIVIDE	0.21	3	NAT	RIM
3N17.9	SANTA CLARA DIVIDE	5.46	2	NAT	BC
3N17.2	SANTA CLARA DIVIDE	3.20	2	NAT	BC
	SANTA CLARA DIVIDE Total	43.36			0
3N17.6	SANTA CLARA DIVIDE RD	8.10	3	NAT	BC
3N17.6	SANTA CLARA DIVIDE RD	0.29	3	NAT	RIM
	SANTA CLARA DIVIDE RD Total	8.39			0
4N20.2	SANTIAGO CYN, NORTH	2.09	1	NAT	BC
4N20.2	SANTIAGO CYN, NORTH	1.06	1	NAT	CBZ
4N20.2	SANTIAGO CYN, NORTH	0.06	1	NAT	RIM
	SANTIAGO CYN, NORTH Total	3.20			0
4N20B0	SANTIAGO CYN, SOUTH	2.08	2	NAT	BC
	SANTIAGO CYN, SOUTH Total	2.08			0
5N49	SAUGUS WORK CENTER	0.09	4	BST	URI
	SAUGUS WORK CENTER Total	0.09			0
7N23C0	SAWMILL PRIMITIVE CG	0.23	3	NAT	RIM
	SAWMILL PRIMITIVE CG Total	0.23			0
2N30.1	SAWPIT	2.26	2	NAT	RIM

2N30.1	SAWPIT	0.75	2	NAT	BC
	SAWPIT Total	3.01			0
2N30.2	SAWPIT RD	2.75	3	NAT	BC
2N30.2	SAWPIT RD	0.66	3	NAT	RIM
	SAWPIT RD Total	3.41			0
7N13.1	SAWTOOTH/WARM SP MTN	4.20	1	NAT	RIM
	SAWTOOTH/WARM SP MTN Total	4.20			0
7N13.3	SAWTOOTH/WARM SPR MTN	2.49	2	NAT	RIM
7N13.2	SAWTOOTH/WARM SPR MTN	2.46	2	NAT	BC
7N13.3	SAWTOOTH/WARM SPR MTN	1.78	2	NAT	BC
7N13.2	SAWTOOTH/WARM SPR MTN	0.84	2	NAT	RIM
	SAWTOOTH/WARM SPR MTN Total	7.58			0
3N47	SCHOENING SPRINGS	0.09	3	NAT	BCNM
3N47	SCHOENING SPRINGS	0.05	3	NAT	RIM
	SCHOENING SPRINGS Total	0.14			0
2N23	shortcut edison rd.	2.21	2	NAT	BC
2N23	shortcut edison rd.	2.09	2	NAT	RIM
	shortcut edison rd. Total	4.30			0
2N85	SHOTGUN	0.33	3	NAT	RIM
	SHOTGUN Total	0.33			0
2N50B0	SIERRA CAMP PG	0.09	4	BST	BC
	SIERRA CAMP PG Total	0.09			0
6N07	SIERRA PELONA RD.	11.83	2	NAT	RIM
6N07	SIERRA PELONA RD.	1.16	2	NAT	BC
	SIERRA PELONA RD. Total	12.99			0
6N07A0	SIERRA-PELONA LOOKOUT	0.30	2	NAT	RIM
	SIERRA-PELONA LOOKOUT Total	0.30			0
2N28	SILVERFISH	2.66	1	NAT	BC
2N28	SILVERFISH	0.90	1	NAT	RIM
	SILVERFISH Total	3.57			0
3N50	SIMI JARVI VISTA	0.20	4	BST	RIM
	SIMI JARVI VISTA Total	0.20			0
3N53	SMITH RIDGE	1.23	1	NAT	RIM
	SMITH RIDGE Total	1.23			0
5N61	SOLEDAD CG	0.12	3	NAT	URI
	SOLEDAD CG Total	0.12			0
5N62	SOLEDAD STA	0.10	2	NAT	URI
	SOLEDAD STA Total	0.10			0
4N11A0	SOUTH FORK CG	0.69	3	NAT	BCNM
4N11A0	SOUTH FORK CG	0.64	3	NAT	BC
	SOUTH FORK CG Total	1.34			0
7N02A0	SOUTH PORTAL CG	0.21	1	NAT	BC
	SOUTH PORTAL CG Total	0.21			0
7N02	SOUTH PORTAL RD	4.52	2	NAT	BC
7N02	SOUTH PORTAL RD	0.65	2	NAT	URI
	SOUTH PORTAL RD Total	5.17			0
7N26B0	SPANISH PT RD	1.21	3	NAT	URI
	SPANISH PT RD Total	1.21			0
2N31A0	SPRING CAMP CG	0.17	3	NAT	RIM
	SPRING CAMP CG Total	0.17			0
6N11	SPUNKY CG	0.46	3	NAT	URI
	SPUNKY CG Total	0.46			0

6N09	SPUNKY EDISON RD	1.57	2	NAT	RIM
6N09	SPUNKY EDISON RD	0.71	2	NAT	BC
	SPUNKY EDISON RD Total	2.29			0
1N29	STONE CABIN ROAD	2.76	2	NAT	BC
1N29	STONE CABIN ROAD	0.31	2	NAT	RIM
	STONE CABIN ROAD Total	3.08			0
2N88	STONEYVALE PG & DAYUSE	0.26	5	BST	RIM
	STONEYVALE PG & DAYUSE Total	0.26			0
5N42	STREAMSIDE CG	0.15	5	BST	RIM
	STREAMSIDE CG Total	0.15			0
2N07.1	SUNSET PEAK	8.60	2	NAT	BC
2N07.1	SUNSET PEAK	3.63	2	NAT	EF
2N07.2	SUNSET PEAK	1.01	2	NAT	EF
	SUNSET PEAK Total	13.24			0
2N57	SWITZER PG	0.51	4	BST	RIM
	SWITZER PG Total	0.51			0
4N11C0	SYCAMORE CG	0.14	3	NAT	BC
	SYCAMORE CG Total	0.14			0
1N15.2	SYCAMORE FLAT MTORWAY	0.67	2	NAT	EF
	SYCAMORE FLAT MTORWAY Total	0.67			0
4N03	TABLE MTN RD	1.27	5	BST	RIM
	TABLE MTN RD Total	1.27			0
4N21	TABLE MTN RD EAST	2.09	4	BST	RIM
	TABLE MTN RD EAST Total	2.09			0
1N10.1	TANBARK STA/SPOT B RD	1.07	4	BST	EF
1N10.2	TANBARK STA/SPOT B RD	3.57	2	NAT	EF
	TANBARK STA/SPOT B RD Total	4.63			0
5N25	TAYLOR CYN RD	0.49	2	NAT	RIM
	TAYLOR CYN RD Total	0.49			0
2N03	TECOLATE RD	0.21	1	NAT	RIM
	TECOLATE RD Total	0.21			0
5N14.1	TEXAS CYN RD.	1.95	2	NAT	RIM
5N14.1	TEXAS CYN RD.	0.50	2	NAT	BC
	TEXAS CYN RD. Total	2.45			0
5N46	TEXAS CYN STATION	0.16	4	BST	URI
	TEXAS CYN STATION Total	0.16			0
5N14.2	TEXAS CYN. RD. (ROWHER FLATS)	3.80	2	NAT	RIM
	TEXAS CYN. RD. (ROWHER FLATS) Total	3.80			0
7N14	THREE POINTS MOTORWAY	0.94	2	NAT	RIM
	THREE POINTS MOTORWAY Total	0.94			0
4N39	TIE CYN CG	0.19	2	NAT	BC
4N39	TIE CYN CG	0.03	2	NAT	RIM
	TIE CYN CG Total	0.21			0
3N34	TRAIL CANYON RD	0.84	2	NAT	RIM
	TRAIL CANYON RD Total	0.84			0
7N07B0	TROEDEL SPRING RD	0.23	2	NAT	BC
	TROEDEL SPRING RD Total	0.23			0
7N01	TULE DIVIDE - BURNS CYN RD	9.21	2	NAT	BC
7N01	TULE DIVIDE - BURNS CYN RD	0.59	2	NAT	RIM
7N01	TULE DIVIDE - BURNS CYN RD	0.17	2	NAT	URI
	TULE DIVIDE - BURNS CYN RD Total	9.96			0
8N05	TUMBLE INN RD	2.19	2	NAT	BC

	TUMBLE INN RD Total	2.19			0
2N31	UPPER CLAMSHELL RD	5.99	2	NAT	BC
2N31	UPPER CLAMSHELL RD	0.25	2	NAT	RIM
	UPPER CLAMSHELL RD Total	6.24			0
3N48	UPPER MAREK MOTORWAY	0.63	2	NAT	RIM
3N48	UPPER MAREK MOTORWAY	0.46	2	NAT	BC
3N48	UPPER MAREK MOTORWAY	0.34	2	NAT	URI
	UPPER MAREK MOTORWAY Total	1.44			0
2N16.1	UPPER MONROE	6.51	2	NAT	BC
2N16.1	UPPER MONROE	0.64	2	NAT	RIM
	UPPER MONROE Total	7.15			0
3N17H	UPPER PACIFICO RD SYS	1.46	2	NAT	BC
	UPPER PACIFICO RD SYS Total	1.46			0
7N23B0	UPPER SHAKE CG RD	1.02	3	BST	RIM
	UPPER SHAKE CG RD Total	1.02			0
7N23D0	UPPER SHAKE PLANTATON	0.45	2	NAT	RIM
	UPPER SHAKE PLANTATON Total	0.45			0
3N64	UPPER SOMBRERO	1.36	2	NAT	BC
	UPPER SOMBRERO Total	1.36			0
2N01A0	VALLEY OF THE MOON	0.30	1	NAT	RIM
	VALLEY OF THE MOON Total	0.30			0
2N01B0	VALLEYOFTHEMOON SPUR	0.64	2	NAT	RIM
	VALLEYOFTHEMOON SPUR Total	0.64			0
4N48	VALYERMO DIST ENG STA	0.04	4	BST	BC
	VALYERMO DIST ENG STA Total	0.04			0
4N58	VALYERMO TRAILER RD	0.10	4	BST	BC
	VALYERMO TRAILER RD Total	0.10			0
4N59	VALYERMO WORK CENTER	0.12	4	BST	BC
	VALYERMO WORK CENTER Total	0.12			0
1N36	VAN TASSEL	1.75	2	NAT	RIM
1N36	VAN TASSEL	1.57	2	NAT	BC
	VAN TASSEL Total	3.32			0
1N36A0	VAN TASSEL RIDGE SPUR	1.02	2	NAT	BC
1N36A0	VAN TASSEL RIDGE SPUR	0.06	2	NAT	RIM
1N36A0	VAN TASSEL RIDGE SPUR	0.04	2	NAT	BCNM
	VAN TASSEL RIDGE SPUR Total	1.12			0
3N16B	VETTER LOOKOUT	0.59	2	NAT	RIM
	VETTER LOOKOUT Total	0.59			0
3N65	VISTA PICNIC GROUND	0.06	3	BST	RIM
	VISTA PICNIC GROUND Total	0.06			0
2N82	VOGEL FLAT P.G.	0.08	5	BST	RIM
	VOGEL FLAT P.G. Total	0.08			0
3N26.2	W. BLUE RIDGE RD	3.28	2	NAT	RIM
	W. BLUE RIDGE RD Total	3.28			0
6N32.2	WARM SPRINGS/FISHCYN/TMPLN RD.	2.59	2	BST	BC
6N32.2	WARM SPRINGS/FISHCYN/TMPLN RD.	0.44	2	BST	URI
	WARM SPRINGS/FISHCYN/TMPLN RD. Total	3.02			0
3N17C	WATER TANK SPUR	0.10	2	NAT	RIM
	WATER TANK SPUR Total	0.10			0
3N03	WATERMAN MTN RD	1.82	2	NAT	RIM
	WATERMAN MTN RD Total	1.82			0
3N26.1	WEST BLUE RIDGE RD	0.64	4	BST	RIM

	WEST BLUE RIDGE RD Total	0.64			0
2N18	WEST FORK PARKING LOT	0.09	4	BST	RIM
	WEST FORK PARKING LOT Total	0.09			0
2N25.1	WEST FORK RD.	7.37	3	BST	RIM
	WEST FORK RD. Total	7.37			0
1N11.1	WEST FORK SAN DIMAS	2.29	2	NAT	EF
1N11.2	WEST FORK SAN DIMAS	1.11	2	NAT	RIM
1N11.2	WEST FORK SAN DIMAS	0.26	2	NAT	EF
	WEST FORK SAN DIMAS Total	3.67			0
2N25.2	WEST FORK/COGSWELL RD	3.94	2	NAT	BC
2N25.2	WEST FORK/COGSWELL RD	1.73	2	NAT	RIM
	WEST FORK/COGSWELL RD Total	5.67			0
4N57	WEST TABLE MTN	1.41	2	NAT	BC
4N57	WEST TABLE MTN	0.40	2	NAT	RIM
	WEST TABLE MTN Total	1.81			0
6N53	WHITAKER PEAK RD	4.46	3	BST	URI
	WHITAKER PEAK RD Total	4.46			0
2N87	WILDWOOD	0.52	5	BST	RIM
	WILDWOOD Total	0.52			0
3N56	WILSON CYN RD	2.27	2	NAT	BC
	WILSON CYN RD Total	2.27			0
1N07	WOLFSKILL	0.95	2	NAT	EF
1N07	WOLFSKILL	0.90	2	NAT	RIM
	WOLFSKILL Total	1.86			0
6N32.1	WRMSPRNGS/FSHCYN/TMPL	7.24	3	NAT	RIM
6N32.1	WRMSPRNGS/FSHCYN/TMPL	1.26	3	NAT	CBZ
6N32.1	WRMSPRNGS/FSHCYN/TMPL	0.02	3	NAT	BCNM
	WRMSPRNGS/FSHCYN/TMPL Total	8.51			0
3N30.1	YERBA BUENA/GOLD CYN SADDLE RD	3.20	2	NAT	BC
3N30.1	YERBA BUENA/GOLD CYN SADDLE RD	2.64	2	NAT	BCNM
	YERBA BUENA/GOLD CYN SADDLE RD Total	5.83			0
5N47	ZUNI CG	0.07	5	BST	URI
	ZUNI CG Total	0.07			0
	Grand Total	775.33			0

Appendix A: CNF Road Summary					
ID	NAME	MILES	OPML	SURFACE	LUZ
15S10B	AGUA DULCE CG	0.20	4	AC	RIM
	AGUA DULCE CG Total	0.20			0
15S30	ANDERSON	0.38	2	NAT	BC
15S30	ANDERSON	0.38	2	NAT	URI
	ANDERSON Total	0.76			0
15S27	BANCAS TIE	0.37	2	NAT	BC
	BANCAS TIE Total	0.37			0
17S10	BARBER MOUNTAIN	0.92	2	NAT	BC
17S10	BARBER MOUNTAIN	0.93	2	NAT	RIM
	BARBER MOUNTAIN Total	1.84			0
16S12	BEAR VALLEY	0.49	2	NAT	BC
16S12	BEAR VALLEY	0.49	2	NAT	RIM
16S12	BEAR VALLEY	0.49	2	NAT	URI
	BEAR VALLEY Total	1.47			0
4S03	BEDFORD RIDGE	1.09	2	NAT	BC
4S03	BEDFORD RIDGE	1.12	2	NAT	BCNM
	BEDFORD RIDGE Total	2.21			0
12S07A	BLACK CANYON CG	0.07	2	BST	BC
	BLACK CANYON CG Total	0.07			0
11S04	BLACK MOUNTAIN	0.04	2	NAT	BC
	BLACK MOUNTAIN Total	0.04			0
11S04A	BLACK MOUNTAIN SPUR	0.04	2	NAT	BC
	BLACK MOUNTAIN SPUR Total	0.04			0
6S05B	BLUE JAY CG	1.77	5	AC	RIM
	BLUE JAY CG Total	1.77			0
17S06A	BOBCAT MEADOWS CG,O.H.V.	0.85	4	BST	BC
	BOBCAT MEADOWS CG,O.H.V. Total	0.85			0
12S03	BODEN CANYON	0.06	2	NAT	BC
	BODEN CANYON Total	0.06			0
14S05C	BORROW PIT SPUR,(GATR)	0.11	2	NAT	BCNM
14S05C	BORROW PIT SPUR,(GATR)	0.11	2	NAT	RIM
	BORROW PIT SPUR,(GATR) Total	0.22			0
17S01	BOULDER OAKS CG	0.58	3	NAT	RIM
	BOULDER OAKS CG Total	0.58			0
15S01	BURNT RANCHERIA CG	0.14	5	AC	RIM
	BURNT RANCHERIA CG Total	0.14			0
15S17B	CAMERON STATION	0.28	5	AC	RIM
	CAMERON STATION Total	0.28			0
16S03	CARVEACRE	0.40	2	NAT	RIM
16S03	CARVEACRE	0.40	1	NAT	BC
16S03	CARVEACRE	0.40	1	NAT	RIM
	CARVEACRE Total	1.20			0
13S11	CEDAR CREEK	0.08	2	NAT	BC
	CEDAR CREEK Total	0.08			0
15S07A	CHULA VISTA RESERVOIR	0.17	2	NAT	RIM
	CHULA VISTA RESERVOIR Total	0.17			0
16S08A	CIBBETS FLAT CG	0.48	5	AC	BC
	CIBBETS FLAT CG Total	0.48			0
8S02	COLD SPRINGS	4.50	2	NAT	BC
8S02	COLD SPRINGS	4.51	2	NAT	EW

	COLD SPRINGS Total	9.01			0
17S04	CORRAL CANYON	0.63	4	BST	BC
17S04	CORRAL CANYON	0.65	4	NAT	BC
17S04	CORRAL CANYON	0.64	4	BST	RIM
17S04	CORRAL CANYON	0.61	2	NAT	BC
	CORRAL CANYON Total	2.53			0
17S04B	CORRAL CANYON CG,O.H.V.	0.69	4	BST	BC
	CORRAL CANYON CG,O.H.V. Total	0.69			0
16S05	CORTE MADERA	0.46	2	AC	BC
16S05	CORTE MADERA	0.47	2	NAT	BC
16S05	CORTE MADERA	0.47	2	AC	URI
	CORTE MADERA Total	1.39			0
17S02A	COTTONWOOD RESERVOIR	0.60	2	NAT	RIM
	COTTONWOOD RESERVOIR Total	0.60			0
17S02	COTTONWOOD STATION	0.59	5	AC	RIM
	COTTONWOOD STATION Total	0.59			0
10S03	CRESTLINE GROUP CAMP	0.03	5	AC	RIM
	CRESTLINE GROUP CAMP Total	0.03			0
8S06	CROSLEY	4.64	2	NAT	RIM
	CROSLEY Total	4.64			0
8S08	CUTCA	5.56	2	NAT	RIM
	CUTCA Total	5.56			0
15S05B	CUYAPAIPE PUMP	0.16	2	NAT	RIM
	CUYAPAIPE PUMP Total	0.16			0
15S05A	CUYAPAIPE TANK	0.16	2	NAT	RIM
	CUYAPAIPE TANK Total	0.16			0
14S04	DEER PARK	0.09	2	NAT	BC
	DEER PARK Total	0.09			0
15S26	DESCANSO STATION	0.37	5	AC	RIM
	DESCANSO STATION Total	0.37			0
15S14	DESERT VIEW PG	0.24	5	AC	RIM
	DESERT VIEW PG Total	0.24			0
8S07	DRIPPING SPRINGS CG	4.81	5	AC	RIM
	DRIPPING SPRINGS CG Total	4.81			0
8S07A	DRIPPING SPRINGS STATION	4.92	5	AC	RIM
	DRIPPING SPRINGS STATION Total	4.92			0
14S09	DUBOIS	0.13	2	NAT	BCNM
14S09	DUBOIS	0.13	2	NAT	RIM
	DUBOIS Total	0.25			0
4S07	EAGLE CANYON	1.12	2	NAT	BC
4S07	EAGLE CANYON	1.14	2	NAT	URI
	EAGLE CANYON Total	2.26			0
6S01	EL CARISO CG	1.53	5	AC	RIM
	EL CARISO CG Total	1.53			0
3S04D	EL CARISO DUMP	1.04	2	NAT	RIM
	EL CARISO DUMP Total	1.04			0
6S07B	EL CARISO HELIPORT	1.94	4	AC	RIM
	EL CARISO HELIPORT Total	1.94			0
6S01A	EL CARISO PG	1.58	2	AC	RIM
	EL CARISO PG Total	1.58			0
6S02	EL CARISO STATION	1.59	5	AC	RIM
	EL CARISO STATION Total	1.59			0

15S11A	EL PRADO GROUP CAMP	0.22	4	AC	RIM
	EL PRADO GROUP CAMP Total	0.22			0
6S07C	ELSINORE PEAK	1.96	3	AGG	RIM
6S07C	ELSINORE PEAK	2.08	3	AGG	URI
	ELSINORE PEAK Total	4.04			0
15S09	ESCONDIDO RAVINE	0.19	2	NAT	BCNM
15S09	ESCONDIDO RAVINE	0.19	2	NAT	RIM
	ESCONDIDO RAVINE Total	0.38			0
15S09A	ESCONDIDO RAVINE SPUR	0.19	2	NAT	RIM
	ESCONDIDO RAVINE SPUR Total	0.19			0
11S02	ESMERALDA	0.03	2	NAT	BC
	ESMERALDA Total	0.03			0
6S05A	FALCON CG	1.73	5	AC	RIM
	FALCON CG Total	1.73			0
15S19	FLINN	0.30	2	NAT	BC
15S19	FLINN	0.29	1	NAT	BC
	FLINN Total	0.59			0
17S04A	FOUR CORNERS TH,O.H.V.	0.67	4	BST	BC
	FOUR CORNERS TH,O.H.V. Total	0.67			0
16S08	FRED CANYON	0.47	2	BST	BC
16S08	FRED CANYON	0.48	2	NAT	BC
	FRED CANYON Total	0.95			0
9S11	FRY CREEK CG	10.59	5	AC	RIM
	FRY CREEK CG Total	10.59			0
14S03	GARNET PEAK	0.09	2	NAT	RIM
	GARNET PEAK Total	0.09			0
16S18	GLENCLIFF STATION	0.56	5	AC	RIM
	GLENCLIFF STATION Total	0.56			0
15S24	GOUDIE	0.33	2	NAT	BC
15S24	GOUDIE	0.34	2	NAT	RIM
	GOUDIE Total	0.67			0
12S01	GUEJITO	0.04	2	NAT	BC
	GUEJITO Total	0.04			0
9S06	HALFWAY	6.46	2	NAT	BC
	HALFWAY Total	6.46			0
5S08	HARDING	1.26	2	NAT	BC
5S08	HARDING	1.28	2	NAT	URI
	HARDING Total	2.54			0
17S07	HAUSER CREEK	0.85	2	NAT	BC
17S07	HAUSER CREEK	0.86	2	NAT	BCNM
	HAUSER CREEK Total	1.72			0
10S02	HENSHAW	0.02	2	NAT	BC
10S02	HENSHAW	0.01	2	AC	BCNM
10S02	HENSHAW	0.02	2	NAT	RIM
	HENSHAW Total	0.04			0
16S02	HIDDEN GLEN	0.39	2	NAT	BC
16S02	HIDDEN GLEN	0.39	2	NAT	RIM
	HIDDEN GLEN Total	0.78			0
9S07A	HIGH POINT LOOKOUT	7.37	2	NAT	BC
9S07A	HIGH POINT LOOKOUT	9.29	2	NAT	BCNM
	HIGH POINT LOOKOUT Total	16.65			0
8S05	HIGHPOINT	4.57	2	NAT	BC

8S05	HIGHPOINT	4.58	2	NAT	RIM
	HIGHPOINT Total	9.15			0
6S14	HOLY JIM CANYON	2.57	2	NAT	RIM
	HOLY JIM CANYON Total	2.57			0
15S07	HORSE HEAVEN GROUP CAMP	0.17	5	AC	RIM
	HORSE HEAVEN GROUP CAMP Total	0.17			0
16S04	HORSETHIEF	0.43	5	AC	RIM
16S04	HORSETHIEF	0.40	2	NAT	BC
16S04	HORSETHIEF	0.41	2	NAT	RIM
	HORSETHIEF Total	1.25			0
16S04B	HORSETHIEF TH	0.45	2	NAT	RIM
	HORSETHIEF TH Total	0.45			0
6S10	HOT SPRINGS CANYON	2.29	4	BST	RIM
	HOT SPRINGS CANYON Total	2.29			0
6S10A	HOT SPRINGS TH	2.36	2	NAT	RIM
	HOT SPRINGS TH Total	2.36			0
12S08	INAJA MEMORIAL PG	0.07	5	BST	RIM
	INAJA MEMORIAL PG Total	0.07			0
9S05A	INDIAN FLAT CG	6.45	3	BST	BC
	INDIAN FLAT CG Total	6.45			0
9S05	INDIAN FLATS	6.20	3	BST	BC
9S05	INDIAN FLATS	6.14	2	NAT	BC
	INDIAN FLATS Total	12.34			0
14S02	INDIAN POTRERO 2	0.08	2	NAT	BC
14S02	INDIAN POTRERO 2	0.08	2	NAT	RIM
14S02	INDIAN POTRERO 2	0.08	1	NAT	BC
	INDIAN POTRERO 2 Total	0.24			0
5S01	INDIAN TRUCK TRAIL	1.15	2	NAT	BC
5S01	INDIAN TRUCK TRAIL	1.15	2	NAT	BCNM
	INDIAN TRUCK TRAIL Total	2.30			0
16S04A	JAPATUL STATION	0.44	5	AC	RIM
	JAPATUL STATION Total	0.44			0
5S10	JOPLIN	1.53	2	NAT	BC
	JOPLIN Total	1.53			0
16S16	KERNAN	0.51	2	NAT	BC
16S16	KERNAN	0.51	1	NAT	BC
	KERNAN Total	1.02			0
15S17	KITCHEN CREEK	0.26	4	BST	BC
15S17	KITCHEN CREEK	0.27	4	BST	RIM
	KITCHEN CREEK Total	0.54			0
15S17A	KITCHEN CREEK HELIPORT	0.27	2	AC	BC
	KITCHEN CREEK HELIPORT Total	0.27			0
15S15	L.M.V.A. STATION,(OLD)	0.24	3	NAT	RIM
	L.M.V.A. STATION,(OLD) Total	0.24			0
15S05	LA POSTA	0.15	2	NAT	BC
15S05	LA POSTA	0.15	2	NAT	RIM
	LA POSTA Total	0.30			0
15S11	LAGUNA CG	0.20	5	AC	RIM
	LAGUNA CG Total	0.20			0
15S02	LAGUNA STATION	0.15	5	AC	RIM
	LAGUNA STATION Total	0.15			0
15S20A	LAGUNA VIS	0.32	5	AC	RIM

	LAGUNA VIS Total	0.32			0
15S25	LAS BANCAS-PINE CREEK TH	0.36	5	AC	BC
15S25	LAS BANCAS-PINE CREEK TH	0.36	5	AC	URI
15S25	LAS BANCAS-PINE CREEK TH	0.35	2	NAT	BC
15S25	LAS BANCAS-PINE CREEK TH	0.35	2	NAT	RIM
	LAS BANCAS-PINE CREEK TH Total	1.42			0
6S05	LONG CANYON	1.68	5	AC	RIM
6S05	LONG CANYON	1.60	4	AC	BC
6S05	LONG CANYON	1.64	4	AC	RIM
	LONG CANYON Total	4.91			0
16S15	LONG VALLEY LOOP	0.49	2	NAT	BC
	LONG VALLEY LOOP Total	0.49			0
7S03	LOS ALAMOS	2.90	2	NAT	BC
7S03	LOS ALAMOS	2.90	2	NAT	RIM
	LOS ALAMOS Total	5.79			0
15S20	LOS HUECOS RESERVOIR	0.30	2	NAT	RIM
	LOS HUECOS RESERVOIR Total	0.30			0
16S17	LOS PINOS	0.52	2	NAT	BC
	LOS PINOS Total	0.52			0
6S05C	LOS PINOS HOTSHOTS	1.81	4	AC	RIM
	LOS PINOS HOTSHOTS Total	1.81			0
16S17A	LOS PINOS LOOKOUT	0.52	2	NAT	BC
	LOS PINOS LOOKOUT Total	0.52			0
10S04	LOVE VALLEY	0.03	2	NAT	BC
	LOVE VALLEY Total	0.03			0
6S09	LOWER SAN JUAN PG	2.23	5	AC	BC
	LOWER SAN JUAN PG Total	2.23			0
12S04	LOWER SANTA YSABEL	0.06	2	NAT	BC
	LOWER SANTA YSABEL Total	0.06			0
11S03	LUSARDI	0.04	2	NAT	BC
	LUSARDI Total	0.04			0
17S11	LYONS PEAK	0.96	2	NAT	BC
	LYONS PEAK Total	0.96			0
5S04	MAPLE SPRINGS	1.22	4	BST	BC
5S04	MAPLE SPRINGS	1.23	4	BST	RIM
5S04	MAPLE SPRINGS	1.20	3	NAT	BC
	MAPLE SPRINGS Total	3.65			0
8S01	MARGARITA	4.12	2	NAT	BC
	MARGARITA Total	4.12			0
15S27A	MEADOW	0.37	1	NAT	BC
	MEADOW Total	0.37			0
6S07A	MEMORIAL PG	1.86	2	NAT	RIM
	MEMORIAL PG Total	1.86			0
15S21	MINER'S	0.32	2	NAT	BC
	MINER'S Total	0.32			0
3S04A	MODJESKA PEAK	1.01	2	NAT	BC
	MODJESKA PEAK Total	1.01			0
15S16	MORRIS RANCH	0.26	5	AC	RIM
15S16	MORRIS RANCH	0.25	3	AGG	RIM
15S16	MORRIS RANCH	0.24	2	NAT	RIM
	MORRIS RANCH Total	0.75			0
14S05D	NOBLE CANYON PARKING SPUR	0.11	2	NAT	BC

	NOBLE CANYON PARKING SPUR Total	0.11			0
14S05B	NOBLE CANYON TH	0.10	5	AC	URI
	NOBLE CANYON TH Total	0.10			0
3S04	NORTH MAIN DIVIDE	0.99	4	AC	BC
3S04	NORTH MAIN DIVIDE	1.01	4	AC	RIM
3S04	NORTH MAIN DIVIDE	0.97	2	BST	BC
3S04	NORTH MAIN DIVIDE	0.97	2	NAT	BC
3S04	NORTH MAIN DIVIDE	0.98	2	NAT	BCNM
3S04	NORTH MAIN DIVIDE	0.98	2	NAT	RIM
	NORTH MAIN DIVIDE Total	5.89			0
9S09	OAK GROVE	10.39	2	NAT	BC
	OAK GROVE Total	10.39			0
9S01	OAK GROVE CG	5.57	5	AC	BC
	OAK GROVE CG Total	5.57			0
9S02	OAK GROVE STATION	5.69	5	AC	BC
	OAK GROVE STATION Total	5.69			0
15S08	OASIS SPRINGS	0.18	2	NAT	RIM
	OASIS SPRINGS Total	0.18			0
9S12	OBSERVATORY CG	29.14	5	AC	RIM
	OBSERVATORY CG Total	29.14			0
12S02	OROSCO RIDGE	0.05	3	NAT	BC
12S02	OROSCO RIDGE	0.05	2	NAT	BC
	OROSCO RIDGE Total	0.11			0
9S07	PALOMAR DIVIDE	7.05	2	NAT	BC
9S07	PALOMAR DIVIDE	7.19	2	NAT	BCNM
9S07	PALOMAR DIVIDE	7.35	2	NAT	RIM
	PALOMAR DIVIDE Total	21.58			0
14S05	PINE CREEK	0.09	5	AC	BC
14S05	PINE CREEK	0.09	5	AC	URI
14S05	PINE CREEK	0.09	4	BST	BC
14S05	PINE CREEK	0.09	4	BST	RIM
	PINE CREEK Total	0.37			0
14S05A	PINE CREEK TRACT	0.10	2	NAT	URI
	PINE CREEK TRACT Total	0.10			0
13S08A	PINE HILLS STATION	0.07	5	AC	RIM
	PINE HILLS STATION Total	0.07			0
11S07	PINE MOUNTAIN	0.04	2	NAT	BC
	PINE MOUNTAIN Total	0.04			0
14S06	PIONEER MAIL PG	0.12	5	AC	RIM
	PIONEER MAIL PG Total	0.12			0
3S04B	PLEASANTS PEAK	1.01	2	NAT	BC
	PLEASANTS PEAK Total	1.01			0
9S04	PUERTA LA CRUZ	6.08	2	NAT	BC
	PUERTA LA CRUZ Total	6.08			0
15S03	RED TAILED ROOST	0.15	5	AC	RIM
	RED TAILED ROOST Total	0.15			0
8S03	ROBLAR	4.52	2	NAT	BC
	ROBLAR Total	4.52			0
15S12	SAGE	0.24	1	BST	RIM
	SAGE Total	0.24			0
6S15	SAN JUAN LOOP TH	2.69	5	AC	RIM
	SAN JUAN LOOP TH Total	2.69			0

7S05	SAN JUAN SOUTH TRACT	3.96	2	NAT	RIM
	SAN JUAN SOUTH TRACT Total	3.96			0
11S05	SAN LUIS REY PG	0.04	5	AC	BC
	SAN LUIS REY PG Total	0.04			0
14S10	SAND	0.13	1	NAT	BC
14S10	SAND	0.14	1	NAT	BCNM
	SAND Total	0.26			0
3S04C	SANTIAGO PEAK	1.03	2	NAT	BC
	SANTIAGO PEAK Total	1.03			0
5S09	SANTIAGO RIDGE	1.29	2	NAT	BC
5S09	SANTIAGO RIDGE	1.30	2	NAT	BCNM
5S09	SANTIAGO RIDGE	1.31	2	NAT	URI
	SANTIAGO RIDGE Total	3.90			0
15S18	SHEEPHEAD MOUNTAIN	0.29	2	NAT	BC
15S18	SHEEPHEAD MOUNTAIN	0.29	2	NAT	RIM
15S18	SHEEPHEAD MOUNTAIN	0.28	1	NAT	BC
	SHEEPHEAD MOUNTAIN Total	0.86			0
5S03	SILVERADO MOTOR WAY	1.16	2	NAT	RIM
	SILVERADO MOTOR WAY Total	1.16			0
5S05	SILVERADO RIDGE	1.23	2	NAT	BC
	SILVERADO RIDGE Total	1.23			0
7S09	SITTON PEAK	4.04	2	NAT	BC
	SITTON PEAK Total	4.04			0
17S06	SKYE VALLEY	0.82	5	AC	BC
17S06	SKYE VALLEY	0.70	2	NAT	BC
17S06	SKYE VALLEY	0.70	2	NAT	EW
17S06	SKYE VALLEY	0.78	2	NAT	RIM
	SKYE VALLEY Total	3.00			0
17S08	SOUTH BOUNDRY	0.88	2	NAT	BC
17S08	SOUTH BOUNDRY	0.90	2	NAT	BCNM
	SOUTH BOUNDRY Total	1.78			0
6S07	SOUTH MAIN DIVIDE	1.83	4	BST	EW
6S07	SOUTH MAIN DIVIDE	1.83	4	BST	RIM
6S07	SOUTH MAIN DIVIDE	1.85	4	BST	URI
6S07	SOUTH MAIN DIVIDE	1.82	2	NAT	RIM
	SOUTH MAIN DIVIDE Total	7.33			0
12S05	SUTHERLAND DAM	0.06	3	NAT	BC
	SUTHERLAND DAM Total	0.06			0
7S01	TENAJA	2.69	2	NAT	EW
7S01	TENAJA	2.80	2	NAT	RIM
	TENAJA Total	5.49			0
7S04E	TENAJA FALLS TH	3.71	2	NAT	BC
7S04E	TENAJA FALLS TH	3.86	2	NAT	EW
	TENAJA FALLS TH Total	7.57			0
7S04C	TENAJA STATION	3.58	2	NAT	BC
	TENAJA STATION Total	3.58			0
7S04D	TENAJA TH	3.63	4	AC	BC
	TENAJA TH Total	3.63			0
6S13	TRABUCO CANYON	2.46	2	NAT	RIM
	TRABUCO CANYON Total	2.46			0
14S07	TULE SPRINGS	0.12	2	NAT	BC
14S07	TULE SPRINGS	0.12	2	NAT	BCNM

14S07	TULE SPRINGS	0.12	2	NAT	URI
	TULE SPRINGS Total	0.36			0
6S08	UPPER SAN JUAN CG	2.15	5	AC	BC
	UPPER SAN JUAN CG Total	2.15			0
12S07	UPPER SANTA YSABEL	0.07	2	NAT	BC
	UPPER SANTA YSABEL Total	0.07			0
13S10	WESTSIDE	0.07	2	NAT	BC
13S10	WESTSIDE	0.07	2	NAT	URI
	WESTSIDE Total	0.15			0
7S04	WILDOMAR	2.95	4	AC	BC
7S04	WILDOMAR	3.11	4	BST	BC
7S04	WILDOMAR	3.37	4	BST	RIM
	WILDOMAR Total	9.43			0
7S04B	WILDOMAR CG,O.H.V	3.49	4	BST	BC
7S04B	WILDOMAR CG,O.H.V	3.51	4	BST	RIM
	WILDOMAR CG,O.H.V Total	7.00			0
7S04A	WILDOMAR TH,O.H.V.	3.41	4	BST	RIM
	WILDOMAR TH,O.H.V. Total	3.41			0
15S33	WILDWOOD GLEN	0.38	2	NAT	RIM
	WILDWOOD GLEN Total	0.38			0
17S09	WISECARVER	0.91	2	NAT	BC
	WISECARVER Total	0.91			0
15S10	WOODED HILL	0.19	4	AC	BCNM
15S10	WOODED HILL	0.19	4	AC	RIM
	WOODED HILL Total	0.38			0
15S10A	WOODED HILL CG	0.19	3	NAT	RIM
	WOODED HILL CG Total	0.19			0
	Grand Total	353.58			0

Appendix A: LPNF Roads Summary					
ID	NAME	MILES	OPML	SURFACE	LUZ
11N01.2	1 BATES CANYON	0.01	4	BST	BC
	1 BATES CANYON Total	0.01			0
31S02.2	1 BRANCH MTN.	0.31	2	NAT	BC
	1 BRANCH MTN. Total	0.31			0
8N08.2	1 CACHUMA MTN.	3.19	2	NAT	BC
	1 CACHUMA MTN. Total	3.19			0
6N01.2	1 CHERRY CYN.	1.34	1	NAT	BC
	1 CHERRY CYN. Total	1.34			0
5N42.2	1 CHIEF PEAK OHV	1.22	2	NAT	BC
	1 CHIEF PEAK OHV Total	1.22			0
28S02.2	1 FERNANDEZ OHV	0.20	3	NAT	BC
	1 FERNANDEZ OHV Total	0.20			0
7N07.2	1 HAPPY CYN.	1.84	4	BST	BC
7N07.2	1 HAPPY CYN.	1.89	4	BST	RIM
	1 HAPPY CYN. Total	3.73			0
23S01.2	1 LOS BURROS	0.13	3	NAT	BC
	1 LOS BURROS Total	0.13			0
5N13.2	1 MURIETTA	0.65	2	NAT	BC
5N13.2	1 MURIETTA	0.65	2	NAT	RIM
	1 MURIETTA Total	1.31			0
29S02.2	1 NAVAJO OHV	0.21	3	NAT	BC
	1 NAVAJO OHV Total	0.21			0
11N04.2	1 PINE CANYON	0.03	3	NAT	BC
	1 PINE CANYON Total	0.03			0
30S05.2	1 POZO ARROYO OHV	0.28	2	NAT	BC
	1 POZO ARROYO OHV Total	0.28			0
29S18.2	1 QUEEN BEE L* OHV	0.25	2	NAT	BC
	1 QUEEN BEE L* OHV Total	0.25			0
19S08.2	1 RELIZ CANYON	0.06	2	NAT	BC
	1 RELIZ CANYON Total	0.06			0
6N06.2	1 REYES PEAK	1.42	2	NAT	BC
	1 REYES PEAK Total	1.42			0
5N15.2	1 ROMERO CAMU* FDR	0.70	2	NAT	BC
5N15.2	1 ROMERO CAMU* FDR	0.71	2	NAT	URI
	1 ROMERO CAMU* FDR Total	1.41			0
5N18.2	1 SANTA YNEZ	0.79	4	BST	URI
	1 SANTA YNEZ Total	0.79			0
6N16.2	1 SQUAW FLAT	1.55	3	NAT	URI
	1 SQUAW FLAT Total	1.55			0
4N05.2	1 SUPERIOR RI.	0.48	2	NAT	BC
	1 SUPERIOR RI. Total	0.48			0
8N25.2	1 SUTTON RD.	4.15	1	NAT	BC
	1 SUTTON RD. Total	4.15			0
30S02.3	2 AGUA ESCOND	0.26	3	NAT	BC
	2 AGUA ESCOND Total	0.26			0
11N01.3	2 BATES CANYON OHV	0.01	2	NAT	BC
	2 BATES CANYON OHV Total	0.01			0
31S02.3	2 BRANCH MTN.	0.32	2	NAT	BC
	2 BRANCH MTN. Total	0.32			0
20S05.3	2 CENTRAL COA	0.08	3	NAT	BC

20S05.3	2 CENTRAL COA	0.09	3	NAT	EW
	2 CENTRAL COA Total	0.17			0
7N07.3	2 HAPPY CANYON	1.93	4	BST	BC
	2 HAPPY CANYON Total	1.93			0
11N04.3	2 LA BREA	0.03	3	NAT	BC
	2 LA BREA Total	0.03			0
5N15.3	2 ROMERO CAMU*FDR	0.73	4	NAT	URI
	2 ROMERO CAMU*FDR Total	0.73			0
5N19.3	2WEST CAMINO	0.98	5	BST	BC
	2WEST CAMINO Total	0.98			0
11N04.4	3 COLSON CYN.	0.03	3	NAT	BC
	3 COLSON CYN. Total	0.03			0
7N07.4	3 HAPPY CANYON	1.95	3	NAT	BC
	3 HAPPY CANYON Total	1.95			0
20S05.4	3 SOUTH COAST	0.09	3	NAT	BC
	3 SOUTH COAST Total	0.09			0
30S02.5	4 BRANCH CREEK OHV	0.27	2	NAT	BC
	4 BRANCH CREEK OHV Total	0.27			0
7N07.5	4 HAPPY CANYON	1.99	4	BST	BC
	4 HAPPY CANYON Total	1.99			0
20S05.5	4 SOUTH COA. RG	0.09	2	NAT	BC
	4 SOUTH COA. RG Total	0.09			0
20S05.6	5 SOUTH COAST	0.09	2	NAT	BC
	5 SOUTH COAST Total	0.09			0
20S05.7	6 SOUTH COAST	0.10	2	NAT	BC
	6 SOUTH COAST Total	0.10			0
32S20	AGUA ESCOND OHV.	0.39	2	NAT	BC
	AGUA ESCOND OHV. Total	0.39			0
8N01.3	ALAMO MTN.	2.71	2	NAT	BC
	ALAMO MTN. Total	2.71			0
23S01D	ALDER CREEK	0.14	2	NAT	BC
	ALDER CREEK Total	0.14			0
22S04A	ALMS RIDGE CG.	0.13	2	NAT	BC
	ALMS RIDGE CG. Total	0.13			0
32S23	ALOMO OHV	0.40	2	NAT	BC
	ALOMO OHV Total	0.40			0
30S04	AMERICAN CYN.	0.28	3	NAT	BC
	AMERICAN CYN. Total	0.28			0
8N06	APACHE CYN.	3.14	3	NAT	BC
	APACHE CYN. Total	3.14			0
9N09C	APACHE SDDL	6.49	5	BST	BC
	APACHE SDDL Total	6.49			0
8N10A	APACHE SPUR OHV	3.48	2	NAT	BC
8N10B	APACHE SPUR OHV	3.54	2	NAT	BC
	APACHE SPUR OHV Total	7.03			0
8N10	APACHE WASH OHV	3.48	2	NAT	BC
	APACHE WASH OHV Total	3.48			0
19S09B	AROY-SECO CG.	0.06	5	BST	URI
	AROY-SECO CG. Total	0.06			0
19S09A	AROY-SECO PG.	0.06	5	BST	URI
	AROY-SECO PG. Total	0.06			0
5N20	ARROYO BURRO	1.04	2	NAT	BC

5N20	ARROYO BURRO	1.06	2	NAT	URI
	ARROYO BURRO Total	2.10			0
30S02A	AVENALES STA.	0.27	2	NAT	BC
	AVENALES STA. Total	0.27			0
9N10.1	BALLINGER CYN.	6.58	4	BST	BC
	BALLINGER CYN. Total	6.58			0
9N10.2	BALLINGER CYN. OHV	6.66	2	NAT	BC
	BALLINGER CYN. OHV Total	6.66			0
9N10A	BALLINGER SPUR OHV	6.72	2	NAT	BC
9N10B	BALLINGER SPUR OHV	6.84	2	NAT	BC
9N10C	BALLINGER SPUR OHV	6.96	2	NAT	BC
9N10D	BALLINGER SPUR OHV	7.34	2	NAT	BC
9N10E	BALLINGER SPUR OHV	7.38	2	NAT	BC
	BALLINGER SPUR OHV Total	35.25			0
11N01B	BATES CYN. CG.	0.02	4	BST	BC
	BATES CYN. CG. Total	0.02			0
5N26	BEAVER CAMP	1.07	4	BST	BC
	BEAVER CAMP Total	1.07			0
28S02A	BENCHMARK OHV	0.20	2	NAT	BC
	BENCHMARK OHV Total	0.20			0
5N16	BIG CALIENTA	0.78	3	NAT	BC
	BIG CALIENTA Total	0.78			0
32S25	BIG ROCKS OHV	0.42	2	NAT	BC
	BIG ROCKS OHV Total	0.42			0
4N13B	BLUE POINT	0.55	4	BST	URI
	BLUE POINT Total	0.55			0
9N52	BLUE RIDGE OHV	23.30	2	NAT	BC
	BLUE RIDGE OHV Total	23.30			0
9N11A	BLUFF CAMP	9.17	3	NAT	BC
9N11A	BLUFF CAMP	9.57	3	NAT	EW
	BLUFF CAMP Total	18.74			0
20S03	BORONDA HSE.	0.08	2	NAT	BC
	BORONDA HSE. Total	0.08			0
18S05A	BOTTCHERS CG.	0.04	4	NAT	BC
	BOTTCHERS CG. Total	0.04			0
30S02B	BRANCH CREEK OHV	0.27	2	NAT	BC
	BRANCH CREEK OHV Total	0.27			0
11N04A	BROOKSHIRE OHV	0.03	2	NAT	BC
	BROOKSHIRE OHV Total	0.03			0
7N08A	BUCK CREEK	2.26	5	BST	BC
7N08	BUCK CREEK	2.24	4	BST	BC
	BUCK CREEK Total	4.49			0
9N11.2	BUCKHORN	7.74	3	NAT	BC
9N11.3	BUCKHORN	7.80	2	NAT	BC
	BUCKHORN Total	15.54			0
9N11.1	BUCKHORN RD.	7.73	4	BST	BC
9N11.4	BUCKHORN RD.	7.86	2	NAT	BC
9N11.4	BUCKHORN RD.	8.77	2	NAT	EW
	BUCKHORN RD. Total	24.36			0
11N06	BUCKHORN RIDGE OHV	0.03	2	NAT	BC
	BUCKHORN RIDGE OHV Total	0.03			0
9N27A	CABALLO CG.	15.44	3	NAT	BC

	CABALLO CG. Total	15.44			0
7N07E	CACHUMA CG.	2.15	3	NAT	BC
	CACHUMA CG. Total	2.15			0
8N08.1	CACHUMA MTN.	3.18	2	NAT	BC
	CACHUMA MTN. Total	3.18			0
7N07F	CACHUMA SAD.	2.18	4	BST	BC
	CACHUMA SAD. Total	2.18			0
5N12	CAMINO CIELO	0.59	1	NAT	RIM
	CAMINO CIELO Total	0.59			0
9N07	CAMP ALTO	6.08	4	BST	BC
	CAMP ALTO Total	6.08			0
9N27	CAMP MARION	12.02	3	NAT	BC
	CAMP MARION Total	12.02			0
8N03	CATWAY OHV	2.91	2	NAT	BC
	CATWAY OHV Total	2.91			0
29S11	CERRO ALTO	0.22	4	BST	BC
	CERRO ALTO Total	0.22			0
20S05D	CHALK PEAK CG.	0.10	2	NAT	BC
	CHALK PEAK CG. Total	0.10			0
32S22	CHAMIDE OHV	0.40	2	NAT	BC
	CHAMIDE OHV Total	0.40			0
6N01.1	CHERRY CYN.	1.31	2	NAT	BC
	CHERRY CYN. Total	1.31			0
19S07	CHEW'S RIDGE	0.06	2	NAT	BC
	CHEW'S RIDGE Total	0.06			0
5N42.1	CHIEF PEAK	1.21	4	BST	BC
	CHIEF PEAK Total	1.21			0
19S03A	CHINA CG.	0.05	3	NAT	BC
	CHINA CG. Total	0.05			0
8N04A	CHUCHUPATE	3.02	4	BST	BC
8N04B	CHUCHUPATE	3.05	4	BST	URI
	CHUCHUPATE Total	6.07			0
20S05B	COLD SPRINGS	0.10	1	NAT	BC
	COLD SPRINGS Total	0.10			0
11N04D	COLSON CYN CG.	0.03	3	NAT	BC
	COLSON CYN CG. Total	0.03			0
11N04C	COLSON CYN STA	0.03	2	NAT	BC
	COLSON CYN STA Total	0.03			0
9N24	CONDER OBS*	11.30	2	NAT	BC
	CONDER OBS* Total	11.30			0
8N12A	COTTONWOOD OHV	3.76	2	NAT	BC
	COTTONWOOD OHV Total	3.76			0
5N34	COZY DEL	1.08	2	NAT	BC
5N34	COZY DEL	1.08	2	NAT	URI
	COZY DEL Total	2.15			0
5N34A	COZY DEL S*	1.13	2	NAT	BC
	COZY DEL S* Total	1.13			0
8N16B	CUMBRE PG.	4.00	2	NAT	RIM
	CUMBRE PG. Total	4.00			0
8N07	CUYAMA RIVER OHV	3.17	2	NAT	BC
	CUYAMA RIVER OHV Total	3.17			0
9N47A	DEER FLAT SPUR OHV	17.25	2	NAT	BC

	DEER FLAT SPUR OHV Total	17.25			0
9N47.1	DEER PARK	16.66	2	NAT	BC
	DEER PARK Total	16.66			0
9N47.2	DEER PARK OHV	16.94	2	NAT	BC
	DEER PARK OHV Total	16.94			0
9N48	DEER RIDGE OHV	19.91	2	NAT	BC
	DEER RIDGE OHV Total	19.91			0
6N11	DON VICTOR	1.48	2	NAT	BC
	DON VICTOR Total	1.48			0
6N16B	DOUGH FLAT	1.56	3	NAT	URI
	DOUGH FLAT Total	1.56			0
8N40C	DRY CYN. OHV	4.68	2	NAT	BC
	DRY CYN. OHV Total	4.68			0
5N12.3	EAST CAMINO	0.61	4	BST	BC
5N12.2	EAST CAMINO	0.61	3	NAT	BC
	EAST CAMINO Total	1.22			0
5N12.1	EAST CAMINO OHV	0.60	2	NAT	BC
	EAST CAMINO OHV Total	0.60			0
8N40	EAST DRY CYN.	4.32	3	NAT	BC
8N40	EAST DRY CYN.	4.34	3	NAT	EW
	EAST DRY CYN. Total	8.66			0
8N32	EAST PINERY	4.16	2	NAT	BC
	EAST PINERY Total	4.16			0
9N01	EDISON ROAD	5.06	2	NAT	BC
9N01	EDISON ROAD	5.36	2	NAT	URI
	EDISON ROAD Total	10.42			0
19S09D	ESCONDIDO CG.	0.07	3	NAT	BC
	ESCONDIDO CG. Total	0.07			0
5N18N	FALLS DUA.	0.94	4	AC	URI
	FALLS DUA. Total	0.94			0
29S15	FERNANDEZ C* OHV	0.23	3	NAT	BC
	FERNANDEZ C* OHV Total	0.23			0
28S02.1	FERNANDEZ OHV	0.20	2	NAT	BC
	FERNANDEZ OHV Total	0.20			0
7N07A	FIGUEROA B*	2.01	2	NAT	RIM
	FIGUEROA B* Total	2.01			0
7N07B	FIGUEROA CG.	2.05	5	BST	RIM
	FIGUEROA CG. Total	2.05			0
8N16	FIGUEROA LO.	3.83	3	NAT	BC
8N16	FIGUEROA LO.	3.84	3	NAT	RIM
	FIGUEROA LO. Total	7.67			0
7N07C	FIGUEROA STA.	2.09	5	BST	BC
7N07C	FIGUEROA STA.	2.12	5	BST	RIM
	FIGUEROA STA. Total	4.21			0
8N24	FRAZIER EXT*	4.13	2	NAT	BC
	FRAZIER EXT* Total	4.13			0
8N04.1	FRAZIER MTN.	2.91	4	BST	BC
8N04.1	FRAZIER MTN.	2.93	4	BST	URI
8N04.2	FRAZIER MTN.	2.94	2	NAT	BC
8N04.2	FRAZIER MTN.	2.95	2	NAT	URI
	FRAZIER MTN. Total	11.74			0
5N18A	FREMONT CG.	0.82	5	BST	URI

	FREMONT CG. Total	0.82			0
29S14	FRIIS OHV	0.22	2	NAT	BC
	FRIIS OHV Total	0.22			0
30S18	GARCIA RIDG. OHV	0.30	2	NAT	BC
30S18	GARCIA RIDG. OHV	0.31	2	NAT	EW
	GARCIA RIDG. OHV Total	0.61			0
8N01.1	GOLD HILL	2.66	4	BST	BC
8N01.2	GOLD HILL	2.67	4	BST	BC
	GOLD HILL Total	5.33			0
5N11	GRIDLEY CYN.	0.58	2	NAT	BC
	GRIDLEY CYN. Total	0.58			0
7N03D	HALF MOON	1.82	3	NAT	BC
	HALF MOON Total	1.82			0
19S13	HANGING VAL.	0.08	1	NAT	BC
19S13	HANGING VAL.	0.08	1	NAT	EW
	HANGING VAL. Total	0.16			0
9N11B	HAPPY HOLLOW	9.71	2	NAT	BC
	HAPPY HOLLOW Total	9.71			0
30S11B	HI MOUNTAIN CG.	0.30	5	BST	BC
	HI MOUNTAIN CG. Total	0.30			0
30S11A	HI MOUNTAIN LO.	0.30	2	NAT	BC
	HI MOUNTAIN LO. Total	0.30			0
30S11	HI MOUNTAIN OHV	0.29	2	NAT	BC
30S11	HI MOUNTAIN OHV	0.30	2	NAT	EW
	HI MOUNTAIN OHV Total	0.59			0
6N17	HILDRETH PK.	1.58	2	NAT	BC
	HILDRETH PK. Total	1.58			0
5N05	HOWARD CREEK	0.55	2	NAT	BC
	HOWARD CREEK Total	0.55			0
29S25	HOWARD HILL OHV	0.26	2	NAT	BC
	HOWARD HILL OHV Total	0.26			0
19S09I	INDIANS	0.08	2	NAT	BC
	INDIANS Total	0.08			0
19S09G	INDIANS COMPLX	0.07	2	NAT	BC
	INDIANS COMPLX Total	0.07			0
19S09F	INDIANS STA.	0.07	2	NAT	BC
	INDIANS STA. Total	0.07			0
32S11A	JACK SPRING	0.33	2	NAT	BC
	JACK SPRING Total	0.33			0
32S25B	JACK SPRING SPUR OHV	0.45	2	NAT	BC
	JACK SPRING SPUR OHV Total	0.45			0
32S25A	JACK SPRINGS OHV	0.44	2	NAT	BC
	JACK SPRINGS OHV Total	0.44			0
11N03A	JOHNSON SUP*	0.02	2	NAT	BC
	JOHNSON SUP* Total	0.02			0
8N01A	KINGS CAMP	2.78	4	BST	BC
	KINGS CAMP Total	2.78			0
7N13	KINKAID ORV	2.55	2	NAT	BC
	KINKAID ORV Total	2.55			0
22S02	KIRK CREEK CG.	0.12	5	BST	BC
	KIRK CREEK CG. Total	0.12			0
4N04A	LA BROCHE CYN.	0.48	2	NAT	BC

	LA BROCHE CYN. Total	0.48			0
5N12B	LA CUMBRE LO.	0.64	4	BST	BC
	LA CUMBRE LO. Total	0.64			0
4N10.1	LAGUNA RIDGE	0.54	2	NAT	URI
	LAGUNA RIDGE Total	0.54			0
29S16	LAS CHICHES OHV	0.24	2	NAT	BC
	LAS CHICHES OHV Total	0.24			0
11N04B	LAZY CAMP CG. OHV	0.03	2	NAT	BC
	LAZY CAMP CG. OHV Total	0.03			0
6N31A	LION CYN.	1.63	4	BST	BC
	LION CYN. Total	1.63			0
5N18P	LIVE OAK DUA.	0.96	4	AC	URI
	LIVE OAK DUA. Total	0.96			0
8N12.1	LOCKWOOD CR.	3.63	3	NAT	BC
8N12.1	LOCKWOOD CR.	3.68	3	NAT	RIM
	LOCKWOOD CR. Total	7.31			0
8N12.2	LOCKWOOD CREEK OHV	3.73	2	NAT	BC
	LOCKWOOD CREEK OHV Total	3.73			0
32S16	LOGAN RIDGE OHV	0.38	2	NAT	BC
	LOGAN RIDGE OHV Total	0.38			0
7N05	LOMA VICTOR	1.84	2	NAT	BC
	LOMA VICTOR Total	1.84			0
23S01C	LOS BURROS	0.13	3	NAT	BC
	LOS BURROS Total	0.13			0
32S28	LOS MACHOS OHV	0.45	2	NAT	BC
	LOS MACHOS OHV Total	0.45			0
5N18J	LOS PRIETOS	0.91	5	BST	URI
5N18H	LOS PRIETOS	0.89	4	BST	URI
	LOS PRIETOS Total	1.80			0
5N18B	LOS PRIETOS CG.	0.84	5	BST	URI
	LOS PRIETOS CG. Total	0.84			0
5N43A	LOS PRIETOS RS.	1.24	5	BST	URI
	LOS PRIETOS RS. Total	1.24			0
5N18F	LOS PRIETOS T.P.	0.87	4	BST	URI
	LOS PRIETOS T.P. Total	0.87			0
5N43	LOS PRIETOS WH.	1.24	5	BST	URI
	LOS PRIETOS WH. Total	1.24			0
5N18L	LOWER OSO CG.	0.92	5	BST	URI
	LOWER OSO CG. Total	0.92			0
5N43B	LP RESIDENCE	1.28	5	BST	URI
	LP RESIDENCE Total	1.28			0
12N05	MADRE ROAD OHV	0.04	2	NAT	BC
	MADRE ROAD OHV Total	0.04			0
9N08	MCGILL CG.	6.29	5	BST	BC
	MCGILL CG. Total	6.29			0
32S13D	MCPHERSON LO.	0.35	2	NAT	BC
	MCPHERSON LO. Total	0.35			0
19S09E	MEM0RIAL PARK	0.07	3	NAT	BC
	MEM0RIAL PARK Total	0.07			0
6N31C	MIDDLE LION	1.67	4	BST	BC
	MIDDLE LION Total	1.67			0
5N15E	MIDDLE S.Y. CG.	0.77	3	NAT	BC

	MIDDLE S.Y. CG. Total	0.77			0
19S10A	MIDNIGHT CYN.	0.08	2	NAT	BC
	MIDNIGHT CYN. Total	0.08			0
20S05E	MIGUEL CG.	0.10	2	NAT	BC
20S05E	MIGUEL CG.	0.10	2	NAT	EW
	MIGUEL CG. Total	0.20			0
9N04	MILL CANYON	5.66	2	NAT	BC
9N04	MILL CANYON	5.70	2	NAT	RIM
	MILL CANYON Total	11.36			0
22S03	MILL CREEK PG.	0.12	5	BST	BC
	MILL CREEK PG. Total	0.12			0
19S03	MILLER CYN.	0.04	2	NAT	BC
19S03	MILLER CYN.	0.04	2	NAT	EW
	MILLER CYN. Total	0.09			0
8N12.3	MILLER JEEP OHV	3.74	2	NAT	BC
	MILLER JEEP OHV Total	3.74			0
11N03	MIRANDA PINE	0.02	3	NAT	BC
32S13A	MIRANDA PINE	0.35	2	NAT	BC
	MIRANDA PINE Total	0.38			0
32S13B	MIRANDA PINE CG	0.35	3	NAT	BC
	MIRANDA PINE CG Total	0.35			0
5N15J	MONO CG.	0.77	0	NAT	BC
	MONO CG. Total	0.77			0
6N03B	MONTE ARIDO	1.38	2	NAT	BC
	MONTE ARIDO Total	1.38			0
8N13	MT. PINOS CG.	3.81	5	BST	BC
	MT. PINOS CG. Total	3.81			0
9N09A	MUD SPRING	6.38	2	NAT	BC
	MUD SPRING Total	6.38			0
5N13.3	MURIETA	0.68	2	NAT	BC
	MURIETA Total	0.68			0
6N03C	MURIETTA DAM	1.40	2	NAT	BC
	MURIETTA DAM Total	1.40			0
7N03.1	MUTAU	1.72	4	AC	BC
7N03.2	MUTAU	1.73	3	NAT	BC
	MUTAU Total	3.45			0
22S01B	NACIMIENTO CG.	0.11	3	NAT	BC
	NACIMIENTO CG. Total	0.11			0
22S01C	NACIMIENTO STA.	0.11	5	BST	BC
	NACIMIENTO STA. Total	0.11			0
29S02A	NAVAJO TH.	0.22	3	NAT	BC
	NAVAJO TH. Total	0.22			0
8N09B	NIRA CG.	3.45	4	BST	BC
8N09B	NIRA CG.	3.46	4	BST	EW
	NIRA CG. Total	6.90			0
5N08	NORDHOFF RD. OHV	0.56	2	NAT	BC
	NORDHOFF RD. OHV Total	0.56			0
6N30	OGLIVY RANCH	1.60	1	NAT	BC
	OGLIVY RANCH Total	1.60			0
12N03.1	OLD SIERRA OHV	0.04	2	NAT	BC
	OLD SIERRA OHV Total	0.04			0
9N01A	O'NEIL SPUR OHV	5.56	2	NAT	BC

	O'NEIL SPUR OHV Total	5.56			0
9N03A	OZENA C.G.	5.66	3	NAT	RIM
	OZENA C.G. Total	5.66			0
7N12	OZENA STA.	2.38	5	BST	BC
7N12	OZENA STA.	2.43	5	BST	RIM
	OZENA STA. Total	4.80			0
23S06	PACIFIC VAL. STA.	0.16	5	BST	BC
	PACIFIC VAL. STA. Total	0.16			0
32S13C	PAINTED ROCK	0.35	2	NAT	BC
	PAINTED ROCK Total	0.35			0
5N18C	PARADISE CG.	0.85	4	BST	URI
	PARADISE CG. Total	0.85			0
32S21	PARADISE SPR. OHV	0.40	2	NAT	BC
	PARADISE SPR. OHV Total	0.40			0
5N15D	P-BAR CG.	0.76	3	NAT	BC
	P-BAR CG. Total	0.76			0
5N01	PENDOLA JEEP	0.55	2	NAT	BC
	PENDOLA JEEP Total	0.55			0
5N16A	PENDOLA STA.	0.79	4	NAT	BC
	PENDOLA STA. Total	0.79			0
19S05A	PFEIFFER BEACH	0.05	4	BST	RIM
	PFEIFFER BEACH Total	0.05			0
7N03C	PIANO BOX L*	1.82	2	NAT	BC
	PIANO BOX L* Total	1.82			0
6N24	PIE CANYON	1.58	2	NAT	BC
	PIE CANYON Total	1.58			0
6N31B	PIEDRA BLANCO	1.63	3	NAT	BC
	PIEDRA BLANCO Total	1.63			0
11N04.1	PINE CANYON	0.02	2	NAT	BC
	PINE CANYON Total	0.02			0
31S03	PINE CREEK	0.32	1	NAT	BC
	PINE CREEK Total	0.32			0
6N06A	PINE MTN.	1.42	3	NAT	BC
	PINE MTN. Total	1.42			0
30S17	PINE MTN. OHV	0.30	2	NAT	BC
	PINE MTN. OHV Total	0.30			0
7N03A	PINE SPRING	1.77	3	NAT	BC
	PINE SPRING Total	1.77			0
19S10	PINEY CREEK	0.08	2	NAT	BC
	PINEY CREEK Total	0.08			0
8N16A	PINO ALTO CG.	3.85	4	BST	RIM
	PINO ALTO CG. Total	3.85			0
21S02A	PINYON PEAK	0.11	1	NAT	EW
	PINYON PEAK Total	0.11			0
4N13.3	PIRU CYN. RD.	0.55	4	BST	URI
	PIRU CYN. RD. Total	0.55			0
23S02.3	PLASKEETT RDG.	0.15	3	NAT	BC
	PLASKEETT RDG. Total	0.15			0
23S03	PLASKETT CREEK	0.15	5	BST	BC
	PLASKETT CREEK Total	0.15			0
23S02.1	PLASKETT RDG.	0.14	3	NAT	BC
	PLASKETT RDG. Total	0.14			0

9N19A	PLIETO CR. OHV	10.41	2	NAT	BC
	PLIETO CR. OHV Total	10.41			0
22S01A	PONDEROSA CG.	0.11	5	BST	BC
	PONDEROSA CG. Total	0.11			0
6N03	POTRERO SECO OHV	1.36	2	NAT	BC
	POTRERO SECO OHV Total	1.36			0
29S17A	POWERLINE CONNECTOR	0.25	2	NAT	BC
	POWERLINE CONNECTOR Total	0.25			0
29S17	POWERLINE OHV	0.24	2	NAT	BC
	POWERLINE OHV Total	0.24			0
22S04	PREWITT RID. CG.	0.13	2	NAT	BC
	PREWITT RID. CG. Total	0.13			0
23S01A	PRISONER FL*	0.13	2	NAT	BC
	PRISONER FL* Total	0.13			0
28S02B	QUAIL RD. OHV	0.20	2	NAT	BC
	QUAIL RD. OHV Total	0.20			0
9N09	QUATAL CYN.	6.32	3	NAT	BC
	QUATAL CYN. Total	6.32			0
9N05	QUATAL WASH OHV	5.71	2	NAT	BC
	QUATAL WASH OHV Total	5.71			0
9N05A	QUATAL WASH SPUR OHV	5.82	2	NAT	BC
	QUATAL WASH SPUR OHV Total	5.82			0
30S03	QUEEN BEE	0.28	2	NAT	BC
	QUEEN BEE Total	0.28			0
29S18A	QUEEN BEE CG.	0.26	3	NAT	BC
	QUEEN BEE CG. Total	0.26			0
29S18.1	QUEEN BEE L* OHV	0.25	3	NAT	BC
	QUEEN BEE L* OHV Total	0.25			0
7N04A	RANCHO NUEV*	1.83	3	NAT	BC
	RANCHO NUEV* Total	1.83			0
5N18Q	RED ROCK	0.97	4	AC	URI
	RED ROCK Total	0.97			0
5N18D	REDROCK CG.	0.86	4	BST	URI
	REDROCK CG. Total	0.86			0
6N05A	REFUGIO STA.	1.41	5	BST	BC
	REFUGIO STA. Total	1.41			0
5N08A	REMOTE RADIO	0.58	2	NAT	BC
	REMOTE RADIO Total	0.58			0
7N11	REYES CREEK	2.28	4	BST	BC
7N11	REYES CREEK	2.31	4	BST	RIM
7N11A	REYES CREEK	2.37	4	BST	RIM
	REYES CREEK Total	6.96			0
6N06.1	REYES PEAK	1.41	4	BST	BC
	REYES PEAK Total	1.41			0
4N06	RICE WILLS	0.49	2	NAT	BC
4N06	RICE WILLS	0.50	2	NAT	URI
	RICE WILLS Total	0.99			0
5N15.1	ROMERO CAMU*	0.69	3	NAT	BC
	ROMERO CAMU* Total	0.69			0
5N42A	ROSE FALLS CG.	1.22	4	BST	BC
	ROSE FALLS CG. Total	1.22			0
6N31F	ROSE LAKE CG.	1.71	4	BST	BC

	ROSE LAKE CG. Total	1.71			0
6N31E	ROSE VAL. DUMP	1.71	3	BST	BC
	ROSE VAL. DUMP Total	1.71			0
6N31D	ROSE VAL. STA.	1.70	4	BST	BC
	ROSE VAL. STA. Total	1.70			0
5N43C	SAGE HILL CG.	1.30	5	BST	URI
	SAGE HILL CG. Total	1.30			0
24S05	SALMON CR. STA	0.20	4	BST	BC
	SALMON CR. STA Total	0.20			0
9N53	SALT CREEK OHV	28.08	2	NAT	BC
	SALT CREEK OHV Total	28.08			0
9N34	SAN EMIGDIO OHV	15.51	2	NAT	BC
	SAN EMIGDIO OHV Total	15.51			0
7N15	SAN GUILLERMO OHV	2.61	1	NAT	BC
	SAN GUILLERMO OHV Total	2.61			0
23S01B	SAN MARTIN	0.13	2	NAT	BC
	SAN MARTIN Total	0.13			0
23S08	SAND DOLLAR PG	0.16	5	BST	BC
	SAND DOLLAR PG Total	0.16			0
6N14	SANTA CRUZ	1.50	2	NAT	BC
	SANTA CRUZ Total	1.50			0
21S02	SANTA LUCIA	0.10	1	NAT	EW
	SANTA LUCIA Total	0.10			0
4N03	SANTA PAULA CY.	0.46	2	NAT	BC
	SANTA PAULA CY. Total	0.46			0
5N18E	SANTA YNEZ CG.	0.86	4	BST	URI
	SANTA YNEZ CG. Total	0.86			0
9N21.1	SCOTT RUSSEL	10.90	2	NAT	BC
	SCOTT RUSSEL Total	10.90			0
9N21.3	SCOTT RUSSEL OHV	11.13	2	NAT	BC
	SCOTT RUSSEL OHV Total	11.13			0
6N31	SESPE ROAD	1.61	4	BST	BC
	SESPE ROAD Total	1.61			0
6N10	SEWART MTN.	1.46	2	NAT	BC
	SEWART MTN. Total	1.46			0
8N05	SEYMOUR CRE*	3.11	2	NAT	BC
8N05	SEYMOUR CRE*	3.14	2	NAT	RIM
	SEYMOUR CRE* Total	6.25			0
32S27	SHAW RIDGE OHV	0.45	2	NAT	BC
	SHAW RIDGE OHV Total	0.45			0
32S13.2	SIERRA MADR*	0.34	2	NAT	BC
	SIERRA MADR* Total	0.34			0
32S13.1	SIERRA MADRE	0.34	3	NAT	BC
	SIERRA MADRE Total	0.34			0
5N18G	SNYDER RIDGE	0.88	2	NAT	URI
	SNYDER RIDGE Total	0.88			0
9N09B	SPUR OHV BL*	6.43	2	NAT	BC
	SPUR OHV BL* Total	6.43			0
6N16.1	SQUAW FLAT	1.54	4	NAT	URI
	SQUAW FLAT Total	1.54			0
5N41	STEWART CYN.	1.21	2	NAT	URI
	STEWART CYN. Total	1.21			0

31S09	STONY CREEK	0.33	3	NAT	BC
	STONY CREEK Total	0.33			0
8N43	SULPHUR SPR* OHV	4.79	2	NAT	BC
8N43	SULPHUR SPR* OHV	4.99	2	NAT	RIM
	SULPHUR SPR* OHV Total	9.78			0
8N09	SUNSET VALLEY	3.27	4	BST	BC
	SUNSET VALLEY Total	3.27			0
19S05	SYCAMORE CYN.	0.05	4	BST	RIM
	SYCAMORE CYN. Total	0.05			0
9N22	TECUYA ACE* OHV	11.18	2	NAT	BC
	TECUYA ACE* OHV Total	11.18			0
19S09H	THE INDIANS	0.08	2	NAT	BC
	THE INDIANS Total	0.08			0
7N03B	THORN MEDOW	1.79	3	NAT	BC
	THORN MEDOW Total	1.79			0
20S05F	THREE PK. CG.	0.10	2	NAT	BC
	THREE PK. CG. Total	0.10			0
6N03A	THREE SISTERS	1.37	2	NAT	BC
	THREE SISTERS Total	1.37			0
7N04	TINTA CYN.	1.83	3	NAT	BC
7N04	TINTA CYN.	1.83	3	NAT	RIM
	TINTA CYN. Total	3.65			0
8N01B	TWIN PINES	2.80	3	NAT	BC
	TWIN PINES Total	2.80			0
32S17	TWIN ROCKS OHV	0.39	2	NAT	BC
	TWIN ROCKS OHV Total	0.39			0
32S14	UPPER 35 CYN. OHV	0.36	2	NAT	BC
	UPPER 35 CYN. OHV Total	0.36			0
5N15A	UPPER OSO CG.	0.75	5	BST	URI
	UPPER OSO CG. Total	0.75			0
9N06	VALLE VISTA*	5.95	3	NAT	BC
	VALLE VISTA* Total	5.95			0
9N14	VENTUCOPA STA.	9.98	4	AGG	BC
	VENTUCOPA STA. Total	9.98			0
8N39	WAGON ROAD SPRINGS O	4.26	2	NAT	BC
	WAGON ROAD SPRINGS O Total	4.26			0
8N19	WEST DRY	4.03	3	NAT	BC
	WEST DRY Total	4.03			0
8N40B	WEST DRY OHV	4.64	2	NAT	BC
	WEST DRY OHV Total	4.64			0
8N40A	WEST FORK OHV	4.51	1	NAT	BC
8N40A	WEST FORK OHV	4.51	1	NAT	EW
	WEST FORK OHV Total	9.02			0
8N41	WEST FRAIZER OHV	4.72	2	NAT	BC
8N41	WEST FRAIZER OHV	4.75	2	NAT	RIM
	WEST FRAIZER OHV Total	9.47			0
8N04C	WEST FRAZIER CONNECT	3.10	2	NAT	BC
	WEST FRAZIER CONNECT Total	3.10			0
8N42	WEST FRAZIER OHV	4.76	2	NAT	BC
	WEST FRAZIER OHV Total	4.76			0
9N19	WEST TECUYA	9.98	2	NAT	BC
	WEST TECUYA Total	9.98			0

5N24	WHEELER GOR*	1.07	5	BST	RIM
	WHEELER GOR* Total	1.07			0
5N35	WHEELER RESI.	1.17	3	AGG	RIM
	WHEELER RESI. Total	1.17			0
5N36	WHEELER STA.	1.19	3	AGG	RIM
	WHEELER STA. Total	1.19			0
19S03B	WHITE OAKS C.G.	0.05	3	NAT	BC
	WHITE OAKS C.G. Total	0.05			0
11N01A	WHITE OAKS STA.	0.02	4	BST	BC
	WHITE OAKS STA. Total	0.02			0
5N18M	WHITE ROCK D.U.	0.92	5	BST	URI
	WHITE ROCK D.U. Total	0.92			0
23S10A	WILLOW CR. CG.	0.19	2	NAT	BC
23S10A	WILLOW CR. CG.	0.19	2	NAT	EW
	WILLOW CR. CG. Total	0.37			0
23S05	WILLOW CR. PG.	0.15	5	BST	BC
	WILLOW CR. PG. Total	0.15			0
23S10	WILLOW CREEK	0.18	2	NAT	BC
23S10	WILLOW CREEK	0.18	2	NAT	EW
	WILLOW CREEK Total	0.36			0
8N02A	ZACA PEAK OHV	2.87	2	NAT	BC
	ZACA PEAK OHV Total	2.87			0
8N02	ZACA RIDGE RD. OHV	2.82	2	BST	BC
8N02	ZACA RIDGE RD. OHV	2.83	2	BST	RIM
	ZACA RIDGE RD. OHV Total	5.66			0
	Grand Total	817.55			0

Appendix A: SBNF Road Summary					
ID	NAME	MILES	OPML	SURFACE	LUZ
2N01Y	2N01Y (4WD)	0.37	2	NAT	URI
	2N01Y (4WD) Total	0.37			0
2N06Y	2N06Y	0.56	2	NAT	URI
	2N06Y Total	0.56			0
2N08Y	2N08Y	0.93	2	NAT	BC
	2N08Y Total	0.93			0
2N08YA	2N08YA	0.28	2	NAT	BC
	2N08YA Total	0.28			0
2N09X	2N09X	0.60	2	NAT	EW
	2N09X Total	0.60			0
2N10X	2N10X	0.58	2	NAT	EW
	2N10X Total	0.58			0
2N14Y	2N14Y	0.43	2	NAT	BC
2N14Y	2N14Y	0.64	2	NAT	URI
	2N14Y Total	1.07			0
2N15Y	2N15Y	0.19	2	NAT	BC
2N15Y	2N15Y	0.60	2	NAT	URI
	2N15Y Total	0.79			0
2N18Y	2N18Y	0.80	2	NAT	URI
	2N18Y Total	0.80			0
2N19Y	2N19Y	0.28	2	NAT	URI
2N19Y	2N19Y	0.30	2	NAT	BC
	2N19Y Total	0.58			0
2N20Y	2N20Y	0.15	2	NAT	BC
2N20Y	2N20Y	0.27	2	NAT	URI
	2N20Y Total	0.42			0
2N44Y	2N44Y	0.39	1	NAT	URI
	2N44Y Total	0.39			0
2N44YA	2N44YA	0.31	1	NAT	URI
	2N44YA Total	0.31			0
2N46Y	2N46Y	1.33	2	NAT	BC
	2N46Y Total	1.33			0
2N48Y	2N48Y	0.20	2	NAT	URI
2N48Y	2N48Y	0.33	2	NAT	BCNM
2N48Y	2N48Y	0.43	2	NAT	BC
	2N48Y Total	0.96			0
2N48YA	2N48YA	0.30	2	NAT	BCNM
	2N48YA Total	0.30			0
2N53Y	2N53Y	0.19	2	NAT	URI
	2N53Y Total	0.19			0
2N60	2N60	0.14	2	NAT	URI
2N60	2N60	0.49	2	NAT	BC
	2N60 Total	0.62			0
2N60Y	2N60Y	0.19	2	NAT	BC
2N60Y	2N60Y	0.26	2	NAT	URI
	2N60Y Total	0.44			0
2N61Y	2N61Y (OHV)	3.59	2	NAT	BC
	2N61Y (OHV) Total	3.59			0
2N61YA	2N61YA	0.15	2	NAT	BC
	2N61YA Total	0.15			0

2N62Y	2N62Y (OHV)	0.97	1	NAT	BC
	2N62Y (OHV) Total	0.97			0
2N68Y	2N68Y (4WD)	0.82	1	NAT	BC
	2N68Y (4WD) Total	0.82			0
2N69Y	2N69Y (OHV)	0.21	2	NAT	BC
	2N69Y (OHV) Total	0.21			0
2N71Y	2N71Y (OHV)	0.16	1	NAT	BC
	2N71Y (OHV) Total	0.16			0
2N73Y	2N73Y (OHV)	0.93	1	NAT	BC
	2N73Y (OHV) Total	0.93			0
2N74Y	2N74Y (OHV)	0.34	2	NAT	BC
	2N74Y (OHV) Total	0.34			0
2N75Y	2N75Y (OHV)	1.35	2	NAT	BC
	2N75Y (OHV) Total	1.35			0
2N77	2N77	0.92	2	NAT	BC
	2N77 Total	0.92			0
2N79Y	2N79Y	0.31	2	NAT	URI
2N79Y	2N79Y	0.36	2	NAT	BC
	2N79Y Total	0.67			0
2N79YA	2N79YA	0.18	2	NAT	BC
	2N79YA Total	0.18			0
2N81	2N81	0.45	2	NAT	BC
	2N81 Total	0.45			0
2N83Y	2N83Y	0.88	2	NAT	BC
	2N83Y Total	0.88			0
2N84Y	2N84Y (4WD)	0.79	2	NAT	EW
	2N84Y (4WD) Total	0.79			0
2N85Y	2N85Y	0.24	2	NAT	EW
	2N85Y Total	0.24			0
2N86Y	2N86Y	0.77	2	NAT	BC
	2N86Y Total	0.77			0
2N87Y	2N87Y (4WD)	2.50	2	NAT	BC
	2N87Y (4WD) Total	2.50			0
2N88Y	2N88Y	0.25	2	NAT	BC
	2N88Y Total	0.25			0
2N91Y	2N91Y	0.43	2	NAT	BC
	2N91Y Total	0.43			0
2N94Y	2N94Y	1.05	2	NAT	BC
	2N94Y Total	1.05			0
2N95Y	2N95Y	0.30	2	NAT	BC
	2N95Y Total	0.30			0
3N04Y	3N04Y	0.59	2	NAT	BC
	3N04Y Total	0.59			0
3N18	3N18	0.26	0	NAT	BC
	3N18 Total	0.26			0
3N19	3N19	0.48	2	NAT	BC
	3N19 Total	0.48			0
3N26	3N26	1.11	0	NAT	BC
	3N26 Total	1.11			0
3N27	3N27	0.15	1	NAT	BC
	3N27 Total	0.15			0
3N56	3N56	0.20	2	NAT	BC

	3N56 Total	0.20			0
3N64	3N64	1.61	1	NAT	BC
	3N64 Total	1.61			0
3N64A	3N64A	0.45	0	NAT	BC
	3N64A Total	0.45			0
3N76	3N76	1.20	2	NAT	BC
	3N76 Total	1.20			0
3N76A	3N76A	0.06	2	NAT	BC
	3N76A Total	0.06			0
3N77A	3N77A	0.25	2	NAT	BC
	3N77A Total	0.25			0
3N81	3N81	0.80	2	NAT	BC
	3N81 Total	0.80			0
3N81A	3N81A	0.07	2	NAT	BC
	3N81A Total	0.07			0
3N82	3N82	0.66	2	NAT	BC
	3N82 Total	0.66			0
3N83	3N83	1.33	2	NAT	BC
	3N83 Total	1.33			0
3N83A	3N83A	0.17	2	NAT	BC
	3N83A Total	0.17			0
3N84	3N84	1.35	2	NAT	BC
	3N84 Total	1.35			0
3N87	3N87	1.26	2	NAT	BC
	3N87 Total	1.26			0
3N96	3N96	0.60	2	NAT	BC
	3N96 Total	0.60			0
3N99	3N99	1.67	2	NAT	BC
	3N99 Total	1.67			0
2N63	4000 FOOT	1.89	2	NAT	BC
	4000 FOOT Total	1.89			0
7S05A	A SPUR	0.41	2	NAT	BC
	A SPUR Total	0.41			0
1N05C	AIRPLANE FLAT	2.99	2	AGG	BC
	AIRPLANE FLAT Total	2.99			0
4S70	ALANDALE STATION	0.01	5	AC	URI
	ALANDALE STATION Total	0.01			0
1N16	ALDER CREEK	0.35	4	AGG	BC
1N16	ALDER CREEK	5.94	2	NAT	BC
	ALDER CREEK Total	6.29			0
2N23	ALLISON RANCH	0.55	2	NAT	URI
	ALLISON RANCH Total	0.55			0
5S04	ALVIN MEADOWS	0.27	1	NAT	BC
5S04	ALVIN MEADOWS	0.29	1	NAT	URI
	ALVIN MEADOWS Total	0.56			0
5S04A	ALVIN MEADOWS SPUR	0.10	1	NAT	URI
	ALVIN MEADOWS SPUR Total	0.10			0
4S19	ANGELUS HILL	2.58	2	NAT	BC
	ANGELUS HILL Total	2.58			0
2N76YB	ANTELOPE CK SPUR(OHV)	0.21	2	NAT	BC
	ANTELOPE CK SPUR(OHV) Total	0.21			0
2N76Y	ANTELOPE CREEK (OHV)	1.37	2	NAT	BC

	ANTELOPE CREEK (OHV) Total	1.37			0
2N76YA	ANTELOPE CREEK SPUR	0.10	2	NAT	BC
	ANTELOPE CREEK SPUR Total	0.10			0
6S11	APPLE CANYON CAMP	0.38	3	NAT	RIM
	APPLE CANYON CAMP Total	0.38			0
5S12	APPLE CANYON PARKING	0.03	2	NAT	RIM
	APPLE CANYON PARKING Total	0.03			0
2N53	APPLEWHITE	0.59	3	NAT	BC
2N53	APPLEWHITE	0.75	3	NAT	URI
2N53	APPLEWHITE	0.83	3	NAT	RIM
	APPLEWHITE Total	2.17			0
2N55X	APPLEWHITE CAMPGROUND	0.48	5	AC	URI
	APPLEWHITE CAMPGROUND Total	0.48			0
2N02	ARRASTRE CREEK	2.08	3	NAT	URI
2N02	ARRASTRE CREEK	5.37	3	NAT	BC
2N02	ARRASTRE CREEK	4.00	2	NAT	BC
	ARRASTRE CREEK Total	11.46			0
2N02F	ARRASTRE CREEK SPUR	0.10	2	NAT	BC
2N02G	ARRASTRE CREEK SPUR	0.11	2	NAT	BC
2N02A	ARRASTRE CREEK SPUR	0.14	2	NAT	BC
2N02H	ARRASTRE CREEK SPUR	0.20	2	NAT	BC
2N02B	ARRASTRE CREEK SPUR	0.13	1	NAT	BC
	ARRASTRE CREEK SPUR Total	0.68			0
2N75	ASH MEADOWS	0.46	3	NAT	URI
2N75	ASH MEADOWS	1.37	3	NAT	BC
	ASH MEADOWS Total	1.83			0
2N52	B P & L	0.25	2	NAT	RIM
2N52	B P & L	1.22	2	NAT	BC
	B P & L Total	1.47			0
2N49	BAILEY CANYON	0.18	2	NAT	RIM
2N49	BAILEY CANYON	0.28	2	NAT	BCNM
2N49	BAILEY CANYON	11.97	2	NAT	BC
	BAILEY CANYON Total	12.43			0
1N72	BALD COVE (4WD)	2.48	2	NAT	RIM
	BALD COVE (4WD) Total	2.48			0
3N21	BALDY MESA	1.01	2	NAT	RIM
3N21	BALDY MESA	2.59	2	NAT	BC
	BALDY MESA Total	3.60			0
5S08	BALDY MOUNTAIN	2.34	2	NAT	BC
	BALDY MOUNTAIN Total	2.34			0
5S08A	BALDY MOUNTAIN EAST SPUR	1.26	2	NAT	BC
	BALDY MOUNTAIN EAST SPUR Total	1.26			0
5S08B	BALDY MOUNTAIN SE SPUR	0.91	2	NAT	BC
	BALDY MOUNTAIN SE SPUR Total	0.91			0
2N04	BALKY HORSE	0.54	2	NAT	URI
2N04	BALKY HORSE	3.23	2	NAT	BC
	BALKY HORSE Total	3.77			0
2N04A	BALKY HORSE SPUR A	0.28	2	NAT	BC
	BALKY HORSE SPUR A Total	0.28			0
2N04B	BALKY HORSE SPUR B	0.15	2	NAT	BC
	BALKY HORSE SPUR B Total	0.15			0
2N04C	BALKY HORSE SPUR C	0.33	2	NAT	BC

	BALKY HORSE SPUR C Total	0.33			0
2N28Y	BANFF (OHV)	0.41	2	NAT	BC
	BANFF (OHV) Total	0.41			0
2S25	BANNING SPUR	0.19	2	NAT	BC
	BANNING SPUR Total	0.19			0
2S17	BANNING STATION	0.05	5	AC	BC
2S17	BANNING STATION	0.20	2	NAT	BC
	BANNING STATION Total	0.25			0
1N46	BARTON FLATS CAMPGROUND	0.99	5	AC	RIM
	BARTON FLATS CAMPGROUND Total	0.99			0
1N77	BARTON FLATS VIS	0.12	4	AC	RIM
	BARTON FLATS VIS Total	0.12			0
1N62YA	BARTON FLATS WATER INTAKE	0.29	2	NAT	RIM
	BARTON FLATS WATER INTAKE Total	0.29			0
2N73	BAYLIS PARK PICNIC AREA	0.28	5	AC	URI
	BAYLIS PARK PICNIC AREA Total	0.28			0
1N37	BEAN FLAT	0.54	2	NAT	BC
	BEAN FLAT Total	0.54			0
1N37A	BEAN FLAT SPUR	1.87	2	NAT	BC
	BEAN FLAT SPUR Total	1.87			0
2N86B	BEAR VIEW	0.57	2	NAT	BC
	BEAR VIEW Total	0.57			0
5S07	BEE CANYON (OHV)	1.84	2	NAT	BC
	BEE CANYON (OHV) Total	1.84			0
1N54A	BELLYACHE SPRINGS	1.01	1	NAT	BC
	BELLYACHE SPRINGS Total	1.01			0
5S24A	BERRY	0.15	1	NAT	URI
	BERRY Total	0.15			0
2N09C	BERTHA PEAK (4WD)	1.65	2	NAT	BC
	BERTHA PEAK (4WD) Total	1.65			0
2N07	BIG BEAR RANGER STATION	0.35	5	AC	URI
2N07	BIG BEAR RANGER STATION	0.10	2	AC	URI
2N07	BIG BEAR RANGER STATION	0.33	2	AC	BCNM
	BIG BEAR RANGER STATION Total	0.77			0
3N06C	BIG HORN	0.03	2	NAT	BC
3N06C	BIG HORN	0.15	2	NAT	BCNM
	BIG HORN Total	0.18			0
1N39A	BIG MEADOWS	0.02	1	NAT	EW
1N39A	BIG MEADOWS	1.48	1	NAT	BC
	BIG MEADOWS Total	1.49			0
2S01A	BIG OAKS POWERHOUSE	0.61	2	AGG	BC
	BIG OAKS POWERHOUSE Total	0.61			0
3N92	BIG PINE FLAT	0.94	2	NAT	BC
	BIG PINE FLAT Total	0.94			0
3N92A	BIG PINE FLAT SPUR	0.17	2	NAT	BC
	BIG PINE FLAT SPUR Total	0.17			0
3N14F	BIG PINE FLATS STATION & CG	0.12	5	AC	BC
3N14F	BIG PINE FLATS STATION & CG	0.19	3	NAT	BC
3N14F	BIG PINE FLATS STATION & CG	0.31	2	NAT	BC
	BIG PINE FLATS STATION & CG Total	0.62			0
1N34	BIG TREE CUCAMONGA	0.56	3	NAT	RIM
1N34	BIG TREE CUCAMONGA	5.85	3	NAT	BC

1N34	BIG TREE CUCAMONGA	0.01	2	NAT	BCNM
1N34	BIG TREE CUCAMONGA	14.02	2	NAT	BC
	BIG TREE CUCAMONGA Total	20.45			0
4S01	BLACK MOUNTAIN	0.67	3	NAT	BC
4S01	BLACK MOUNTAIN	7.58	3	NAT	RIM
4S01	BLACK MOUNTAIN	2.57	2	NAT	BC
	BLACK MOUNTAIN Total	10.82			0
4S01B	BLACK MOUNTAIN GROUP	0.17	3	NAT	RIM
	BLACK MOUNTAIN GROUP Total	0.17			0
4S57	BLACK MOUNTAIN TRAILHEAD	0.02	3	NAT	BC
4S57	BLACK MOUNTAIN TRAILHEAD	0.04	3	NAT	RIM
	BLACK MOUNTAIN TRAILHEAD Total	0.06			0
4S68A	BLACK MTN LOOKOUT	0.02	2	NAT	BC
4S68A	BLACK MTN LOOKOUT	0.51	2	NAT	RIM
	BLACK MTN LOOKOUT Total	0.53			0
4S68B	BLACK MTN TRAIL SPUR	0.03	2	NAT	BC
4S68B	BLACK MTN TRAIL SPUR	0.14	2	NAT	RIM
	BLACK MTN TRAIL SPUR Total	0.18			0
6S17	BLACKBURN RIDGE	3.62	2	NAT	BC
	BLACKBURN RIDGE Total	3.62			0
2N61	BLUE CUT	1.16	1	NAT	RIM
	BLUE CUT Total	1.16			0
2N71	BLUE QUARTZ	4.36	3	NAT	BC
	BLUE QUARTZ Total	4.36			0
2N86A	BLUFF MESA GROUP CG	0.50	2	NAT	BC
	BLUFF MESA GROUP CG Total	0.50			0
2N42Y	BLUFF TS	1.19	2	NAT	BC
	BLUFF TS Total	1.19			0
2N42YA	BLUFF TS SPUR	0.45	2	NAT	BC
	BLUFF TS SPUR Total	0.45			0
5S05	BONITA VISTA	1.07	2	NAT	RIM
5S05	BONITA VISTA	2.36	2	NAT	BC
	BONITA VISTA Total	3.43			0
4S68	BOULDER BASIN	0.61	3	NAT	RIM
	BOULDER BASIN Total	0.61			0
2N10B	BOULDER GROUP CAMPGROUND	0.40	2	NAT	URI
	BOULDER GROUP CAMPGROUND Total	0.40			0
2N76	BREEZY POINT	0.34	2	NAT	URI
	BREEZY POINT Total	0.34			0
2N99	BRISTLECONE	0.21	4	AC	URI
2N99	BRISTLECONE	0.36	3	NAT	URI
	BRISTLECONE Total	0.57			0
2N01A	BROOM FLAT SPUR	0.41	1	NAT	BC
2N01B	BROOM FLAT SPUR	0.70	0	NAT	BC
	BROOM FLAT SPUR Total	1.12			0
2N01	BROOM FLATS	5.74	3	NAT	BC
	BROOM FLATS Total	5.74			0
7S13	BULL CANYON	0.46	2	NAT	RIM
7S13	BULL CANYON	0.62	2	NAT	BC
7S13	BULL CANYON	1.14	2	NAT	BCNM
	BULL CANYON Total	2.23			0
7S12	BULL CANYON PARKING	0.03	3	NAT	RIM

	BULL CANYON PARKING Total	0.03			0
1N36	BULLOCK SPUR	2.68	2	NAT	BC
	BULLOCK SPUR Total	2.68			0
3N49	BUREAU POWER & LIGHT	3.44	3	NAT	RIM
	BUREAU POWER & LIGHT Total	3.44			0
3N02	BURNT FLAT	2.47	2	NAT	BC
	BURNT FLAT Total	2.47			0
3N50	BURNT FLATS (OHV/4WD)	1.58	1	NAT	BC
	BURNT FLATS (OHV/4WD) Total	1.58			0
2N03	BURNT MILL	0.46	2	NAT	BC
2N03	BURNT MILL	0.69	2	NAT	URI
	BURNT MILL Total	1.15			0
2N13B	BUTLER PEAK	2.50	2	NAT	BC
	BUTLER PEAK Total	2.50			0
2N12	BYPASS (OHV)	0.84	2	NAT	BC
	BYPASS (OHV) Total	0.84			0
3N62	CACTUS FLAT	1.12	2	NAT	BC
	CACTUS FLAT Total	1.12			0
7S05B	CACTUS SPRING	0.58	2	NAT	BC
	CACTUS SPRING Total	0.58			0
7S11	CAHUILLA TEWANET OVERLOOK	0.01	5	AC	BC
7S11	CAHUILLA TEWANET OVERLOOK	0.03	5	AC	EW
	CAHUILLA TEWANET OVERLOOK Total	0.04			0
2N49A	CAJON MOUNTAIN LOOKOUT	0.15	2	NAT	BC
2N49A	CAJON MOUNTAIN LOOKOUT	0.53	2	NAT	BCNM
	CAJON MOUNTAIN LOOKOUT Total	0.68			0
1N12A	CAMP ANGELUS HELIPORT	0.14	2	NAT	RIM
	CAMP ANGELUS HELIPORT Total	0.14			0
1N51	CAMP ANGELUS STATION	0.03	5	AC	RIM
	CAMP ANGELUS STATION Total	0.03			0
2N15X	CAMP CEDAR CREST	0.47	4	AC	URI
	CAMP CEDAR CREST Total	0.47			0
1N62Y	CAMP OSCEOL	0.49	4	AC	RIM
1N62Y	CAMP OSCEOL	0.77	2	NAT	RIM
	CAMP OSCEOL Total	1.26			0
2N17	CAMP OSITO	0.59	2	NAT	BC
2N17	CAMP OSITO	1.07	2	NAT	URI
	CAMP OSITO Total	1.65			0
2N24Y	CAMP PAIVIKA	0.30	2	NAT	BC
2N24Y	CAMP PAIVIKA	0.59	2	NAT	URI
	CAMP PAIVIKA Total	0.90			0
1N45A	CAMP RIVER GLEN	0.34	2	AGG	RIM
	CAMP RIVER GLEN Total	0.34			0
2N03X	CAMP SEELEY	0.27	2	NAT	URI
2N03X	CAMP SEELEY	0.87	2	NAT	BC
	CAMP SEELEY Total	1.14			0
1N60	CAMP TULAKES	0.22	3	AGG	RIM
	CAMP TULAKES Total	0.22			0
3N59	CARBINE FLAT (OHV)	3.84	2	NAT	BC
	CARBINE FLAT (OHV) Total	3.84			0
3N59B	CARBINE FLAT SPUR B (4WD)	2.66	2	NAT	BC
	CARBINE FLAT SPUR B (4WD) Total	2.66			0

3N59A	CARBINE FLAT SPUR A (4WD)	0.02	2	NAT	BC
3N59A	CARBINE FLAT SPUR A (4WD)	1.80	2	NAT	BCNM
	CARBINE FLAT SPUR A (4WD) Total	1.82			0
2N85	CASTLE LOOP	0.92	2	NAT	BC
	CASTLE LOOP Total	0.92			0
3N39	CATERPILLAR (OHV)	3.80	1	NAT	BC
	CATERPILLAR (OHV) Total	3.80			0
2N87	CHALK	3.07	2	NAT	RIM
	CHALK Total	3.07			0
1N96YA	CHILDREN'S FOREST TRAILHEAD	0.09	4	AC	RIM
	CHILDREN'S FOREST TRAILHEAD Total	0.09			0
3N97	CIENEGA LARGA	1.88	2	NAT	BC
	CIENEGA LARGA Total	1.88			0
3N97A	CIENEGA LARGA SPUR A	0.52	2	NAT	BC
	CIENEGA LARGA SPUR A Total	0.52			0
3N97C	CIENEGA LARGA SPUR C	0.24	1	NAT	BC
	CIENEGA LARGA SPUR C Total	0.24			0
3N51	CIRCLE MOUNTAIN	0.38	3	NAT	BC
3N51	CIRCLE MOUNTAIN	0.86	3	NAT	BCNM
	CIRCLE MOUNTAIN Total	1.24			0
1N09	CITY CREEK	0.84	3	NAT	RIM
1N09	CITY CREEK	7.70	3	NAT	BC
1N09	CITY CREEK	11.93	2	NAT	BC
	CITY CREEK Total	20.48			0
1N23	CITY CREEK STATION	0.12	5	AC	BC
	CITY CREEK STATION Total	0.12			0
1N54	CLARKS GRADE	0.66	3	NAT	RIM
1N54	CLARKS GRADE	0.77	3	NAT	BC
1N54	CLARKS GRADE	5.80	2	NAT	BC
	CLARKS GRADE Total	7.22			0
1N94	CLARKS TIE	0.07	2	NAT	RIM
1N94	CLARKS TIE	0.60	2	NAT	BC
	CLARKS TIE Total	0.67			0
2N47	CLEGHORN RIDGE (OHV)	1.89	2	NAT	RIM
2N47	CLEGHORN RIDGE (OHV)	11.82	2	NAT	BC
	CLEGHORN RIDGE (OHV) Total	13.71			0
2N47A	CLEGHORN SPUR	0.66	2	NAT	RIM
2N47A	CLEGHORN SPUR	0.69	2	NAT	BC
	CLEGHORN SPUR Total	1.35			0
2N30	CLOUDLAND CUTOFF (OHV)	2.52	2	NAT	BC
	CLOUDLAND CUTOFF (OHV) Total	2.52			0
2N40	CLOUDLAND TRUCK TRAIL (OHV)	1.14	2	NAT	URI
2N40	CLOUDLAND TRUCK TRAIL (OHV)	4.82	2	NAT	BC
	CLOUDLAND TRUCK TRAIL (OHV) Total	5.96			0
2N22	COLD BROOK CAMPGROUND	0.33	1	AC	URI
	COLD BROOK CAMPGROUND Total	0.33			0
2N22A	COLD BROOK SPUR	0.26	2	NAT	URI
	COLD BROOK SPUR Total	0.26			0
3N06A	COLD WATER CANYON	1.81	2	NAT	BC
	COLD WATER CANYON Total	1.81			0
5S02	COLDWATER CANYON	0.30	2	NAT	BC
5S02	COLDWATER CANYON	0.88	2	NAT	URI

	COLDWATER CANYON Total	1.19			0
1N80	CONVERSE STATION	0.05	4	AC	RIM
1N80	CONVERSE STATION	0.10	2	NAT	RIM
	CONVERSE STATION Total	0.15			0
1N02	COON CREEK JUMPOFF	0.03	5	AC	BCNM
1N02	COON CREEK JUMPOFF	0.39	5	AC	BC
1N02	COON CREEK JUMPOFF	4.90	3	NAT	BC
	COON CREEK JUMPOFF Total	5.32			0
1N02B	COON CREEK SPUR	1.17	1	NAT	BC
	COON CREEK SPUR Total	1.17			0
6S16	COTTONWOOD	3.93	2	NAT	BC
	COTTONWOOD Total	3.93			0
2N48	COTTONWOOD STATION	0.13	5	AC	RIM
	COTTONWOOD STATION Total	0.13			0
2N98Y	COUGAR CREST	0.11	5	AC	URI
	COUGAR CREST Total	0.11			0
1N28	COUNCIL CAMP CAMPGROUND	0.03	5	AC	RIM
	COUNCIL CAMP CAMPGROUND Total	0.03			0
3N14	COXEY	1.19	3	NAT	BCNM
3N14	COXEY	14.38	3	NAT	BC
	COXEY Total	15.57			0
3N95	COXEY CREEK	3.43	0	NAT	BC
	COXEY CREEK Total	3.43			0
3N14N	COXEY SPUR	0.27	2	NAT	URI
3N14E	COXEY SPUR	0.41	2	NAT	BC
3N14A	COXEY SPUR	1.71	2	NAT	BC
	COXEY SPUR Total	2.39			0
3N14G	COXEY SPUR G	0.34	2	NAT	BC
	COXEY SPUR G Total	0.34			0
2N31Y	CRAB FLAT LOOP (OHV)	0.02	2	NAT	RIM
	CRAB FLAT LOOP (OHV) Total	0.02			0
3N34	CRAB FLATS	0.33	3	NAT	BC
3N34	CRAB FLATS	0.41	3	NAT	RIM
3N34	CRAB FLATS	0.29	2	NAT	URI
3N34	CRAB FLATS	1.13	2	NAT	RIM
3N34	CRAB FLATS	2.01	2	NAT	BCNM
3N34	CRAB FLATS	7.53	2	NAT	BC
	CRAB FLATS Total	11.71			0
3N34A	CRAB FLATS CAMPGROUND	0.07	3	NAT	RIM
	CRAB FLATS CAMPGROUND Total	0.07			0
3N34B	CRAB FLATS SPUR	0.14	2	NAT	RIM
	CRAB FLATS SPUR Total	0.14			0
2N13D	CRAFTS PEAK	2.55	2	NAT	BC
	CRAFTS PEAK Total	2.55			0
5S27	CRANSTON STATION	0.21	5	AC	RIM
	CRANSTON STATION Total	0.21			0
2N67	CREST PARK PICNIC AREA	0.13	5	AC	URI
	CREST PARK PICNIC AREA Total	0.13			0
3N88	CRYSTAL CREEK	6.22	2	NAT	BC
	CRYSTAL CREEK Total	6.22			0
3N88A	CRYSTAL CREEK SPUR A	0.30	2	NAT	BC
	CRYSTAL CREEK SPUR A Total	0.30			0

3N88B	CRYSTAL CREEK SPUR B	1.07	2	NAT	BC
	CRYSTAL CREEK SPUR B Total	1.07			0
1N12D	CRYSTAL PEAK HELIPORT	0.37	2	NAT	BC
	CRYSTAL PEAK HELIPORT Total	0.37			0
7S05D	D SPUR	0.51	2	NAT	BC
	D SPUR Total	0.51			0
1N22	DALEY	0.22	5	AC	BC
1N22	DALEY	0.22	5	AC	URI
1N22	DALEY	1.08	2	NAT	URI
1N22	DALEY	7.23	2	NAT	BC
	DALEY Total	8.74			0
4S02	DARK CANYON	0.23	5	AC	RIM
4S02	DARK CANYON	2.14	4	AC	RIM
4S02	DARK CANYON	1.67	3	NAT	RIM
	DARK CANYON Total	4.03			0
4S02A	DARK CANYON CAMPGROUND	0.19	4	AC	RIM
	DARK CANYON CAMPGROUND Total	0.19			0
7S05C	DEEP CANYON SPUR	0.36	2	NAT	BC
	DEEP CANYON SPUR Total	0.36			0
1N44	DEER CANYON	0.30	1	NAT	BCNM
	DEER CANYON Total	0.30			0
2N45Y	DEER GROUP CAMP	0.23	2	NAT	BC
	DEER GROUP CAMP Total	0.23			0
2N94	DEER LODGE	0.34	2	NAT	URI
2N94	DEER LODGE	0.45	2	NAT	BC
	DEER LODGE Total	0.79			0
1N63	DEERLICK STATION	0.23	5	AC	URI
	DEERLICK STATION Total	0.23			0
1N20	DEL ROSA WORK CENTER	0.91	5	AC	URI
	DEL ROSA WORK CENTER Total	0.91			0
3N80	DELAMAR	1.65	2	NAT	BC
	DELAMAR Total	1.65			0
3N12	DELAMAR MOUNTAIN	3.51	3	NAT	BC
	DELAMAR MOUNTAIN Total	3.51			0
3N12A	DELAMAR MOUNTAIN SPUR A	0.19	1	NAT	BC
	DELAMAR MOUNTAIN SPUR A Total	0.19			0
3N12B	DELAMAR MOUNTAIN SPUR B	0.30	0	NAT	BC
	DELAMAR MOUNTAIN SPUR B Total	0.30			0
3N12C	DELAMAR MOUNTAIN SPUR C	0.66	2	NAT	BC
	DELAMAR MOUNTAIN SPUR C Total	0.66			0
3N24	DESERT FRONT (OHV)	1.45	2	NAT	URI
3N24	DESERT FRONT (OHV)	10.56	2	NAT	BC
	DESERT FRONT (OHV) Total	12.01			0
3N34D	DEVILS HOLE (OHV)	0.29	2	NAT	BCNM
3N34D	DEVILS HOLE (OHV)	1.43	2	NAT	BC
	DEVILS HOLE (OHV) Total	1.73			0
2N62	DISCOVERY CENTER PKG	0.39	5	AC	URI
	DISCOVERY CENTER PKG Total	0.39			0
2N31	DISPOSAL	0.91	5	AC	BC
2N31	DISPOSAL	0.24	2	NAT	BC
2N31	DISPOSAL	0.53	2	NAT	URI
	DISPOSAL Total	1.67			0

2N98	DOGWOOD CAMPGROUND	2.13	5	AC	URI
	DOGWOOD CAMPGROUND Total	2.13			0
3N77	DRY CANYON SPUR (OHV)	3.14	0	NAT	BC
	DRY CANYON SPUR (OHV) Total	3.14			0
1N96D	DRY CREEK	0.41	2	NAT	BC
	DRY CREEK Total	0.41			0
1N42B	DRY CREEK TS	0.09	2	NAT	BC
1N42B	DRY CREEK TS	0.20	2	NAT	URI
1N96F	DRY CREEK TS	0.25	2	NAT	URI
	DRY CREEK TS Total	0.54			0
1N65	DUTCH JOHN FLAT	0.12	2	NAT	BC
	DUTCH JOHN FLAT Total	0.12			0
2N20	EAST END	0.79	2	NAT	RIM
2N20	EAST END	1.20	2	NAT	BC
	EAST END Total	1.99			0
1N84	EAST FLATS	1.62	2	NAT	RIM
	EAST FLATS Total	1.62			0
2S24A	EAST FORK MIAS CANYON	0.29	2	AGG	BC
	EAST FORK MIAS CANYON Total	0.29			0
4S10	EAST INDIAN CREEK (OHV)	3.93	2	NAT	BC
	EAST INDIAN CREEK (OHV) Total	3.93			0
1N32	EDISON ROAD SECTION 3	2.30	3	NAT	BC
	EDISON ROAD SECTION 3 Total	2.30			0
3N22	ELLIOT RANCH	2.31	2	NAT	BC
	ELLIOT RANCH Total	2.31			0
1N34A	ETIWANDA RIDGE	0.91	0	NAT	BC
	ETIWANDA RIDGE Total	0.91			0
1S03	FALLS	0.38	5	AC	RIM
1S03	FALLS	0.53	2	NAT	RIM
	FALLS Total	0.92			0
1S03A	FALLS PICNIC AREA	0.21	5	AC	RIM
	FALLS PICNIC AREA Total	0.21			0
1S03B	FALLS TRAILHEAD	0.05	5	AC	RIM
	FALLS TRAILHEAD Total	0.05			0
4S71A	FERN BASIN CAMPGROUND	0.53	4	AC	RIM
	FERN BASIN CAMPGROUND Total	0.53			0
1N05	FISH CREEK MEADOWS	6.07	3	NAT	BC
	FISH CREEK MEADOWS Total	6.07			0
1N05B	FISH CREEK MEADOWS SPUR	0.57	1	NAT	BC
1N05A	FISH CREEK MEADOWS SPUR	0.83	1	NAT	BC
	FISH CREEK MEADOWS SPUR Total	1.40			0
5S13	FISHERMAN FUELBREAK (4WD)	0.39	2	NAT	BC
	FISHERMAN FUELBREAK (4WD) Total	0.39			0
2N18	FISHERMANS CAMP	0.01	2	NAT	URI
2N18	FISHERMANS CAMP	1.28	2	NAT	BCNM
	FISHERMANS CAMP Total	1.29			0
6S05	FOBES RANCH	0.83	3	NAT	RIM
6S05	FOBES RANCH	2.81	3	NAT	BC
	FOBES RANCH Total	3.64			0
1N07	FORSEE CREEK	1.65	1	NAT	RIM
	FORSEE CREEK Total	1.65			0
1N82	FORSEE RIDGE	0.78	3	NAT	RIM

	FORSEE RIDGE Total	0.78			0
1N27	FRANKISH PEAK	0.08	2	NAT	BC
	FRANKISH PEAK Total	0.08			0
1N09D	FREDALBA CREEK	0.86	2	NAT	BC
	FREDALBA CREEK Total	0.86			0
4S16	FULLER MILL CREEK PA	0.11	2	BST	RIM
	FULLER MILL CREEK PA Total	0.11			0
4S01C	FULLER SPUR C	0.10	3	NAT	EW
4S01C	FULLER SPUR C	0.12	3	NAT	RIM
	FULLER SPUR C Total	0.22			0
3N54	FURNACE	1.94	2	NAT	BC
3N54	FURNACE	3.02	1	NAT	BC
	FURNACE Total	4.95			0
2N15	GLORY RIDGE	0.56	4	AC	BC
2N15	GLORY RIDGE	1.35	2	NAT	BC
	GLORY RIDGE Total	1.91			0
6S53	GOFF FLAT	0.25	2	NAT	BC
6S53	GOFF FLAT	1.47	2	NAT	RIM
	GOFF FLAT Total	1.72			0
3N05	GOLD FEVER	1.01	3	NAT	BC
	GOLD FEVER Total	1.01			0
2N12Y	GOLD HILL MINE	0.72	2	NAT	BC
2N12Y	GOLD HILL MINE	2.33	2	NAT	URI
	GOLD HILL MINE Total	3.05			0
3N69	GOLD MOUNTAIN (4WD)	4.07	2	NAT	BC
	GOLD MOUNTAIN (4WD) Total	4.07			0
4N16	GRAPEVINE CANYON	0.73	3	NAT	BC
4N16	GRAPEVINE CANYON	1.15	2	NAT	BC
	GRAPEVINE CANYON Total	1.88			0
2N70	GRAYS PEAK	2.37	2	NAT	BC
	GRAYS PEAK Total	2.37			0
2N13A	GRAYS PEAK GROUP C.G.	0.03	2	NAT	BC
	GRAYS PEAK GROUP C.G. Total	0.03			0
2N70A	GRAYS PEAK SPUR	0.58	2	NAT	BC
	GRAYS PEAK SPUR Total	0.58			0
2N42	GRAYS PEAK TRAILHEAD	0.11	5	AC	URI
	GRAYS PEAK TRAILHEAD Total	0.11			0
2N92	GREEN CANYON	0.11	2	NAT	BC
2N92	GREEN CANYON	1.93	2	NAT	BCNM
	GREEN CANYON Total	2.04			0
2N93A	GREEN CANYON SPUR	0.37	2	NAT	URI
	GREEN CANYON SPUR Total	0.37			0
2N93B	GREEN CYN GROUP CAMP	0.19	2	NAT	URI
2N93B	GREEN CYN GROUP CAMP	0.44	2	NAT	BC
	GREEN CYN GROUP CAMP Total	0.63			0
2N93C	GREEN SPOT PICNIC AREA	0.35	2	NAT	URI
	GREEN SPOT PICNIC AREA Total	0.35			0
2N54	GREEN VALLEY BYPASS	0.60	2	NAT	URI
2N54	GREEN VALLEY BYPASS	1.09	2	NAT	BC
	GREEN VALLEY BYPASS Total	1.69			0
2N16	GREEN VALLEY CAMPGROUND	0.38	5	AC	URI
	GREEN VALLEY CAMPGROUND Total	0.38			0

3N16R	GREEN VALLEY CREEK	0.28	1	NAT	URI
3N16R	GREEN VALLEY CREEK	0.68	1	NAT	BC
	GREEN VALLEY CREEK Total	0.96			0
2N83	GREEN VALLEY EDISON	0.02	2	NAT	BC
2N83	GREEN VALLEY EDISON	0.60	2	NAT	URI
	GREEN VALLEY EDISON Total	0.62			0
3N90	GREENLEAD CREEK	1.49	2	NAT	BC
	GREENLEAD CREEK Total	1.49			0
1N47	GREYBACK AMPHITHEATER	0.09	5	AC	RIM
	GREYBACK AMPHITHEATER Total	0.09			0
2N35	GROUT BAY PA	0.25	5	AC	URI
	GROUT BAY PA Total	0.25			0
2N80	GROUT CREEK CUTOFF	0.85	2	NAT	BC
	GROUT CREEK CUTOFF Total	0.85			0
2N80A	GROUT CREEK CUTOFF SPUR	0.10	2	NAT	BC
	GROUT CREEK CUTOFF SPUR Total	0.10			0
2N13C	GROUT TS SPUR	0.20	2	NAT	BC
	GROUT TS SPUR Total	0.20			0
4S01A	HALL DECKER SPUR	1.04	2	NAT	RIM
	HALL DECKER SPUR Total	1.04			0
2N06A	HAMILTON CREEK	0.20	2	NAT	RIM
2N06A	HAMILTON CREEK	0.64	2	NAT	BC
	HAMILTON CREEK Total	0.84			0
2N59Y	HANGMAN	0.36	2	NAT	URI
2N59Y	HANGMAN	0.65	2	NAT	RIM
	HANGMAN Total	1.01			0
3N14P	HANNA FLAT SPUR	0.21	1	NAT	BC
	HANNA FLAT SPUR Total	0.21			0
3N14J	HANNA FLATS CAMPGROUND	1.18	5	AC	BC
	HANNA FLATS CAMPGROUND Total	1.18			0
3N43	HARVEY MINE	0.79	2	NAT	BC
	HARVEY MINE Total	0.79			0
1N75	HATHAWAY WEST	0.90	2	AGG	RIM
	HATHAWAY WEST Total	0.90			0
3N41	HAWES RANCH	0.10	2	NAT	BCNM
3N41	HAWES RANCH	0.35	0	NAT	BCNM
	HAWES RANCH Total	0.45			0
1N56	HEART BAR CAMPGROUND	0.02	5	AC	BCNM
1N56	HEART BAR CAMPGROUND	0.80	5	AC	BC
	HEART BAR CAMPGROUND Total	0.83			0
1N02A	HEART BAR EQUESTRIAN GC	0.12	3	AGG	BC
	HEART BAR EQUESTRIAN GC Total	0.12			0
1N38	HEART BAR PEAK	0.19	2	AGG	BCNM
1N38	HEART BAR PEAK	2.90	2	AGG	BC
	HEART BAR PEAK Total	3.09			0
1N39B	HEART BAR STATION	0.04	4	AC	BC
1N39	HEART BAR STATION	0.40	4	AC	BC
1N39	HEART BAR STATION	0.40	3	NAT	BC
	HEART BAR STATION Total	0.84			0
3N32	HEPBURN MINE	1.46	2	NAT	BC
	HEPBURN MINE Total	1.46			0
1N86	HILL RANCH	3.76	2	NAT	RIM

	HILL RANCH Total	3.76			0
3N89	HITCHCOCK	0.61	2	NAT	BC
	HITCHCOCK Total	0.61			0
6S18	HOG LAKE	3.18	2	NAT	BC
	HOG LAKE Total	3.18			0
3N93	HOLCOMB CREEK (4WD)	3.37	2	NAT	BC
3N08	HOLCOMB CREEK (4WD)	4.22	2	NAT	BC
	HOLCOMB CREEK (4WD) Total	7.59			0
3N16	HOLCOMB VALLEY	0.83	3	NAT	RIM
3N16	HOLCOMB VALLEY	1.32	3	NAT	URI
3N16	HOLCOMB VALLEY	23.22	3	NAT	BC
	HOLCOMB VALLEY Total	25.37			0
3N16E	HOLCOMB VALLEY CAMPGROUND	0.47	3	NAT	BC
	HOLCOMB VALLEY CAMPGROUND Total	0.47			0
3N16J	HOLCOMB VALLEY SPUR	0.17	2	NAT	BC
3N16A	HOLCOMB VALLEY SPUR	0.22	2	NAT	BC
3N16L	HOLCOMB VALLEY SPUR	0.62	2	NAT	BC
3N16B	HOLCOMB VALLEY SPUR	0.17	0	NAT	BC
3N16C	HOLCOMB VALLEY SPUR	0.27	0	NAT	BC
	HOLCOMB VALLEY SPUR Total	1.44			0
2N26Y	HOOK CREEK	0.74	5	AC	URI
2N26Y	HOOK CREEK	0.13	2	NAT	URI
	HOOK CREEK Total	0.87			0
1N78A	HORSE MEADOWS	0.18	1	AGG	RIM
	HORSE MEADOWS Total	0.18			0
4N16A	HORSE SPRINGS	0.62	3	NAT	BC
	HORSE SPRINGS Total	0.62			0
3N66	HORSETHIEF	0.50	2	NAT	BC
	HORSETHIEF Total	0.50			0
3N03A	HORSETHIEF FLAT (OHV)	0.22	2	NAT	EW
3N03A	HORSETHIEF FLAT (OHV)	2.79	2	NAT	BC
	HORSETHIEF FLAT (OHV) Total	3.02			0
5S14	HUMBER PARK TRAILHEAD	0.31	5	AC	URI
	HUMBER PARK TRAILHEAD Total	0.31			0
3S09	HURLEY FLATS	1.76	2	NAT	BC
	HURLEY FLATS Total	1.76			0
5S06	IDYLLWILD CONTROL	0.58	3	NAT	URI
5S06	IDYLLWILD CONTROL	3.82	3	NAT	BC
	IDYLLWILD CONTROL Total	4.40			0
5S26	IDYLLWILD STATION	0.07	5	AC	URI
	IDYLLWILD STATION Total	0.07			0
4S06	INDIAN CANYON	0.21	2	NAT	RIM
4S06	INDIAN CANYON	7.05	2	NAT	BC
	INDIAN CANYON Total	7.26			0
4S21	INDIAN MOUNTAIN (OHV)	3.82	2	NAT	BC
	INDIAN MOUNTAIN (OHV) Total	3.82			0
4S73	INDIAN VISTA OVERLOOK	0.03	5	AC	BC
	INDIAN VISTA OVERLOOK Total	0.03			0
1N30	IRONWOOD	1.62	2	NAT	BC
	IRONWOOD Total	1.62			0
3N97B	IRONWOOD GROUP CAMPGROUND	0.26	2	NAT	BC
	IRONWOOD GROUP CAMPGROUND Total	0.26			0

1N30A	IRONWOOD SPUR	0.07	2	NAT	BC
1N30B	IRONWOOD SPUR	0.57	2	NAT	BC
	IRONWOOD SPUR Total	0.64			0
3N61	JACOBY CANYON	2.76	2	NAT	BC
	JACOBY CANYON Total	2.76			0
1N79	JENKS LAKE PICNIC AREA	0.42	5	AC	RIM
	JENKS LAKE PICNIC AREA Total	0.42			0
1N81	JENKS LAKE SERVICE	0.04	4	AC	RIM
1N81	JENKS LAKE SERVICE	0.12	3	NAT	RIM
	JENKS LAKE SERVICE Total	0.16			0
3N10	JOHN BULL FLAT	5.37	2	NAT	BC
	JOHN BULL FLAT Total	5.37			0
3N10B	JOHN BULL FLAT SPUR	0.20	2	NAT	BC
3N10A	JOHN BULL FLAT SPUR	0.30	2	NAT	BC
	JOHN BULL FLAT SPUR Total	0.50			0
6S89	JUAN DIEGO (OHV)	1.24	2	NAT	BC
	JUAN DIEGO (OHV) Total	1.24			0
7S04	JUAN DIEGO FLAT (OHV)	3.18	2	NAT	BC
	JUAN DIEGO FLAT (OHV) Total	3.18			0
2N64Y	JUNIPER SPRINGS GROUP CAMP	1.98	2	NAT	BC
	JUNIPER SPRINGS GROUP CAMP Total	1.98			0
5S03	KEENWILD SPRING	1.28	2	NAT	URI
	KEENWILD SPRING Total	1.28			0
5S01	KEENWILD STATION	0.44	5	AC	URI
5S01	KEENWILD STATION	0.44	4	BST	URI
	KEENWILD STATION Total	0.88			0
1N09B	KELLER MEADOWS	0.13	2	NAT	BCNM
1N09B	KELLER MEADOWS	0.20	2	NAT	BC
	KELLER MEADOWS Total	0.33			0
1N96	KELLER PEAK	1.36	4	AC	URI
1N96	KELLER PEAK	2.02	4	AC	BC
1N96	KELLER PEAK	2.34	4	AC	RIM
	KELLER PEAK Total	5.72			0
1N96B	KELLER PEAK DISPOSAL	0.11	2	NAT	BC
	KELLER PEAK DISPOSAL Total	0.11			0
1N09C	KELLER RIDGE	0.04	2	NAT	BC
1N09C	KELLER RIDGE	0.81	2	NAT	BCNM
	KELLER RIDGE Total	0.85			0
6S88	KENWORTHY STATION	0.23	5	AC	RIM
	KENWORTHY STATION Total	0.23			0
2N86	KIDD CREEK	0.02	2	NAT	URI
2N86	KIDD CREEK	2.22	2	NAT	BC
	KIDD CREEK Total	2.24			0
2S03	KITCHING PEAK	0.78	2	NAT	BC
	KITCHING PEAK Total	0.78			0
2N08	KNICKERBOCKER	1.55	2	NAT	URI
2N08	KNICKERBOCKER	2.39	2	NAT	BC
	KNICKERBOCKER Total	3.94			0
4S54	LAKE FULMOR PARKING	0.04	5	AC	RIM
	LAKE FULMOR PARKING Total	0.04			0
4S52	LAKE FULMOR PICNIC AREA	0.42	5	AC	RIM
	LAKE FULMOR PICNIC AREA Total	0.42			0

4S53	LAKE FULMOR SERVICE	0.03	2	NAT	BC
4S53	LAKE FULMOR SERVICE	0.24	2	NAT	RIM
	LAKE FULMOR SERVICE Total	0.27			0
6S15	LAKE HEMET	0.33	5	AC	RIM
	LAKE HEMET Total	0.33			0
6S15A	LAKE HEMET PARKING AREAS	0.08	5	AC	RIM
	LAKE HEMET PARKING AREAS Total	0.08			0
2N64	LAKE VIEW POINT	1.39	2	NAT	BC
	LAKE VIEW POINT Total	1.39			0
2N93G	LIGHTNING	0.21	2	NAT	BC
2N93G	LIGHTNING	0.47	2	NAT	BCNM
	LIGHTNING Total	0.69			0
1N02C	LIMESTONE	0.31	2	NAT	BC
	LIMESTONE Total	0.31			0
3N23	LITHUANIAN	0.72	2	NAT	BC
	LITHUANIAN Total	0.72			0
2N84	LITTLE BEAR SPRING	1.85	2	NAT	BC
	LITTLE BEAR SPRING Total	1.85			0
2N84A	LITTLE BEAR SPRING SPUR A	0.33	2	NAT	BC
	LITTLE BEAR SPRING SPUR A Total	0.33			0
2N84B	LITTLE BEAR SPRING SPUR B	0.71	2	NAT	BC
	LITTLE BEAR SPRING SPUR B Total	0.71			0
2N19	LITTLE GREEN VALLEY	1.61	2	NAT	URI
2N19	LITTLE GREEN VALLEY	2.09	2	NAT	BC
	LITTLE GREEN VALLEY Total	3.70			0
2N19A	LITTLE GREEN VALLEY SPUR A	0.08	2	NAT	URI
2N19A	LITTLE GREEN VALLEY SPUR A	0.38	2	NAT	BC
	LITTLE GREEN VALLEY SPUR A Total	0.46			0
2N19B	LITTLE GREEN VALLEY SPUR B	0.56	2	NAT	BC
	LITTLE GREEN VALLEY SPUR B Total	0.56			0
2N19C	LITTLE GREEN VALLEY SPUR C	0.26	2	NAT	BC
	LITTLE GREEN VALLEY SPUR C Total	0.26			0
3N66A	LITTLE HORSETHIEF	0.63	2	NAT	BC
	LITTLE HORSETHIEF Total	0.63			0
3N14D	LITTLE PINE FLATS	0.43	2	NAT	BC
	LITTLE PINE FLATS Total	0.43			0
1N26	LITTLE SAND CREEK	2.76	1	NAT	BC
	LITTLE SAND CREEK Total	2.76			0
6S13E	LITTLE THOMAS MTN	0.64	2	NAT	BC
	LITTLE THOMAS MTN Total	0.64			0
1N11	LOBO OSO CAMPGROUND	0.36	3	BST	RIM
	LOBO OSO CAMPGROUND Total	0.36			0
5S09A	LOGAN TS SPUR	0.13	1	NAT	BC
5S10A	LOGAN TS SPUR	0.20	1	NAT	BC
	LOGAN TS SPUR Total	0.33			0
2N11B	LOOKOUT SPUR	0.96	2	NAT	BC
	LOOKOUT SPUR Total	0.96			0
1N17A	LOST CREEK TRACT	0.30	2	NAT	RIM
	LOST CREEK TRACT Total	0.30			0
2N88	LOST LAKE	0.03	3	NAT	RIM
	LOST LAKE Total	0.03			0
2N06X	LOWER LARGA FLAT	2.92	2	NAT	BC

	LOWER LARGA FLAT Total	2.92			0
2N06XA	LOWER LARGA FLAT SPUR	0.60	2	NAT	BC
	LOWER LARGA FLAT SPUR Total	0.60			0
3N31	LOWER LYTLE CREEK DIVIDE	0.47	3	NAT	URI
3N31	LOWER LYTLE CREEK DIVIDE	0.79	3	NAT	RIM
3N31	LOWER LYTLE CREEK DIVIDE	6.62	3	NAT	BC
	LOWER LYTLE CREEK DIVIDE Total	7.87			0
2N04X	LUMPY	0.08	2	NAT	URI
2N04X	LUMPY	0.51	2	NAT	BC
	LUMPY Total	0.60			0
2N55	LYTLE CREEK RANGER STA	0.39	5	AC	URI
	LYTLE CREEK RANGER STA Total	0.39			0
2N55A	LYTLE CREEK RS SPUR A	0.26	2	NAT	URI
2N55A	LYTLE CREEK RS SPUR A	0.50	2	NAT	BC
	LYTLE CREEK RS SPUR A Total	0.75			0
2N26	MALONEY CANYON	0.97	2	NAT	BC
	MALONEY CANYON Total	0.97			0
3N34E	MALONEY LOOP	0.12	1	NAT	BC
	MALONEY LOOP Total	0.12			0
1N09A	MANZANITA FLATS	0.35	2	NAT	BC
	MANZANITA FLATS Total	0.35			0
4S71	MARION MOUNTAIN	0.83	4	AC	RIM
	MARION MOUNTAIN Total	0.83			0
4S71B	MARION MTN CAMPGROUND	0.23	4	AC	RIM
	MARION MTN CAMPGROUND Total	0.23			0
6S53A	MARTINEZ	0.04	2	NAT	BC
6S53A	MARTINEZ	0.16	2	NAT	RIM
	MARTINEZ Total	0.21			0
5S21	MAY VALLEY	0.84	2	NAT	URI
5S21	MAY VALLEY	1.58	2	NAT	BC
	MAY VALLEY Total	2.42			0
2N22Y	MAY VAN CANYON	0.21	2	NAT	BC
2N22Y	MAY VAN CANYON	0.99	2	NAT	URI
	MAY VAN CANYON Total	1.20			0
2N32	MEADOWS EDGE PICNIC	0.25	5	AC	URI
	MEADOWS EDGE PICNIC Total	0.25			0
4S05	MELLOR RANCH (OHV)	3.47	2	NAT	BC
	MELLOR RANCH (OHV) Total	3.47			0
2N10A	MERIDIAN SPUR	0.07	1	NAT	BC
2N10A	MERIDIAN SPUR	0.51	1	NAT	URI
	MERIDIAN SPUR Total	0.59			0
2N38X	METATE TRAILHEAD	0.01	3	NAT	URI
	METATE TRAILHEAD Total	0.01			0
1N33	MEYERS CANYON	0.55	2	NAT	RIM
1N33	MEYERS CANYON	1.11	2	NAT	BC
	MEYERS CANYON Total	1.66			0
2S24	MIAS CANYON	0.65	2	NAT	BC
	MIAS CANYON Total	0.65			0
2N51Y	MID SECTION	0.06	2	NAT	URI
2N51Y	MID SECTION	0.88	2	NAT	BC
	MID SECTION Total	0.94			0
2N58	MIDDLE FORK LYTLE CREEK	0.26	3	NAT	URI

2N58	MIDDLE FORK LYTLE CREEK	2.02	3	NAT	RIM
	MIDDLE FORK LYTLE CREEK Total	2.28			0
2N58A	MIDDLE FORK SPUR	0.23	2	NAT	URI
	MIDDLE FORK SPUR Total	0.23			0
2N08B	MIDDLE SPUR	0.54	1	NAT	URI
	MIDDLE SPUR Total	0.54			0
2S06	MILE HIGH	2.64	2	NAT	BC
	MILE HIGH Total	2.64			0
2N10	MILL CREEK	0.70	5	AC	URI
2N10	MILL CREEK	0.39	3	NAT	RIM
2N10	MILL CREEK	2.70	3	NAT	URI
2N10	MILL CREEK	7.49	3	NAT	BC
	MILL CREEK Total	11.28			0
1S16	MILL CREEK RANGER STATION	0.47	5	AC	URI
	MILL CREEK RANGER STATION Total	0.47			0
2N10C	MILL CREEK SPUR	0.25	2	NAT	URI
	MILL CREEK SPUR Total	0.25			0
1N42	MILL PEAK	0.01	2	NAT	URI
1N42	MILL PEAK	1.78	2	NAT	BC
	MILL PEAK Total	1.79			0
1N42A	MILL PEAK SPUR	0.61	2	NAT	BC
	MILL PEAK SPUR Total	0.61			0
2S05	MILLARD CANYON	0.19	2	NAT	BC
	MILLARD CANYON Total	0.19			0
2N37	MILLER CANYON (OHV)	4.30	2	NAT	BC
	MILLER CANYON (OHV) Total	4.30			0
2N03Y	MINNELUSA	0.33	2	NAT	URI
	MINNELUSA Total	0.33			0
2N69	MINNELUSA CANYON	0.12	5	AC	URI
	MINNELUSA CANYON Total	0.12			0
1S42	MOMYER PARKING	0.03	3	NAT	RIM
	MOMYER PARKING Total	0.03			0
3N36	MONARCH FLAT (4WD)	3.21	2	NAT	BC
	MONARCH FLAT (4WD) Total	3.21			0
3N36A	MONARCH FLAT SPUR (4WD)	0.43	2	NAT	BC
	MONARCH FLAT SPUR (4WD) Total	0.43			0
1S35	MONKEYFACE HELIPORT	0.10	2	NAT	BC
	MONKEYFACE HELIPORT Total	0.10			0
2N58Y	MOONRIDGE	0.45	2	NAT	URI
	MOONRIDGE Total	0.45			0
3N58	MORMON ROCKS STATION	0.23	5	AC	RIM
	MORMON ROCKS STATION Total	0.23			0
1S14	MORTON FRONT LINE	0.82	2	NAT	BC
	MORTON FRONT LINE Total	0.82			0
1S13	MORTON RIDGE	1.47	2	NAT	BC
	MORTON RIDGE Total	1.47			0
1N22A	MUD FLAT	1.78	2	NAT	BC
	MUD FLAT Total	1.78			0
3N12E	NORTH DELAMAR	1.01	2	NAT	BC
	NORTH DELAMAR Total	1.01			0
2N35Y	NORTH FORK	0.86	2	NAT	BC
	NORTH FORK Total	0.86			0

3N17D	NORTH PEAK	1.30	2	NAT	BC
	NORTH PEAK Total	1.30			0
2N95	NORTH SHORE CAMPGROUND	0.25	5	AC	URI
	NORTH SHORE CAMPGROUND Total	0.25			0
2N96	NORTH SHORE SPUR	1.09	2	NAT	URI
	NORTH SHORE SPUR Total	1.09			0
2N45	NORTH SPUR	0.64	2	NAT	RIM
2N45	NORTH SPUR	2.95	2	NAT	BC
	NORTH SPUR Total	3.59			0
2S07	OAK GLEN HELIPORT	0.27	2	AGG	BC
	OAK GLEN HELIPORT Total	0.27			0
1S19	OAK GLEN STATION	0.03	5	AC	BC
	OAK GLEN STATION Total	0.03			0
3N37	OIL WELL	0.06	2	NAT	URI
3N37	OIL WELL	0.32	2	NAT	BC
	OIL WELL Total	0.39			0
2N57	OLD CC SPUR	0.64	2	NAT	URI
2N57	OLD CC SPUR	2.74	2	NAT	RIM
2N57	OLD CC SPUR	3.73	2	NAT	BC
	OLD CC SPUR Total	7.11			0
1N15	OLD CITY CREEK WAY	1.94	1	NAT	BC
	OLD CITY CREEK WAY Total	1.94			0
3N45	OLD HESPERIA	2.11	3	NAT	BC
	OLD HESPERIA Total	2.11			0
1S15	OLD MILL CREEK CAMPGROUND	0.29	2	AGG	RIM
	OLD MILL CREEK CAMPGROUND Total	0.29			0
2N97Y	OLD POLIQUE CANYON	0.13	2	NAT	BCNM
2N97Y	OLD POLIQUE CANYON	0.42	2	NAT	URI
	OLD POLIQUE CANYON Total	0.55			0
2N68	OLD SNOW SLIDE	1.22	2	NAT	BC
	OLD SNOW SLIDE Total	1.22			0
2N68A	OLD SNOW SLIDE SPUR	0.14	2	NAT	BC
2N68B	OLD SNOW SLIDE SPUR	0.18	2	NAT	BC
	OLD SNOW SLIDE SPUR Total	0.31			0
1N01A	ONYX	0.98	2	NAT	BC
	ONYX Total	0.98			0
3N38B	OVERLOOK	1.00	1	NAT	BC
	OVERLOOK Total	1.00			0
5S28	OVERLOOK SPUR	0.09	2	NAT	URI
	OVERLOOK SPUR Total	0.09			0
3N06B	PAIUTE	0.33	2	NAT	EW
3N06B	PAIUTE	2.11	2	NAT	BC
	PAIUTE Total	2.45			0
2N01X	PARALLEL	1.99	1	NAT	BC
	PARALLEL Total	1.99			0
4S06A	PEACH TREE SPRINGS	0.88	2	NAT	BC
	PEACH TREE SPRINGS Total	0.88			0
6S10	PENROD CANYON	0.15	2	NAT	RIM
6S10	PENROD CANYON	3.11	2	NAT	BC
	PENROD CANYON Total	3.26			0
6S10A	PENROD CANYON SPUR	0.65	2	NAT	BC
	PENROD CANYON SPUR Total	0.65			0

2N79	PENSTOCK RIDGE	0.05	2	NAT	URI
2N79	PENSTOCK RIDGE	2.52	2	NAT	BC
	PENSTOCK RIDGE Total	2.57			0
2N79A	PENSTOCK RIDGE SPUR A	0.09	2	NAT	RIM
2N79A	PENSTOCK RIDGE SPUR A	1.37	2	NAT	BC
	PENSTOCK RIDGE SPUR A Total	1.46			0
2S01B	PENSTOCK WATER TANK	0.52	2	AGG	BC
	PENSTOCK WATER TANK Total	0.52			0
2N50	PERDEW CANYON	1.16	2	NAT	RIM
	PERDEW CANYON Total	1.16			0
2N17X	PILOT FUELBREAK (0HV)	2.85	2	NAT	BC
	PILOT FUELBREAK (0HV) Total	2.85			0
2N33	PILOT ROCK (OHV)	0.70	2	NAT	URI
2N33	PILOT ROCK (OHV)	8.38	2	NAT	BC
	PILOT ROCK (OHV) Total	9.08			0
2N36	PILOT ROCK RIDGE (OHV	1.90	2	NAT	BC
	PILOT ROCK RIDGE (OHV Total	1.90			0
2S04	PINE BENCH	1.60	2	NAT	BC
	PINE BENCH Total	1.60			0
2N49B	PINE FLAT	0.20	2	NAT	BC
	PINE FLAT Total	0.20			0
3N98	PINE SPRING	2.69	2	NAT	BC
	PINE SPRING Total	2.69			0
2N99A	PINEKNOT CAMPGROUND	0.78	5	AC	URI
	PINEKNOT CAMPGROUND Total	0.78			0
2N08A	PINEKNOT SPUR	0.75	1	NAT	URI
	PINEKNOT SPUR Total	0.75			0
3N34F	PINNACLES STAGING AREA OHV	0.44	3	NAT	BC
	PINNACLES STAGING AREA OHV Total	0.44			0
7S08	PINYON FLATS CAMPGROUND	0.32	3	NAT	URI
	PINYON FLATS CAMPGROUND Total	0.32			0
3N35	PIONEER	0.94	2	NAT	URI
3N35	PIONEER	1.01	2	NAT	BCNM
	PIONEER Total	1.95			0
3N35B	PIONEER SPUR	0.31	2	NAT	BCNM
3N35A	PIONEER SPUR	1.06	2	NAT	URI
	PIONEER SPUR Total	1.37			0
1N01	PIPES CANYON	0.01	2	NAT	RIM
1N01	PIPES CANYON	7.99	2	NAT	BC
	PIPES CANYON Total	8.00			0
1N01B	PIPES CG	0.02	2	NAT	BC
	PIPES CG Total	0.02			0
2N29Y	PLANTATION	1.45	2	NAT	BC
4S55	PLANTATION	1.52	1	NAT	BC
3N25	PLANTATION	0.65	0	NAT	BC
	PLANTATION Total	3.62			0
1N21	PLUNGE CREEK	4.75	1	NAT	BC
	PLUNGE CREEK Total	4.75			0
2N09	POLIQUE CANYON	0.33	3	NAT	URI
2N09	POLIQUE CANYON	2.65	3	NAT	BC
	POLIQUE CANYON Total	2.98			0
2N09B	POLIQUE CANYON SPUR	0.15	2	NAT	BC

2N09E	POLIQUE CANYON SPUR	0.44	2	NAT	URI
2N09A	POLIQUE CANYON SPUR	0.93	2	NAT	BC
	POLIQUE CANYON SPUR Total	1.53			0
1N78	POOPOUT HILL	1.84	1	AGG	RIM
	POOPOUT HILL Total	1.84			0
3N55	POWERLINE	1.12	3	NAT	RIM
3N55	POWERLINE	0.47	2	NAT	RIM
3N55	POWERLINE	1.94	2	NAT	BC
	POWERLINE Total	3.53			0
1N04	RADFORD FRONT LINE	0.26	3	NAT	RIM
1N04	RADFORD FRONT LINE	1.02	2	NAT	BC
1N04	RADFORD FRONT LINE	7.91	2	NAT	RIM
	RADFORD FRONT LINE Total	9.20			0
2N06	RADFORD TRUCK TRAIL	1.05	2	NAT	RIM
2N06	RADFORD TRUCK TRAIL	3.78	2	NAT	BC
	RADFORD TRUCK TRAIL Total	4.82			0
2N59	RAINBOW (OHV)	1.40	2	NAT	BC
2N59	RAINBOW (OHV)	1.72	2	NAT	RIM
	RAINBOW (OHV) Total	3.12			0
6S13B	RAMONA CAMPGROUND	0.35	2	NAT	BC
	RAMONA CAMPGROUND Total	0.35			0
2N70Y	RATTLESNAKE CANYON (OHV)	1.23	2	NAT	BC
	RATTLESNAKE CANYON (OHV) Total	1.23			0
1N04A	RATTLESNAKE CREEK	0.06	2	AGG	RIM
1N04A	RATTLESNAKE CREEK	0.72	2	AGG	BCNM
	RATTLESNAKE CREEK Total	0.78			0
2S01	RAYWOOD FLAT	9.51	2	NAT	BC
	RAYWOOD FLAT Total	9.51			0
5S10	RED HILL	0.55	3	NAT	URI
5S10	RED HILL	1.83	3	NAT	BC
	RED HILL Total	2.38			0
6S22	RED MOUNTAIN (OHV)	0.03	3	NAT	BCNM
6S22	RED MOUNTAIN (OHV)	0.92	3	NAT	RIM
6S22	RED MOUNTAIN (OHV)	0.70	2	NAT	RIM
6S22	RED MOUNTAIN (OHV)	7.05	2	NAT	BC
	RED MOUNTAIN (OHV) Total	8.69			0
6S22A	RED MOUNTAIN SPUR	1.57	1	NAT	BC
	RED MOUNTAIN SPUR Total	1.57			0
5S18	REED VALLEY	0.78	2	NAT	BC
	REED VALLEY Total	0.78			0
1N86A	RESORT TS	0.14	2	NAT	RIM
1N90	RESORT TS	0.19	2	NAT	RIM
	RESORT TS Total	0.34			0
7S14	RIBBONWOOD	0.25	3	NAT	URI
	RIBBONWOOD Total	0.25			0
7S14A	RIBBONWOOD EQUESTRIAN CAMP	0.34	3	NAT	URI
	RIBBONWOOD EQUESTRIAN CAMP Total	0.34			0
2N37YA	ROCK CAMP SPUR A	0.15	2	NAT	URI
	ROCK CAMP SPUR A Total	0.15			0
2N37Y	ROCK CAMP STATION	0.15	3	NAT	URI
	ROCK CAMP STATION Total	0.15			0
1N55	ROKOLAI	0.24	2	AGG	RIM

	ROKOLAI Total	0.24			0
2N02C	ROSE MINE	0.28	2	NAT	BC
	ROSE MINE Total	0.28			0
2N89Y	ROUND VALLEY GROUP CG (OHV)	0.42	2	NAT	BC
	ROUND VALLEY GROUP CG (OHV) Total	0.42			0
5S15	ROUSE HILL	0.01	2	NAT	RIM
5S15	ROUSE HILL	15.03	2	NAT	BC
	ROUSE HILL Total	15.04			0
2N25Y	ROUSE MEADOW	0.62	2	NAT	BC
	ROUSE MEADOW Total	0.62			0
2N25	ROUSE RANCH	0.24	3	NAT	URI
2N25	ROUSE RANCH	2.34	3	NAT	BC
	ROUSE RANCH Total	2.58			0
1N74	SAN GORGONIO CAMPGROUND	0.99	5	AC	RIM
	SAN GORGONIO CAMPGROUND Total	0.99			0
5S09	SAN JACINTO RIDGE	1.14	2	NAT	URI
5S09	SAN JACINTO RIDGE	10.23	2	NAT	BC
	SAN JACINTO RIDGE Total	11.37			0
2N27	SAND CANYON	0.94	2	NAT	URI
2N27	SAND CANYON	2.54	2	NAT	BC
	SAND CANYON Total	3.47			0
2N27A	SAND CANYON SPUR	0.43	2	NAT	BC
	SAND CANYON SPUR Total	0.43			0
1N34B	SANSEVAIN COMMUNICATION SITE	0.33	3	NAT	BC
	SANSEVAIN COMMUNICATION SITE Total	0.33			0
1N13	SANTA ANA	4.50	2	NAT	BC
	SANTA ANA Total	4.50			0
2N11	SANTA ANA DIVIDE	0.57	3	NAT	BC
2N11	SANTA ANA DIVIDE	0.46	2	NAT	BC
	SANTA ANA DIVIDE Total	1.03			0
2N11A	SANTA ANA DIVIDE SPUR	0.30	2	NAT	BC
	SANTA ANA DIVIDE SPUR Total	0.30			0
1N45	SANTA ANA RIVER(742650)	4.60	3	NAT	RIM
	SANTA ANA RIVER(742650) Total	4.60			0
3N44	SANTA FE EDISON	0.73	2	NAT	RIM
3N44	SANTA FE EDISON	2.25	2	NAT	BC
	SANTA FE EDISON Total	2.98			0
3N44A	SANTA FE EDISON SPUR	0.23	2	NAT	RIM
	SANTA FE EDISON SPUR Total	0.23			0
3N47	SANTA FE FIRE	1.26	3	NAT	RIM
	SANTA FE FIRE Total	1.26			0
7S02	SANTA ROSA	11.25	2	NAT	BC
	SANTA ROSA Total	11.25			0
7S02A	SANTA ROSA SPRING CAMPGROUND	0.13	2	NAT	BC
	SANTA ROSA SPRING CAMPGROUND Total	0.13			0
7S05	SAWMILL	0.19	2	NAT	URI
7S05	SAWMILL	5.32	2	NAT	BC
	SAWMILL Total	5.51			0
7S15	SAWMILL TRAILHEAD PARKING	0.04	5	AC	URI
	SAWMILL TRAILHEAD PARKING Total	0.04			0
2N43	SAWPIT CANYON	0.30	2	NAT	RIM
2N43	SAWPIT CANYON	2.06	2	NAT	BC

	SAWPIT CANYON Total	2.36			0
2N13X	SAWPIT CONNECTOR	0.20	2	NAT	URI
2N13X	SAWPIT CONNECTOR	0.25	2	NAT	BC
	SAWPIT CONNECTOR Total	0.45			0
3N16P	SECTION ONE SPUR	0.31	2	NAT	BC
	SECTION ONE SPUR Total	0.31			0
2N14	SERRANO CAMPGROUND	1.66	5	AC	URI
	SERRANO CAMPGROUND Total	1.66			0
1N64	SEVEN PINES	4.01	3	NAT	BC
	SEVEN PINES Total	4.01			0
1N96Y	SHADY COVE	0.30	4	AC	RIM
1N96Y	SHADY COVE	0.08	2	NAT	RIM
	SHADY COVE Total	0.38			0
2N26YA	SHAKE CREEK	0.55	2	NAT	URI
2N26YA	SHAKE CREEK	1.31	2	NAT	BC
	SHAKE CREEK Total	1.87			0
3N29	SHARPLESS RANCH	2.19	2	NAT	BC
	SHARPLESS RANCH Total	2.19			0
2N56	SHEEP CANYON	0.47	3	NAT	URI
2N56	SHEEP CANYON	1.73	3	NAT	BC
	SHEEP CANYON Total	2.20			0
2N29	SHOVEL HILL	0.23	1	NAT	URI
2N29	SHOVEL HILL	0.59	1	NAT	BCNM
	SHOVEL HILL Total	0.82			0
2N97	SIBERIA CREEK	0.80	2	NAT	BC
	SIBERIA CREEK Total	0.80			0
2N10E	SKI	0.78	2	NAT	RIM
2N10F	SKI	0.91	2	NAT	RIM
	SKI Total	1.69			0
1S04	SKINNER	0.12	1	NAT	BC
	SKINNER Total	0.12			0
1N97	SKINNER HELIPORT	0.18	2	NAT	BC
	SKINNER HELIPORT Total	0.18			0
2N65	SKYFOREST STATION	0.17	5	AC	URI
	SKYFOREST STATION Total	0.17			0
2N27Y	SKYLINE (OHV)	1.25	2	NAT	BC
	SKYLINE (OHV) Total	1.25			0
3N33	SLADE CANYON	1.74	3	NAT	BC
	SLADE CANYON Total	1.74			0
2N61YB	SLEEPY CREEK	1.09	2	NAT	BC
	SLEEPY CREEK Total	1.09			0
1N64A	SLIDE LAKE	1.37	2	NAT	BC
	SLIDE LAKE Total	1.37			0
3N07Y	SMART SPRING	1.18	2	NAT	BC
	SMART SPRING Total	1.18			0
3N03	SMARTS RANCH (OHV)	6.45	3	NAT	BC
	SMARTS RANCH (OHV) Total	6.45			0
3N03F	SMARTS RANCH SPUR	0.26	2	NAT	BC
3N03G	SMARTS RANCH SPUR	0.27	2	NAT	BC
	SMARTS RANCH SPUR Total	0.53			0
3N03C	SMARTS RANCH SPUR C	0.34	2	NAT	BC
	SMARTS RANCH SPUR C Total	0.34			0

3N03D	SMARTS RANCH SPUR D	0.66	2	NAT	BC
	SMARTS RANCH SPUR D Total	0.66			0
2N13	SNOW SLIDE	0.95	3	NAT	URI
2N13	SNOW SLIDE	8.50	3	NAT	BC
	SNOW SLIDE Total	9.45			0
2N10D	SNOW SUMMIT	0.08	2	NAT	BC
2N10D	SNOW SUMMIT	0.76	2	NAT	RIM
	SNOW SUMMIT Total	0.83			0
1N96C	SNOW VALLEY	1.36	2	NAT	BC
	SNOW VALLEY Total	1.36			0
1N17	SOUTH FORK CAMPGROUND	0.70	4	AC	RIM
	SOUTH FORK CAMPGROUND Total	0.70			0
3N17E	SOUTH PEAK SPUR	1.71	2	NAT	BC
	SOUTH PEAK SPUR Total	1.71			0
5S11	SOUTH RIDGE	1.13	3	NAT	URI
	SOUTH RIDGE Total	1.13			0
5S11A	SOUTH RIDGE SPUR	0.11	4	AC	URI
5S11B	SOUTH RIDGE SPUR	0.13	2	NAT	URI
	SOUTH RIDGE SPUR Total	0.24			0
3N53	SOUTHERN PACIFIC	1.60	3	NAT	RIM
3N53	SOUTHERN PACIFIC	3.75	3	NAT	BC
2N89	SOUTHERN PACIFIC	4.50	3	NAT	RIM
	SOUTHERN PACIFIC Total	9.85			0
6S13F	SPILLWAY	0.16	0	NAT	BC
	SPILLWAY Total	0.16			0
3N34C	SPLINTERS CABIN	0.02	2	NAT	URI
3N34C	SPLINTERS CABIN	0.46	2	NAT	BC
	SPLINTERS CABIN Total	0.47			0
2N26A	SPRAY	0.14	2	NAT	BC
	SPRAY Total	0.14			0
4S01E	SPUR E	0.33	1	NAT	BC
	SPUR E Total	0.33			0
3N38	SQUINTS RANCH	1.63	2	NAT	BC
	SQUINTS RANCH Total	1.63			0
3N38A	SQUINTS RANCH SPUR	0.67	2	NAT	BC
	SQUINTS RANCH SPUR Total	0.67			0
2N24	ST. BERNARD	0.50	2	NAT	URI
2N24	ST. BERNARD	0.82	2	NAT	BC
	ST. BERNARD Total	1.33			0
2N24A	ST. BERNARD SPUR	0.25	2	NAT	BC
	ST. BERNARD SPUR Total	0.25			0
1N86B	STETSON HOLLOW	1.10	2	NAT	RIM
	STETSON HOLLOW Total	1.10			0
3N06	STOCKTON FLATS	0.20	4	AC	URI
3N06	STOCKTON FLATS	0.68	4	AC	BC
3N06	STOCKTON FLATS	1.67	3	NAT	BC
3N06	STOCKTON FLATS	3.51	2	NAT	BC
3N06	STOCKTON FLATS	0.13	1	NAT	BCNM
3N06	STOCKTON FLATS	4.27	1	NAT	BC
	STOCKTON FLATS Total	10.46			0
3N06D	STOCKTON FLATS SPUR (4WD)	0.12	2	NAT	BCNM
3N06D	STOCKTON FLATS SPUR (4WD)	0.98	2	NAT	BC

	STOCKTON FLATS SPUR (4WD) Total	1.10			0
1N24	STRAWBERRY	0.12	2	NAT	BCNM
1N24	STRAWBERRY	2.65	2	NAT	BC
	STRAWBERRY Total	2.77			0
2N72	STRAWBERRY PEAK	0.54	4	AC	URI
	STRAWBERRY PEAK Total	0.54			0
5S24	STRAWBERRY RIDGE	0.82	2	NAT	BC
5S24	STRAWBERRY RIDGE	0.23	1	NAT	BC
5S24	STRAWBERRY RIDGE	1.62	1	NAT	URI
	STRAWBERRY RIDGE Total	2.67			0
7S02C	STUMP SPRINGS SPUR	0.33	2	NAT	BC
	STUMP SPRINGS SPUR Total	0.33			0
1N03	SUGARLOAF MEADOW	0.55	2	NAT	BCNM
1N03	SUGARLOAF MEADOW	0.75	2	NAT	RIM
	SUGARLOAF MEADOW Total	1.30			0
2N21	SUGARLUMP	0.03	2	NAT	BC
2N21	SUGARLUMP	1.67	2	NAT	RIM
	SUGARLUMP Total	1.70			0
2N46	SUGARPINE SPRINGS	1.15	2	NAT	BC
	SUGARPINE SPRINGS Total	1.15			0
2N49C	SUGARPINE SPUR	0.18	2	NAT	BC
	SUGARPINE SPUR Total	0.18			0
2N82	SWITZER PARK PICNIC AREA	0.02	5	AC	URI
	SWITZER PARK PICNIC AREA Total	0.02			0
2N14X	SWITZER WELL	0.21	1	NAT	BCNM
2N14X	SWITZER WELL	0.49	1	NAT	URI
	SWITZER WELL Total	0.69			0
1N31	SYCAMORE STATION	0.25	5	AC	RIM
	SYCAMORE STATION Total	0.25			0
3N79	TANGLEWOOD GROUP CAMPGROUND	1.06	2	NAT	BC
	TANGLEWOOD GROUP CAMPGROUND Total	1.06			0
3N16Q	TEJON RANCH	0.94	2	NAT	BC
	TEJON RANCH Total	0.94			0
2N33Y	TENT PEG	0.17	2	NAT	RIM
	TENT PEG Total	0.17			0
1N12C	THOMAS HUNTING GRD SPUR	0.56	2	NAT	BC
	THOMAS HUNTING GRD SPUR Total	0.56			0
1N12	THOMAS HUNTING GROUNDS	0.77	2	NAT	RIM
1N12	THOMAS HUNTING GROUNDS	9.22	2	NAT	BC
	THOMAS HUNTING GROUNDS Total	9.99			0
6S13	THOMAS MTN	0.62	3	NAT	RIM
6S13	THOMAS MTN	13.53	3	NAT	BC
	THOMAS MTN Total	14.16			0
6S13D	THOMAS MTN LOOKOUT	0.42	2	NAT	BC
	THOMAS MTN LOOKOUT Total	0.42			0
1S05	THURMAN FLATS PICNIC AREA	0.09	5	AC	RIM
	THURMAN FLATS PICNIC AREA Total	0.09			0
2N90	TIP TOP MOUNTAIN	1.68	2	NAT	BC
	TIP TOP MOUNTAIN Total	1.68			0
2N90A	TIP TOP MOUNTAIN SPUR A	0.13	2	NAT	BC
	TIP TOP MOUNTAIN SPUR A Total	0.13			0
2N90B	TIP TOP MOUNTAIN SPUR B	0.42	2	NAT	BC

	TIP TOP MOUNTAIN SPUR B Total	0.42			0
2N90C	TIP TOP MTN SPUR C	0.15	2	NAT	EW
2N90C	TIP TOP MTN SPUR C	0.78	2	NAT	BC
	TIP TOP MTN SPUR C Total	0.93			0
6S13A	TOOL BOX SPRING CG	0.24	2	NAT	BC
	TOOL BOX SPRING CG Total	0.24			0
7S03	TRIPP FLATS STATION	0.09	5	AC	RIM
	TRIPP FLATS STATION Total	0.09			0
2N34	TUNNEL TWO	0.43	2	NAT	URI
2N34	TUNNEL TWO	1.74	2	NAT	BC
	TUNNEL TWO Total	2.17			0
2N34A	TUNNEL TWO SPUR	0.72	2	NAT	URI
	TUNNEL TWO SPUR Total	0.72			0
1N22B	UPPER DALEY	0.19	2	NAT	BCNM
1N22B	UPPER DALEY	0.97	2	NAT	BC
	UPPER DALEY Total	1.16			0
3N31Y	UPPER LYTLE CREEK DIVIDE	11.00	3	NAT	BC
	UPPER LYTLE CREEK DIVIDE Total	11.00			0
2N38	VALLEY OF THE MOON	1.44	2	NAT	BC
	VALLEY OF THE MOON Total	1.44			0
3N09	VAN DUSEN CANYON	2.99	3	NAT	BC
	VAN DUSEN CANYON Total	2.99			0
3N07	VAN DUSEN CREEK	1.65	2	NAT	BC
	VAN DUSEN CREEK Total	1.65			0
3N07A	VAN DUSEN CREEK SPUR	0.41	2	NAT	BC
	VAN DUSEN CREEK SPUR Total	0.41			0
3N09A	VAN DUSEN CYN SPUR	0.71	1	NAT	BC
	VAN DUSEN CYN SPUR Total	0.71			0
2N91B	VISCERA SPRING SPUR	0.35	2	NAT	EW
	VISCERA SPRING SPUR Total	0.35			0
2N91A	VISCERA SPRING SPUR (4WD)	1.20	2	NAT	EW
	VISCERA SPRING SPUR (4WD) Total	1.20			0
3S08	VISTA GRANDE	0.72	2	NAT	RIM
3S08	VISTA GRANDE	3.25	2	NAT	BC
	VISTA GRANDE Total	3.97			0
4S26	VISTA GRANDE STATION	0.40	5	AC	RIM
	VISTA GRANDE STATION Total	0.40			0
1S12	WARM SPRINGS	4.52	2	NAT	BC
	WARM SPRINGS Total	4.52			0
3N46	WARM SPRINGS CUTOFF	0.29	1	NAT	BC
	WARM SPRINGS CUTOFF Total	0.29			0
1N25	WEST DALEY	0.06	2	NAT	URI
1N25	WEST DALEY	0.89	2	NAT	BC
	WEST DALEY Total	0.95			0
1N35	WEST FORK CUCAMONGA	0.26	3	NAT	BC
1N35	WEST FORK CUCAMONGA	0.97	2	NAT	BC
	WEST FORK CUCAMONGA Total	1.24			0
2N28	WEST HEAPS PEAK HELIPORT	0.61	4	AC	URI
	WEST HEAPS PEAK HELIPORT Total	0.61			0
3N57	WHISKY SPRINGS	0.49	2	NAT	BC
	WHISKY SPRINGS Total	0.49			0
3N17	WHITE MOUNTAIN	8.48	2	NAT	BC

3N17	WHITE MOUNTAIN	1.22	0	NAT	BC
	WHITE MOUNTAIN Total	9.71			0
1N19	WILDHORSE	1.03	2	NAT	BC
	WILDHORSE Total	1.03			0
2N93	WILDHORSE MEADOW	0.36	2	NAT	BCNM
2N93	WILDHORSE MEADOW	1.27	2	NAT	URI
2N93	WILDHORSE MEADOW	9.06	2	NAT	BC
	WILDHORSE MEADOW Total	10.69			0
2N93F	WILDHORSE MEADOW SPUR	0.19	2	NAT	BC
2N93D	WILDHORSE MEADOW SPUR	0.42	2	NAT	BC
2N93E	WILDHORSE MEADOW SPUR	0.79	1	NAT	BC
	WILDHORSE MEADOW SPUR Total	1.39			0
1N19A	WILDHORSE SPUR	0.34	2	NAT	BC
	WILDHORSE SPUR Total	0.34			0
2S23	WILLIAMS RANCH	0.92	2	NAT	BC
	WILLIAMS RANCH Total	0.92			0
3N34X	WILLOW BYPASS (OHV)	0.96	2	NAT	BC
	WILLOW BYPASS (OHV) Total	0.96			0
1S22	WILSHIRE PEAK (4WD)	0.22	2	NAT	BC
	WILSHIRE PEAK (4WD) Total	0.22			0
3N11A	WRIGHT MINE	0.70	2	NAT	BC
	WRIGHT MINE Total	0.70			0
3N11	WRIGHT MINE (OHV)	2.62	2	NAT	BC
	WRIGHT MINE (OHV) Total	2.62			0
3N11B	WRIGHT MINE SPUR	0.51	2	NAT	BC
3N11C	WRIGHT MINE SPUR	0.74	2	NAT	BC
	WRIGHT MINE SPUR Total	1.25			0
4S01D	Y CAMP SPUR	0.37	2	NAT	BC
	Y CAMP SPUR Total	0.37			0
1S09	YUCAIPA RIDGE	5.63	2	NAT	BC
	YUCAIPA RIDGE Total	5.63			0
	Grand Total	1025.81			0

Appendix B

Determination of NFSR mileage in National Inventoried Roadless Areas

Background:

National Forest System Roads are not generally supposed to be found within Inventoried Roadless Areas. (This is especially true concerning Maintenance Level 3, 4 and 5 NFSR roads). Upon querying the Access database however, several miles of NFSR roads were found to be located in IRAs. With further examination it became apparent that these "miles" were actually an aggregation of numerous individual segments. In order to determine which segments were legitimately located within an IRA and which were the result of mapping error, a visual inspection was done using Arc View. Guided by the assumptions below, a determination was made for each segment upon whether or not it should be considered to actually fall within the IRA boundary.

Assumptions:

- For ALL NFSR roads (especially ML 3, 4 and 5): If the road appears to be circumscribing the IRA boundary, assume mapping error.
- For campground roads of ML 4 and 5, assume mapping error.
- For campground roads of ML 2 or 3, assume in IRA.
- For all OHV roads located inside the IRA, assume in IRA.
- For any OHV road seemingly circumscribing the IRA boundary, assume mapping error.
- For roads accessing specific sites, such lookouts, communication sites, heritage sites, or wells, assume inside IRA, unless within close proximity to boundary.

Notes:
The above criteria are arbitrary.
Mapping errors identified fall into one of two categories:

1. There was unintended overlap between the INFRA roads layer and the IRA polygon layer, resulting in small segments of road overlapping into IRAs.
2. The IRA boundaries were drawn incorrectly when the initial surveys were done, resulting in higher-level Forest Service roads falling into IRAs.

It was not always possible to determine which type of error occurred for each segment. Corrections will not be made prior to publication of DEIS.

Appendix C

Risk Criteria

I.) Watershed Risk Rating Components:

- Watershed Condition Class
- Slope Stability Hazard
- Earthquake Hazard Rating

II.) Species Risk Rating Components:

- Riparian Species – Key, Modeled or Occupied habitat
- Stream Crossings
- Key, modeled or occupied habitat for Threatened, Endangered or Sensitive Species outside of riparian areas
- Riparian Conservation Areas

I. Watershed Risk: Description of the Integration Process

In order to address National healthy watershed goals, the Forest Service is conducting broad-scale watershed assessments, the process for which is documented in Rating Watershed Condition: Reconnaissance Level Assessment for the National Forests of the Pacific Southwest Region (June, 2000). For the purpose of these broad-scale assessments, watershed condition is defined by "the aggregate expression of the physical and biological processes of a watershed relative to natural and human disturbance" (Forest Service, 2000.). The purpose of these assessments is to obtain a reconnaissance-level characterization of the condition of NFS 5th field (62.5 - 390 square mile or 40,000-250,000 acres) watersheds in California. The assessment process involves three steps: (1) evaluate condition indicators; (2) determine preliminary watershed conditions by integrating all nine indicators; and (3) determine final watershed conditions by applying professional judgment "reality check" (Forest Service, 2000). Below is table listing the indicators evaluated.

Table C-0. List of Watershed Condition Indicators and Information type.

Watershed Condition Indicator	Information Type
(1) Road Hazard Potential	Quantitative Assessment
(2) Surface Erosion	Quantitative Assessment
(3) Mass Wasting	Quantitative Assessment
(4) Floodplain Connectivity	Professional Judgment
(5) Water Quality	Professional Judgment
(6) Water Quantity/Flow Regime	Professional Judgment
(7) Stream Corridor Vegetation	Professional Judgment
(8) Stream Channel Condition	Professional Judgment

(9) Native Aquatic Faunal Integrity	Professional Judgment

The watershed risk rating approach undertaken during the RAP analysis stratifies the 9 indicators above into two groups:

1. Indicators that dominantly reflect the hazard of impairment to watershed condition (i.e., disturbance prone to accelerate future sediment delivery to streams)
2. Those that largely reflect the expression of watershed condition (i.e., existing water quality).

Each of the 9 indicators is equally weighted, with the rating aggregated within each of the two groups. In other words, indicators # 1-3 are combined to derive a cumulative hazard condition indicator rating and indicators # 4-9 are combined to derive a cumulative expression condition indicator rating. Within each of the two groups, the process of combining each of the individual indicators employs ranking, followed by dividing the entire pool into thirds. They are then integrated using a matrix of hazard versus expression to derive the composite condition classification (Table C-1). For example, if aggregate ranking of indicators of hazard is low (i.e., there is a low threat of impairment due to modification of the hydrologic and sediment regime) and aggregate ranking of indicators of expression is properly functioning (i.e., impairment is minimal or has not been expressed in the watershed) this would yield a category I watershed condition.

Table C–1. Watershed Condition Class: Illustration of Hazard/Expression Matrix for Use in Preliminary Identification of Watershed Condition Categories

		Expression Condition Indicators (ECI)		
		S $indc_4$+$indc_5$+$indc_6$+$indc_7$+$indc_8$+$indc_9$ ---------- = ECI rating ranked and divided into 3rds		
		Impaired (rating = 3)	Functioning At-Risk (rating = 2)	Properly Functioning (rating = 1)
Hazard Condition Indicators (HCI)	High Hazard (rating = 3)	category III	category III	category II
Each indicator ranked & divided into 3rds	Mod Hazard (rating = 2)	category III	category II	category I
S $indc_1$+$indc_2$+$indc_3$ ---------- = HCI rating 3	Low Hazard (rating = 1)	category III	category II	category I

(WCC) *see appendix I = condition from the WCC_EUI coverage

[Slope Stability Hazard = Slope Hazard Rating in the Ecological Unit Inventory (WCC_EUI coverage)]

There are inherent implications for slope stability in the geomorphic process legend. The primary process spectrum from fluvial to mass wasting processes that constitutes the crux of the geomorphology legend for the Southern California Landtype Association Ecological Unit Inventory (USDA Forest Service, 2001) may also be regarded as a spectrum of slope instability, from very stable where fluvial processes dominate, to highly unstable where mass wasting processes dominate. As such, a scale of slope instability may be assigned directly to the geomorphic classification. The following slope instability scale has been assigned to the Southern California LTA EUI geomorphic legend:

Table C–2: EUI Rating Scale

Geomorphic process map units (EUI)	Degree of instability	Numerical rating
F, T/F, CM, LA	Low	3

F/MW, T/F/MW, G/F/MW	Moderate	5
MW/F, T/MW/F, G/MW/F	High	7
MW	Extreme	10

Watershed Risk Rating Determination: By integrating the two components described above, Watershed Condition Class and Ecological Unit Inventory Slope Stability Hazard Rating, a combined "Watershed Score" (WAT_SCORE) can be assigned to individual road segments, as follows:

Table C-3: Watershed Risk Rating Determination

Slope Stability Hazard Rating	Watershed Condition Class	Wat_Score
3	I	1
3	II	2
5, 7	I	2
3, 5	III	3
5	II	3
7	III, II	4
10	III, II, I	5

Earthquake Hazard Rating: In addition to the above criteria, a third factor, earthquake hazard potential must also be considered. If earthquake hazard potential is present, (Alq_pri = "yes"), then the watershed score for a given road segment is automatically increased to "5".

II. Species Risk Rating: Description of integration Process
(Definitions prepared by Steve Anderson)

Riparian Conservation Areas (RCA): Riparian Conservation Areas consist primarily of key, occupied, and modeled for 16 plants and animals, 100-300 feet (for steelhead) on either side of the stream, and includes the 80-foot contour level for arroyo toad (points on the slope that are 80 feet in elevation above the stream) In addition, any stream (perennial and intermittent) not included above are buffered by 30 meters, and any additional areas of mapped riparian vegetation not cited above are also included.

Riparian Score (RIP_SCORE): Areas intersected with key, occupied and modeled habitat for TE plants and animals. Scores of 1-9 indicate species with modeled habitat only. Scores between 10 and 99 indicate any combination of modeled or occupied habitat. Scores greater than

100 indicate a possible combination of modeled, occupied or key habitat. A score of 3 indicates an area of modeled habitat for 3 species; 32 would indicate the area is occupied habitat for 3 species and modeled habitat for 2 species; a score of 132 would indicate the area is key habitat for 1 species, occupied habitat for 3 species and modeled habitat for 2 others.

Upland Score (UP_SCORE): Areas that intersect with key, occupied and modeled habitat for threatened and endangered species, primarily found outside of the riparian area.

Stream Crossings (X_INGS): Stream crossings are defined as locations where roads intersect a stream in key, occupied, modeled or RCA. Species Risk Rating Determination:
The above components were combined to generate an overall species risk rating. The methodology is described below. First, the following table was used to calculate a species score – "Spp_Score"

Table C-4: Species Score Ratings

Rating	Criteria
0	No risk
1	RCA = 1 and Rip_score < 10
2	RCA = 1 and X_ings = 100
3	Up_Score > 9
4	RIP_Score > 9
5	RIP_Score > 9 and X_ings = 100

The final step in the risk assessment process was to integrate both the watershed and species scores into one risk-rating indicator, the RAP Score: **RAP_Score = Spp_Score + Wat_Score**

Benefit Criteria

Benefits of National Forest System Roads were broken into two types – public/recreational and administrative.

I. Administrative

These criteria establish a baseline of use or benefit for each road by determining the number of administrative opportunities accessed by the road and the number of users that benefit from accessing those recreational opportunities. Administrative Activities include: fire suppression, prevention, prescribed fire, vegetation management, resource evaluation and management, special use access and administration, law enforcement, mining, oil and gas, and any other roaded access needed to manage the forest.

Table C-5: Importance / Benefit Rating System:

Benefit Rating		Definition
0	No Affect	Road not needed for Forest administration.
1	Low	Road provides **minimal** access for Forest administration with a **low** number of administrative users .
2	Low to Moderate	Road provides a **minimal** access for Forest administration with a **moderate** number of users.
3	Moderate	Road provides a **moderate** access for Forest administration with a **moderate** number of users.
4	Moderate to High	Road provides a **moderate** access for Forest administration with a **high** number of users.
4	High to Moderate	Road provides a **significant** access for Forest administration with a **moderate** number of users.
5	High	Road provides a **significant** access for Forest administration with a **high** number of users.

II. Public and Recreational Importance

These criteria establish a baseline of use, or importance, for each road by determining the number of recreational and public opportunities accessed by the road and the number of users that benefit from accessing those recreational opportunities, including recreation special uses. Average daily traffic (ADT) measures the number of vehicles traveling on a road during a 24-hour period. ADT volumes are indicators of demand for a given road.

T-6: Public Importance/Benefit Rating System:

Benefit Rating		Definition
0	No Affect	Road does not access recreational opportunities. Road is closed to public use.
1	Low	Road accesses a minimal number of recreational opportunities with a low number of users that benefit from accessing those recreational opportunities. Range of 0-5 estimated ADT
2	Low to Moderate	Road accesses a minimal number of recreational opportunities with a high number of users that benefit from accessing those recreational opportunities. Range of 5-10 estimated ADT
3	Moderate	Road accesses a moderate number of recreational opportunities with a moderate number of users that benefit from accessing those recreational opportunities. Range of 10-30estimated ADT

4	Moderate to High	Road accesses a moderate number of recreational opportunities with a high number of users that benefit from accessing those recreational opportunities. Range of 30-50 estimated ADT
5	High	Road accesses a significant number of recreational opportunities with a high number of users that benefit from accessing those recreational opportunities. Range of over 50 estimated ADT. Road provides access to subdivision within NF

Appendix D

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
AQ (1)	How and where does the road system modify the surface and subsurface hydrology of the area?	Internal, Riparian BO and Biodiversity.	Watershed Condition Assessment (WCA)	Condition Class	Addressed through standards tied to watershed priorities from WCA and riparian conservation areas.
AQ (2)	How and where does the road system generate surface erosion?	See AQ (1)	See AQ (1)	Condition Class	See AQ (1)
AQ (3)	How and where does the road system affect mass wasting?	See AQ (1)	See AQ (1)	Slope Stability	See AQ (1)
AQ (4)	How and where do road-stream crossings influence local stream channels and water quality?	See AQ (1)	See AQ (1)	Stream Crossings (X_ings)	See AQ (1)
AQ	How and where does the	Internal	Identify where major	Condition Class,	Standards for travel

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
(5)	road system create potential for pollutants, such as chemical spills, oils, deicing salts, or herbicides, to enter surface waters?		transportation corridors are adjacent to waterways and subject to spills.	Stream Crossings	corridors. (HAZMAT)
AQ (6)	How and where is the road system "hydrologically connected" to the stream system? How do the connections affect water quality and quantity?	See AQ (1)	See AQ (1)	Condition Class	See AQ (1)
AQ (7)	What downstream beneficial uses of water exist in the area? What changes in uses and demand are expected	Internal	Identify State Designated 303 streams, id municipal watersheds, WCA.	State-listed impaired water bodies, Condition class	Addressed through standards tied to watershed priorities from WCA.

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	over time? How are they affected or put at risk by road-derived pollutants?				
AQ (8)	How and where does the road system affect wetlands?	See AQ (1)	See AQ (1), Meadows BA/BO	RCA	See AQ (1)
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?	See AQ (1)	See AQ (1)	Condition class	See AQ (1)
AQ (10)	How and where does the road system restrict the migration and movement	See AQ (1)	See AQ (1)	Stream crossings	See AQ (1)

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	of aquatic organisms? What aquatic species (i.e., fish and amphibians) are affected and to what extent?				
AQ (11)	How does the road system affect shading, litterfall, and riparian plant communities?	See AQ (1)	See AQ (1)	RCA	See AQ (1)
AQ (12)	How and where does the road system contribute to fishing, poaching, or direct habitat loss for at-risk aquatic species?	See AQ (1)	See AQ (1)	RCA	See AQ (1)
AQ (13)	How and where does the road system facilitate the introduction of non-native aquatic species?	See AQ (1)	See AQ (1)		Addressed through LRMP standards

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
AQ (14)	To what extent does the road system overlap with areas of exceptionally high aquatic diversity or productivity or areas containing rare or unique aquatic species, or species of interest?	See AQ (1)	See AQ (1)		See AQ (1)
TW (1)	What are direct effects of the road system on terrestrial species habitat?	Traffic Sound, Habitat connectivity, Southern California Mountain and Foothill Assessment. Programmatic BO.	Road miles in habitats. DEIS Chapter 3 "Resource Management – Biological"	Up_score	Standards, species management guides, core habitat reserves, and protected area land allocations (i.e. Wilderness).
TW (2)	How does the road system facilitate human	See TW 1	General info in the Mountains and		Standards, species-specific management

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	activities that affect habitat?		Foothills Assessment		guides, Core habitat reserves, Protected areas land allocations, i.e. Wilderness.
TW (3)	How does the road system affect legal and unauthorized human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)? What are the effects on wildlife species?	See TW 1	General info in the Mountains and Foothills Assessment		Standards, species-specific management area direction, Core habitat reserves, Protected areas land allocations, i.e. Wilderness. (LE: Chavez-Wambaugh Study)
TW (4)	How does the road system directly affect unique communities or special features in the	See TW 1	ID road densities by unique community. No analysis is currently available	RCA, Rip_score, up_score	Standards, species-specific management area direction, Core habitat reserves.

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	area?				
EF (1)	What ecological attributes, particularly those unique to the region, would be affected by roading of currently unroaded areas?	Biodiversity; flora, fauna, air quality, erosion, soil compaction, watershed protection, groundwater.	Unroaded Evaluation, questions provided to public for input, TEP habitat was part of programmatic consultation.		ROS, Roadless/unroaded land allocations. No direction to add NFSR roads in inventoried Roadless Areas.
EF (2)	To what degree does the presence, type, and location of roads increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites? What are the potential effects of such introductions to plant and	Riparian BO, Programmatic BO Apiary sites along roads	General info in the Mountains and Foothills Assessment		Standards (Draft Plans)

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	animal species and ecosystem function in the area?				
EF (3)	To what degree does the presence, type, and location of roads contribute to the control of insects, diseases, and parasites?	Not an issue.	N/A		N/A
EF (4)	How does the road system affect ecological disturbance regimes in the area?	Wildfire Prevention, Ecological effects of roads	General info in the Mountains and Foothills Assessment; DEIS, Chapter 3 – "Fire"		Standards
EF (5)	What are the adverse effects of sound caused by developing, using, and maintaining roads?	Sound effects on wildlife.	Biological Opinion		Standards, Species management guides.

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
EC (1)	How does the road system affect the Agency's direct costs and direct revenues used in assessing financial efficiency?	Maintenance costs of roads including implementing of BO's. Increased development as a result of new access to inholdings etc	Economic Analysis		Suitable Uses
EC (2)	How does the road system affect the priced and non-priced consequences included in economic efficiency analysis used to assess net benefits to society?	Regional transportation network. Recreation values.	Economic Analysis		Land allocation, suitable uses.
EC (3)	How does the road system affect the distribution of benefits and costs among affected people?	N/A			

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
TM (1)	How does road spacing and location affect logging system feasibility?	N/A	N/A		
TM (2)	How does the road system affect managing the suitable timber base?	N/A	N/A		
TM (3)	How does the road system affect access to timber stands needing silvicultural treatment?	Internal issue - poor access limits opportunities for treating stands for forest health issues.	DEIS Chapter 3, Vegetative Management, Roads		
MM (1)	How does the road system affect access to locatable, leasable, and salable minerals?	Yes, Carbs, oil and gas EIS.	DEIS Chapter 3 Minerals		
RM (1)	How does the road system affect access to range allotments?	Not an issue at this time.			

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
WP (1)	How does the road system affect access, constructing, maintaining, monitoring, and operating water diversions, impoundments, and distribution canals or pipes?	Internal issue, Urban infrastructure expansion has been an issue leading to new construction of roads. Tunnel proposals	Roads Accessing Water Diversions etc. Water diversions are mapped; roads are identified in the access database.		
WP (2)	How does road development and use affect water quality in municipal watersheds?	Internal: Listing of beneficial uses should be completed, tie to WCA. LP has a designated watershed (Santa Ynez in LRMP). Section 303 designations and review including TMDL.	See AQ (7) and AQ (1)		
WP	How does the road	Internal: FERC, Related	Roads Accessing		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
(3)	system affect access to hydroelectric power generation?	transmission lines etc.	Hydro Power is identified in the access database.		
SP (1)	How does the road system affect access for collecting special forest products?	Not an issue at this time.	Special Forest Products Maps, not available		
SU (1)	How does the road system affect managing special-use permit sites (concessionaires, communications sites, utility corridors, and so on)?	Internal: permits are not current and many are lacking specific road permits to access SUA's. Lack of management for SUA road management including access for OHV's, some SUA managed roads are actually designated as	Roads Accessing Special Uses are identified in the access database.	Public Importance/need rating	

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		OHV routes (ANF).			
GT (1)	How does the road system connect to public roads and provide primary access to communities?	Public wants easy, quick, convenient, close to home, free access.	INFRA database-identified where "access is needed". Information pertaining to individual easement needs is obtained at the project level.	Public Importance/need rating	
GT (2)	How does the road system connect large blocks of land in other ownership to public roads (ad-hoc communities, subdivisions, inholdings, commuter traffic and so on)?	Yes, Public Comment, Riverside MOU. Internal: Public Road (PFSR) classification.	Road Inventory, need to evaluate regional access needs, i.e. Riverside to Orange County corridor.	Public Importance/need rating	
GT	How does the road	Internal: Some Special	DEIS Chapter 3;		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
(3)	system affect managing roads with shared ownership or with limited jurisdiction? (RS 2477, cost-share, prescriptive rights, FLPMA easements, FRTA easements, COT easements)?	Use Authorizations should be under Easements to other agencies. Lack of easements issued to FS for connection to other public road systems.	Lands and Transportation identify the needs.		
GT (4)	How does the road system address the safety of road users?	Internal: High and increasing public use on low standard roads that are not maintained or constructed to current objective maintenance levels. Public Issue: See (AU2,	DEIS Chapter 3 Transportation	Administrative Importance/need Rating Public Importance/need	Standards

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		RR1) PFSR designation could reduce OHV opportunities. Combination of users on roads leading to a safety issue.			
AU (1)	How does the road system affect access needed for research activities, inventory, and monitoring?	Not an issue.	SUDS		
AU (2)	How does the road system affect investigative or enforcement activities?	Yes, Internal Issues: • -Access to illegal off road opportunities. • -As road standard is increased people tend to drive too fast. • -As roads are upgraded (i.e.	LEMARS – citation data Traffic counts; DEIS Chapter 3 – Law Enforcement and Roads	Administrative importance/need rating	

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		PFSF) there will be an increase in activities that will require additional law enforcement support. • -FS has limited traffic investigative capabilities for level of use. • -911 issue with no posted mile markers. • -Party access at odd hours • -Lack of signs is a problem for coordination with other agencies and the public. • -Seasonal closures difficult to administer.			
PT (1)	How does the road system affect fuels management?	Public Issue: Roads help with wildfire prevention.	DEIS Chapter3, "Fire"	Administrative importance/need rating	Land Use Zones, Suitable uses

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		Internal Issue: increased fuels program is leading to increased internal demand for road access.			
PT (2)	How does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?	Internal Issue: Most roads of all types will eventually be used as a fire line. How do we manage these roads between fires?	DEIS Chapter3, "Fire," and "Roads"	Administrative Importance/need rating	Land Use Zones, Special Designations
PT (3)	How does the road system affect risk to fire fighters and to public safety?	Roads are not designed for new fire equipment. Also refer to GT 4. Lack of roads affects fire tactics and forces the use of more dangerous approaches.	DEIS Chapter3, "Fire"	Administrative importance/need rating	Land Use Zones, Special Designations

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
PT (4)	How does the road system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?	Dust settling on vegetation can degrade species habitat. Health effects from dust. Internal issue: We are required to reduce the miles of unpaved roads or mitigate in some other way to meet fugitive dust standards). Dust sensitive facilities i.e. Observatories.	Air Quality Analysis, Miles of road by surface type from road inventory/INFRA data. Traffic volumes. DEIS Chapter 3, "Air " and "Roads"		
UR (1)	Is there now, or will there be in the future, excess supply or excess demand for unroaded* recreation opportunities?	Public Issue: Both too much and too little. Proxy wilderness. Specific places have been recommended by	ROS Analysis, Roadless Areas (RARE-II), public comment Addressed in		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		the public. Criteria to ID unroaded: Physical: erosion, soil compaction, ground water recharge. Social: solitude, quietude, dark sky, views, vistas, vandalism. Biodiversity: flora, fauna, air quality. Development use: encroachment, road building, photography, hiking, oil and gas, motorized use.	Chapter 3 DEIS under Special Designations and under Recreation.		
UR (2)	Is developing new roads into unroaded areas,	Yes, Public Comment: Most comments were	ROS Analysis, public comment		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	decommissioning of existing roads, or changing the maintenance of existing roads causing substantial changes in the quantity, quality, or type of unroaded recreation opportunities?	that unroaded areas should not allow motorized use. Internal issue: existing unroaded areas may constrain the development of an effectively managed OHV network.			
UR (3)	What are the adverse effects of sound and other disturbance caused by developing, using, and maintaining roads, on the quantity, quality, and type of unroaded recreation opportunities?	See UN 1.	Focus groups/Public Comments		
UR	Who participates in	Not issue at this time.	Focus groups/Public		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
(4)	unroaded recreation in the areas affected by building, maintaining, and decommissioning roads?		Comments, National Visitor Use Monitoring Survey and other surveys.		
UR (5)	What are these participants' attachments to the area, how strong are their feelings, and are alternative opportunities and locations available?	Specific recommendations for further protection of Inventoried Roadless Areas. Prioritize acquisition of inholdings in roadless or other unroaded areas.	Focus groups/Public Comments, Recreation/Visitor use surveys.		Land Use Zones
UR (6)	How is developing new roads into unroaded areas affecting the Scenic Integrity Objective, SIO(s)?	Unroaded areas provide a quasi-wilderness experience as a relief mechanism to our highly impacted lands (dispersing use),	Roads by Scenic Integrity Objective, DEIS Chapter 3 Scenery Management		There is no direction to construct roads in currently unroaded areas.

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		Internal: once a road has been created it changes the SIO to something more restrictive.			
RR (1)	Is there now, or will there be in the future, excess supply or excess demand for road-related* recreation opportunities?	Yes, Public Comment. More roads, or more use of existing roads. Also had comment requesting less use of roads or fewer roads. (Refer to GT 1), more parking is needed along roads to allow access for other types of recreation.	Refer to DEIS, Chapter 3, OHV		Suitable Use determinations ROS etc.
RR (2)	Is developing new roads into unroaded areas,	See UR 2.	ROS Analysis, public comment,		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	decommissioning of existing roads, or changing maintenance of existing roads causing substantial changes in the quantity, quality, or type of road-related recreation opportunities?		destination point analysis. DEIS Chapter 3, OHV		
RR (3)	What are the adverse effects of sound and other disturbances caused by building, using, and maintaining roads on the quantity, quality, or type of roaded recreation opportunities?	See UN 3.	Focus groups/Public Comments; DEIS Chapter 3, OHV		
RR (4)	Who participates in road-related recreation in the	Major issue: Some want 24/7 free unrestricted	Focus groups/Public Comments;		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	areas affected by road building, changes in road maintenance, or road decommissioning?	access to roads; others want to see restricted use and reduced number of roads.	Visitor Use Monitoring Survey.		
RR (5)	What are these participants' attachments to the area, how strong are their feelings, and are alternative opportunities and locations available?	Places recommend for expansion of roaded recreational opportunities	Focus groups/Public Comments; Visitor Use Monitoring Surveys. Chapter 3 OHV DEIS.		
RR (6)	How does the road system affect the Scenic Integrity Objective, SIO(s)?	See UN 6.	Roads by Scenic Integrity Objective (GIS). DEIS, Chapter 3 "Scenery Management".		
PV1	Do areas planned for road building, closure, or decommissioning have	N/A	GIS – Land Use Zones, Critical Biological Zone,		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	unique physical or biological characteristics, such as unique natural features and Threatened or endangered species (see TW4)?		Roads layers		
PV2	Do areas planned for road building, closure, or decommissioning have unique cultural, traditional, symbolic, sacred, spiritual, or religious significance?	N/A	This information is determined during project level NEPA analysis.		
PV3	What, if any, groups of people (ethnic groups, subcultures, and so on) hold cultural, symbolic,	N/A	See PV 2.		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	spiritual, sacred, traditional, or religious values for areas planned for road entry or road closure?				
PV4	Will building, closing, or decommissioning roads substantially affect passive-use value?	N/A	N/A		
SI (1)	What are people's perceived needs and values for roads?	Access!!!	Focus groups/Public Comments	Public importance/need rating	ROS, Land Use Zones, Wilderness Designations
SI (2)	How does road management affect people's dependence on, need for, and desire for access?	Access for persons with disabilities, all ages, a wide variety of recreational uses. OHV route designation is directly affected by	Focus groups/Public Comments; Discussed in Chapter 3 DEIS "Lands" and "Transportation"		ROS, Land Use Zones, Wilderness Designations

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
		RMO's designations.			
SI (3)	How does the road system affect paleontological, archaeological, and historical sites?	Internal: Section 106 analysis is needed for LRMP revision.	DEIS, Chapter 3 "Heritage Resources"	Administrative Importance/need rating	Standards, Land Allocations.
SI (4)	How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?	Public Issues: Native American fire wood permits, traditional materials gathering, ceremonial access (both maintain for native American but restrict public access).	Tribal Government Coordination; DEIS, Chapter 3, "Heritage Resource"	Public Importance/need rating	
SI (5)	How are roads that constitute historic sites affected by road management?	Internal: Closure, maintenance and decommissioning of historical roads.	DEIS, Chapter 3 "Heritage Resources" ID Historic Roads.		Standards.

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
SI (6)	How are community social and economic health affected by road management (for example, lifestyles, businesses, tourism industry, infrastructure maintenance)?	Consider social and economic consequences of road management and closure.	Focus groups/Public Comments Interior Forest communities are served by public roads - not NFSR dependent.		
SI (7)	What is the perceived social and economic dependency of a community on an unroaded area versus the value of that unroaded area for its intrinsic existence and symbolic values?	New freeway corridors for commuting access are proposed. Access to new comm. sites and utility corridors.	DEIS, Chapter 3 "Lands and Transportation"		
SI	How does road	See UR 3. Internal	DEIS, Chapter 3,		Suitable Uses,

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
(8)	management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?	Issue: access to in-holdings. Upgrading of adjacent roads increasing use.	"Special Designations"		Standards
SI (9)	What are traditional uses of animal and plant species in the area of analysis?	Not an issue at this time.	DEIS, Chapter 3 "Heritage Resources"		
SI (10)	How does road management affect people's sense of place?	Traditional use of roads and local destinations.	Scenery Management Draft LMP – Place Descriptions.		
CR (1)	How does the road system, or its management, affect	See UN and RR 4.	Focus groups/Public Comments, ID roads accessing		

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	certain groups of people (minority, ethnic, cultural, racial, disabled, and low-income groups)?		Indian Reservations - have been Identified		
OHV 1	Will forests consider converting SPNM ROS to the SPM to address deficiencies in existing or anticipated OHV systems?	Lack of interconnected OHV network.	OHV trail system relative to Land Use Zones Suitable Uses		Land Use Zones, OHV designated trails
OHV 2	How will road management decisions affect OHV use/travel in roaded and unroaded areas?	Isn't this a public issue?	DEIS, Chapter 3, "Roaded Recreation"		Land Use Zones, OHV designated trails
OHV 3	How will the Forest's address the adequacy – provide quantifiable		DEIS, Chapter 3, "Roaded Recreation"		Land Use Zones, OHV designated trails

RAP ID	Question	Is this an Issue? (IDT, 10/23/2002)	Key Information (IDT, 10/23/2002)	Risk/Priority Indicators	LRMP Direction (09/12/2003)
	evaluation criteria of their OHV systems.				
OHV 4	Will Forests use trail construction and road conversion to trail status to address deficiencies in the OHV trail system, in recognition that the ML2 road system generally will not provide the recreational experience sought by OHV enthusiasts.		DEIS, Chapter 3, “Roaded Recreation”		Land Use Zones, OHV designated trails
SQ 2	How and where does the road system affect the scenic resources?	See UN and RR 6.	DEIS, Chapter 3, "Scenery Management"		

Appendix E

Links To Maps:

Internal(Document):	External(Website):
Angeles – East	Angeles – East
Angeles – Central	Angeles – Central
Angeles – West	Angeles – West
Cleveland – Descanso	Cleveland – Descanso
Cleveland – Palomar	Cleveland – Palomar
Cleveland – Trabuco	Cleveland – Trabuco
Los Padres – North	Los Padres – North
Los Padres – Mid-North	Los Padres – Mid-North
Los Padres – Central	Los Padres – Central
Los Padres – Southwest	Los Padres – Southwest
Los Padres – East	Los Padres – East
San Bernardino – Mountain	San Bernardino – Mountain
San Bernardino – San Jacinto	San Bernardino – San Jacinto
San Bernardino - West	San Bernardino - West

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
5N47	ZUNI CG	5	1	14	0	0	4	III	10		5	5	3	9	0.04
5N47	ZUNI CG	5	1	14	0	100	5	III	10		5	5	3	10	0.02
5N47	ZUNI CG	5	1	14	1	100	5	III	10		5	5	3	10	0.01
	ZUNI CG Total													**9.4**	0.07
5N42	STREAMSIDE CG	5	1	14	0	0	4	III	7		4	5	3	8	0.08
5N42	STREAMSIDE CG	5	1	14	1	100	5	III	7		4	5	3	9	0.03
5N42	STREAMSIDE CG	5	1	14	1	0	4	III	7		4	5	3	8	0.02
5N42	STREAMSIDE CG	5	1	14	0	100	5	III	7		4	5	3	9	0.02
	STREAMSIDE CG Total													**8.3**	0.15
5N46	TEXAS CYN STATION	4	0	0	0	0	0	III	10		5	5	5	5	0.06
5N46	TEXAS CYN STATION	4	1	10	0	0	4	III	10		5	5	5	9	0.05
5N46	TEXAS CYN STATION	4	1	12	1	0	4	III	10		5	5	5	9	0.03
5N46	TEXAS CYN STATION	4	1	12	0	0	4	III	10		5	5	5	9	0.03
	TEXAS CYN STATION Total													**7.6**	0.16
5N39	CANTILLES PG	4	1	14	1	100	5	III	5		3	5	3	8	0.07
5N39	CANTILLES PG	4	1	14	1	0	4	III	5		3	5	3	7	0.06
5N39	CANTILLES PG	4	1	14	0	0	4	III	5		3	5	3	7	0.01
	CANTILLES PG Total													**7.5**	0.14
6N19	QUARRY RD	2	1	14	0	0	4	III	7		4	5	0	8	0.15
6N19	QUARRY RD	2	1	14	1	0	4	III	7		4	5	0	8	0.06
6N19	QUARRY RD	2	1	0	0	0	1	III	7		4	5	0	5	0.05
6N19	QUARRY RD	2	1	0	0	100	2	III	7		4	5	0	6	0.04
6N19	QUARRY RD	2	1	14	0	100	5	III	7		4	5	0	9	0.03
6N19	QUARRY RD	2	1	14	1	100	5	III	7		4	5	0	9	0.01
6N19	QUARRY RD	2	1	12	0	0	4	III	7		4	5	0	8	0.01
6N19	QUARRY RD	2	1	10	0	0	4	III	7		4	5	0	8	0.01
	QUARRY RD Total													**7.4**	0.36
6N16	CHERRY CYN PIPELINE R	2	1	103	1	0	4	III	5		3	1	0	7	0.15
6N16	CHERRY CYN PIPELINE R	2	1	103	2	0	4	III	5		3	1	0	7	0.14
6N16	CHERRY CYN PIPELINE R	2	1	104	1	100	5	III	5		3	1	0	8	0.09
6N16	CHERRY CYN PIPELINE R	2	1	104	1	0	4	III	5		3	1	0	7	0.05
6N16	CHERRY CYN PIPELINE R	2	1	203	2	0	4	III	5		3	1	0	7	0.04
6N16	CHERRY CYN PIPELINE R	2	1	104	2	0	4	III	5		3	1	0	7	0.04
6N16	CHERRY CYN PIPELINE R	2	1	103	1	100	5	III	5		3	1	0	8	0.04
6N16	CHERRY CYN PIPELINE R	2	1	103	0	0	4	III	5		3	1	0	7	0.01
6N16	CHERRY CYN PIPELINE R	2	1	104	2	100	5	III	5		3	1	0	8	0.01

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
6N16	CHERRY CYN PIPELINE R	2	1	102	1	0	4	III	5		3	1	0	7	0.01
6N16	CHERRY CYN PIPELINE R	2	1	101	2	0	4	III	5		3	1	0	7	0.01
6N16	CHERRY CYN PIPELINE R	2	1	102	2	0	4	III	5		3	1	0	7	0.01
	CHERRY CYN PIPELINE R Total													**7.2**	0.58
5N30	DRY GULCH RD	3	1	13	0	0	4	III	5		3	5	0	7	0.28
5N30	DRY GULCH RD	3	1	221	0	0	4	III	5		3	5	0	7	0.06
5N30	DRY GULCH RD	3	1	13	1	0	4	III	5		3	5	0	7	0.06
5N30	DRY GULCH RD	3	1	13	0	100	5	III	5		3	5	0	8	0.03
5N30	DRY GULCH RD	3	1	14	1	100	5	III	5		3	5	0	8	0.03
5N30	DRY GULCH RD	3	1	14	0	100	5	III	5		3	5	0	8	0.03
5N30	DRY GULCH RD	3	1	221	1	0	4	III	5		3	5	0	7	0.02
	DRY GULCH RD Total													**7.2**	0.52
3N61	DELTA FLAT DAY USE	2	1	113	1	0	4	III	3		3	5	5	7	0.10
3N61	DELTA FLAT DAY USE	2	1	113	3	0	4	III	3		3	5	5	7	0.05
3N61	DELTA FLAT DAY USE	2	1	113	4	0	4	III	3		3	5	5	7	0.04
3N61	DELTA FLAT DAY USE	2	1	113	3	100	5	III	3		3	5	5	8	0.03
3N61	DELTA FLAT DAY USE	2	1	13	3	0	4	III	3		3	5	5	7	0.02
3N61	DELTA FLAT DAY USE	2	1	13	4	0	4	III	3		3	5	5	7	0.01
3N61	DELTA FLAT DAY USE	2	1	113	2	0	4	III	3		3	5	5	7	0.01
3N61	DELTA FLAT DAY USE	2	1	113	4	100	5	III	3		3	5	5	8	0.01
3N61	DELTA FLAT DAY USE	2	1	113	5	0	4	III	3		3	5	5	7	0.01
3N61	DELTA FLAT DAY USE	2	1	113	5	100	5	III	3		3	5	5	8	0.01
	DELTA FLAT DAY USE Total													**7.1**	0.28
3N24.1	COLBY RANCH ROAD	3	1	103	1	0	4	III	7		4	5	3	8	0.21
3N24.1	COLBY RANCH ROAD	3	1	0	0	0	1	III	7		4	5	3	5	0.12
3N24.1	COLBY RANCH ROAD	3	1	103	0	0	4	III	7		4	5	3	8	0.03
3N24.1	COLBY RANCH ROAD	3	1	103	1	100	5	III	7		4	5	3	9	0.02
3N24.1	COLBY RANCH ROAD	3	1	104	1	100	5	III	7		4	5	3	9	0.02
3N24.1	COLBY RANCH ROAD	3	1	0	1	0	1	III	7		4	5	3	5	0.01
	COLBY RANCH ROAD Total													**7.1**	0.41
6N20	FRENCHMAN FLAT RD	2	1	103	1	0	4	II	5		3	5	0	7	0.28
6N20	FRENCHMAN FLAT RD	2	1	103	1	100	5	II	5		3	5	0	8	0.03
	FRENCHMAN FLAT RD Total													**7.1**	0.31
2N84	LA PALOMA RD	4	1	123	3	0	4	III	3		3	5	4	7	0.09
2N84	LA PALOMA RD	4	1	114	2	0	4	III	3		3	5	4	7	0.05
2N84	LA PALOMA RD	4	1	14	3	0	4	III	3		3	5	4	7	0.04

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ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
2N84	LA PALOMA RD	4	1	14	2	0	4	III	3		3	5	4	7	0.03
2N84	LA PALOMA RD	4	1	112	3	0	4	III	3		3	5	4	7	0.02
2N84	LA PALOMA RD	4	1	114	3	0	4	III	3		3	5	4	7	0.01
2N84	LA PALOMA RD	4	1	113	3	0	4	III	3		3	5	4	7	0.01
	LA PALOMA RD Total													**7.0**	0.24
5N49	SAUGUS WORK CENTER	4	1	14	1	0	4	III	5		3	5	5	7	0.09
	SAUGUS WORK CENTER Total													**7.0**	0.09
6N24	RUBY CLEARWATER RD	2	1	203	1	0	4	III	5		3	3	0	7	0.06
6N24	RUBY CLEARWATER RD	2	1	203	2	0	4	III	5		3	3	0	7	0.06
6N24	RUBY CLEARWATER RD	2	1	104	0	0	4	III	5		3	3	0	7	0.05
6N24	RUBY CLEARWATER RD	2	1	104	1	0	4	III	5		3	3	0	7	0.04
6N24	RUBY CLEARWATER RD	2	1	13	1	100	5	I	7	no	0	3	0	5	0.01
	RUBY CLEARWATER RD Total													**6.9**	0.33
2N79.2	GRIZZLY FLAT	2	1	0	0	0	1	III	7		4	1	0	5	0.35
2N79.2	GRIZZLY FLAT	2	1	213	2	0	4	III	7		4	1	0	8	0.29
2N79.1	GRIZZLY FLAT	2	1	0	0	0	1	III	7		4	1	0	5	0.26
2N79.2	GRIZZLY FLAT	2	1	222	3	0	4	III	7		4	1	0	8	0.17
2N79.2	GRIZZLY FLAT	2	1	113	2	0	4	III	7		4	1	0	8	0.13
2N79.2	GRIZZLY FLAT	2	1	113	3	0	4	III	7		4	1	0	8	0.08
2N79.2	GRIZZLY FLAT	2	1	213	3	0	4	III	7		4	1	0	8	0.06
2N79.2	GRIZZLY FLAT	2	1	113	1	0	4	III	7		4	1	0	8	0.03
2N79.2	GRIZZLY FLAT	2	1	0	2	0	1	III	7		4	1	0	5	0.03
2N79.2	GRIZZLY FLAT	2	1	213	4	0	4	III	7		4	1	0	8	0.02
2N79.2	GRIZZLY FLAT	2	1	103	0	0	4	III	7		4	1	0	8	0.01
2N79.2	GRIZZLY FLAT	2	1	0	1	0	1	III	7		4	1	0	5	0.01
2N79.2	GRIZZLY FLAT	2	1	114	2	0	4	III	3		3	1	0	7	0.01
2N79.2	GRIZZLY FLAT	2	1	112	3	0	4	III	7		4	1	0	8	0.01
2N79.2	GRIZZLY FLAT	2	1	114	3	0	4	III	7		4	1	0	8	0.01
2N79.2	GRIZZLY FLAT	2	1	103	2	0	4	III	7		4	1	0	8	0.01
	GRIZZLY FLAT Total													**6.7**	1.47
6N07	SIERRA PELONA RD.	2	0	0	0	0	0	III	10		5	3	0	5	0.21
6N07	SIERRA PELONA RD.	2	1	0	0	0	1	III	10		5	3	0	6	0.11
6N07	SIERRA PELONA RD.	2	1	0	0	0	1	III	7		4	3	0	5	0.09
6N07	SIERRA PELONA RD.	2	1	14	0	0	4	III	10		5	3	0	9	0.06
6N07	SIERRA PELONA RD.	2	1	14	0	100	5	III	10		5	3	0	10	0.05
6N07	SIERRA PELONA RD.	2	1	0	0	100	2	III	7		4	3	0	6	0.04

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ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
6N07	SIERRA PELONA RD.	2	1	11	0	0	4	III	10		5	3	0	9	0.03
6N07	SIERRA PELONA RD.	2	1	12	0	0	4	III	10		5	3	0	9	0.02
6N07	SIERRA PELONA RD.	2	1	14	1	100	5	III	10		5	3	0	10	0.01
6N07	SIERRA PELONA RD.	2	1	13	0	0	4	III	10		5	3	0	9	0.01
	SIERRA PELONA RD. Total													**6.5**	0.63
2N02	COLDBROOK CG	4	1	12	0	0	4	I	7		2	5	5	6	0.22
2N02	COLDBROOK CG	4	1	12	0	0	4	I	10		5	5	5	9	0.04
2N02	COLDBROOK CG	4	1	10	0	0	4	I	7		2	5	5	6	0.02
	COLDBROOK CG Total													**6.4**	0.28
3N20	POWERLINE ROAD	2	1	1	0	0	1	III	7		4	3	0	5	0.10
3N20	POWERLINE ROAD	2	1	102	0	0	4	III	5		3	3	0	7	0.05
3N20	POWERLINE ROAD	2	1	102	0	100	5	III	5		3	3	0	8	0.05
3N20	POWERLINE ROAD	2	1	0	0	100	2	III	7		4	3	0	6	0.02
3N20	POWERLINE ROAD	2	1	2	0	100	2	III	7		4	3	0	6	0.01
	POWERLINE ROAD Total													**6.2**	0.23
3N47	SCHOENING SPRINGS	3	1	4	1	0	1	III	7		4	5	3	5	0.04
3N47	SCHOENING SPRINGS	3	1	104	1	100	5	III	7		4	5	3	9	0.01
3N47	SCHOENING SPRINGS	3	1	104	1	0	4	III	7		4	5	3	8	0.01
	SCHOENING SPRINGS Total													**6.2**	0.05
2N24.1	RINCON/RED BOX	2	1	21	0	0	4	I	7		2	3	0	6	0.68
2N24.1	RINCON/RED BOX	2	1	0	0	0	1	I	10		5	3	0	6	0.66
2N24.1	RINCON/RED BOX	2	1	2	0	0	1	I	10		5	3	0	6	0.32
2N24.1	RINCON/RED BOX	2	1	4	0	0	1	I	10		5	3	0	6	0.21
2N24.1	RINCON/RED BOX	2	1	10	0	0	4	I	7		2	3	0	6	0.17
2N24.1	RINCON/RED BOX	2	1	3	0	0	1	I	10		5	3	0	6	0.12
2N24.2	RINCON/RED BOX	2	1	0	0	0	1	III	7		4	3	0	5	0.07
2N24.1	RINCON/RED BOX	2	1	3	0	100	2	I	10		5	3	0	7	0.07
2N24.1	RINCON/RED BOX	2	1	5	0	100	2	I	10		5	3	0	7	0.05
2N24.1	RINCON/RED BOX	2	0	0	0	0	0	I	10		5	3	0	5	0.04
2N24.1	RINCON/RED BOX	2	1	2	0	100	2	I	10		5	3	0	7	0.04
2N24.1	RINCON/RED BOX	2	1	21	0	100	5	I	7		2	3	0	7	0.04
2N24.1	RINCON/RED BOX	2	1	21	0	0	4	I	10		5	3	0	9	0.03
2N24.2	RINCON/RED BOX	2	1	23	1	100	5	I	7		2	3	0	7	0.02
2N24.1	RINCON/RED BOX	2	1	4	0	100	2	I	10		5	3	0	7	0.02
2N24.1	RINCON/RED BOX	2	1	21	0	100	5	I	10		5	3	0	10	0.01
	RINCON/RED BOX Total													**6.1**	2.54

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			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	0	4	I	5		2	3	0	6	0.92
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	0	4	I	7		2	3	0	6	0.90
5N04.2	LITTLE ROCK CYN RD	3	1	103	1	0	4	I	5		2	3	0	6	0.50
5N04.2	LITTLE ROCK CYN RD	3	1	104	0	0	4	I	5		2	3	0	6	0.34
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	100	5	I	7		2	3	0	7	0.09
5N04.2	LITTLE ROCK CYN RD	3	1	103	0	0	4	I	5		2	3	0	6	0.09
5N04.2	LITTLE ROCK CYN RD	3	1	10	0	0	4	I	5		2	3	0	6	0.08
5N04.2	LITTLE ROCK CYN RD	3	1	102	1	0	4	I	5		2	3	0	6	0.07
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	100	5	I	5		2	3	0	7	0.05
5N04.2	LITTLE ROCK CYN RD	3	1	102	0	0	4	I	7		2	3	0	6	0.05
5N04.2	LITTLE ROCK CYN RD	3	1	101	1	0	4	I	5		2	3	0	6	0.05
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	0	4	I	3		1	3	0	5	0.04
5N04.2	LITTLE ROCK CYN RD	3	1	101	0	0	4	I	5		2	3	0	6	0.04
5N04.2	LITTLE ROCK CYN RD	3	1	103	0	100	5	I	5		2	3	0	7	0.04
5N04.2	LITTLE ROCK CYN RD	3	1	104	0	100	5	I	5		2	3	0	7	0.03
5N04.2	LITTLE ROCK CYN RD	3	1	102	1	0	4	I	7		2	3	0	6	0.02
5N04.2	LITTLE ROCK CYN RD	3	1	13	1	0	4	I	5		2	3	0	6	0.01
5N04.2	LITTLE ROCK CYN RD	3	1	102	1	100	5	I	7		2	3	0	7	0.01
5N04.2	LITTLE ROCK CYN RD	3	1	104	0	0	4	I	7		2	3	0	6	0.01
5N04.2	LITTLE ROCK CYN RD	3	1	104	1	100	5	I	3		1	3	0	6	0.01
	LITTLE ROCK CYN RD Total													**6.1**	3.33
5N04E0	BASIN CG	4	1	10	0	0	4	I	5		2	1	3	6	0.11
5N04E0	BASIN CG	4	1	104	1	0	4	I	5		2	1	3	6	0.06
5N04E0	BASIN CG	4	1	102	1	0	4	I	5		2	1	3	6	0.06
5N04E0	BASIN CG	4	1	103	1	0	4	I	5		2	1	3	6	0.03
5N04E0	BASIN CG	4	1	102	0	0	4	I	5		2	1	3	6	0.02
5N04E0	BASIN CG	4	1	10	1	0	4	I	5		2	1	3	6	0.01
5N04E0	BASIN CG	4	1	101	0	0	4	I	5		2	1	3	6	0.01
	BASIN CG Total													**6.0**	0.30
3N45.2	LITTLE "T" ADMIN RD	5	1	0	2	0	1	III	5	yes	5	5	5	6	0.02
3N45.2	LITTLE "T" ADMIN RD	5	1	2	2	0	1	III	5	yes	5	5	5	6	0.01
3N45.2	LITTLE "T" ADMIN RD	5	1	4	2	0	1	III	5	yes	5	5	5	6	0.01
	LITTLE "T" ADMIN RD Total													**6.0**	0.05
4N37	INDIAN CYN	2	1	1	0	0	1	III	7		4	3	0	5	0.06
4N37	INDIAN CYN	2	1	101	1	0	4	III	5		3	3	0	7	0.04
4N37	INDIAN CYN	2	1	100	1	0	4	III	5		3	3	0	7	0.01

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ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
	INDIAN CYN Total													**6.0**	0.11
3N27	EDISON/FALL CREEK RD	2	1	4	1	0	1	III	7		4	1	0	5	0.24
3N27	EDISON/FALL CREEK RD	2	1	1	0	0	1	III	7		4	1	0	5	0.17
3N27	EDISON/FALL CREEK RD	2	1	0	0	100	2	III	7		4	1	0	6	0.16
3N27	EDISON/FALL CREEK RD	2	1	0	0	0	1	III	7		4	1	0	5	0.16
3N27	EDISON/FALL CREEK RD	2	1	104	1	0	4	III	5		3	1	0	7	0.10
3N27	EDISON/FALL CREEK RD	2	1	104	1	0	4	III	7		4	1	0	8	0.10
3N27	EDISON/FALL CREEK RD	2	1	0	1	0	1	III	7		4	1	0	5	0.07
3N27	EDISON/FALL CREEK RD	2	1	103	1	0	4	III	5		3	1	0	7	0.06
3N27	EDISON/FALL CREEK RD	2	1	105	1	100	5	III	5		3	1	0	8	0.03
3N27	EDISON/FALL CREEK RD	2	1	3	1	0	1	III	7		4	1	0	5	0.03
3N27	EDISON/FALL CREEK RD	2	1	0	1	100	2	III	7		4	1	0	6	0.02
3N27	EDISON/FALL CREEK RD	2	1	103	1	0	4	III	7		4	1	0	8	0.02
3N27	EDISON/FALL CREEK RD	2	1	0	2	0	1	III	7		4	1	0	5	0.02
3N27	EDISON/FALL CREEK RD	2	1	103	2	0	4	III	5		3	1	0	7	0.01
3N27	EDISON/FALL CREEK RD	2	1	104	1	100	5	III	5		3	1	0	8	0.01
3N27	EDISON/FALL CREEK RD	2	1	102	1	0	4	III	5		3	1	0	7	0.01
3N27	EDISON/FALL CREEK RD	2	1	102	2	0	4	III	7		4	1	0	8	0.01
	EDISON/FALL CREEK RD Total													**5.9**	1.21
5N04.1	LITTLE ROCK CANYON RD	4	1	104	1	0	4	I	5		2	5	5	6	0.50
5N04.1	LITTLE ROCK CANYON RD	4	1	13	1	0	4	I	5		2	5	5	6	0.29
5N04.1	LITTLE ROCK CANYON RD	4	1	104	1	0	4	I	3		1	5	5	5	0.15
5N04.1	LITTLE ROCK CANYON RD	4	1	13	0	0	4	I	5		2	5	5	6	0.09
5N04.1	LITTLE ROCK CANYON RD	4	1	11	0	0	4	I	5		2	5	5	6	0.09
5N04.1	LITTLE ROCK CANYON RD	4	1	11	1	0	4	I	5		2	5	5	6	0.06
5N04.1	LITTLE ROCK CANYON RD	4	1	101	0	0	4	I	5		2	5	5	6	0.04
5N04.1	LITTLE ROCK CANYON RD	4	1	104	1	100	5	I	3		1	5	5	6	0.04
5N04.1	LITTLE ROCK CANYON RD	4	1	12	1	0	4	I	5		2	5	5	6	0.03
5N04.1	LITTLE ROCK CANYON RD	4	1	13	1	100	5	I	5		2	5	5	7	0.03
5N04.1	LITTLE ROCK CANYON RD	4	1	104	1	100	5	I	5		2	5	5	7	0.02
5N04.1	LITTLE ROCK CANYON RD	4	1	10	0	0	4	I	5		2	5	5	6	0.01
5N04.1	LITTLE ROCK CANYON RD	4	1	101	0	100	5	I	5		2	5	5	7	0.01
5N04.1	LITTLE ROCK CANYON RD	4	1	102	0	100	5	I	5		2	5	5	7	0.01
	LITTLE ROCK CANYON RD Total													**5.9**	1.37
4N15	ALIMONY TRUCK TRAIL	3	1	104	1	0	4	I	7		2	4	0	6	0.05
4N15	ALIMONY TRUCK TRAIL	3	1	0	0	100	2	III	7		4	4	0	6	0.04

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
4N15	ALIMONY TRUCK TRAIL	3	1	0	0	0	1	III	7		4	4	0	5	0.03
4N15	ALIMONY TRUCK TRAIL	3	1	102	0	0	4	I	7		2	4	0	6	0.02
4N15	ALIMONY TRUCK TRAIL	3	1	104	0	0	4	I	7		2	4	0	6	0.02
	ALIMONY TRUCK TRAIL Total													**5.8**	0.16
5N27	DRINKWATER CYN RD	2	0	0	0	0	0	III	10		5	3	0	5	2.53
5N27	DRINKWATER CYN RD	2	1	200	0	0	4	III	10		5	3	0	9	0.40
5N27	DRINKWATER CYN RD	2	1	0	0	0	1	III	7		4	3	0	5	0.34
5N27	DRINKWATER CYN RD	2	1	200	0	0	4	III	5		3	3	0	7	0.27
5N27	DRINKWATER CYN RD	2	1	210	0	0	4	III	5		3	3	0	7	0.21
5N27	DRINKWATER CYN RD	2	1	210	1	0	4	III	5		3	3	0	7	0.19
5N27	DRINKWATER CYN RD	2	1	0	1	0	1	III	7		4	3	0	5	0.11
5N27	DRINKWATER CYN RD	2	1	1	0	0	1	III	7		4	3	0	5	0.08
5N27	DRINKWATER CYN RD	2	1	210	1	100	5	III	5		3	3	0	8	0.07
5N27	DRINKWATER CYN RD	2	1	212	1	0	4	III	5		3	3	0	7	0.07
5N27	DRINKWATER CYN RD	2	1	202	1	0	4	III	5		3	3	0	7	0.06
5N27	DRINKWATER CYN RD	2	1	0	0	100	2	III	7		4	3	0	6	0.04
5N27	DRINKWATER CYN RD	2	1	2	0	0	1	III	7		4	3	0	5	0.02
5N27	DRINKWATER CYN RD	2	1	201	0	0	4	III	5		3	3	0	7	0.01
	DRINKWATER CYN RD Total													**5.8**	4.40
2N57	SWITZER PG	4	0	0	0	0	0	I	10		5	5	5	5	0.06
2N57	SWITZER PG	4	1	4	0	0	1	I	10		5	5	5	6	0.05
2N57	SWITZER PG	4	1	0	0	0	1	I	10		5	5	5	6	0.05
2N57	SWITZER PG	4	1	3	0	0	1	I	10		5	5	5	6	0.02
2N57	SWITZER PG	4	1	2	0	0	1	I	10		5	5	5	6	0.01
2N57	SWITZER PG	4	1	0	0	100	2	I	10		5	5	5	7	0.01
	SWITZER PG Total													**5.8**	0.21
3N32.1	MENDENHALL RIDGE RD.	2	1	0	0	100	2	III	7		4	3	0	6	0.12
3N32.1	MENDENHALL RIDGE RD.	2	1	0	0	0	1	III	7		4	3	0	5	0.04
	MENDENHALL RIDGE RD. Total													**5.7**	0.16
6N60	COTTONWOOD CG	4	1	103	1	0	4	I	5		2	5	3	6	0.04
6N60	COTTONWOOD CG	4	1	14	1	100	5	I	3		1	5	3	6	0.03
6N60	COTTONWOOD CG	4	1	14	1	0	4	I	3		1	5	3	5	0.03
	COTTONWOOD CG Total													**5.7**	0.10
4N11.2	BIG ROCK CREEK RD	3	0	0	0	0	0	I	10		5	4	0	5	0.80
4N11.2	BIG ROCK CREEK RD	3	1	0	0	0	1	I	10		5	4	0	6	0.57
4N11.2	BIG ROCK CREEK RD	3	1	1	0	0	1	I	10		5	4	0	6	0.29

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
4N11.2	BIG ROCK CREEK RD	3	1	1	0	100	2	I	10		5	4	0	7	0.07
4N11.2	BIG ROCK CREEK RD	3	1	0	0	100	2	I	10		5	4	0	7	0.04
	BIG ROCK CREEK RD Total													**5.6**	1.76
2N16.1	UPPER MONROE	2	1	0	2	100	2	II	7		4	2	0	6	0.04
2N16.1	UPPER MONROE	2	1	0	2	0	1	II	7		4	2	0	5	0.03
	UPPER MONROE Total													**5.6**	0.07
4N18.1	LYNX GULCH RD	2	1	1	0	0	1	III	7		4	3	0	5	0.47
4N18.2	LYNX GULCH RD	2	1	102	0	0	4	III	5		3	3	0	7	0.14
4N18.1	LYNX GULCH RD	2	1	0	0	0	1	III	7		4	3	0	5	0.11
4N18.2	LYNX GULCH RD	2	1	0	0	0	1	III	7		4	3	0	5	0.09
4N18.2	LYNX GULCH RD	2	1	0	0	100	2	III	7		4	3	0	6	0.09
4N18.1	LYNX GULCH RD	2	1	0	0	100	2	III	7		4	3	0	6	0.08
4N18.1	LYNX GULCH RD	2	1	1	0	100	2	III	7		4	3	0	6	0.08
4N18.2	LYNX GULCH RD	2	1	112	0	0	4	III	5		3	3	0	7	0.01
	LYNX GULCH RD Total													**5.5**	1.07
2N41.2	CHANTRY/SANTA ANITA	2	1	0	0	0	1	III	7		4	1	0	5	0.06
2N41.2	CHANTRY/SANTA ANITA	2	1	0	0	100	2	III	7		4	1	0	6	0.04
	CHANTRY/SANTA ANITA Total													**5.4**	0.10
4N33	MOODY CYN	2	1	0	0	0	1	III	7		4	3	0	5	0.09
4N33	MOODY CYN	2	1	0	0	100	2	III	7		4	3	0	6	0.03
	MOODY CYN Total													**5.3**	0.12
4N51	ARCH PG	3	0	0	0	0	0	III	5	yes	5	5	3	5	0.10
4N51	ARCH PG	3	1	0	0	0	1	III	5	yes	5	5	3	6	0.04
	ARCH PG Total													**5.3**	0.14
3N09.1	CRYSTAL LAKE SYSTEM	4	0	0	0	0	0	I	10		5	5	5	5	4.23
3N09.1	CRYSTAL LAKE SYSTEM	4	0	0	1	0	0	I	10		5	5	5	5	1.20
3N09.1	CRYSTAL LAKE SYSTEM	4	1	0	0	100	2	I	10		5	5	5	7	0.33
3N09.1	CRYSTAL LAKE SYSTEM	4	1	0	0	0	1	I	10		5	5	5	6	0.22
3N09.1	CRYSTAL LAKE SYSTEM	4	1	2	0	0	1	I	10		5	5	5	6	0.19
3N09.1	CRYSTAL LAKE SYSTEM	4	1	0	1	0	1	I	10		5	5	5	6	0.04
3N09.1	CRYSTAL LAKE SYSTEM	4	1	2	0	100	2	I	10		5	5	5	7	0.04
3N09.1	CRYSTAL LAKE SYSTEM	4	1	10	0	0	4	I	10		5	5	5	9	0.02
3N09.1	CRYSTAL LAKE SYSTEM	4	1	1	0	0	1	I	10		5	5	5	6	0.01
	CRYSTAL LAKE SYSTEM Total													**5.2**	6.28
3N07.1	HAWKINS LOOKOUT	4	0	0	0	0	0	I	10		5	5	4	5	0.99
3N07.1	HAWKINS LOOKOUT	4	1	0	0	100	2	I	10		5	5	4	7	0.08

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
3N07.1	HAWKINS LOOKOUT	4	1	0	0	0	1	I	10		5	5	4	6	0.02
	HAWKINS LOOKOUT Total													**5.2**	1.08
2N40	BIG SANTA ANITA	2	1	2	1	0	1	III	7		4	1	3	5	0.24
2N40	BIG SANTA ANITA	2	1	5	1	0	1	III	7		4	1	3	5	0.23
2N40	BIG SANTA ANITA	2	1	0	1	0	1	III	7		4	1	3	5	0.18
2N40	BIG SANTA ANITA	2	1	0	1	100	2	III	7		4	1	3	6	0.06
2N40	BIG SANTA ANITA	2	1	0	2	0	1	III	7		4	1	3	5	0.05
2N40	BIG SANTA ANITA	2	1	2	1	100	2	III	7		4	1	3	6	0.04
2N40	BIG SANTA ANITA	2	1	5	2	0	1	III	7		4	1	3	5	0.02
2N40	BIG SANTA ANITA	2	1	3	1	0	1	III	7		4	1	3	5	0.01
	BIG SANTA ANITA Total													**5.1**	0.83
8N01	LIEBRE GULCH (DAVIS RANCH)	2	1	3	0	0	1	II	7		4	3	0	5	0.21
8N01	LIEBRE GULCH (DAVIS RANCH)	2	1	2	0	0	1	II	7		4	3	0	5	0.07
8N01	LIEBRE GULCH (DAVIS RANCH)	2	1	2	0	100	2	II	7		4	3	0	6	0.04
8N01	LIEBRE GULCH (DAVIS RANCH)	2	1	0	0	0	1	II	7		4	3	0	5	0.01
	LIEBRE GULCH (DAVIS RANCH) Total													**5.1**	0.33
4N06	MESCAL CYN RD	2	1	1	0	0	1	III	7		4	3	0	5	0.73
4N06	MESCAL CYN RD	2	0	0	1	0	0	III	5	yes	5	3	0	5	0.25
4N06	MESCAL CYN RD	2	1	0	0	0	1	III	7		4	3	0	5	0.24
4N06	MESCAL CYN RD	2	1	3	0	0	1	III	7		4	3	0	5	0.18
4N06	MESCAL CYN RD	2	1	0	1	0	1	III	5	yes	5	3	0	6	0.08
4N06	MESCAL CYN RD	2	1	3	1	0	1	III	7		4	3	0	5	0.08
4N06	MESCAL CYN RD	2	1	0	0	100	2	III	7		4	3	0	6	0.04
4N06	MESCAL CYN RD	2	1	1	0	100	2	III	7		4	3	0	6	0.04
4N06	MESCAL CYN RD	2	1	3	1	100	2	III	7		4	3	0	6	0.03
4N06	MESCAL CYN RD	2	1	2	0	0	1	III	7		4	3	0	5	0.01
	MESCAL CYN RD Total													**5.1**	1.67
4N12	FENNER SADDLE RD	3	0	0	0	0	0	I	10		5	3	0	5	1.61
4N12	FENNER SADDLE RD	3	0	0	1	0	0	III	5	yes	5	3	0	5	0.48
4N12	FENNER SADDLE RD	3	0	0	0	0	0	III	10		5	3	0	5	0.25
4N12	FENNER SADDLE RD	3	1	0	0	100	2	I	10		5	3	0	7	0.04
4N12	FENNER SADDLE RD	3	1	0	0	100	2	III	10		5	3	0	7	0.04
4N12	FENNER SADDLE RD	3	1	0	0	0	1	III	10		5	3	0	6	0.03
4N12	FENNER SADDLE RD	3	1	0	0	0	1	I	10		5	3	0	6	0.03
	FENNER SADDLE RD Total													**5.1**	2.49
6N08	ARTESIAN SPRINGS RD	2	1	3	1	0	1	III	7		4	3	0	5	0.44

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
6N08	ARTESIAN SPRINGS RD	2	1	2	1	0	1	III	7		4	3	0	5	0.17
6N08	ARTESIAN SPRINGS RD	2	1	1	1	0	1	III	7		4	3	0	5	0.12
6N08	ARTESIAN SPRINGS RD	2	1	0	0	0	1	III	7		4	3	0	5	0.08
6N08	ARTESIAN SPRINGS RD	2	1	3	1	1	2	III	7		4	3	0	6	0.04
6N08	ARTESIAN SPRINGS RD	2	1	0	0	100	2	III	7		4	3	0	6	0.04
	ARTESIAN SPRINGS RD Total													**5.1**	0.90
3N39	PRAIRIE FK RD	2	0	0	0	0	0	II	10		5	4	0	5	2.91
3N39	PRAIRIE FK RD	2	1	0	0	0	1	II	10		5	4	0	6	0.07
3N39	PRAIRIE FK RD	2	1	0	0	100	2	II	10		5	4	0	7	0.04
	PRAIRIE FK RD Total													**5.1**	3.03
2N07.1	SUNSET PEAK	2	0	0	0	0	0	II	10		5	5	0	5	3.97
2N07.1	SUNSET PEAK	2	1	0	0	0	1	II	7		4	5	0	5	0.17
2N07.1	SUNSET PEAK	2	0	0	0	0	0	III	10		5	5	0	5	0.08
2N07.1	SUNSET PEAK	2	1	0	0	100	2	III	7		4	5	0	6	0.08
2N07.2	SUNSET PEAK	2	0	0	101	0	3	III	7		4	5	0	7	0.02
2N07.1	SUNSET PEAK	2	1	0	0	0	1	III	7		4	5	0	5	0.02
	SUNSET PEAK Total													**5.0**	4.35
7N23	LIEBRE SAWMILL RD	3	0	0	0	0	0	I	5	yes	5	5	1	5	0.45
	LIEBRE SAWMILL RD Total													**5.0**	0.45
5N14.2	TEXAS CYN. RD. (ROWHER FLATS)	2	1	0	1	0	1	III	7		4	5	5	5	0.22
5N14.2	TEXAS CYN. RD. (ROWHER FLATS)	2	1	4	1	0	1	III	7		4	5	5	5	0.16
	TEXAS CYN. RD. (ROWHER FLATS) Total													**5.0**	0.38
3N50	SIMI JARVI VISTA	4	0	0	0	0	0	I	10		5	5	3	5	0.20
	SIMI JARVI VISTA Total													**5.0**	0.20
2N18	WEST FORK PARKING LOT	4	1	105	3	0	4	I	3		1	5	5	5	0.07
2N18	WEST FORK PARKING LOT	4	1	104	2	0	4	I	3		1	5	5	5	0.01
2N18	WEST FORK PARKING LOT	4	1	105	2	0	4	I	3		1	5	5	5	0.01
	WEST FORK PARKING LOT Total													**5.0**	0.09
3N07A0	DEER FLATS CG	5	0	0	0	0	0	I	10		5	5	3	5	0.06
	DEER FLATS CG Total													**5.0**	0.06
1N09	SAN DIMAS STATION	5	1	3	2	0	1	III	7		4	3	5	5	0.02
1N09	SAN DIMAS STATION	5	1	4	2	0	1	III	7		4	3	5	5	0.01
	SAN DIMAS STATION Total													**5.0**	0.03
6N21	CITY HIGHLINE RD	2	1	4	0	0	1	III	7		4	1	0	5	0.61
6N21	CITY HIGHLINE RD	2	1	4	2	0	1	III	7		4	1	0	5	0.34
6N21	CITY HIGHLINE RD	2	1	2	0	0	1	III	7		4	1	0	5	0.33

Table E1 ANF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
6N21	CITY HIGHLINE RD	2	1	0	1	0	1	III	7		4	1	0	5	0.24
6N21	CITY HIGHLINE RD	2	1	100	0	0	4	III	5		3	1	0	7	0.23
6N21	CITY HIGHLINE RD	2	1	2	2	0	1	III	7		4	1	0	5	0.21
6N21	CITY HIGHLINE RD	2	1	4	1	0	1	III	7		4	1	0	5	0.20
6N21	CITY HIGHLINE RD	2	1	2	1	0	1	III	7		4	1	0	5	0.14
6N21	CITY HIGHLINE RD	2	1	1	0	0	1	III	7		4	1	0	5	0.13
6N21	CITY HIGHLINE RD	2	1	0	0	100	2	III	7		4	1	0	6	0.10
6N21	CITY HIGHLINE RD	2	1	3	1	100	2	III	7		4	1	0	6	0.07
6N21	CITY HIGHLINE RD	2	1	0	0	0	1	III	7		4	1	0	5	0.07
6N21	CITY HIGHLINE RD	2	1	3	1	0	1	III	7		4	1	0	5	0.07
6N21	CITY HIGHLINE RD	2	1	1	1	0	1	III	7		4	1	0	5	0.06
6N21	CITY HIGHLINE RD	2	1	103	1	0	4	III	5		3	1	0	7	0.05
6N21	CITY HIGHLINE RD	2	1	201	0	0	4	III	5		3	1	0	7	0.05
6N21	CITY HIGHLINE RD	2	1	1	0	100	2	III	7		4	1	0	6	0.04
6N21	CITY HIGHLINE RD	2	1	3	0	0	1	III	7		4	1	0	5	0.04
6N21	CITY HIGHLINE RD	2	1	2	0	100	2	III	7		4	1	0	6	0.04
6N21	CITY HIGHLINE RD	2	1	100	1	0	4	III	5		3	1	0	7	0.04
6N21	CITY HIGHLINE RD	2	1	0	2	0	1	III	7		4	1	0	5	0.03
6N21	CITY HIGHLINE RD	2	1	4	1	100	2	III	7		4	1	0	6	0.03
6N21	CITY HIGHLINE RD	2	1	4	0	100	2	III	7		4	1	0	6	0.02
6N21	CITY HIGHLINE RD	2	1	2	1	100	2	III	7		4	1	0	6	0.02
6N21	CITY HIGHLINE RD	2	1	101	0	0	4	III	5		3	1	0	7	0.02
6N21	CITY HIGHLINE RD	2	1	104	1	100	5	III	5		3	1	0	8	0.02
6N21	CITY HIGHLINE RD	2	1	4	2	100	2	III	7		4	1	0	6	0.02
6N21	CITY HIGHLINE RD	2	1	3	2	0	1	III	7		4	1	0	5	0.02
6N21	CITY HIGHLINE RD	2	1	2	2	100	2	III	7		4	1	0	6	0.02
6N21	CITY HIGHLINE RD	2	1	103	1	100	5	III	5		3	1	0	8	0.01
6N21	CITY HIGHLINE RD	2	1	3	0	100	2	III	7		4	1	0	6	0.01
	CITY HIGHLINE RD Total													**5.4**	3.27
	Grand Total														49.46

Table E2 ANF, P art A: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
5N45	BOUQUET CG	5	1	14	0	0	4	III	7		4	0	0	8	0.06
5N45	BOUQUET CG	5	1	11	0	0	4	III	10		5	0	0	9	0.05
5N45	BOUQUET CG	5	1	14	0	0	4	III	10		5	0	0	9	0.03
	BOUQUET CG Total													**8.6**	0.14
5N44	BIG OAK CG	3	1	14	0	0	4	III	7		4	0	0	8	0.09
5N44	BIG OAK CG	3	1	14	0	100	5	III	7		4	0	0	9	0.05
5N44	BIG OAK CG	3	1	14	1	100	5	III	7		4	0	0	9	0.01
	BIG OAK CG Total													**8.4**	0.15
5N40	CHAPPARAL CG	3	1	14	0	0	4	III	7		4	0	0	8	0.09
	CHAPPARAL CG Total													**8.0**	0.09
6N42	FALLS CG	1	1	14	0	0	4	III	7		4	0	0	8	0.04
6N42	FALLS CG	1	1	13	0	0	4	III	7		4	0	0	8	0.01
6N42	FALLS CG	1	1	12	0	0	4	III	7		4	0	0	8	0.01
	FALLS CG Total													**8.0**	0.07
5N41	HOLLOW TREE CG	3	1	14	0	0	4	III	7		4	0	0	8	0.13
5N41	HOLLOW TREE CG	3	1	14	1	0	4	III	7		4	0	0	8	0.05
5N41	HOLLOW TREE CG	3	1	13	0	0	4	III	7		4	0	0	8	0.02
	HOLLOW TREE CG Total													**8.0**	0.21
5N61	SOLEDAD CG	3	1	213	1	0	4	III	5		3	1	1	7	0.09
5N61	SOLEDAD CG	3	1	203	0	0	4	III	5		3	1	1	7	0.02
5N61	SOLEDAD CG	3	1	213	2	0	4	III	5		3	1	1	7	0.01
	SOLEDAD CG Total													**7.0**	0.11
2N55	LADY BUG PG	1	1	1	0	100	2	I	10		5	0	0	7	0.01
	LADY BUG PG Total													**7.0**	0.01
2N09.2	CATTLE CANYON	2	1	2	0	0	1	II	7		4	0	0	5	0.44
2N09.2	CATTLE CANYON	2	1	0	0	0	1	II	7		4	0	0	5	0.39
2N09.1	CATTLE CANYON	2	1	105	2	0	4	II	3		2	0	0	6	0.37
2N09.1	CATTLE CANYON	2	1	102	2	0	4	II	3		2	0	0	6	0.32
2N09.2	CATTLE CANYON	2	1	21	0	0	4	II	7		4	0	0	8	0.23
2N09.1	CATTLE CANYON	2	1	102	1	0	4	II	3		2	0	0	6	0.22
2N09.2	CATTLE CANYON	2	1	21	0	0	4	II	10		5	0	0	9	0.20
2N09.1	CATTLE CANYON	2	1	105	2	0	4	II	7		4	0	0	8	0.17
2N09.1	CATTLE CANYON	2	1	102	2	0	4	II	7		4	0	0	8	0.15
2N09.1	CATTLE CANYON	2	1	102	1	0	4	II	7	no	4	0	0	8	0.14

Table E2 ANF, P art A: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
2N09.1	CATTLE CANYON	2	1	105	1	0	4	II	7	no	4	0	0	8	0.13
2N09.2	CATTLE CANYON	2	1	0	0	0	1	II	10		5	0	0	6	0.11
2N09.1	CATTLE CANYON	2	1	102	1	100	5	II	7		4	0	0	9	0.11
2N09.1	CATTLE CANYON	2	1	102	1	0	4	II	7		4	0	0	8	0.09
2N09.1	CATTLE CANYON	2	1	103	1	0	4	II	3		2	0	0	6	0.09
2N09.1	CATTLE CANYON	2	1	105	1	0	4	II	7		4	0	0	8	0.09
2N09.1	CATTLE CANYON	2	1	105	1	0	4	II	3		2	0	0	6	0.09
2N09.1	CATTLE CANYON	2	1	103	2	0	4	II	3		2	0	0	6	0.08
2N09.2	CATTLE CANYON	2	1	2	0	0	1	II	10		5	0	0	6	0.08
2N09.2	CATTLE CANYON	2	1	21	0	100	5	II	7		4	0	0	9	0.08
2N09.1	CATTLE CANYON	2	1	105	2	100	5	II	7	no	4	0	0	9	0.07
2N09.1	CATTLE CANYON	2	1	105	2	0	4	II	7	no	4	0	0	8	0.07
2N09.2	CATTLE CANYON	2	1	4	0	0	1	II	7		4	0	0	5	0.07
2N09.1	CATTLE CANYON	2	1	105	1	100	5	II	10		5	0	0	10	0.07
2N09.1	CATTLE CANYON	2	1	104	2	0	4	II	3		2	0	0	6	0.07
2N09.1	CATTLE CANYON	2	1	102	2	0	4	II	7	no	4	0	0	8	0.07
2N09.1	CATTLE CANYON	2	1	102	1	0	4	II	10		5	0	0	9	0.06
2N09.1	CATTLE CANYON	2	1	101	1	0	4	II	10		5	0	0	9	0.06
2N09.1	CATTLE CANYON	2	1	103	1	0	4	II	7	no	4	0	0	8	0.06
2N09.2	CATTLE CANYON	2	1	4	0	100	2	II	7		4	0	0	6	0.06
2N09.1	CATTLE CANYON	2	1	105	1	0	4	II	10		5	0	0	9	0.05
2N09.2	CATTLE CANYON	2	1	4	0	100	2	II	10		5	0	0	7	0.05
2N09.1	CATTLE CANYON	2	1	101	2	0	4	II	7	no	4	0	0	8	0.05
2N09.1	CATTLE CANYON	2	1	101	1	100	5	II	5		3	0	0	8	0.04
2N09.1	CATTLE CANYON	2	1	102	1	100	5	II	3		2	0	0	7	0.04
2N09.2	CATTLE CANYON	2	1	0	0	100	2	II	7		4	0	0	6	0.04
2N09.1	CATTLE CANYON	2	1	102	1	100	5	II	5		3	0	0	8	0.03
2N09.1	CATTLE CANYON	2	1	104	2	0	4	II	7		4	0	0	8	0.03
2N09.1	CATTLE CANYON	2	1	103	1	100	5	II	7		4	0	0	9	0.03
2N09.1	CATTLE CANYON	2	1	103	1	100	5	II	7	no	4	0	0	9	0.03
2N09.1	CATTLE CANYON	2	1	102	1	100	5	II	10		5	0	0	10	0.03
2N09.1	CATTLE CANYON	2	1	101	1	0	4	II	3		2	0	0	6	0.03
2N09.1	CATTLE CANYON	2	1	103	2	100	5	II	7		4	0	0	9	0.03
2N09.1	CATTLE CANYON	2	1	102	1	100	5	II	7	no	4	0	0	9	0.03

Table E2 ANF, P art A: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
2N09.2	CATTLE CANYON	2	1	0	0	100	2	II	10		5	0	0	7	0.03
2N09.1	CATTLE CANYON	2	1	102	2	100	5	II	7	no	4	0	0	9	0.02
2N09.1	CATTLE CANYON	2	1	105	2	100	5	II	7		4	0	0	9	0.02
2N09.1	CATTLE CANYON	2	1	105	1	100	5	II	7	no	4	0	0	9	0.02
2N09.1	CATTLE CANYON	2	1	5	0	0	1	II	10		5	0	0	6	0.02

Table E2 ANF, Part B: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
2N09.2	CATTLE CANYON	2	1	3	0	0	1	II	7		4	0	0	5	0.01
2N09.1	CATTLE CANYON	2	1	0	1	0	1	II	10		5	0	0	6	0.01
2N09.1	CATTLE CANYON	2	1	105	1	100	5	II	10	no	5	0	0	10	0.01
2N09.1	CATTLE CANYON	2	1	101	1	0	4	II	7	no	4	0	0	8	0.01
2N09.1	CATTLE CANYON	2	1	103	1	100	5	II	3		2	0	0	7	0.01
2N09.2	CATTLE CANYON	2	1	21	0	100	5	II	10		5	0	0	10	0.01
2N09.1	CATTLE CANYON	2	1	105	1	100	5	II	7		4	0	0	9	0.01
2N09.1	CATTLE CANYON	2	1	0	0	0	1	II	10		5	0	0	6	0.01
2N09.1	CATTLE CANYON	2	1	101	1	0	4	II	5		3	0	0	7	0.01
2N09.1	CATTLE CANYON	2	1	101	1	100	5	II	10		5	0	0	10	0.01
2N09.1	CATTLE CANYON	2	1	104	1	0	4	II	7	no	4	0	0	8	0.01
2N09.1	CATTLE CANYON	2	1	101	2	0	4	II	3		2	0	0	6	0.01
2N09.1	CATTLE CANYON	2	1	5	1	0	1	II	10		5	0	0	6	0.01
2N09.1	CATTLE CANYON	2	1	104	1	0	4	II	10		5	0	0	9	0.01
2N09.1	CATTLE CANYON	2	1	103	2	0	4	II	7		4	0	0	8	0.01
	CATTLE CANYON Total													**7.0**	4.99
7N04	PINE CYN CG	2	1	3	0	0	1	I	7	yes	5	0	0	6	0.16
	PINE CYN CG Total													**6.0**	0.16

Table E2 ANF, Part C: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
3N22	FALCON RD	2	1	1	0	0	1	III	7		4	0	0	5	0.05
3N22	FALCON RD	2	1	0	0	0	1	III	7		4	0	0	5	0.05
3N22	FALCON RD	2	1	0	0	100	2	III	7		4	0	0	6	0.04
3N22	FALCON RD	2	1	1	0	100	2	III	7		4	0	0	6	0.02
	FALCON RD Total													**5.4**	0.17
4N20.2	SANTIAGO CYN, NORTH	1	1	104	0	0	4	I	3		1	0	0	5	0.68
4N20.2	SANTIAGO CYN, NORTH	1	1	104	1	0	4	I	5		2	0	0	6	0.37
4N20.2	SANTIAGO CYN, NORTH	1	1	102	0	0	4	I	3		1	0	0	5	0.13
4N20.2	SANTIAGO CYN, NORTH	1	1	103	0	0	4	I	3		1	0	0	5	0.08
4N20.2	SANTIAGO CYN, NORTH	1	1	103	1	0	4	I	5		2	0	0	6	0.06
4N20.2	SANTIAGO CYN, NORTH	1	1	103	0	0	4	I	5		2	0	0	6	0.02
4N20.2	SANTIAGO CYN, NORTH	1	1	104	1	100	5	I	5		2	0	0	7	0.02
4N20.2	SANTIAGO CYN, NORTH	1	1	104	1	100	5	I	3		1	0	0	6	0.01
	SANTIAGO CYN, NORTH Total													**5.4**	1.37
7N02A0	SOUTH PORTAL CG	1	1	4	0	0	1	III	7		4	0	0	5	0.14
7N02A0	SOUTH PORTAL CG	1	1	4	0	100	2	III	7		4	0	0	6	0.08
	SOUTH PORTAL CG Total													**5.4**	0.21
2N31	UPPER CLAMSHELL RD	2	1	0	0	0	1	III	7		4	1	0	5	0.14
2N31	UPPER CLAMSHELL RD	2	1	0	0	100	2	III	7		4	1	0	6	0.08
2N31	UPPER CLAMSHELL RD	2	1	1	0	0	1	III	7		4	1	0	5	0.05
	UPPER CLAMSHELL RD Total													**5.3**	0.27
2N76B0	HAINES CYN WATER TANK RD	2	1	0	0	0	1	III	7		4	0	1	5	0.22
2N76B0	HAINES CYN WATER TANK RD	2	1	0	0	100	2	III	7		4	0	1	6	0.07
	HAINES CYN WATER TANK RD Total													**5.3**	0.30
1N11.1	WEST FORK SAN DIMAS	2	1	0	1	0	1	III	7		4	0	0	5	0.52
1N11.2	WEST FORK SAN DIMAS	2	1	2	1	0	1	III	7		4	1	0	5	0.31
1N11.2	WEST FORK SAN DIMAS	2	1	0	1	0	1	III	7		4	1	0	5	0.27
1N11.1	WEST FORK SAN DIMAS	2	1	1	1	0	1	III	7		4	0	0	5	0.23
1N11.2	WEST FORK SAN DIMAS	2	1	1	1	0	1	III	7		4	1	0	5	0.22
1N11.2	WEST FORK SAN DIMAS	2	1	1	2	0	1	III	7		4	1	0	5	0.14
1N11.2	WEST FORK SAN DIMAS	2	1	0	1	100	2	III	7		4	1	0	6	0.12
1N11.1	WEST FORK SAN DIMAS	2	1	0	2	0	1	III	7		4	0	0	5	0.10
1N11.2	WEST FORK SAN DIMAS	2	1	2	1	100	2	III	7		4	1	0	6	0.06
1N11.2	WEST FORK SAN DIMAS	2	1	4	2	0	1	III	7		4	1	0	5	0.05

Table E2 ANF, Part C: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
1N11.2	WEST FORK SAN DIMAS	2	1	2	2	100	2	III	7		4	1	0	6	0.04
1N11.1	WEST FORK SAN DIMAS	2	1	1	1	100	2	III	7		4	0	0	6	0.04
1N11.2	WEST FORK SAN DIMAS	2	1	1	2	100	2	III	7		4	1	0	6	0.04
1N11.2	WEST FORK SAN DIMAS	2	1	0	2	100	2	III	7		4	1	0	6	0.04
1N11.1	WEST FORK SAN DIMAS	2	1	0	1	100	2	III	7		4	0	0	6	0.03
1N11.2	WEST FORK SAN DIMAS	2	1	0	2	0	1	III	7		4	1	0	5	0.03
1N11.2	WEST FORK SAN DIMAS	2	1	4	3	0	1	III	7		4	1	0	5	0.02
1N11.2	WEST FORK SAN DIMAS	2	1	2	2	0	1	III	7		4	1	0	5	0.02
1N11.2	WEST FORK SAN DIMAS	2	1	3	2	100	2	III	7		4	1	0	6	0.02
1N11.2	WEST FORK SAN DIMAS	2	1	4	2	100	2	III	7		4	1	0	6	0.01
	WEST FORK SAN DIMAS Total													**5.2**	2.30
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	3	0	0	1	III	7		4	0	0	5	2.11
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	1	0	0	1	III	7		4	0	0	5	0.34
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	4	0	100	2	III	7		4	0	0	6	0.30
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	2	0	0	1	III	7		4	0	0	5	0.29
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	3	0	100	2	III	7		4	0	0	6	0.22
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	4	0	0	1	III	7		4	0	0	5	0.08
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	0	0	0	1	III	7		4	0	0	5	0.07
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	2	0	100	2	III	7		4	0	0	6	0.05
4N35.2	PACOMIA CYN/N FORK/S FORK	1	1	1	0	100	2	III	7		4	0	0	6	0.04
	PACOMIA CYN/N FORK/S FORK Total													**5.2**	3.50
5N28	PETTINGER CYN RD	2	1	4	0	0	1	III	7		4	0	0	5	0.18
5N28	PETTINGER CYN RD	2	1	0	0	0	1	III	7		4	0	0	5	0.08
5N28	PETTINGER CYN RD	2	1	4	1	0	1	III	7		4	0	0	5	0.05
5N28	PETTINGER CYN RD	2	1	1	1	0	1	III	7		4	0	0	5	0.05
5N28	PETTINGER CYN RD	2	1	4	0	100	2	III	7		4	0	0	6	0.04
5N28	PETTINGER CYN RD	2	1	2	0	0	1	III	7		4	0	0	5	0.03
5N28	PETTINGER CYN RD	2	1	2	1	0	1	III	7		4	0	0	5	0.03
5N28	PETTINGER CYN RD	2	1	1	1	100	2	III	7		4	0	0	6	0.03

Table E2 ANF, Part D: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
5N28	PETTINGER CYN RD	2	1	0	0	100	2	III	7		4	0	0	6	0.01
5N28	PETTINGER CYN RD	2	1	1	0	100	2	III	7		4	0	0	6	0.01
5N28	PETTINGER CYN RD	2	1	3	0	0	1	III	7		4	0	0	5	0.01
5N28	PETTINGER CYN RD	2	1	1	0	0	1	III	7		4	0	0	5	0.01
	PETTINGER CYN RD Total													**5.2**	0.52
3N34	TRAIL CANYON RD	2	1	0	1	0	1	III	7		4	0	0	5	0.16
3N34	TRAIL CANYON RD	2	1	0	0	0	1	III	7		4	0	0	5	0.06
3N34	TRAIL CANYON RD	2	1	2	1	0	1	III	7		4	0	0	5	0.06
3N34	TRAIL CANYON RD	2	1	3	1	0	1	III	7		4	0	0	5	0.05
3N34	TRAIL CANYON RD	2	1	4	2	0	1	III	7		4	0	0	5	0.04
3N34	TRAIL CANYON RD	2	1	5	2	100	2	III	7		4	0	0	6	0.03
3N34	TRAIL CANYON RD	2	1	4	1	0	1	III	7		4	0	0	5	0.03
3N34	TRAIL CANYON RD	2	1	0	0	100	2	III	7		4	0	0	6	0.03
3N34	TRAIL CANYON RD	2	1	4	0	0	1	III	7		4	0	0	5	0.02
3N34	TRAIL CANYON RD	2	1	4	3	0	1	III	7		4	0	0	5	0.02
3N34	TRAIL CANYON RD	2	1	0	2	0	1	III	7		4	0	0	5	0.01
3N34	TRAIL CANYON RD	2	1	0	1	100	2	III	7		4	0	0	6	0.01
3N34	TRAIL CANYON RD	2	1	2	2	0	1	III	7		4	0	0	5	0.01
3N34	TRAIL CANYON RD	2	1	3	0	100	2	III	7		4	0	0	6	0.01
3N34	TRAIL CANYON RD	2	1	2	0	0	1	III	7		4	0	0	5	0.01
3N34	TRAIL CANYON RD	2	1	3	2	0	1	III	7		4	0	0	5	0.01
	TRAIL CANYON RD Total													**5.1**	0.56
2N28	SILVERFISH	1	1	1	1	0	1	III	7		4	0	0	5	0.25
2N28	SILVERFISH	1	1	1	2	0	1	III	7		4	0	0	5	0.22
2N28	SILVERFISH	1	1	0	2	0	1	III	7		4	0	0	5	0.09
2N28	SILVERFISH	1	1	0	2	100	2	III	7		4	0	0	6	0.04
2N28	SILVERFISH	1	1	0	1	100	2	III	7		4	0	0	6	0.04
2N28	SILVERFISH	1	1	0	1	0	1	III	7		4	0	0	5	0.01
	SILVERFISH Total													**5.1**	0.66
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	1	0	0	1	III	7		4	1	0	5	0.52
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	3	0	0	1	III	7		4	1	0	5	0.24
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	0	0	0	1	III	7		4	1	0	5	0.08
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	3	0	100	2	III	7		4	1	0	6	0.05
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	1	0	100	2	III	7		4	1	0	6	0.04

Table E2 ANF, Part D: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	2	0	0	1	III	7		4	1	0	5	0.04
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	4	0	0	1	III	7		4	1	0	5	0.02
4N35.1	PACOMIA CYN/N.FORK/S.FORK	2	1	4	0	100	2	III	7		4	1	0	6	0.01
	PACOMIA CYN/N.FORK/S.FORK Total													**5.1**	1.00
1N10.2	TANBARK STA/SPOT B RD	2	1	4	0	0	1	III	7		4	1	0	5	0.37
1N10.2	TANBARK STA/SPOT B RD	2	1	3	0	0	1	III	7		4	1	0	5	0.08
1N10.2	TANBARK STA/SPOT B RD	2	1	4	0	100	2	III	7		4	1	0	6	0.04
1N10.2	TANBARK STA/SPOT B RD	2	1	0	0	0	1	III	7		4	1	0	5	0.02
1N10.2	TANBARK STA/SPOT B RD	2	1	2	0	0	1	III	7		4	1	0	5	0.02
	TANBARK STA/SPOT B RD Total													**5.1**	0.53
2N15	PIGEON RIDGE	2	0	0	0	0	0	I	10		5	0	0	5	0.80
2N15	PIGEON RIDGE	2	1	0	0	0	1	I	10		5	0	0	6	0.02
	PIGEON RIDGE Total													**5.0**	0.82
3N06C0	GUFFY TANK RD	1	0	0	0	0	0	III	10		5	0	0	5	0.88
3N06C0	GUFFY TANK RD	1	0	0	0	0	0	II	10		5	0	0	5	0.05
	GUFFY TANK RD Total													**5.0**	0.92
4N09	BOOSTER PUMP RD	2	0	0	0	0	0	III	7	yes	5	0	0	5	0.26
	BOOSTER PUMP RD Total													**5.0**	0.26
7N04	**PINE CYN CG Total**													**5.0**	.16
1N08.1	BROWNS FLAT	1	0	0	0	0	0	II	10		5	0	0	5	0.05
	BROWNS FLAT Total													**5.0**	0.05
1N05	FERN CYN	1	1	0	0	0	1	III	7		4	0	0	5	0.03
1N05	FERN CYN	1	1	0	0	0	1	II	7		4	0	0	5	0.02
	FERN CYN Total													**5.0**	0.04
2N34	GLACIER PG SERVICE RD	2	0	0	0	0	0	II	10		5	0	0	5	0.12
	GLACIER PG SERVICE RD Total													**5.0**	0.12
2N38	HONEYBEE RD	2	1	0	3	0	1	III	7		4	1	0	5	0.15
	HONEYBEE RD Total													**5.0**	0.15
2N24A0	PINE MTN	2	0	0	0	0	0	I	10		5	1	0	5	0.66
	PINE MTN Total													**5.0**	0.66
3N53	SMITH RIDGE	1	0	0	0	0	0	I	10		5	0	0	5	1.23
	SMITH RIDGE Total													**5.0**	1.23
4N39	TIE CYN CG	2	1	1	0	0	1	III	7		4	0	0	5	0.07
4N39	TIE CYN CG	2	1	0	0	0	1	III	7		4	0	0	5	0.06

Table E2 ANF, Part D: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
	TIE CYN CG Total													**5.0**	0.13
	Grand Total														

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED	Weighted Average	
3N57	BIG TUJUNGA DAM	4	1	103	2	0	4	III	7		4	0	0	8	0.06
3N57	BIG TUJUNGA DAM	4	1	100	1	0	4	III	7		4	0	0	8	0.06
3N57	BIG TUJUNGA DAM	4	1	103	3	0	4	III	7		4	0	0	8	0.05
3N57	BIG TUJUNGA DAM	4	1	100	2	0	4	III	7		4	0	0	8	0.04
3N57	BIG TUJUNGA DAM	4	1	0	3	0	1	III	7		4	0	0	5	0.03
3N57	BIG TUJUNGA DAM	4	1	0	2	100	2	III	7		4	0	0	6	0.03
3N57	BIG TUJUNGA DAM	4	1	203	3	0	4	III	7		4	0	0	8	0.02
3N57	BIG TUJUNGA DAM	4	1	203	2	0	4	III	7		4	0	0	8	0.02
3N57	BIG TUJUNGA DAM	4	1	200	2	0	4	III	7		4	0	0	8	0.01
3N57	BIG TUJUNGA DAM	4	1	0	2	0	1	III	7		4	0	0	5	0.01
3N57	BIG TUJUNGA DAM	4	1	0	1	100	2	III	7		4	0	0	6	0.01
3N57	BIG TUJUNGA DAM	4	1	100	3	0	4	III	7		4	0	0	8	0.01
3N57	BIG TUJUNGA DAM	4	1	102	2	0	4	III	7		4	0	0	8	0.01
	BIG TUJUNGA DAM Total													**7.4**	0.37
2N88	STONEYVALE PG & DAYUSE	5	1	114	3	0	4	III	3		3	5	5	7	0.08
2N88	STONEYVALE PG & DAYUSE	5	1	114	2	0	4	III	3		3	5	5	7	0.06
2N88	STONEYVALE PG & DAYUSE	5	1	114	2	100	5	III	3		3	5	5	8	0.04
2N88	STONEYVALE PG & DAYUSE	5	1	114	2	0	4	III	7		4	5	5	8	0.03
2N88	STONEYVALE PG & DAYUSE	5	1	114	3	100	5	III	3		3	5	5	8	0.02
2N88	STONEYVALE PG & DAYUSE	5	1	114	4	100	5	III	3		3	5	5	8	0.01
2N88	STONEYVALE PG & DAYUSE	5	1	123	3	0	4	III	3		3	5	5	7	0.01
2N88	STONEYVALE PG & DAYUSE	5	1	114	4	0	4	III	3		3	5	5	7	0.01
2N88	STONEYVALE PG & DAYUSE	5	1	114	3	0	4	III	7		4	5	5	8	0.01
	STONEYVALE PG & DAYUSE Total													**7.4**	0.26
2N87	WILDWOOD	5	1	114	3	0	4	III	3		3	5	5	7	0.11
2N87	WILDWOOD	5	1	114	2	0	4	III	3		3	5	5	7	0.07
2N87	WILDWOOD	5	1	110	2	0	4	III	3		3	5	5	7	0.02
2N87	WILDWOOD	5	1	114	1	0	4	III	3		3	5	5	7	0.01
2N87	WILDWOOD	5	1	0	3	0	1	III	7		4	5	5	5	0.01
	WILDWOOD Total													**6.9**	0.22
2N82	VOGEL FLAT P.G.	5	1	13	3	0	4	III	3		3	5	3	7	0.02
2N82	VOGEL FLAT P.G.	5	1	0	2	0	1	III	7		4	5	3	5	0.01
	VOGEL FLAT P.G. Total													**6.5**	0.02
2N51	ICEHOUSE DAY USE PARKING AREA	5	1	0	0	0	1	II	10		5	5	5	6	0.05
2N12	BICHOTA	2	1	105	2	0	4	I	3		1	1	0	5	0.09

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
2N12	BICHOTA	2	1	104	2	0	4	I	3		1	1	0	5	0.07
2N12	BICHOTA	2	1	105	1	0	4	I	5		2	1	0	6	0.06
2N12	BICHOTA	2	1	105	1	0	4	I	10		5	1	0	9	0.06
2N12	BICHOTA	2	1	105	2	0	4	I	5		2	1	0	6	0.05
2N12	BICHOTA	2	1	102	2	0	4	I	7		2	1	0	6	0.04
2N12	BICHOTA	2	1	105	1	100	5	I	5		2	1	0	7	0.03
2N12	BICHOTA	2	1	105	2	100	5	I	5		2	1	0	7	0.02
2N12	BICHOTA	2	1	105	1	100	5	I	7		2	1	0	7	0.02
2N12	BICHOTA	2	1	105	2	100	5	I	3		1	1	0	6	0.02
2N12	BICHOTA	2	1	105	2	100	5	I	7		2	1	0	7	0.01
2N12	BICHOTA	2	1	102	1	0	4	I	7		2	1	0	6	0.01
2N12	BICHOTA	2	1	104	2	0	4	I	7		2	1	0	6	0.01
2N12	BICHOTA	2	1	105	1	0	4	I	7		2	1	0	6	0.01
2N12	BICHOTA	2	1	104	2	100	5	I	10		5	1	0	10	0.01
	BICHOTA Total													**6.2**	0.50
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	13	0	0	4	I	7		2	1	0	6	0.20
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	103	1	0	4	I	7		2	1	0	6	0.19
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	103	1	0	4	I	5		2	1	0	6	0.07
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	104	1	100	5	I	7		2	1	0	7	0.06
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	103	1	100	5	I	7		2	1	0	7	0.04
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	13	1	0	4	I	5		2	1	0	6	0.03
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	103	1	100	5	I	5		2	1	0	7	0.03
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	13	1	0	4	I	7		2	1	0	6	0.02
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	104	1	100	5	I	5		2	1	0	7	0.02
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	13	1	100	5	I	7		2	1	0	7	0.02
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	101	1	100	5	I	5		2	1	0	7	0.01
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	101	1	0	4	I	7		2	1	0	6	0.01
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	104	1	0	4	I	5		2	1	0	6	0.01
6N32.1	WRMSPRNGS/FSHCYN/TMPL	3	1	101	1	0	4	I	5		2	1	0	6	0.01
	WRMSPRNGS/FSHCYN/TMPL Total													**6.2**	0.71
	ICEHOUSE DAY USE PARKING AREA Total													**6.0**	0.05
3N17R	BEAR DIVIDE STATION	5	1	0	0	100	2	III	7	no	4	5	5	6	0.02
	BEAR DIVIDE STATION Total													**6.0**	0.02
3N23	MONTE CRISTO MINE RD	2	1	1	0	0	1	III	7		4	2	0	5	0.72
3N23	MONTE CRISTO MINE RD	2	1	102	0	0	4	III	7		4	2	0	8	0.23
3N23	MONTE CRISTO MINE RD	2	1	1	0	100	2	III	7		4	2	0	6	0.05

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
3N23	MONTE CRISTO MINE RD	2	1	112	0	100	5	III	7		4	2	0	9	0.04
3N23	MONTE CRISTO MINE RD	2	1	0	0	0	1	III	7		4	2	0	5	0.03
3N23	MONTE CRISTO MINE RD	2	1	102	0	100	5	III	7		4	2	0	9	0.03
3N23	MONTE CRISTO MINE RD	2	1	2	0	100	2	III	7		4	2	0	6	0.02
3N23	MONTE CRISTO MINE RD	2	1	2	0	0	1	III	7		4	2	0	5	0.01
	MONTE CRISTO MINE RD Total													**5.9**	1.12
3N14.1	MT HILLYER RD	2	1	0	0	100	2	III	7		4	3	0	6	0.04
3N14.1	MT HILLYER RD	2	1	0	0	0	1	III	7		4	3	0	5	0.02
	MT HILLYER RD Total													**5.7**	0.05
3N17.8	SANTA CLARA DIVIDE	4	1	0	0	100	2	III	7		4	5	4	6	0.07
3N17.5	SANTA CLARA DIVIDE	4	1	0	0	100	2	III	7		4	5	4	6	0.04
3N17.5	SANTA CLARA DIVIDE	4	1	0	0	0	1	III	7		4	5	4	5	0.02
3N17.8	SANTA CLARA DIVIDE	4	1	0	0	0	1	III	7	no	4	5	4	5	0.02
3N17.8	SANTA CLARA DIVIDE	4	1	0	0	0	1	III	7		4	5	4	5	0.01
3N17.8	SANTA CLARA DIVIDE	4	1	0	0	100	2	III	7	no	4	5	4	6	0.01
3N17.7	SANTA CLARA DIVIDE	3	1	0	0	100	2	III	7		4	5	4	6	0.04
3N17.7	SANTA CLARA DIVIDE	3	1	0	0	0	1	III	7		4	5	4	5	0.03
	SANTA CLARA DIVIDE Total													**5.7**	0.24
3N33	KAGEL RIDGE	2	0	0	0	0	0	II	10		5	3	0	5	0.19
3N33	KAGEL RIDGE	2	1	0	0	0	1	II	10		5	3	0	6	0.09
3N33	KAGEL RIDGE	2	1	0	0	100	2	II	10		5	3	0	7	0.05
	KAGEL RIDGE Total													**5.6**	0.33
5N24	COARSE GOLD RD	2	1	2	0	0	1	III	10		5	5	0	6	0.16
5N24	COARSE GOLD RD	2	1	2	0	0	1	III	7		4	5	0	5	0.16
5N24	COARSE GOLD RD	2	0	0	0	0	0	III	10		5	5	0	5	0.03
5N24	COARSE GOLD RD	2	1	2	0	100	2	III	10		5	5	0	7	0.02
5N24	COARSE GOLD RD	2	1	2	0	100	2	III	7		4	5	0	6	0.02
	COARSE GOLD RD Total													**5.6**	0.38
4N49	JACKSON LAKE RD/PRKNG	5	1	0	1	0	1	III	5	yes	5	5	3	6	0.14
4N49	JACKSON LAKE RD/PRKNG	5	0	0	1	0	0	III	5	yes	5	5	3	5	0.08
	JACKSON LAKE RD/PRKNG Total													**5.6**	0.22
3N56	WILSON CYN RD	2	1	0	0	0	1	III	7		4	1	0	5	0.17
3N56	WILSON CYN RD	2	1	0	0	100	2	III	7		4	1	0	6	0.16
	WILSON CYN RD Total													**5.5**	0.33
3N43	DOANE CYN RD	2	0	0	1	0	0	III	5	yes	5	1	0	5	0.24
3N43	DOANE CYN RD	2	0	0	2	0	0	III	5	yes	5	1	0	5	0.23

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
3N43	DOANE CYN RD	2	1	1	1	0	1	III	5	yes	5	1	0	6	0.09
3N43	DOANE CYN RD	2	1	0	2	0	1	III	5	yes	5	1	0	6	0.06
3N43	DOANE CYN RD	2	1	1	2	0	1	III	5	yes	5	1	0	6	0.05
3N43	DOANE CYN RD	2	1	0	1	100	2	III	5	yes	5	1	0	7	0.03
3N43	DOANE CYN RD	2	1	1	3	0	1	III	5	yes	5	1	0	6	0.02
3N43	DOANE CYN RD	2	1	0	1	0	1	III	5	yes	5	1	0	6	0.02
3N43	DOANE CYN RD	2	1	0	2	100	2	III	5	yes	5	1	0	7	0.01
	DOANE CYN RD Total													**5.4**	0.74
2N39	OAKS PICNIC GROUND	5	1	0	1	0	1	II	7		4	5	5	5	0.04
2N39	OAKS PICNIC GROUND	5	1	0	2	0	1	II	7		4	5	5	5	0.04
2N39	OAKS PICNIC GROUND	5	1	102	1	0	4	II	3		2	5	5	6	0.01
2N39	OAKS PICNIC GROUND	5	1	105	2	100	5	II	7		4	5	5	9	0.01
	OAKS PICNIC GROUND Total													**5.4**	0.10
2N17	BURRO CYN	3	1	1	3	0	1	II	7		4	5	3	5	0.09
2N17	BURRO CYN	3	1	4	2	0	1	II	7		4	5	3	5	0.09
2N17	BURRO CYN	3	1	1	2	0	1	II	7		4	5	3	5	0.06
2N17	BURRO CYN	3	1	4	3	0	1	II	7		4	5	3	5	0.05
2N17	BURRO CYN	3	1	0	2	100	2	II	7		4	5	3	6	0.05
2N17	BURRO CYN	3	1	0	2	0	1	II	7		4	5	3	5	0.04
2N17	BURRO CYN	3	1	4	2	100	2	II	7		4	5	3	6	0.04
2N17	BURRO CYN	3	1	2	3	0	1	II	7		4	5	3	5	0.04
2N17	BURRO CYN	3	1	2	2	0	1	II	7		4	5	3	5	0.03
2N17	BURRO CYN	3	1	1	2	100	2	II	7		4	5	3	6	0.02
2N17	BURRO CYN	3	1	2	3	100	2	II	7		4	5	3	6	0.02
2N17	BURRO CYN	3	1	1	3	100	2	II	7		4	5	3	6	0.01
2N17	BURRO CYN	3	1	0	3	100	2	II	7		4	5	3	6	0.01
2N17	BURRO CYN	3	1	4	3	100	2	II	7		4	5	3	6	0.01
2N17	BURRO CYN	3	1	3	2	100	2	II	7		4	5	3	6	0.01
	BURRO CYN Total													**5.3**	0.57
6N18	DEL SUR RIDGE RD	2	0	0	0	0	0	III	10		5	5	0	5	0.31
6N18	DEL SUR RIDGE RD	2	1	0	0	100	2	III	7		4	5	0	6	0.04
6N18	DEL SUR RIDGE RD	2	1	0	0	100	2	III	10		5	5	0	7	0.04
6N18	DEL SUR RIDGE RD	2	1	0	0	0	1	III	7		4	5	0	5	0.04
6N18	DEL SUR RIDGE RD	2	1	1	0	0	1	III	7		4	5	0	5	0.02
6N18	DEL SUR RIDGE RD	2	1	0	0	0	1	III	10		5	5	0	6	0.01
	DEL SUR RIDGE RD Total													**5.3**	0.45

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED		
7N02	SOUTH PORTAL RD	2	1	3	0	0	1	III	7		4	3	0	5	0.44
7N02	SOUTH PORTAL RD	2	1	1	0	0	1	III	7		4	3	0	5	0.44
7N02	SOUTH PORTAL RD	2	1	4	0	0	1	III	7		4	3	0	5	0.25
7N02	SOUTH PORTAL RD	2	1	2	0	0	1	III	7		4	3	0	5	0.20
7N02	SOUTH PORTAL RD	2	1	0	0	0	1	III	7		4	3	0	5	0.18
7N02	SOUTH PORTAL RD	2	1	0	0	100	2	III	7		4	3	0	6	0.04
7N02	SOUTH PORTAL RD	2	1	3	0	100	2	III	7		4	3	0	6	0.04
7N02	SOUTH PORTAL RD	2	1	1	0	100	2	III	7		4	3	0	6	0.04
7N02	SOUTH PORTAL RD	2	1	2	0	100	2	III	7		4	3	0	6	0.02
7N02	SOUTH PORTAL RD	2	1	4	0	100	2	III	7		4	3	0	6	0.01
	SOUTH PORTAL RD Total													**5.1**	1.66
3N15	MT MOONEY TRUCK TRAIL	2	0	0	0	0	0	I	10		5	3	0	5	0.70
3N15	MT MOONEY TRUCK TRAIL	2	0	0	0	0	0	III	10		5	3	0	5	0.04
3N15	MT MOONEY TRUCK TRAIL	2	1	0	0	0	1	I	10		5	3	0	6	0.01
	MT MOONEY TRUCK TRAIL Total													**5.0**	0.74
2N20	AREA 1 WORK CENTER	4	1	113	3	0	4	I	3		1	2	4	5	0.03
2N20	AREA 1 WORK CENTER	4	0	0	3	0	0	I	10		5	2	4	5	0.01
2N20	AREA 1 WORK CENTER	4	0	0	4	0	0	I	10		5	2	4	5	0.01
	AREA 1 WORK CENTER Total													**5.0**	0.04
2N10	EAST FORK PARKING AREA	5	1	2	0	0	1	II	7		4	3	5	5	0.05
2N10	EAST FORK PARKING AREA	5	1	2	1	0	1	II	7		4	3	5	5	0.03
2N10	EAST FORK PARKING AREA	5	1	2	2	0	1	II	7		4	3	5	5	0.01
	EAST FORK PARKING AREA Total													**5.0**	0.09
3N63	ISLIP SADDLE PARKING AREA	5	0	0	0	0	0	I	10		5	5	3	5	0.09
	ISLIP SADDLE PARKING AREA Total													**5.0**	0.09
3N62	EAGLES ROOST PARKING AREA	4	0	0	0	0	0	I	10		5	5	3	5	0.08
	EAGLES ROOST PARKING AREA Total													**5.0**	0.08
3N55	MONTE CRISTO STATION	5	1	0	0	0	1	III	7		4	3	5	5	0.07
	MONTE CRISTO STATION Total													**5.0**	0.07
2N72	CLEAR CREEK ARRVL STA	5	1	1	0	0	1	III	7		4	5	5	5	0.06
	CLEAR CREEK ARRVL STA Total													**5.0**	0.06
3N39A0	LUPIN CG SPUR	2	0	0	0	0	0	II	10		5	3	0	5	0.05
	LUPIN CG SPUR Total													**5.0**	0.05
2N31A0	SPRING CAMP CG	3	1	1	0	0	1	III	7		4	3	2	5	0.04
	SPRING CAMP CG Total													**5.0**	0.04
2N83	BIG TUJUNGA STATION	5	1	0	1	0	1	III	7		4	3	5	5	0.04

Table E3 ANF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XING	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_NEED	Weighted Average	
2N83	BIG TUJUNGA STATION	5	1	0	2	0	1	III	7		4	3	5	5	0.04
	BIG TUJUNGA STATION Total													**5.0**	0.08

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
7S05	SAN JUAN SOUTH TRACT	2	1	103	1	0	4	III	7		4	3	5	8	0.15
7S05	SAN JUAN SOUTH TRACT	2	1	103	2	0	4	III	7		4	3	5	8	0.15
7S05	SAN JUAN SOUTH TRACT	2	1	103	2	100	5	III	7		4	3	5	9	0.09
	SAN JUAN SOUTH TRACT Total													**8.2**	0.39
17S07	HAUSER CREEK	2	1	103	2	0	4	III	5		3	3	3	7	0.52
17S07	HAUSER CREEK	2	1	103	1	0	4	III	5		3	3	3	7	0.38
17S07	HAUSER CREEK	2	1	103	2	0	4	III	3		3	3	3	7	0.32
17S07	HAUSER CREEK	2	1	103	2	0	4	III	10		5	3	3	9	0.28
17S07	HAUSER CREEK	2	1	100	1	0	4	III	3		3	3	3	7	0.25
17S07	HAUSER CREEK	2	1	102	1	0	4	III	5		3	3	3	7	0.18
17S07	HAUSER CREEK	2	1	102	2	0	4	III	10		5	3	3	9	0.16
17S07	HAUSER CREEK	2	1	103	2	100	5	III	5		3	3	3	8	0.16
17S07	HAUSER CREEK	2	1	202	2	0	4	III	5		3	3	3	7	0.14
17S07	HAUSER CREEK	2	1	103	1	0	4	III	3		3	3	3	7	0.14
17S07	HAUSER CREEK	2	1	100	2	0	4	III	10		5	3	3	9	0.11
17S07	HAUSER CREEK	2	1	102	2	0	4	III	5		3	3	3	7	0.11
17S07	HAUSER CREEK	2	1	202	2	0	4	III	3		3	3	3	7	0.06
17S07	HAUSER CREEK	2	1	103	1	100	5	III	3		3	3	3	8	0.05
17S07	HAUSER CREEK	2	1	102	2	100	5	III	5		3	3	3	8	0.05
17S07	HAUSER CREEK	2	1	100	2	0	4	III	3		3	3	3	7	0.05
17S07	HAUSER CREEK	2	1	202	2	100	5	III	5		3	3	3	8	0.04
17S07	HAUSER CREEK	2	1	103	2	100	5	III	3		3	3	3	8	0.04
17S07	HAUSER CREEK	2	1	100	1	100	5	III	3		3	3	3	8	0.04
17S07	HAUSER CREEK	2	1	103	2	100	5	III	10		5	3	3	10	0.04
17S07	HAUSER CREEK	2	1	101	1	100	5	III	3		3	3	3	8	0.04
17S07	HAUSER CREEK	2	1	102	1	0	4	III	3		3	3	3	7	0.03
17S07	HAUSER CREEK	2	1	102	2	0	4	III	3		3	3	3	7	0.03
17S07	HAUSER CREEK	2	1	102	2	100	5	III	3		3	3	3	8	0.02
17S07	HAUSER CREEK	2	1	102	3	0	4	III	3		3	3	3	7	0.02
17S07	HAUSER CREEK	2	1	201	2	100	5	III	5		3	3	3	8	0.02
17S07	HAUSER CREEK	2	1	101	2	0	4	III	3		3	3	3	7	0.02
17S07	HAUSER CREEK	2	1	102	3	100	5	III	3		3	3	3	8	0.02
17S07	HAUSER CREEK	2	1	100	1	0	4	III	5		3	3	3	7	0.01
17S07	HAUSER CREEK	2	1	101	1	0	4	III	5		3	3	3	7	0.01
17S07	HAUSER CREEK	2	1	102	1	100	5	III	3		3	3	3	8	0.01
	HAUSER CREEK Total													**7.5**	3.37

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
5S04	MAPLE SPRINGS	4	1	13	0	0	4	III	7		4	4	4	8	0.74
5S04	MAPLE SPRINGS	4	1	13	0	100	5	III	7		4	4	4	9	0.37
5S04	MAPLE SPRINGS	3	1	1	0	0	1	III	7		4	4	4	5	0.30
5S04	MAPLE SPRINGS	4	1	12	0	0	4	III	7		4	4	4	8	0.16
5S04	MAPLE SPRINGS	3	1	1	0	100	2	III	7		4	4	4	6	0.16
5S04	MAPLE SPRINGS	4	1	13	1	100	5	III	7		4	4	4	9	0.13
5S04	MAPLE SPRINGS	4	1	13	1	0	4	III	7		4	4	4	8	0.10
5S04	MAPLE SPRINGS	4	1	12	0	100	5	III	7		4	4	4	9	0.06
5S04	MAPLE SPRINGS	4	1	10	0	0	4	III	7		4	4	4	8	0.05
5S04	MAPLE SPRINGS	4	1	2	0	0	1	III	7		4	4	4	5	0.05
5S04	MAPLE SPRINGS	4	1	11	0	0	4	III	7		4	4	4	8	0.04
5S04	MAPLE SPRINGS	4	1	1	0	0	1	III	7		4	4	4	5	0.03
5S04	MAPLE SPRINGS	4	1	3	1	0	1	III	7		4	4	4	5	0.03
5S04	MAPLE SPRINGS	4	1	2	0	100	2	III	7		4	4	4	6	0.02
5S04	MAPLE SPRINGS	4	1	2	1	0	1	III	7		4	4	4	5	0.02
5S04	MAPLE SPRINGS	4	1	1	1	0	1	III	7		4	4	4	5	0.01
5S04	MAPLE SPRINGS	4	1	3	0	100	2	III	7		4	4	4	6	0.01
	MAPLE SPRINGS Total													**7.5**	2.28
12S03	BODEN CANYON	2	1	101	1	100	5	III	5		3	4	4	8	0.04
12S03	BODEN CANYON	2	1	100	1	0	4	III	5		3	4	4	7	0.03
12S03	BODEN CANYON	2	1	103	1	0	4	III	5		3	4	4	7	0.02
12S03	BODEN CANYON	2	1	101	1	0	4	III	5		3	4	4	7	0.01
12S03	BODEN CANYON	2	1	103	1	100	5	III	5		3	4	4	8	0.01
	BODEN CANYON Total													**7.4**	0.11
12S07	UPPER SANTA YSABEL	2	1	103	2	0	4	III	5		3	3	4	7	0.50
12S07	UPPER SANTA YSABEL	2	1	100	2	0	4	III	5		3	3	4	7	0.17
12S07	UPPER SANTA YSABEL	2	1	103	1	0	4	III	5		3	3	4	7	0.12
12S07	UPPER SANTA YSABEL	2	1	102	2	0	4	III	5		3	3	4	7	0.08
12S07	UPPER SANTA YSABEL	2	1	103	3	0	4	III	5		3	3	4	7	0.07
12S07	UPPER SANTA YSABEL	2	1	103	2	100	5	III	5		3	3	4	8	0.05
12S07	UPPER SANTA YSABEL	2	1	103	1	100	5	III	5		3	3	4	8	0.03
12S07	UPPER SANTA YSABEL	2	1	101	2	100	5	III	5		3	3	4	8	0.03
12S07	UPPER SANTA YSABEL	2	1	101	2	0	4	III	5		3	3	4	7	0.03
12S07	UPPER SANTA YSABEL	2	1	100	1	0	4	III	5		3	3	4	7	0.03
	UPPER SANTA YSABEL Total													**7.1**	1.11
12S07A	BLACK CANYON CG	2	1	102	1	0	4	III	5		3	3	3	7	0.08

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
12S07A	BLACK CANYON CG	2	1	103	1	0	4	III	5		3	3	3	7	0.04
12S07A	BLACK CANYON CG	2	1	103	1	100	5	III	5		3	3	3	8	0.01
	BLACK CANYON CG Total													**7.1**	0.14
15S21	MINER'S	2	1	103	2	0	4	III	5		3	3	4	7	0.38
15S21	MINER'S	2	1	103	2	0	4	III	3		3	3	4	7	0.19
15S21	MINER'S	2	1	100	2	0	4	III	5		3	3	4	7	0.11
15S21	MINER'S	2	1	103	2	100	5	III	5		3	3	4	8	0.05
15S21	MINER'S	2	1	100	1	0	4	III	3		3	3	4	7	0.04
15S21	MINER'S	2	1	103	2	100	5	III	3		3	3	4	8	0.04
15S21	MINER'S	2	1	100	1	0	4	III	5		3	3	4	7	0.02
15S21	MINER'S	2	1	101	2	0	4	III	5		3	3	4	7	0.01
15S21	MINER'S	2	1	103	1	0	4	III	3		3	3	4	7	0.01
15S21	MINER'S	2	1	103	1	0	4	III	5		3	3	4	7	0.01
	MINER'S Total													**7.1**	0.86
16S04	HORSETHIEF	2	1	103	1	0	4	III	5		3	3	2	7	0.30
16S04	HORSETHIEF	2	1	111	1	0	4	III	5		3	3	2	7	0.10
16S04	HORSETHIEF	2	1	102	1	0	4	III	5		3	3	2	7	0.05
16S04	HORSETHIEF	2	1	110	1	0	4	III	5		3	3	2	7	0.04
16S04	HORSETHIEF	2	1	103	1	100	5	III	5		3	3	2	8	0.04
16S04	HORSETHIEF	2	1	101	1	0	4	III	5		3	3	2	7	0.04
16S04	HORSETHIEF	2	1	100	1	0	4	III	5		3	3	2	7	0.03
	HORSETHIEF Total													**7.1**	0.60
14S05A	PINE CREEK TRACT	2	1	103	2	0	4	III	3		3	3	4	7	0.58
14S05A	PINE CREEK TRACT	2	1	100	1	0	4	III	3		3	3	4	7	0.04
14S05A	PINE CREEK TRACT	2	1	103	2	100	5	III	3		3	3	4	8	0.04
14S05A	PINE CREEK TRACT	2	1	100	2	0	4	III	3		3	3	4	7	0.04
	PINE CREEK TRACT Total													**7.1**	0.70
16S12	BEAR VALLEY	2	1	100	1	0	4	III	3		3	4	5	7	0.31
	BEAR VALLEY Total													**7.0**	0.31
17S01	BOULDER OAKS CG	3	1	100	1	0	4	III	3		3	5	5	7	0.30
	BOULDER OAKS CG Total													**7.0**	0.30
17S08	SOUTH BOUNDRY	2	1	100	1	0	4	III	3		3	3	3	7	0.19
	SOUTH BOUNDRY Total													**7.0**	0.19
17S02A	COTTONWOOD RESERVOIR	2	1	100	1	0	4	III	3		3	5	2	7	0.12
17S02A	COTTONWOOD RESERVOIR	2	1	100	1	0	4	III	5		3	5	2	7	0.04
	COTTONWOOD RESERVOIR Total													**7.0**	0.16

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
11S05	SAN LUIS REY PG	5	1	201	1	0	4	II	5		3	5	5	7	0.02
	SAN LUIS REY PG Total													**7.0**	0.02
12S05	SUTHERLAND DAM	3	1	103	2	0	4	III	5		3	4	5	7	0.23
12S05	SUTHERLAND DAM	3	1	103	11	0	4	III	5		3	4	5	7	0.22
12S05	SUTHERLAND DAM	3	1	102	2	0	4	III	5		3	4	5	7	0.14
	SUTHERLAND DAM Total													**7.0**	0.59
15S11	LAGUNA CG	5	1	100	101	0	4	III	3		3	5	5	7	0.99
15S11	LAGUNA CG	5	1	100	100	0	4	I	3		1	5	5	5	0.03
15S11	LAGUNA CG	5	1	100	101	0	4	I	3		1	5	5	5	0.02
	LAGUNA CG Total													**6.9**	1.03
6S13	TRABUCO CANYON	2	1	2	0	0	1	III	7		4	3	5	5	0.16
6S13	TRABUCO CANYON	2	1	3	1	0	1	III	7		4	3	5	5	0.13
6S13	TRABUCO CANYON	2	1	102	0	0	4	III	5		3	3	5	7	0.13
6S13	TRABUCO CANYON	2	1	102	1	100	5	III	7		4	3	5	9	0.11
6S13	TRABUCO CANYON	2	1	3	0	100	2	III	7		4	3	5	6	0.10
6S13	TRABUCO CANYON	2	1	102	1	0	4	III	7		4	3	5	8	0.07
6S13	TRABUCO CANYON	2	1	102	0	100	5	III	7		4	3	5	9	0.07
6S13	TRABUCO CANYON	2	1	3	0	0	1	III	7		4	3	5	5	0.06
6S13	TRABUCO CANYON	2	1	0	0	0	1	III	7		4	3	5	5	0.05
6S13	TRABUCO CANYON	2	1	3	1	100	2	III	7		4	3	5	6	0.04
6S13	TRABUCO CANYON	2	1	100	0	100	5	III	7		4	3	5	9	0.03
6S13	TRABUCO CANYON	2	1	2	0	100	2	III	7		4	3	5	6	0.03
6S13	TRABUCO CANYON	2	1	102	1	100	5	III	5		3	3	5	8	0.03
6S13	TRABUCO CANYON	2	1	13	0	100	5	III	7		4	3	5	9	0.01
6S13	TRABUCO CANYON	2	1	102	0	100	5	III	5		3	3	5	8	0.01
	TRABUCO CANYON Total													**6.6**	1.02
7S04	WILDOMAR	4	1	13	1	0	4	I	5		2	4	5	6	0.38
7S04	WILDOMAR	4	1	12	1	0	4	I	5		2	4	5	6	0.11
7S04	WILDOMAR	4	1	13	1	0	4	I	7		2	4	5	6	0.10
7S04	WILDOMAR	4	1	11	1	0	4	I	5		2	4	5	6	0.10
7S04	WILDOMAR	4	1	13	0	0	4	I	7		2	4	5	6	0.09
7S04	WILDOMAR	4	1	10	0	0	4	I	7		2	4	5	6	0.08
7S04	WILDOMAR	4	1	13	0	100	5	I	7		2	4	5	7	0.06
7S04	WILDOMAR	4	1	10	1	0	4	I	5		2	4	5	6	0.05
7S04	WILDOMAR	4	1	10	1	0	4	I	7		2	4	5	6	0.05
7S04	WILDOMAR	4	1	13	0	100	5	I	5		2	4	5	7	0.04

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
7S04	WILDOMAR	4	1	13	0	0	4	I	5		2	4	5	6	0.02
7S04	WILDOMAR	4	1	10	0	0	4	I	3		1	4	5	5	0.01
7S04	WILDOMAR	4	1	12	2	0	4	I	5		2	4	5	6	0.01
	WILDOMAR Total													**6.1**	1.09
8S07A	DRIPPING SPRINGS STATION	5	1	200	101	0	4	I	5		2	5	5	6	0.02
8S07A	DRIPPING SPRINGS STATION	5	1	101	2	0	4	I	5		2	5	5	6	0.01
8S07A	DRIPPING SPRINGS STATION	5	1	101	101	0	4	I	5		2	5	5	6	0.01
	DRIPPING SPRINGS STATION Total													**6.0**	0.04
8S07	DRIPPING SPRINGS CG	5	1	101	2	0	4	I	5		2	5	5	6	0.44
8S07	DRIPPING SPRINGS CG	5	1	104	2	0	4	I	5		2	5	5	6	0.21
8S07	DRIPPING SPRINGS CG	5	1	101	4	0	4	I	5		2	5	5	6	0.12
8S07	DRIPPING SPRINGS CG	5	1	203	101	0	4	I	5		2	5	5	6	0.05
8S07	DRIPPING SPRINGS CG	5	1	104	4	0	4	I	5		2	5	5	6	0.03
8S07	DRIPPING SPRINGS CG	5	1	200	101	0	4	I	5		2	5	5	6	0.03
8S07	DRIPPING SPRINGS CG	5	1	103	4	0	4	I	5		2	5	5	6	0.02
8S07	DRIPPING SPRINGS CG	5	1	104	3	0	4	I	5		2	5	5	6	0.01
8S07	DRIPPING SPRINGS CG	5	1	200	2	0	4	I	5		2	5	5	6	0.01
8S07	DRIPPING SPRINGS CG	5	1	203	2	0	4	I	5		2	5	5	6	0.01
8S07	DRIPPING SPRINGS CG	5	1	101	3	0	4	I	5		2	5	5	6	0.01
8S07	DRIPPING SPRINGS CG	5	1	103	3	0	4	I	5		2	5	5	6	0.01
	DRIPPING SPRINGS CG Total													**6.0**	0.95
13S11	CEDAR CREEK	2	1	4	1	0	1	II	7		4	3	4	5	0.16
13S11	CEDAR CREEK	2	1	1	1	0	1	II	7		4	3	4	5	0.12
13S11	CEDAR CREEK	2	1	3	1	0	1	II	7		4	3	4	5	0.10
13S11	CEDAR CREEK	2	1	4	1	100	2	II	7		4	3	4	6	0.06
13S11	CEDAR CREEK	2	0	0	1	0	0	II	10		5	3	4	5	0.04
	CEDAR CREEK Total													**5.1**	0.48
6S14	HOLY JIM CANYON	2	1	3	0	0	1	III	7		4	3	5	5	0.15
6S14	HOLY JIM CANYON	2	1	2	0	0	1	III	7		4	3	5	5	0.11
6S14	HOLY JIM CANYON	2	1	0	0	0	1	III	7		4	3	5	5	0.03
6S14	HOLY JIM CANYON	2	1	0	0	100	2	III	7		4	3	5	6	0.02
	HOLY JIM CANYON Total													**5.1**	0.31
8S06	CROSLEY	2	1	100	3	0	4	I	3		1	3	2	5	0.13
8S06	CROSLEY	2	1	100	2	0	4	I	3		1	3	2	5	0.06
8S06	CROSLEY	2	1	100	1	0	4	I	3		1	3	2	5	0.02
	CROSLEY Total													**5.0**	0.21

Table E4 CNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
6S10A	HOT SPRINGS TH	2	1	3	1	0	1	III	7		4	3	5	5	0.02
	HOT SPRINGS TH Total													**5.0**	0.02
	Grand Total														24.17

Table E5 CNF: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
12S04	LOWER SANTA YSABEL	2	1	103	1	0	4	III	5		3	3	2	7	0.15
12S04	LOWER SANTA YSABEL	2	1	102	1	0	4	III	5		3	3	2	7	0.10
12S04	LOWER SANTA YSABEL	2	1	100	1	0	4	III	5		3	3	2	7	0.09
12S04	LOWER SANTA YSABEL	2	1	103	2	0	4	III	5		3	3	2	7	0.09
12S04	LOWER SANTA YSABEL	2	1	101	1	0	4	III	5		3	3	2	7	0.08
12S04	LOWER SANTA YSABEL	2	1	103	3	0	4	III	5		3	3	2	7	0.02
12S04	LOWER SANTA YSABEL	2	1	100	2	0	4	III	5		3	3	2	7	0.01
	LOWER SANTA YSABEL Total													**7.0**	0.54
6S09	LOWER SAN JUAN PG	5	1	103	2	0	4	III	5		3	5	5	7	0.07
6S09	LOWER SAN JUAN PG	5	1	103	1	0	4	III	5		3	5	5	7	0.05
	LOWER SAN JUAN PG Total													**7.0**	0.12

Table E6 CNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	PU_NEED	AD_INEED		
14S05	PINE CREEK	5	1	103	2	0	4	III	3		3	3	4	7	0.19
14S05	PINE CREEK	4	1	100	1	0	4	III	3		3	3	4	7	0.12
14S05	PINE CREEK	5	1	103	2	100	5	III	3		3	3	4	8	0.06
14S05	PINE CREEK	5	1	103	1	0	4	III	3		3	3	4	7	0.05
14S05	PINE CREEK	5	1	100	2	0	4	III	3		3	3	4	7	0.03
	PINE CREEK Total													**7.1**	0.45
9S05	INDIAN FLATS	3	1	100	1	0	4	I	3		1	4	4	5	0.50
9S05	INDIAN FLATS	2	1	100	1	0	4	I	3		1	4	4	5	0.10
9S05	INDIAN FLATS	3	1	102	1	0	4	I	3		1	4	4	5	0.08
9S05	INDIAN FLATS	3	1	102	1	100	5	I	3		1	4	4	6	0.05
9S05	INDIAN FLATS	2	1	103	1	100	5	I	3		1	4	4	6	0.05
9S05	INDIAN FLATS	2	1	103	1	0	4	I	3		1	4	4	5	0.04
9S05	INDIAN FLATS	2	1	101	1	0	4	I	3		1	4	4	5	0.01
9S05	INDIAN FLATS	3	1	101	1	0	4	I	3		1	4	4	5	0.01
	INDIAN FLATS Total													**5.1**	0.84

Table E7 LPNF: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
6N31A	LION CYN.	4	1	102	101	0	4	I	3		1	2	0	5	0.43
6N31A	LION CYN.	4	1	102	11	0	4	I	3		1	2	0	5	0.25
6N31A	LION CYN.	4	1	100	101	0	4	I	3		1	2	0	5	0.23
6N31A	LION CYN.	4	1	100	100	0	4	I	3		1	2	0	5	0.17
6N31A	LION CYN.	4	1	100	11	0	4	I	3		1	2	0	5	0.05
6N31A	LION CYN.	4	1	101	101	0	4	I	3		1	2	0	5	0.01
	LION CYN. Total													**5.0**	1.13
21S02A	PINYON PEAK	1	0	0	0	0	0	I	10		5	1	1	5	0.37
21S02A	PINYON PEAK	1	0	0	10	0	3	I	10		5	1	1	8	0.08
	PINYON PEAK Total													**5.5**	0.45
5N26	BEAVER CAMP	4	1	102	1	0	4	I	3		1	2	0	5	0.19
5N26	BEAVER CAMP	4	1	100	0	0	4	I	5		2	2	0	6	0.11
5N26	BEAVER CAMP	4	1	100	1	0	4	I	5		2	2	0	6	0.04
	BEAVER CAMP Total													**5.4**	0.34
	Grand Total														1.92

Table E8 LPNF, Part A: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
8N12.3	MILLER JEEP OHV	2	1	102	1	100	5	II	5		3	3	3	8	0.12
8N12.3	MILLER JEEP OHV	2	1	102	0	0	4	II	5		3	3	3	7	0.06
8N12.3	MILLER JEEP OHV	2	1	102	1	0	4	II	5		3	3	3	7	0.06
	MILLER JEEP OHV Total													**7.5**	0.24
32S14	UPPER 35 CYN. OHV	2	1	103	0	0	4	II	5		3	3	3	7	0.25
32S14	UPPER 35 CYN. OHV	2	1	103	0	100	5	II	5		3	3	3	8	0.21
	UPPER 35 CYN. OHV Total													**7.4**	0.46
7N07.4	HAPPY CANYON	3	1	100	0	0	4	II	5		3	4	5	7	0.17
7N07.4	HAPPY CANYON	3	1	100	0	0	4	II	7		4	4	5	8	0.08
7N07.4	HAPPY CANYON	3	1	100	0	100	5	II	5		3	4	5	8	0.04
	HAPPY CANYON Total													**7.4**	0.29
9N34	SAN EMIGDIO OHV	2	0	0	10	0	3	II	7		4	3	3	7	1.72
9N34	SAN EMIGDIO OHV	2	0	0	10	0	3	II	3	yes	5	3	3	8	0.48
9N34	SAN EMIGDIO OHV	2	0	0	10	0	3	II	7	yes	5	3	3	8	0.34
9N34	SAN EMIGDIO OHV	2	0	0	10	100	3	II	3	yes	5	3	3	8	0.04
	SAN EMIGDIO OHV Total													**7.3**	2.58
30S02.5	BRANCH CREEK OHV	2	1	103	0	0	4	II	5		3	4	3	7	1.12
30S02.5	BRANCH CREEK OHV	2	1	103	0	100	5	II	5		3	4	3	8	0.39
30S02.5	BRANCH CREEK OHV	2	1	103	1	0	4	II	5		3	4	3	7	0.26
30S02.5	BRANCH CREEK OHV	2	1	104	1	0	4	II	5		3	4	3	7	0.14
	BRANCH CREEK OHV Total													**7.2**	1.91
32S28	LOS MACHOS OHV	2	1	103	0	0	4	II	5		3	2	3	7	0.12
32S28	LOS MACHOS OHV	2	1	103	0	100	5	II	5		3	2	3	8	0.02
32S28	LOS MACHOS OHV	2	1	102	0	0	4	II	5		3	2	3	7	0.01
	LOS MACHOS OHV Total													**7.2**	0.16
8N01.2	GOLD HILL	4	1	100	0	0	4	II	5		3	5	5	7	0.18
8N01.2	GOLD HILL	4	1	102	1	0	4	II	5		3	5	5	7	0.11
8N01.2	GOLD HILL	4	1	100	1	0	4	II	5		3	5	5	7	0.11
8N01.2	GOLD HILL	4	1	102	1	100	5	II	5		3	5	5	8	0.04
	GOLD HILL Total													**7.1**	0.44
8N12.2	LOCKWOOD CREEK OHV	2	1	102	1	0	4	II	5		3	2	3	7	0.07
8N12.2	LOCKWOOD CREEK OHV	2	1	102	1	100	5	II	5		3	2	3	8	0.01
	LOCKWOOD CREEK OHV Total													**7.1**	0.08
6N10	SEWART MTN.	2	0	0	10	0	3	II	7		4	3	2	7	0.83
	SEWART MTN. Total													**7.0**	0.83
4N03	SANTA PAULA CY.	2	0	0	100	0	3	II	7		4	2	3	7	0.45

Table E8 LPNF, Part A: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
4N03	SANTA PAULA CY.	2	0	0	101	0	3	II	7		4	2	3	7	0.17
4N03	SANTA PAULA CY.	2	1	0	100	0	3	II	7		4	2	3	7	0.04
4N03	SANTA PAULA CY.	2	1	1	100	0	3	II	7		4	2	3	7	0.03
4N03	SANTA PAULA CY.	2	1	1	101	0	3	II	7		4	2	3	7	0.02
4N03	SANTA PAULA CY.	2	1	0	100	100	3	II	7		4	2	3	7	0.01
4N03	SANTA PAULA CY.	2	1	0	101	0	3	II	7		4	2	3	7	0.01
	SANTA PAULA CY. Total													**7.0**	0.73
9N52	BLUE RIDGE OHV	2	0	0	10	0	3	II	7		4	2	3	7	0.65
	BLUE RIDGE OHV Total													**7.0**	0.65
5N18.2	SANTA YNEZ	4	1	103	1	0	4	II	3		2	5	5	6	1.21
5N18.2	SANTA YNEZ	4	1	103	1	0	4	II	5		3	5	5	7	0.74
5N18.2	SANTA YNEZ	4	1	103	0	0	4	II	3		2	5	5	6	0.74
5N18.2	SANTA YNEZ	4	1	103	1	0	4	II	7		4	5	5	8	0.31
5N18.2	SANTA YNEZ	4	1	103	0	0	4	II	7		4	5	5	8	0.25
5N18.2	SANTA YNEZ	4	1	1	0	0	1	II	7		4	5	5	5	0.20
5N18.2	SANTA YNEZ	4	1	104	1	0	4	II	7		4	5	5	8	0.14
5N18.2	SANTA YNEZ	4	1	103	1	100	5	II	3		2	5	5	7	0.12
5N18.2	SANTA YNEZ	4	1	103	1	100	5	II	5		3	5	5	8	0.10
5N18.2	SANTA YNEZ	4	1	103	0	0	4	II	5		3	5	5	7	0.08
5N18.2	SANTA YNEZ	4	1	104	1	100	5	II	3		2	5	5	7	0.07
5N18.2	SANTA YNEZ	4	1	104	1	100	5	II	7		4	5	5	9	0.06
5N18.2	SANTA YNEZ	4	1	103	1	100	5	II	7		4	5	5	9	0.03
5N18.2	SANTA YNEZ	4	1	102	0	0	4	II	5		3	5	5	7	0.02
5N18.2	SANTA YNEZ	4	1	101	1	0	4	II	5		3	5	5	7	0.01
	SANTA YNEZ Total													**6.7**	4.07
23S03	PLASKETT CREEK	5	1	100	1	100	5	I	7		2	4	5	7	0.02
23S03	PLASKETT CREEK	5	1	100	1	100	5	I	3		1	4	5	6	0.02
	PLASKETT CREEK Total													**6.5**	0.04
9N11.2	BUCKHORN	3	1	3	1	0	1	II	7		4	4	3	5	0.18
9N11.2	BUCKHORN	3	1	3	2	0	1	II	7		4	4	3	5	0.16
9N11.2	BUCKHORN	3	1	3	0	0	1	II	7		4	4	3	5	0.06
9N11.2	BUCKHORN	3	1	3	2	100	2	II	7		4	4	3	6	0.04
9N11.2	BUCKHORN	3	1	2	1	0	1	II	7		4	4	3	5	0.03
9N11.3	BUCKHORN	2	0	0	100	0	3	II	7		4	4	3	7	2.11
9N11.3	BUCKHORN	2	1	3	0	0	1	II	7		4	4	3	5	0.64
9N11.3	BUCKHORN	2	1	2	0	0	1	II	7		4	4	3	5	0.09

Table E8 LPNF, Part A: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
9N11.3	BUCKHORN	2	1	3	0	100	2	II	7		4	4	3	6	0.06
9N11.3	BUCKHORN	2	1	2	1	0	1	II	7		4	4	3	5	0.06
9N11.3	BUCKHORN	2	1	1	0	0	1	II	7		4	4	3	5	0.06
9N11.3	BUCKHORN	2	1	3	1	0	1	II	7		4	4	3	5	0.05
9N11.3	BUCKHORN	2	1	2	0	100	2	II	7		4	4	3	6	0.04
9N11.3	BUCKHORN	2	1	3	1	100	2	II	7		4	4	3	6	0.01
	BUCKHORN Total													**6.2**	3.56
19S05	SYCAMORE CYN.	4	1	111	10	0	4	I	5		2	4	5	6	0.13
19S05	SYCAMORE CYN.	4	1	101	10	0	4	I	5		2	4	5	6	0.08
19S05	SYCAMORE CYN.	4	1	111	10	100	5	I	5		2	4	5	7	0.05
	SYCAMORE CYN. Total													**6.2**	0.25
11N04.3	LA BREA	3	1	103	1	0	4	I	5		2	4	3	6	2.40
11N04.3	LA BREA	3	1	103	1	0	4	I	7		2	4	3	6	0.80
11N04.3	LA BREA	3	1	103	1	100	5	I	5		2	4	3	7	0.42
11N04.3	LA BREA	3	1	104	1	100	5	I	5		2	4	3	7	0.27
11N04.3	LA BREA	3	1	104	1	0	4	I	5		2	4	3	6	0.15
11N04.3	LA BREA	3	1	103	0	0	4	I	5		2	4	3	6	0.11
11N04.3	LA BREA	3	1	104	1	100	5	I	7		2	4	3	7	0.07
11N04.3	LA BREA	3	1	104	1	0	4	I	7		2	4	3	6	0.05

Table E8 LPNF, Part B: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
11N04.3	LA BREA	3	1	103	1	100	5	I	7		2	4	3	7	0.05
11N04.3	LA BREA	3	1	102	0	0	4	I	5		2	4	3	6	0.02
11N04.3	LA BREA	3	1	102	1	0	4	I	7		2	4	3	6	0.01
	LA BREA Total													**6.2**	4.35
10N06.1	LA BREA CYN.	3	1	103	1	0	4	I	5		2	4	3	6	1.08
10N06.1	LA BREA CYN.	3	1	103	1	0	4	I	7		2	4	3	6	0.42
10N06.1	LA BREA CYN.	3	1	103	1	100	5	I	5		2	4	3	7	0.09
10N06.1	LA BREA CYN.	3	1	104	1	100	5	I	7		2	4	3	7	0.08
10N06.1	LA BREA CYN.	3	1	104	1	100	5	I	5		2	4	3	7	0.06
10N06.1	LA BREA CYN.	3	1	104	1	0	4	I	5		2	4	3	6	0.04
10N06.1	LA BREA CYN.	3	1	103	1	100	5	I	7		2	4	3	7	0.04
10N06.1	LA BREA CYN.	3	1	104	1	0	4	I	7		2	4	3	6	0.01
	LA BREA CYN. Total													**6.1**	1.82
8N09	SUNSET VALLEY	4	1	103	1	0	4	I	5		2	5	5	6	0.41
8N09	SUNSET VALLEY	4	1	103	1	0	4	I	7		2	5	5	6	0.19
8N09	SUNSET VALLEY	4	1	102	1	0	4	I	7		2	5	5	6	0.09
8N09	SUNSET VALLEY	4	1	102	1	0	4	I	5		2	5	5	6	0.05
8N09	SUNSET VALLEY	4	1	104	1	100	5	I	7		2	5	5	7	0.02
8N09	SUNSET VALLEY	4	1	103	1	100	5	I	7		2	5	5	7	0.01
8N09	SUNSET VALLEY	4	1	103	1	100	5	I	5		2	5	5	7	0.01
8N09	SUNSET VALLEY	4	1	104	1	0	4	I	7		2	5	5	6	0.01
8N09	SUNSET VALLEY	4	1	102	1	100	5	I	5		2	5	5	7	0.01
	SUNSET VALLEY Total													**8.4**	0.80
7N08A	BUCK CREEK	5	1	100	0	0	4	II	3		2	4	3	6	0.19
7N08A	BUCK CREEK	5	1	102	1	0	4	II	3		2	4	3	6	0.11
7N08A	BUCK CREEK	5	1	102	0	0	4	II	3		2	4	3	6	0.03
7N08	BUCK CREEK	4	1	100	0	0	4	II	3		2	4	3	6	0.39
7N08	BUCK CREEK	4	1	102	1	0	4	II	3		2	4	3	6	0.10
7N08	BUCK CREEK	4	1	102	1	0	4	II	3	no	2	4	3	6	0.07
7N08	BUCK CREEK	4	1	101	0	0	4	II	3		2	4	3	6	0.02
7N08	BUCK CREEK	4	1	103	1	0	4	II	3	no	2	4	3	6	0.02
7N08	BUCK CREEK	4	1	102	1	0	4	II	7		4	4	3	8	0.02
7N08	BUCK CREEK	4	1	101	1	0	4	II	3		2	4	3	6	0.02
7N08	BUCK CREEK	4	1	100	1	0	4	II	3		2	4	3	6	0.01
	BUCK CREEK Total													**6.0**	0.97
29S11	CERRO ALTO	4	1	103	0	0	4	I	5		2	4	4	6	0.53

Table E8 LPNF, Part B: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
29S11	CERRO ALTO	4	1	103	0	100	5	I	5		2	4	4	7	0.01
	CERRO ALTO Total													**6.0**	0.54
4N13B	BLUE POINT	4	1	103	0	0	4	II	3		2	4	3	6	0.16
4N13B	BLUE POINT	4	1	104	0	0	4	II	3		2	4	3	6	0.07
4N13B	BLUE POINT	4	1	102	0	0	4	II	3		2	4	3	6	0.02
4N13B	BLUE POINT	4	1	103	1	0	4	II	3		2	4	3	6	0.02
	BLUE POINT Total													**6.0**	0.27
19S05A	PFEIFFER BEACH	4	1	111	20	0	4	I	5		2	4	5	6	0.05
19S05A	PFEIFFER BEACH	4	1	101	10	0	4	I	5		2	4	5	6	0.01
19S05A	PFEIFFER BEACH	4	1	101	20	0	4	I	5		2	4	5	6	0.01
	PFEIFFER BEACH Total													**6.0**	0.07
5N18M	WHITE ROCK D.U.	5	1	11	1	0	4	II	3		2	3	5	6	0.11
5N18M	WHITE ROCK D.U.	5	1	11	0	0	4	II	3		2	3	5	6	0.08
5N18M	WHITE ROCK D.U.	5	1	112	1	0	4	II	3		2	3	5	6	0.03
	WHITE ROCK D.U. Total													**6.0**	0.23
5N16	BIG CALIENTA	3	1	112	1	0	4	I	7		2	4	5	6	0.99
5N16	BIG CALIENTA	3	1	103	1	0	4	I	7		2	4	5	6	0.33
5N16	BIG CALIENTA	3	1	112	1	0	4	I	3		1	4	5	5	0.17
5N16	BIG CALIENTA	3	1	111	0	0	4	I	7		2	4	5	6	0.11
5N16	BIG CALIENTA	3	1	101	1	0	4	I	7		2	4	5	6	0.11
5N16	BIG CALIENTA	3	1	112	0	0	4	I	7		2	4	5	6	0.09
5N16	BIG CALIENTA	3	1	103	1	100	5	I	7		2	4	5	7	0.09
5N16	BIG CALIENTA	3	1	11	0	0	4	I	3		1	4	5	5	0.09
5N16	BIG CALIENTA	3	1	11	0	0	4	I	7		2	4	5	6	0.08
5N16	BIG CALIENTA	3	1	112	1	100	5	I	7		2	4	5	7	0.07
5N16	BIG CALIENTA	3	1	111	1	0	4	I	7		2	4	5	6	0.07
5N16	BIG CALIENTA	3	1	201	0	0	4	I	3		1	4	5	5	0.07
5N16	BIG CALIENTA	3	1	200	0	0	4	I	3		1	4	5	5	0.07
5N16	BIG CALIENTA	3	1	202	0	0	4	I	3		1	4	5	5	0.07
5N16	BIG CALIENTA	3	1	12	1	0	4	I	7		2	4	5	6	0.05
5N16	BIG CALIENTA	3	1	211	0	0	4	I	3		1	4	5	5	0.04
5N16	BIG CALIENTA	3	1	112	0	0	4	I	3		1	4	5	5	0.04
5N16	BIG CALIENTA	3	1	10	0	0	4	I	7		2	4	5	6	0.03
5N16	BIG CALIENTA	3	1	102	1	100	5	I	7		2	4	5	7	0.02
5N16	BIG CALIENTA	3	1	102	1	0	4	I	7		2	4	5	6	0.01
5N16	BIG CALIENTA	3	1	11	1	0	4	I	7		2	4	5	6	0.01

Table E8 LPNF, Part B: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N16	BIG CALIENTA	3	1	211	1	0	4	I	3		1	4	5	5	0.01
5N16	BIG CALIENTA	3	1	101	1	100	5	I	7		2	4	5	7	0.01
5N16	BIG CALIENTA	3	1	111	0	0	4	I	3		1	4	5	5	0.01
	BIG CALIENTA Total													**5.9**	2.63
5N15.3	2 ROMERO CAMU*FDR	4	1	103	0	0	4	II	3		2	4	5	6	0.36
5N15.3	2 ROMERO CAMU*FDR	4	1	4	0	0	1	II	7		4	4	5	5	0.16
5N15.3	2 ROMERO CAMU*FDR	4	1	1	0	0	1	II	7		4	4	5	5	0.10
5N15.3	2 ROMERO CAMU*FDR	4	1	2	0	0	1	II	7		4	4	5	5	0.07
5N15.3	2 ROMERO CAMU*FDR	4	1	103	0	100	5	II	3		2	4	5	7	0.04
5N15.3	2 ROMERO CAMU*FDR	4	1	103	1	0	4	II	3		2	4	5	6	0.03
	2 ROMERO CAMU*FDR Total													**5.6**	0.76

Table E8 LPNF, Part C: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N15.1	ROMERO CAMU*	3	1	202	1	0	4	I	3		1	4	4	5	1.03
5N15.1	ROMERO CAMU*	3	1	100	0	0	4	I	3		1	4	4	5	0.80
5N15.1	ROMERO CAMU*	3	1	202	0	0	4	I	3		1	4	4	5	0.44
5N15.1	ROMERO CAMU*	3	1	100	1	0	4	I	5		2	4	4	6	0.29
5N15.1	ROMERO CAMU*	3	1	202	1	0	4	I	5		2	4	4	6	0.27
5N15.1	ROMERO CAMU*	3	1	203	1	0	4	I	3		1	4	4	5	0.20
5N15.1	ROMERO CAMU*	3	1	202	0	0	4	I	5		2	4	4	6	0.18
5N15.1	ROMERO CAMU*	3	1	211	1	0	4	I	3		1	4	4	5	0.16
5N15.1	ROMERO CAMU*	3	1	200	0	0	4	I	3		1	4	4	5	0.13
5N15.1	ROMERO CAMU*	3	1	301	1	0	4	I	3		1	4	4	5	0.11
5N15.1	ROMERO CAMU*	3	1	201	1	0	4	I	3		1	4	4	5	0.08
5N15.1	ROMERO CAMU*	3	1	101	1	0	4	I	3		1	4	4	5	0.08
5N15.1	ROMERO CAMU*	3	1	200	1	0	4	I	3		1	4	4	5	0.08
5N15.1	ROMERO CAMU*	3	1	202	0	100	5	I	3		1	4	4	6	0.07
5N15.1	ROMERO CAMU*	3	1	202	0	100	5	I	5		2	4	4	7	0.07
5N15.1	ROMERO CAMU*	3	1	100	1	0	4	I	3		1	4	4	5	0.07
5N15.1	ROMERO CAMU*	3	1	301	1	0	4	I	5		2	4	4	6	0.07
5N15.1	ROMERO CAMU*	3	1	103	1	0	4	I	3		1	4	4	5	0.06
5N15.1	ROMERO CAMU*	3	1	301	1	100	5	I	3		1	4	4	6	0.04
5N15.1	ROMERO CAMU*	3	1	100	0	100	5	I	3		1	4	4	6	0.04
5N15.1	ROMERO CAMU*	3	1	202	1	100	5	I	3		1	4	4	6	0.02
5N15.1	ROMERO CAMU*	3	1	212	1	100	5	I	3		1	4	4	6	0.02
5N15.1	ROMERO CAMU*	3	1	100	0	0	4	I	5		2	4	4	6	0.02
5N15.1	ROMERO CAMU*	3	1	103	0	0	4	I	5		2	4	4	6	0.01
5N15.1	ROMERO CAMU*	3	1	110	1	0	4	I	3		1	4	4	5	0.01
5N15.1	ROMERO CAMU*	3	1	103	1	0	4	I	5		2	4	4	6	0.01
5N15.1	ROMERO CAMU*	3	1	201	1	0	4	I	5		2	4	4	6	0.01
5N15.1	ROMERO CAMU*	3	1	210	1	0	4	I	3		1	4	4	5	0.01
5N15.1	ROMERO CAMU*	3	1	102	1	0	4	I	3		1	4	4	5	0.01
5N15.1	ROMERO CAMU*	3	1	103	0	100	5	I	5		2	4	4	7	0.01
5N15.1	ROMERO CAMU*	3	1	212	1	0	4	I	3		1	4	4	5	0.01
5N15.1	ROMERO CAMU*	3	1	102	0	0	4	I	3		1	4	4	5	0.01
	ROMERO CAMU* Total													**5.3**	4.37
7N04A	RANCHO NUEV*	3	1	3	1	0	1	II	7		4	4	4	5	0.41
7N04A	RANCHO NUEV*	3	1	3	1	100	2	II	7		4	4	4	6	0.16
7N04A	RANCHO NUEV*	3	1	2	0	0	1	II	7		4	4	4	5	0.05

Table E8 LPNF, Part C: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
7N04A	RANCHO NUEV*	3	1	3	0	0	1	II	7		4	4	4	5	0.02
	RANCHO NUEV* Total													**5.2**	0.64

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N18P	LIVE OAK DUA.	4	1	103	1	0	4	II	7		4	3	5	8	0.05
5N18P	LIVE OAK DUA.	4	1	104	1	100	5	II	7		4	3	5	9	0.02
5N18P	LIVE OAK DUA.	4	1	103	1	100	5	II	7		4	3	5	9	0.01
	LIVE OAK DUA. Total													**8.3**	0.07
9N09C	APACHE SDDL	5	0	0	10	0	3	II	3	yes	5	4	3	8	0.20
	APACHE SDDL Total													**8.0**	0.20
4N13.3	PIRU CYN. RD.	4	1	103	1	0	4	II	7		4	4	3	8	0.49
4N13.3	PIRU CYN. RD.	4	1	103	1	0	4	II	3		2	4	3	6	0.07
4N13.3	PIRU CYN. RD.	4	1	104	1	0	4	II	7		4	4	3	8	0.06
4N13.3	PIRU CYN. RD.	4	1	103	1	100	5	II	3		2	4	3	7	0.04
4N13.3	PIRU CYN. RD.	4	1	103	1	100	5	II	7		4	4	3	9	0.02
	PIRU CYN. RD. Total													**7.8**	0.66
30S18	GARCIA RIDG. OHV	2	0	0	10	0	3	II	7		4	3	3	7	0.44
	GARCIA RIDG. OHV Total													**7.0**	0.44
29S16	LAS CHICHES OHV	2	0	0	10	0	3	II	7		4	1	3	7	0.38
	LAS CHICHES OHV Total													**7.0**	0.38
6N06.2	1 REYES PEAK	2	0	0	100	0	3	II	7		4	4	4	7	0.37
	1 REYES PEAK Total													**7.0**	0.37
8N08.2	1 CACHUMA MTN.	2	0	0	10	0	3	II	7		4	3	2	7	0.36
	1 CACHUMA MTN. Total													**7.0**	0.36
6N06.1	REYES PEAK	4	0	0	100	0	3	II	7		4	5	5	7	0.16
6N06.1	REYES PEAK	4	0	0	10	0	3	II	7		4	5	5	7	0.14
	REYES PEAK Total													**7.0**	0.30
30S17	PINE MTN. OHV	2	0	0	10	0	3	II	7		4	3	3	7	0.25
	PINE MTN. OHV Total													**7.0**	0.25
8N24	FRAZIER EXT*	2	0	0	10	0	3	II	7		4	3	3	7	0.15
	FRAZIER EXT* Total													**7.0**	0.15
32S11A	JACK SPRING	2	0	0	10	0	3	III	7		4	2	3	7	0.15
	JACK SPRING Total													**7.0**	0.15
8N01.3	ALAMO MTN.	2	1	102	0	0	4	II	5		3	4	4	7	0.12
8N01.3	ALAMO MTN.	2	1	102	1	0	4	II	5		3	4	4	7	0.02
8N01.3	ALAMO MTN.	2	1	100	0	0	4	II	5		3	4	4	7	0.01
	ALAMO MTN. Total													**7.0**	0.15
32S13.2	SIERRA MADR*	2	0	0	100	0	3	II	7		4	4	3	7	0.07
	SIERRA MADR* Total													**7.0**	0.07
6N31B	PIEDRA BLANCO	3	1	100	100	0	4	I	3		1	3	4	5	0.01

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
	PIEDRA BLANCO Total													**7.0**	0.01
9N19	WEST TECUYA	2	0	0	10	0	3	II	7		4	4	3	7	0.01
	WEST TECUYA Total													**7.0**	0.01
7N07.2	HAPPY CYN.	4	0	0	10	0	3	II	7		4	5	5	7	2.07
7N07.2	HAPPY CYN.	4	1	0	10	0	3	II	7		4	5	5	7	0.07
7N07.2	HAPPY CYN.	4	1	0	10	100	3	II	7		4	5	5	7	0.02
7N07.2	HAPPY CYN.	4	1	0	0	100	2	II	7		4	5	5	6	0.01
	HAPPY CYN. Total													**7.0**	2.16
32S13.1	SIERRA MADRE	3	0	0	10	0	3	III	7		4	5	3	7	0.37
32S13.1	SIERRA MADRE	3	1	0	0	0	1	III	7		4	5	3	5	0.01
	SIERRA MADRE Total													**7.0**	0.38
9N10B	BALLINGER SPUR OHV	2	0	0	10	0	3	II	7		4	3	4	7	0.21
9N10B	BALLINGER SPUR OHV	2	1	3	11	0	3	II	7		4	3	4	7	0.10
9N10B	BALLINGER SPUR OHV	2	0	0	11	0	3	II	7		4	3	4	7	0.07
9N10B	BALLINGER SPUR OHV	2	1	1	11	100	3	II	7		4	3	4	7	0.07
9N10B	BALLINGER SPUR OHV	2	1	1	11	0	3	II	7		4	3	4	7	0.07
9N10B	BALLINGER SPUR OHV	2	1	2	11	100	3	II	7		4	3	4	7	0.04
9N10B	BALLINGER SPUR OHV	2	1	3	1	100	2	II	7		4	3	4	6	0.04
9N10B	BALLINGER SPUR OHV	2	0	0	11	100	3	II	7		4	3	4	7	0.04
9N10B	BALLINGER SPUR OHV	2	1	2	11	0	3	II	7		4	3	4	7	0.02
9N10B	BALLINGER SPUR OHV	2	1	3	11	100	3	II	7		4	3	4	7	0.02
9N10B	BALLINGER SPUR OHV	2	1	3	1	0	1	II	7		4	3	4	5	0.02
	BALLINGER SPUR OHV Total													**6.9**	0.70
6N17	HILDRETH PK.	2	0	0	10	0	3	I	10		5	4	2	8	0.13
6N17	HILDRETH PK.	2	1	202	0	0	4	I	3		1	4	2	5	0.06
6N17	HILDRETH PK.	2	1	101	0	0	4	I	5		2	4	2	6	0.04
6N17	HILDRETH PK.	2	1	202	0	0	4	I	5		2	4	2	6	0.01
6N17	HILDRETH PK.	2	1	102	1	0	4	I	5		2	4	2	6	0.01
	HILDRETH PK. Total													**6.8**	0.24
6N14	SANTA CRUZ	2	0	0	10	0	3	II	7		4	4	3	7	0.80
6N14	SANTA CRUZ	2	1	1	0	0	1	II	7		4	4	3	5	0.17
6N14	SANTA CRUZ	2	1	2	1	0	1	II	7		4	4	3	5	0.03
6N14	SANTA CRUZ	2	1	1	1	0	1	II	7		4	4	3	5	0.02
	SANTA CRUZ Total													**6.6**	1.03
5N20	ARROYO BURRO	2	1	103	0	0	4	II	3		2	3	2	6	0.10
5N20	ARROYO BURRO	2	1	103	1	0	4	II	3		2	3	2	6	0.06

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N20	ARROYO BURRO	2	1	103	1	100	5	II	3		2	3	2	7	0.06
5N20	ARROYO BURRO	2	1	103	0	100	5	II	3		2	3	2	7	0.04
5N20	ARROYO BURRO	2	1	104	1	100	5	II	3		2	3	2	7	0.02
	ARROYO BURRO Total													**6.4**	0.28
5N18C	PARADISE CG.	4	1	112	0	0	4	II	3		2	3	5	6	0.07
5N18C	PARADISE CG.	4	1	113	0	100	5	II	3		2	3	5	7	0.03
5N18C	PARADISE CG.	4	1	113	0	0	4	II	3		2	3	5	6	0.02
	PARADISE CG. Total													**6.3**	0.12
9N21.1	SCOTT RUSSEL	2	1	0	0	0	1	II	5	yes	5	3	3	6	0.12
9N21.1	SCOTT RUSSEL	2	1	1	0	0	1	II	5	yes	5	3	3	6	0.03
9N21.1	SCOTT RUSSEL	2	1	1	0	100	2	II	5	yes	5	3	3	7	0.02
9N21.1	SCOTT RUSSEL	2	1	1	0	100	2	II	3	yes	5	3	3	7	0.02
9N21.1	SCOTT RUSSEL	2	1	1	0	0	1	II	3	yes	5	3	3	6	0.01
	SCOTT RUSSEL Total													**6.2**	0.19
5N18L	LOWER OSO CG.	5	1	103	1	0	4	II	3		2	3	5	6	0.28
5N18L	LOWER OSO CG.	5	1	103	1	100	5	II	3		2	3	5	7	0.02
	LOWER OSO CG. Total													**6.1**	0.30
5N43C	SAGE HILL CG.	5	1	103	0	0	4	II	3		2	3	5	6	0.37
5N43C	SAGE HILL CG.	5	1	103	1	0	4	II	3		2	3	5	6	0.27
5N43C	SAGE HILL CG.	5	1	104	1	100	5	II	3		2	3	5	7	0.03
5N43C	SAGE HILL CG.	5	1	101	1	0	4	II	3		2	3	5	6	0.02
5N43C	SAGE HILL CG.	5	1	104	1	0	4	II	3		2	3	5	6	0.02
5N43C	SAGE HILL CG.	5	1	103	1	100	5	II	3		2	3	5	7	0.01
5N43C	SAGE HILL CG.	5	1	101	0	0	4	II	3		2	3	5	6	0.01
	SAGE HILL CG. Total													**6.1**	0.73
5N18Q	RED ROCK	4	1	103	1	0	4	II	3		2	3	5	6	0.14
5N18Q	RED ROCK	4	1	103	1	100	5	II	3		2	3	5	7	0.01
	RED ROCK Total													**6.1**	0.14
5N43	LOS PRIETOS WH.	5	1	103	0	0	4	II	3		2	5	0	6	0.25
5N43	LOS PRIETOS WH.	5	1	103	1	0	4	II	3		2	5	0	6	0.17
5N43	LOS PRIETOS WH.	5	1	103	1	100	5	II	3		2	5	0	7	0.02
	LOS PRIETOS WH. Total													**6.0**	0.43
5N18B	LOS PRIETOS CG.	5	1	11	0	0	4	II	3		2	3	5	6	0.06
5N18B	LOS PRIETOS CG.	5	1	10	0	0	4	II	3		2	3	5	6	0.04
	LOS PRIETOS CG. Total													**6.0**	0.10
5N18A	FREMONT CG.	5	1	10	0	0	4	II	3		2	3	5	6	0.15

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N18A	FREMONT CG.	5	1	11	0	0	4	II	3		2	3	5	6	0.05
	FREMONT CG. Total													**6.0**	0.20
5N18D	REDROCK CG.	4	1	103	1	0	4	II	3		2	3	2	6	0.15
	REDROCK CG. Total													**6.0**	0.15
5N18N	FALLS DUA.	4	1	103	1	0	4	II	3		2	3	5	6	0.13
	FALLS DUA. Total													**6.0**	0.13
10N06A	BARREL SPRING	3	1	103	1	0	4	I	7		2	3	3	6	0.07
	BARREL SPRING Total													**6.0**	0.07
5N43B	LP RESIDENCE	5	1	103	0	0	4	II	3		2	5	0	6	0.04
5N43B	LP RESIDENCE	5	1	103	1	0	4	II	3		2	5	0	6	0.02
	LP RESIDENCE Total													**6.0**	0.06
5N18J	LOS PRIETOS	5	1	101	0	0	4	II	3		2	4	0	6	0.05
5N18J	LOS PRIETOS	5	1	100	0	0	4	II	3		2	4	0	6	0.01
	LOS PRIETOS Total													**6.0**	0.06
5N43A	LOS PRIETOS RS.	5	1	103	0	0	4	II	3		2	5	5	6	0.04
5N43A	LOS PRIETOS RS.	5	1	103	1	0	4	II	3		2	5	5	6	0.01
	LOS PRIETOS RS. Total													**6.0**	0.05
9N11.4	BUCKHORN RD.	2	0	0	0	0	0	I	10		5	4	3	5	1.60
9N11.4	BUCKHORN RD.	2	0	0	100	0	3	II	7		4	4	3	7	0.75
9N11.4	BUCKHORN RD.	2	0	0	10	0	3	II	7		4	4	3	7	0.72
9N11.4	BUCKHORN RD.	2	0	0	0	0	0	II	10		5	4	3	5	0.04
9N11.4	BUCKHORN RD.	2	1	0	0	0	1	I	10		5	4	3	6	0.02
9N11.4	BUCKHORN RD.	2	1	0	0	100	2	I	10		5	4	3	7	0.01
	BUCKHORN RD. Total													**5.9**	3.14
9N19A	PLIETO CR. OHV	2	1	0	0	0	1	II	7		4	3	3	5	1.16
9N19A	PLIETO CR. OHV	2	1	0	10	0	3	II	7		4	3	3	7	0.59
9N19A	PLIETO CR. OHV	2	1	0	0	100	2	II	7		4	3	3	6	0.30
9N19A	PLIETO CR. OHV	2	0	0	10	0	3	II	7		4	3	3	7	0.27
9N19A	PLIETO CR. OHV	2	1	1	0	0	1	II	7		4	3	3	5	0.02
	PLIETO CR. OHV Total													**5.9**	2.33
9N09	QUATAL CYN.	3	1	1	0	0	1	II	3	yes	5	4	3	6	0.22
9N09	QUATAL CYN.	3	0	0	0	0	0	II	3	yes	5	4	3	5	0.12
9N09	QUATAL CYN.	3	1	1	0	100	2	II	3	yes	5	4	3	7	0.04
	QUATAL CYN. Total													**5.8**	0.38
9N10.2	BALLINGER CYN. OHV	2	1	3	1	100	2	II	7		4	3	4	6	0.05
9N10.2	BALLINGER CYN. OHV	2	1	2	1	0	1	II	7		4	3	4	5	0.05

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
9N10.2	BALLINGER CYN. OHV	2	1	2	1	100	2	II	7		4	3	4	6	0.05
	BALLINGER CYN. OHV Total													**5.7**	0.14
9N09B	SPUR OHV BL*	2	1	3	0	0	1	II	7		4	2	3	5	0.10
9N09B	SPUR OHV BL*	2	1	3	0	100	2	II	7		4	2	3	6	0.08
9N09B	SPUR OHV BL*	2	1	2	0	100	2	II	7		4	2	3	6	0.08
	SPUR OHV BL* Total													**5.6**	0.26
5N15.2	1 ROMERO CAMU* FDR	2	1	103	0	0	4	I	5		2	4	4	6	0.47
5N15.2	1 ROMERO CAMU* FDR	2	1	4	0	0	1	II	7		4	4	4	5	0.37
5N15.2	1 ROMERO CAMU* FDR	2	1	101	0	0	4	I	5		2	4	4	6	0.28
5N15.2	1 ROMERO CAMU* FDR	2	1	1	0	0	1	II	7		4	4	4	5	0.22
5N15.2	1 ROMERO CAMU* FDR	2	1	102	0	0	4	I	5		2	4	4	6	0.19
5N15.2	1 ROMERO CAMU* FDR	2	1	2	0	0	1	II	7		4	4	4	5	0.12
5N15.2	1 ROMERO CAMU* FDR	2	1	3	0	0	1	II	7		4	4	4	5	0.10
5N15.2	1 ROMERO CAMU* FDR	2	1	0	0	0	1	II	7		4	4	4	5	0.08
5N15.2	1 ROMERO CAMU* FDR	2	1	101	0	0	4	I	3		1	4	4	5	0.08
5N15.2	1 ROMERO CAMU* FDR	2	1	103	0	100	5	I	5		2	4	4	7	0.08
5N15.2	1 ROMERO CAMU* FDR	2	1	102	0	0	4	I	3		1	4	4	5	0.07
5N15.2	1 ROMERO CAMU* FDR	2	1	102	0	100	5	I	5		2	4	4	7	0.05
5N15.2	1 ROMERO CAMU* FDR	2	1	102	0	100	5	I	3		1	4	4	6	0.04
5N15.2	1 ROMERO CAMU* FDR	2	1	102	1	100	5	I	3		1	4	4	6	0.04
5N15.2	1 ROMERO CAMU* FDR	2	1	102	1	0	4	I	3		1	4	4	5	0.03
	1 ROMERO CAMU* FDR Total													**5.6**	2.21
11N04.2	1 PINE CANYON	3	1	4	0	0	1	III	7		4	4	0	5	0.76
11N04.2	1 PINE CANYON	3	1	0	0	0	1	III	7		4	4	0	5	0.24
11N04.2	1 PINE CANYON	3	1	3	0	0	1	III	7		4	4	0	5	0.21
11N04.2	1 PINE CANYON	3	1	103	0	0	4	III	7		4	4	0	8	0.20
11N04.2	1 PINE CANYON	3	1	4	0	100	2	III	7		4	4	0	6	0.11
11N04.2	1 PINE CANYON	3	1	3	0	100	2	III	7		4	4	0	6	0.11
11N04.2	1 PINE CANYON	3	1	1	0	0	1	III	7		4	4	0	5	0.09
11N04.2	1 PINE CANYON	3	1	0	0	100	2	III	7		4	4	0	6	0.06
11N04.2	1 PINE CANYON	3	1	2	0	0	1	III	7		4	4	0	5	0.05
11N04.2	1 PINE CANYON	3	1	102	0	0	4	III	7		4	4	0	8	0.04
11N04.2	1 PINE CANYON	3	1	101	0	0	4	III	7		4	4	0	8	0.01
11N04.2	1 PINE CANYON	3	1	2	0	100	2	III	7		4	4	0	6	0.01
	1 PINE CANYON Total													**5.6**	1.90
5N34	COZY DEL	2	1	0	0	100	2	II	7		4	4	2	6	0.14

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N34	COZY DEL	2	1	0	0	0	1	II	7		4	4	2	5	0.13
	COZY DEL Total													**5.5**	0.27
9N53	SALT CREEK OHV	2	1	0	0	100	2	II	7		4	2	3	6	0.61
9N53	SALT CREEK OHV	2	1	0	0	0	1	II	7		4	2	3	5	0.47
9N53	SALT CREEK OHV	2	1	1	0	0	1	II	7		4	2	3	5	0.38
9N53	SALT CREEK OHV	2	1	1	0	100	2	II	7		4	2	3	6	0.34
9N53	SALT CREEK OHV	2	1	2	0	0	1	II	7		4	2	3	5	0.18
9N53	SALT CREEK OHV	2	1	2	0	100	2	II	7		4	2	3	6	0.09
	SALT CREEK OHV Total													**5.5**	2.07
7N07.3	2 HAPPY CANYON	4	1	1	0	0	1	II	7		4	5	5	5	0.59
7N07.3	2 HAPPY CANYON	4	1	4	0	0	1	II	7		4	5	5	5	0.58
7N07.3	2 HAPPY CANYON	4	1	0	0	0	1	II	7		4	5	5	5	0.31
7N07.3	2 HAPPY CANYON	4	1	2	0	0	1	II	7		4	5	5	5	0.27
7N07.3	2 HAPPY CANYON	4	1	0	10	0	3	II	7		4	5	5	7	0.22
7N07.3	2 HAPPY CANYON	4	1	1	10	0	3	II	7		4	5	5	7	0.20
7N07.3	2 HAPPY CANYON	4	1	3	0	0	1	II	7		4	5	5	5	0.16
7N07.3	2 HAPPY CANYON	4	1	0	10	100	3	II	7		4	5	5	7	0.07
7N07.3	2 HAPPY CANYON	4	1	2	10	0	3	II	7		4	5	5	7	0.06
7N07.3	2 HAPPY CANYON	4	1	1	0	100	2	II	7		4	5	5	6	0.04
7N07.3	2 HAPPY CANYON	4	1	2	0	100	2	II	7		4	5	5	6	0.03
7N07.3	2 HAPPY CANYON	4	1	4	0	100	2	II	7		4	5	5	6	0.01
7N07.3	2 HAPPY CANYON	4	0	0	10	0	3	II	7		4	5	5	7	0.01
	2 HAPPY CANYON Total													**5.5**	2.56
5N41	STEWART CYN.	2	1	0	0	0	1	II	7		4	4	1	5	0.06
5N41	STEWART CYN.	2	1	0	0	100	2	II	7		4	4	1	6	0.04
	STEWART CYN. Total													**5.4**	0.10
9N27	CAMP MARION	3	0	0	0	0	0	II	3	yes	5	3	3	5	0.54
9N27	CAMP MARION	3	1	0	0	0	1	II	7	yes	5	3	3	6	0.09
9N27	CAMP MARION	3	1	0	0	0	1	II	7		4	3	3	5	0.06
9N27	CAMP MARION	3	1	0	0	0	1	II	3	yes	5	3	3	6	0.05
9N27	CAMP MARION	3	1	0	0	100	2	II	7		4	3	3	6	0.04
9N27	CAMP MARION	3	0	0	10	0	3	II	7		4	3	3	7	0.03
9N27	CAMP MARION	3	0	0	0	100	0	II	3	yes	5	3	3	5	0.03
9N27	CAMP MARION	3	1	0	0	100	2	II	7	yes	5	3	3	7	0.02
9N27	CAMP MARION	3	0	0	0	100	0	II	7	yes	5	3	3	5	0.02
9N27	CAMP MARION	3	1	0	0	100	2	II	3	yes	5	3	3	7	0.01

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
	CAMP MARION Total													**5.3**	0.88
8N19	WEST DRY	3	1	1	0	0	1	II	7		4	3	3	5	0.61
8N19	WEST DRY	3	1	0	0	100	2	II	7		4	3	3	6	0.23
8N19	WEST DRY	3	1	0	0	0	1	II	7		4	3	3	5	0.19
8N19	WEST DRY	3	1	1	0	100	2	II	7		4	3	3	6	0.11
8N19	WEST DRY	3	1	2	0	100	2	II	7		4	3	3	6	0.07
8N19	WEST DRY	3	1	2	0	0	1	II	7		4	3	3	5	0.05
	WEST DRY Total													**5.3**	1.26
5N13.2	1 MURIETTA	2	1	1	0	0	1	II	7		4	4	3	5	0.11
5N13.2	1 MURIETTA	2	1	1	0	100	2	II	7		4	4	3	6	0.04
5N13.2	1 MURIETTA	2	1	2	0	0	1	II	7		4	4	3	5	0.01
	1 MURIETTA Total													**5.3**	0.16
30S05.2	1 POZO ARROYO OHV	2	1	2	0	0	1	II	7		4	3	3	5	0.11
30S05.2	1 POZO ARROYO OHV	2	1	1	0	0	1	II	7		4	3	3	5	0.10
30S05.2	1 POZO ARROYO OHV	2	1	0	0	0	1	II	7		4	3	3	5	0.08
30S05.2	1 POZO ARROYO OHV	2	1	4	0	0	1	II	7		4	3	3	5	0.08
30S05.2	1 POZO ARROYO OHV	2	1	3	0	100	2	II	7		4	3	3	6	0.03
30S05.2	1 POZO ARROYO OHV	2	1	3	0	0	1	II	7		4	3	3	5	0.03
30S05.2	1 POZO ARROYO OHV	2	1	1	0	100	2	II	7		4	3	3	6	0.03
30S05.2	1 POZO ARROYO OHV	2	0	0	10	0	3	II	7		4	3	3	7	0.02
30S05.2	1 POZO ARROYO OHV	2	1	2	0	100	2	II	7		4	3	3	6	0.02
	1 POZO ARROYO OHV Total													**5.2**	0.49
6N31	SESPE ROAD	4	1	100	10	0	4	I	3		1	5	5	5	0.18
6N31	SESPE ROAD	4	1	100	100	0	4	I	3		1	5	5	5	0.09
6N31	SESPE ROAD	4	1	100	10	0	4	I	7		2	5	5	6	0.06
6N31	SESPE ROAD	4	1	102	0	0	4	I	3		1	5	5	5	0.01
6N31	SESPE ROAD	4	1	102	0	100	5	I	3		1	5	5	6	0.01
	SESPE ROAD Total													**5.2**	0.35
9N05A	QUATAL WASH SPUR OHV	2	1	1	0	0	1	II	7		4	2	3	5	0.43
9N05A	QUATAL WASH SPUR OHV	2	1	1	0	100	2	II	7		4	2	3	6	0.09
9N05A	QUATAL WASH SPUR OHV	2	1	0	0	0	1	II	7		4	2	3	5	0.01
	QUATAL WASH SPUR OHV Total													**5.2**	0.53
6N24	PIE CANYON	2	1	103	1	0	4	I	3		1	4	2	5	0.38
6N24	PIE CANYON	2	1	101	1	0	4	I	3		1	4	2	5	0.07
6N24	PIE CANYON	2	1	104	1	0	4	I	7		2	4	2	6	0.03
6N24	PIE CANYON	2	1	103	1	0	4	I	7		2	4	2	6	0.03

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
6N24	PIE CANYON	2	1	104	1	100	5	I	3		1	4	2	6	0.02
6N24	PIE CANYON	2	1	102	1	0	4	I	3		1	4	2	5	0.02
6N24	PIE CANYON	2	1	102	1	100	5	I	3		1	4	2	6	0.01
6N24	PIE CANYON	2	1	103	0	0	4	I	3		1	4	2	5	0.01
6N24	PIE CANYON	2	1	104	1	0	4	I	3		1	4	2	5	0.01
6N24	PIE CANYON	2	1	103	1	100	5	I	3		1	4	2	6	0.01
	PIE CANYON Total													**5.2**	0.58
19S03	MILLER CYN.	2	1	0	0	0	1	II	7		4	3	3	5	0.42
19S03	MILLER CYN.	2	1	0	0	100	2	II	7		4	3	3	6	0.07
	MILLER CYN. Total													**5.1**	0.49
5N24	WHEELER GOR*	5	1	4	0	0	1	II	7		4	3	5	5	0.66
5N24	WHEELER GOR*	5	1	3	0	0	1	II	7		4	3	5	5	0.33
5N24	WHEELER GOR*	5	1	2	0	0	1	II	7		4	3	5	5	0.20
5N24	WHEELER GOR*	5	1	5	0	0	1	II	7		4	3	5	5	0.16
5N24	WHEELER GOR*	5	1	2	0	100	2	II	7		4	3	5	6	0.07
5N24	WHEELER GOR*	5	1	1	0	0	1	II	7		4	3	5	5	0.07
5N24	WHEELER GOR*	5	1	4	0	100	2	II	7		4	3	5	6	0.06
5N24	WHEELER GOR*	5	1	5	0	100	2	II	7		4	3	5	6	0.04
5N24	WHEELER GOR*	5	1	0	0	0	1	II	7		4	3	5	5	0.01
	WHEELER GOR* Total													**5.1**	1.60
5N01	PENDOLA JEEP	2	1	200	0	0	4	I	3		1	4	2	5	0.07
5N01	PENDOLA JEEP	2	1	101	0	0	4	I	3		1	4	2	5	0.01
5N01	PENDOLA JEEP	2	1	100	0	0	4	I	7		2	4	2	6	0.01
	PENDOLA JEEP Total													**5.1**	0.09
5N13.3	MURIETA	2	1	103	1	0	4	I	3		1	4	3	5	0.48
5N13.3	MURIETA	2	1	202	1	0	4	I	3		1	4	3	5	0.40
5N13.3	MURIETA	2	1	100	1	0	4	I	3		1	4	3	5	0.19
5N13.3	MURIETA	2	1	211	1	0	4	I	3		1	4	3	5	0.17
5N13.3	MURIETA	2	1	202	1	0	4	I	3	no	1	4	3	5	0.11
5N13.3	MURIETA	2	1	211	0	100	5	I	3		1	4	3	6	0.05
5N13.3	MURIETA	2	1	211	0	0	4	I	3		1	4	3	5	0.04
5N13.3	MURIETA	2	1	111	1	0	4	I	3		1	4	3	5	0.04
5N13.3	MURIETA	2	1	104	1	100	5	I	3		1	4	3	6	0.03
5N13.3	MURIETA	2	1	110	1	0	4	I	3		1	4	3	5	0.02
5N13.3	MURIETA	2	1	100	0	0	4	I	3		1	4	3	5	0.02
5N13.3	MURIETA	2	1	101	1	0	4	I	3		1	4	3	5	0.02
5N13.3	MURIETA	2	1	101	1	0	4	I	3	no	1	4	3	5	0.01

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
5N13.3	MURIETA	2	1	103	1	100	5	I	3		1	4	3	6	0.01
5N13.3	MURIETA	2	1	102	1	0	4	I	3		1	4	3	5	0.01
5N13.3	MURIETA	2	1	211	1	100	5	I	3		1	4	3	6	0.01
	MURIETA Total													**5.1**	1.59
8N40B	WEST DRY OHV	2	1	0	0	0	1	II	7		4	2	3	5	0.61
8N40B	WEST DRY OHV	2	1	1	0	0	1	II	7		4	2	3	5	0.04
	WEST DRY OHV Total													**5.0**	0.64
5N15D	P-BAR CG.	3	1	101	0	0	4	I	3		1	3	3	5	0.10
5N15D	P-BAR CG.	3	1	202	0	0	4	I	3		1	3	3	5	0.04
	P-BAR CG. Total													**5.0**	0.13
7N07E	CACHUMA CG.	3	1	4	0	0	1	II	7		4	3	4	5	0.11
7N07E	CACHUMA CG.	3	1	3	0	0	1	II	7		4	3	4	5	0.02
	CACHUMA CG. Total													**5.0**	0.13
5N35	WHEELER RESI.	3	1	1	0	0	1	II	7		4	3	0	5	0.04
5N35	WHEELER RESI.	3	1	0	0	0	1	II	7		4	3	0	5	0.02
5N35	WHEELER RESI.	3	1	4	0	0	1	II	7		4	3	0	5	0.01
	WHEELER RESI. Total													**5.0**	0.08
5N15A	UPPER OSO CG.	5	1	4	0	0	1	II	7		4	3	5	5	0.73
5N15A	UPPER OSO CG.	5	1	2	0	0	1	II	7		4	3	5	5	0.01
5N15A	UPPER OSO CG.	5	1	3	0	0	1	II	7		4	3	5	5	0.01
	UPPER OSO CG. Total													**5.0**	0.75
8N39	WAGON ROAD SPRINGS O	2	1	1	0	0	1	II	7		4	2	3	5	0.50
	WAGON ROAD SPRINGS O Total													**5.0**	0.50
5N15E	MIDDLE S.Y. CG.	3	1	202	1	0	4	I	3		1	3	4	5	0.23
5N15E	MIDDLE S.Y. CG.	3	1	102	1	0	4	I	3		1	3	4	5	0.02
5N15E	MIDDLE S.Y. CG.	3	1	200	1	0	4	I	3		1	3	4	5	0.01
	MIDDLE S.Y. CG. Total													**5.0**	0.26
5N08	NORDHOFF RD. OHV	2	1	0	0	0	1	II	7		4	4	3	5	0.15
	NORDHOFF RD. OHV Total													**5.0**	0.15
5N34A	COZY DEL S*	2	1	0	0	0	1	II	7		4	4	1	5	0.13
	COZY DEL S* Total													**5.0**	0.13
5N36	WHEELER STA.	3	1	4	0	0	1	II	7		4	5	5	5	0.03
5N36	WHEELER STA.	3	1	1	0	0	1	II	7		4	5	5	5	0.01
	WHEELER STA. Total													**5.0**	0.04
32S27	SHAW RIDGE OHV	2	1	0	0	0	1	II	7		4	2	3	5	0.02
	SHAW RIDGE OHV Total													**5.0**	0.02
11N04.1	PINE CANYON	2	1	4	0	0	1	III	7		4	4	0	5	0.01

Table E9 LPNF, Part A: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									Benefit Indicators		Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators							
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE	AD_NEED	PU_NEED		
	PINE CANYON Total													**5.0**	0.01
5N16A	PENDOLA STA.	4	1	200	0	0	4	I	3		1	4	1	5	0.06
5N16A	PENDOLA STA.	4	1	201	0	0	4	I	3		1	4	1	5	0.04
5N16A	PENDOLA STA.	4	1	202	0	0	4	I	3		1	4	1	5	0.03
	PENDOLA STA. Total													**5.0**	0.13
	Grand Total														71.28

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
1N22	DALEY	2	0	0	100	0	3	III	7		4	4	7	1.10
1N22	DALEY	2	1	1	0	0	1	III	7		4	4	5	0.29
1N22	DALEY	2	1	0	0	0	1	III	7		4	4	5	0.20
1N22	DALEY	2	1	2	0	0	1	III	7		4	4	5	0.14
1N22	DALEY	5	0	0	101	0	3	III	7		4	4	7	0.12
1N22	DALEY	5	0	0	100	0	3	III	7		4	4	7	0.08
1N22	DALEY	2	1	1	0	100	2	III	7		4	4	6	0.07
1N22	DALEY	2	1	102	2	0	4	III	7		4	4	8	0.05
1N22	DALEY	2	1	2	0	100	2	III	7		4	4	6	0.04
1N22	DALEY	2	1	0	0	100	2	III	7		4	4	6	0.04
1N22	DALEY	5	1	100	1	0	4	III	3		3	4	7	0.04
1N22	DALEY	2	1	2	1	100	2	III	7		4	4	6	0.04
1N22	DALEY	2	0	0	101	0	3	III	7		4	4	7	0.02
1N22	DALEY	2	1	2	2	0	1	III	7		4	4	5	0.02
1N22	DALEY	2	1	2	1	0	1	III	7		4	4	5	0.01
	DALEY Total												**6.3**	2.26
1N38	HEART BAR PEAK	2	1	100	0	0	4	I	7		2	2	6	0.21
1N38	HEART BAR PEAK	2	1	100	0	0	4	I	5		2	2	6	0.10
1N38	HEART BAR PEAK	2	1	100	0	100	5	I	7		2	2	7	0.02
1N38	HEART BAR PEAK	2	1	100	0	100	5	I	5		2	2	7	0.02
	HEART BAR PEAK Total												**6.1**	0.35
1N13	SANTA ANA	2	0	0	0	0	0	III	7	yes	5	2	5	0.45
1N13	SANTA ANA	2	1	103	2	0	4	III	3		3	2	7	0.34
1N13	SANTA ANA	2	1	4	1	0	1	III	7		4	2	5	0.27
1N13	SANTA ANA	2	1	101	1	0	4	III	7		4	2	8	0.22
1N13	SANTA ANA	2	1	4	2	0	1	III	7		4	2	5	0.14
1N13	SANTA ANA	2	1	1	1	0	1	III	7	yes	5	2	6	0.13
1N13	SANTA ANA	2	1	103	1	0	4	III	7		4	2	8	0.09
1N13	SANTA ANA	2	1	102	2	0	4	III	3		3	2	7	0.09
1N13	SANTA ANA	2	1	104	2	0	4	III	3		3	2	7	0.08
1N13	SANTA ANA	2	1	2	2	0	1	III	3	yes	5	2	6	0.06
1N13	SANTA ANA	2	1	5	2	0	1	III	7		4	2	5	0.06
1N13	SANTA ANA	2	1	101	2	0	4	III	3		3	2	7	0.05
1N13	SANTA ANA	2	1	5	1	0	1	III	7		4	2	5	0.05
1N13	SANTA ANA	2	1	2	1	0	1	III	7	yes	5	2	6	0.04
1N13	SANTA ANA	2	1	1	2	0	1	III	3	yes	5	2	6	0.04

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
1N13	SANTA ANA	2	1	100	2	0	4	III	3		3	2	7	0.04
1N13	SANTA ANA	2	0	0	1	0	0	III	3	yes	5	2	5	0.04
1N13	SANTA ANA	2	1	1	1	0	1	III	7	no	4	2	5	0.04
1N13	SANTA ANA	2	1	1	2	0	1	III	7		4	2	5	0.03
1N13	SANTA ANA	2	1	2	1	0	1	III	3	yes	5	2	6	0.03
1N13	SANTA ANA	2	1	1	0	0	1	III	7		4	2	5	0.03
1N13	SANTA ANA	2	0	0	1	0	0	III	7	yes	5	2	5	0.03
1N13	SANTA ANA	2	1	1	1	0	1	III	7		4	2	5	0.03
1N13	SANTA ANA	2	1	1	0	0	1	III	7	yes	5	2	6	0.02
1N13	SANTA ANA	2	1	102	1	0	4	III	7		4	2	8	0.02
1N13	SANTA ANA	2	1	2	0	0	1	III	7	yes	5	2	6	0.02
1N13	SANTA ANA	2	1	1	2	0	1	III	7	no	4	2	5	0.01
1N13	SANTA ANA	2	1	100	1	0	4	III	7		4	2	8	0.01
1N13	SANTA ANA	2	1	0	1	0	1	III	7	yes	5	2	6	0.01
1N13	SANTA ANA	2	1	101	2	0	4	III	7		4	2	8	0.01
	SANTA ANA Total												**6.0**	2.48
3N93	HOLCOMB CREEK (4WD)	2	1	2	0	0	1	III	7		4	2	5	0.68
3N93	HOLCOMB CREEK (4WD)	2	1	101	0	0	4	III	5		3	2	7	0.14
3N93	HOLCOMB CREEK (4WD)	2	1	1	0	0	1	III	7		4	2	5	0.14
3N93	HOLCOMB CREEK (4WD)	2	1	2	0	100	2	III	7		4	2	6	0.10
3N93	HOLCOMB CREEK (4WD)	2	1	100	0	0	4	III	7		4	2	8	0.10
3N93	HOLCOMB CREEK (4WD)	2	1	0	0	0	1	III	7		4	2	5	0.04
3N93	HOLCOMB CREEK (4WD)	2	1	0	0	100	2	III	7		4	2	6	0.04
3N93	HOLCOMB CREEK (4WD)	2	1	101	0	100	5	III	5		3	2	8	0.04
3N93	HOLCOMB CREEK (4WD)	2	1	101	0	0	4	III	7		4	2	8	0.03
3N93	HOLCOMB CREEK (4WD)	2	1	1	0	100	2	III	7		4	2	6	0.01
	HOLCOMB CREEK (4WD) Total												**5.7**	1.32
	OLD CC SPUR	2	0	0	1	0	0	II	10	yes	5	4	5	0.68
2N57	OLD CC SPUR	2	0	0	0	0	0	II	10		5	4	5	0.37
2N57	OLD CC SPUR	2	1	1	1	0	1	II	3	yes	5	4	6	0.36
2N57	OLD CC SPUR	2	1	2	1	0	1	II	3	yes	5	4	6	0.16
2N57	OLD CC SPUR	2	1	0	0	100	2	II	7		4	4	6	0.12
2N57	OLD CC SPUR	2	1	0	0	0	1	II	7		4	4	5	0.09
2N57	OLD CC SPUR	2	0	0	0	0	0	II	10	yes	5	4	5	0.08
2N57	OLD CC SPUR	2	1	1	2	0	1	II	3	yes	5	4	6	0.06
2N57	OLD CC SPUR	2	0	0	1	0	0	II	3	yes	5	4	5	0.05

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
2N57	OLD CC SPUR	2	0	0	2	0	0	II	3	yes	5	4	5	0.05
2N57	OLD CC SPUR	2	1	0	0	100	2	II	10		5	4	7	0.04
2N57	OLD CC SPUR	2	1	0	1	100	2	II	10	yes	5	4	7	0.04
2N57	OLD CC SPUR	2	1	1	1	100	2	II	3	yes	5	4	7	0.04
2N57	OLD CC SPUR	2	1	0	0	0	1	II	10		5	4	6	0.01
2N57	OLD CC SPUR	2	0	0	102	0	3	I	3	yes	5	4	8	0.01
2N57	**OLD CC SPUR Total**												**5.4**	2.14
1N33	MEYERS CANYON	2	0	0	0	0	0	II	5	yes	5	4	5	0.31
1N33	MEYERS CANYON	2	1	104	2	0	4	II	3		2	4	6	0.09
1N33	MEYERS CANYON	2	1	104	1	0	4	II	3		2	4	6	0.09
1N33	MEYERS CANYON	2	1	102	3	0	4	II	3		2	4	6	0.03
1N33	MEYERS CANYON	2	1	104	3	0	4	II	3		2	4	6	0.02
1N33	MEYERS CANYON	2	1	3	0	0	1	II	5	yes	5	4	6	0.01
1N33	MEYERS CANYON	2	1	1	0	0	1	II	5	yes	5	4	6	0.01
1N33	**MEYERS CANYON Total**												**5.4**	0.56
2N56	SHEEP CANYON	3	1	0	0	0	1	II	7		4	5	5	0.43
2N56	SHEEP CANYON	3	0	0	0	0	0	II	7	yes	5	5	5	0.27
2N56	SHEEP CANYON	3	1	1	0	0	1	II	7		4	5	5	0.24
2N56	SHEEP CANYON	3	1	1	0	0	1	II	3	yes	5	5	6	0.18
2N56	SHEEP CANYON	3	1	2	0	0	1	II	7	yes	5	5	6	0.15
2N56	SHEEP CANYON	3	1	1	0	0	1	II	7	no	4	5	5	0.10
2N56	SHEEP CANYON	3	1	0	0	0	1	II	7	yes	5	5	6	0.09
2N56	SHEEP CANYON	3	1	1	0	0	1	II	7	yes	5	5	6	0.05
2N56	SHEEP CANYON	3	1	0	0	100	2	II	7		4	5	6	0.04
2N56	SHEEP CANYON	3	1	2	0	100	2	II	7	yes	5	5	7	0.04
2N56	SHEEP CANYON	3	1	2	0	0	1	II	7		4	5	5	0.03
2N56	SHEEP CANYON	3	1	4	0	0	1	II	7	yes	5	5	6	0.01
2N56	SHEEP CANYON	3	1	4	0	0	1	II	3	yes	5	5	6	0.01
2N56	SHEEP CANYON	3	0	0	0	0	0	II	3	yes	5	5	5	0.01
2N56	**SHEEP CANYON Total**												**5.4**	1.64
	CITY CREEK	2	0	0	0	0	0	III	10		5	3	5	1.73
1N09	CITY CREEK	3	1	100	0	0	4	I	3		1	3	5	0.35
1N09	CITY CREEK	2	1	1	0	0	1	III	10		5	3	6	0.29
1N09	CITY CREEK	3	1	0	1	0	1	III	7		4	3	5	0.19
1N09	CITY CREEK	3	1	0	0	0	1	III	7		4	3	5	0.16
1N09	CITY CREEK	3	1	100	0	0	4	I	5		2	3	6	0.14

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
1N09	CITY CREEK	2	1	2	0	0	1	III	10		5	3	6	0.13
1N09	CITY CREEK	3	1	100	0	0	4	I	7		2	3	6	0.12
1N09	CITY CREEK	3	1	1	1	0	1	III	7		4	3	5	0.12
1N09	CITY CREEK	3	1	100	0	0	4	III	5		3	3	7	0.09
1N09	CITY CREEK	2	1	0	0	100	2	III	10		5	3	7	0.07
1N09	CITY CREEK	3	1	2	1	0	1	III	7		4	3	5	0.07
1N09	CITY CREEK	2	1	0	0	0	1	III	10		5	3	6	0.06
1N09	CITY CREEK	2	1	1	0	100	2	III	10		5	3	7	0.05
1N09	CITY CREEK	3	1	3	0	0	1	III	7		4	3	5	0.04
1N09	CITY CREEK	2	1	2	0	100	2	III	10		5	3	7	0.04
1N09	CITY CREEK	3	1	0	1	100	2	III	7		4	3	6	0.04
1N09	CITY CREEK	3	1	0	0	100	2	III	7		4	3	6	0.04
1N09	CITY CREEK	3	1	100	1	0	4	I	7		2	3	6	0.04
1N09	CITY CREEK	3	1	2	0	0	1	III	7		4	3	5	0.03
1N09	CITY CREEK	3	1	2	1	100	2	III	7		4	3	6	0.02
1N09	CITY CREEK	3	1	100	0	100	5	I	3		1	3	6	0.02
1N09	CITY CREEK	3	0	0	0	0	0	III	10		5	3	5	0.02
1N09	CITY CREEK	2	1	0	0	0	1	III	7		4	3	5	0.02
1N09	CITY CREEK	3	1	100	1	0	4	I	3		1	3	5	0.01
1N09	CITY CREEK	3	1	1	1	100	2	III	7		4	3	6	0.01
1N09	CITY CREEK	3	1	1	0	0	1	III	7		4	3	5	0.01
1N09	CITY CREEK	2	1	1	1	0	1	III	7		4	3	5	0.01
1N09	CITY CREEK	2	1	0	0	100	2	III	7		4	3	6	0.01
1N09	**CITY CREEK Total**												**5.4**	3.94
	BAILEY CANYON	2	0	0	0	0	0	III	10		5	4	5	5.25
2N49	BAILEY CANYON	2	1	4	0	0	1	III	7		4	4	5	0.25
2N49	BAILEY CANYON	2	1	13	0	0	4	III	7		4	4	8	0.23
2N49	BAILEY CANYON	2	1	13	0	0	4	III	3		3	4	7	0.13
2N49	BAILEY CANYON	2	1	2	0	0	1	III	7		4	4	5	0.09
2N49	BAILEY CANYON	2	1	11	0	0	4	III	7		4	4	8	0.08
2N49	BAILEY CANYON	2	1	0	0	100	2	III	7		4	4	6	0.08
2N49	BAILEY CANYON	2	1	0	0	0	1	III	7		4	4	5	0.04
2N49	BAILEY CANYON	2	1	10	0	0	4	III	7		4	4	8	0.03
2N49	BAILEY CANYON	2	1	1	0	0	1	III	7		4	4	5	0.02
2N49	BAILEY CANYON	2	1	12	0	0	4	III	7		4	4	8	0.02
2N49	**BAILEY CANYON Total**												**5.2**	6.21

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
	APPLEWHITE	3	0	0	0	0	0	II	7	yes	5	4	5	1.16
2N53	APPLEWHITE	3	0	0	0	0	0	II	3	yes	5	4	5	0.13
2N53	APPLEWHITE	3	1	1	0	0	1	II	3	yes	5	4	6	0.12
2N53	APPLEWHITE	3	1	1	1	0	1	II	3	yes	5	4	6	0.04
2N53	APPLEWHITE	3	1	0	1	100	2	II	7		4	4	6	0.02
2N53	APPLEWHITE	3	1	2	0	100	2	II	3	yes	5	4	7	0.02
2N53	APPLEWHITE	3	1	1	0	100	2	II	3	yes	5	4	7	0.02
2N53	APPLEWHITE	3	1	1	1	100	2	II	3	yes	5	4	7	0.01
2N53	**APPLEWHITE Total**												**5.2**	1.52
	BIG TREE CUCAMONGA	2	0	0	0	0	0	I	10		5	4	5	7.07
1N34	BIG TREE CUCAMONGA	2	0	0	0	0	0	II	10		5	4	5	2.01
1N34	BIG TREE CUCAMONGA	2	1	1	0	0	1	I	10		5	4	6	0.28
1N34	BIG TREE CUCAMONGA	2	1	0	0	100	2	I	10		5	4	7	0.23
1N34	BIG TREE CUCAMONGA	2	1	0	0	0	1	II	10		5	4	6	0.10
1N34	BIG TREE CUCAMONGA	2	1	1	0	0	1	II	10		5	4	6	0.09
1N34	BIG TREE CUCAMONGA	2	1	0	0	100	2	II	10		5	4	7	0.08
1N34	BIG TREE CUCAMONGA	2	1	0	0	0	1	I	10		5	4	6	0.08
1N34	BIG TREE CUCAMONGA	3	0	0	0	0	0	I	10		5	4	5	0.06
1N34	BIG TREE CUCAMONGA	2	1	2	0	0	1	I	10		5	4	6	0.04
1N34	BIG TREE CUCAMONGA	2	1	1	0	100	2	I	10		5	4	7	0.04
1N34	BIG TREE CUCAMONGA	3	0	0	0	0	0	II	10		5	4	5	0.04
1N34	BIG TREE CUCAMONGA	3	0	0	1	0	0	II	3	yes	5	4	5	0.03
1N34	BIG TREE CUCAMONGA	3	1	101	1	0	4	II	3		2	4	6	0.03
1N34	BIG TREE CUCAMONGA	3	1	102	1	0	4	II	3		2	4	6	0.02
1N34	BIG TREE CUCAMONGA	3	1	103	1	0	4	II	3		2	4	6	0.01
1N34	BIG TREE CUCAMONGA	3	0	0	2	0	0	II	3	yes	5	4	5	0.01
1N34	**BIG TREE CUCAMONGA Total**												**5.1**	10.21
	HOLCOMB VALLEY	3	1	2	1	0	1	III	7		4	5	5	0.30
3N16	HOLCOMB VALLEY	3	1	1	1	0	1	III	7		4	5	5	0.11
3N16	HOLCOMB VALLEY	3	1	2	0	0	1	III	7		4	5	5	0.05
3N16	HOLCOMB VALLEY	3	1	0	0	100	2	III	7		4	5	6	0.02
3N16	HOLCOMB VALLEY	3	1	0	1	100	2	III	7		4	5	6	0.01
3N16	HOLCOMB VALLEY	3	1	1	1	100	2	III	7		4	5	6	0.01
3N16	**HOLCOMB VALLEY Total**												**5.1**	0.50
	SNOW SLIDE	3	1	0	0	0	1	III	7		4	3	5	0.04
2N13	**SNOW SLIDE Total**												**5.0**	0.04

Table E10 SBNF: Roads with High Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	Earthquake Hazard	WAT_SCORE			
Grand Total														56.09

Table E11 SBNF: Roads with High Risk and Low Importance

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
1N25	WEST DALEY	2	0	0	100	0	3	III	7		4	4	7	0.76
	WEST DALEY Total												**7.0**	0.76
1N26	LITTLE SAND CREEK	1	0	0	100	0	3	III	7		4	2	7	2.16
1N26	LITTLE SAND CREEK	1	1	0	100	0	3	III	7		4	2	7	0.18
1N26	LITTLE SAND CREEK	1	1	2	100	0	3	III	7		4	2	7	0.08
1N26	LITTLE SAND CREEK	1	0	0	101	0	3	III	7		4	2	7	0.07
1N26	LITTLE SAND CREEK	1	1	0	0	0	1	III	7		4	2	5	0.07
	LITTLE SAND CREEK Total												**6.9**	2.55
1N54A	BELLYACHE SPRINGS	1	1	1	0	0	1	I	10		5	2	6	0.09
1N54A	BELLYACHE SPRINGS	1	0	0	0	0	0	I	10		5	2	5	0.05
	BELLYACHE SPRINGS Total												**5.6**	0.13
3N06A	COLD WATER CANYON	2	0	0	0	0	0	II	10		5	2	5	0.14
3N06A	COLD WATER CANYON	2	1	1	0	0	1	II	10		5	2	6	0.09
3N06A	COLD WATER CANYON	2	1	0	0	0	1	II	10		5	2	6	0.03
	COLD WATER CANYON Total												**5.5**	0.26
1N15	OLD CITY CREEK WAY	1	1	0	0	0	1	III	7		4	2	5	0.06
1N15	OLD CITY CREEK WAY	1	1	0	0	100	2	III	7		4	2	6	0.04
	OLD CITY CREEK WAY Total												**5.4**	0.10
2N15	GLORY RIDGE	4	0	0	0	0	0	III	10		5	1	5	0.12
2N15	GLORY RIDGE	2	0	0	0	0	0	III	10		5	1	5	0.08
	GLORY RIDGE Total												**5.0**	0.20
1N90	RESORT TS	2	1	103	1	0	4	I	3		1	2	5	0.17
1N90	RESORT TS	2	1	103	0	0	4	I	3		1	2	5	0.02
	RESORT TS Total												**5.0**	0.19
2N49C	SUGARPINE SPUR	2	0	0	0	0	0	III	10		5	2	5	0.16
	SUGARPINE SPUR Total												**5.0**	0.16
2N48Y	2N48Y	2	1	1	0	0	1	III	7		4	2	5	0.13
2N48Y	2N48Y	2	1	0	0	0	1	III	7		4	2	5	0.03
	2N48Y Total												**5.0**	0.16
3N46	WARM SPRINGS CUTOFF	1	1	1	0	0	1	III	7		4	2	5	0.05
	WARM SPRINGS CUTOFF Total												**5.0**	0.05
2N01X	PARALLEL	1	1	1	0	0	1	III	7		4	2	5	0.02
	PARALLEL Total												**5.0**	0.02
3N14P	HANNA FLAT SPUR	1	1	0	0	0	1	III	7		4	2	5	0.02
	HANNA FLAT SPUR Total												**5.0**	0.02
	Grand Total													

Table E12 SBNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
1N65	DUTCH JOHN FLAT	2	1	100	0	0	4	III	7		4	2	8	0.12
	DUTCH JOHN FLAT Total												**8.0**	0.12
4S01A	HALL DECKER SPUR	2	1	100	0	0	4	III	5		3	2	7	0.25
4S01A	HALL DECKER SPUR	2	1	100	0	100	5	III	5		3	2	8	0.04
	HALL DECKER SPUR Total												**7.1**	0.29
3N66A	LITTLE HORSETHIEF	2	1	103	0	0	4	III	5		3	2	7	0.21
3N66A	LITTLE HORSETHIEF	2	1	101	0	0	4	III	5		3	2	7	0.06
3N66A	LITTLE HORSETHIEF	2	1	100	0	0	4	III	5		3	2	7	0.04
	LITTLE HORSETHIEF Total												**7.0**	0.32
2N89	SOUTHERN PACIFIC	3	0	0	1	0	0	II	3	yes	5	4	5	0.28
2N89	SOUTHERN PACIFIC	3	0	0	0	0	0	II	5	yes	5	4	5	0.22
2N89	SOUTHERN PACIFIC	3	1	1	1	0	1	II	3	yes	5	4	6	0.11
2N89	SOUTHERN PACIFIC	3	1	13	0	0	4	II	3	yes	5	4	9	0.10
2N89	SOUTHERN PACIFIC	3	1	11	0	0	4	II	3	yes	5	4	9	0.09
2N89	SOUTHERN PACIFIC	3	1	2	0	0	1	II	3	yes	5	4	6	0.04
2N89	SOUTHERN PACIFIC	3	0	0	0	0	0	II	3	yes	5	4	5	0.04
2N89	SOUTHERN PACIFIC	3	1	1	1	100	2	II	3	yes	5	4	7	0.03
2N89	SOUTHERN PACIFIC	3	1	12	0	0	4	II	3	yes	5	4	9	0.03
2N89	SOUTHERN PACIFIC	3	1	2	0	100	2	II	3	yes	5	4	7	0.02
2N89	SOUTHERN PACIFIC	3	1	14	0	0	4	II	3	yes	5	4	9	0.02
2N89	SOUTHERN PACIFIC	3	1	10	0	0	4	II	3	yes	5	4	9	0.02
2N89	SOUTHERN PACIFIC	3	1	2	1	100	2	II	3	yes	5	4	7	0.01
	SOUTHERN PACIFIC Total												**6.3**	0.99
1N03	SUGARLOAF MEADOW	2	1	10	0	0	4	I	5		2	2	6	0.14
1N03	SUGARLOAF MEADOW	2	1	101	1	0	4	I	5		2	2	6	0.05
1N03	SUGARLOAF MEADOW	2	1	100	0	0	4	I	5		2	2	6	0.04
1N03	SUGARLOAF MEADOW	2	1	100	1	0	4	I	5		2	2	6	0.03
1N03	SUGARLOAF MEADOW	2	1	101	1	0	4	I	3		1	2	5	0.02
	SUGARLOAF MEADOW Total												**5.9**	0.29
3N11	WRIGHT MINE (OHV)	2	1	0	0	100	2	II	7		4	2	6	0.04
3N11	WRIGHT MINE (OHV)	2	1	0	0	0	1	II	7		4	2	5	0.02
	WRIGHT MINE (OHV) Total												**5.7**	0.06
3N11A	WRIGHT MINE	2	1	0	0	100	2	II	7		4	2	6	0.06
3N11A	WRIGHT MINE	2	1	0	0	0	1	II	7		4	2	5	0.04
3N11A	WRIGHT MINE	2	1	0	1	100	2	II	7		4	2	6	0.04
3N11A	WRIGHT MINE	2	1	0	1	0	1	II	7		4	2	5	0.01

Table E12 SBNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
	WRIGHT MINE Total												**5.7**	0.15
1S22	WILSHIRE PEAK (4WD)	2	1	0	0	0	1	II	10	no	5	2	6	0.13
1S22	WILSHIRE PEAK (4WD)	2	0	0	0	0	0	II	10	no	5	2	5	0.09
	WILSHIRE PEAK (4WD) Total												**5.6**	0.22
2N36	PILOT ROCK RIDGE (OHV	2	1	0	0	100	2	III	7		4	2	6	0.04
2N36	PILOT ROCK RIDGE (OHV	2	1	0	0	0	1	III	7		4	2	5	0.03
	PILOT ROCK RIDGE (OHV Total												**5.6**	0.07
	SHARPLESS RANCH	2	0	0	0	0	0	II	3	yes	5	4	5	0.39
3N29	SHARPLESS RANCH	2	1	0	0	100	2	II	3	yes	5	4	7	0.08
3N29	SHARPLESS RANCH	2	1	0	0	100	2	II	7	no	4	4	6	0.07
3N29	SHARPLESS RANCH	2	1	0	0	0	1	II	7	no	4	4	5	0.05
3N29	SHARPLESS RANCH	2	1	0	0	0	1	II	3	yes	5	4	6	0.02
3N29	**SHARPLESS RANCH Total**												**5.4**	0.60
1S12	WARM SPRINGS	2	0	0	0	0	0	III	7	yes	5	2	5	1.70
1S12	WARM SPRINGS	2	1	1	0	0	1	III	7	yes	5	2	6	0.18
1S12	WARM SPRINGS	2	1	0	0	0	1	III	7	yes	5	2	6	0.17
1S12	WARM SPRINGS	2	1	1	1	0	1	III	7	yes	5	2	6	0.13
1S12	WARM SPRINGS	2	1	4	0	0	1	III	7	yes	5	2	6	0.12
1S12	WARM SPRINGS	2	1	0	0	100	2	III	7	no	4	2	6	0.06
1S12	WARM SPRINGS	2	1	0	0	100	2	III	7	yes	5	2	7	0.06
1S12	WARM SPRINGS	2	1	0	0	0	1	III	7	no	4	2	5	0.05
1S12	WARM SPRINGS	2	1	2	1	0	1	III	7	yes	5	2	6	0.04
1S12	WARM SPRINGS	2	0	0	1	0	0	III	3	yes	5	2	5	0.04
1S12	WARM SPRINGS	2	1	2	2	0	1	III	3	yes	5	2	6	0.03
1S12	WARM SPRINGS	2	1	2	1	0	1	III	3	yes	5	2	6	0.03
1S12	WARM SPRINGS	2	1	3	0	0	1	III	7	yes	5	2	6	0.03
1S12	WARM SPRINGS	2	1	2	0	0	1	III	7	yes	5	2	6	0.03
1S12	WARM SPRINGS	2	0	0	1	0	0	III	7	yes	5	2	5	0.03
1S12	WARM SPRINGS	2	1	0	1	0	1	III	7	yes	5	2	6	0.01
1S12	WARM SPRINGS	2	1	1	2	0	1	III	3	yes	5	2	6	0.01
	WARM SPRINGS Total												**5.4**	2.74
2N59	RAINBOW (OHV)	2	1	1	0	0	1	III	7		4	2	5	0.12
2N59	RAINBOW (OHV)	2	1	1	1	0	1	III	7		4	2	5	0.09
2N59	RAINBOW (OHV)	2	1	0	0	100	2	III	7		4	2	6	0.08
2N59	RAINBOW (OHV)	2	1	0	1	100	2	III	7		4	2	6	0.04
2N59	RAINBOW (OHV)	2	1	0	0	0	1	III	7		4	2	5	0.02

Table E12 SBNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
	RAINBOW (OHV) Total												**5.3**	0.34
3S08	VISTA GRANDE	2	1	1	0	0	1	II	7		4	2	5	0.09
3S08	VISTA GRANDE	2	1	1	0	100	2	II	7		4	2	6	0.04
	VISTA GRANDE Total												**5.3**	0.13
2S01	RAYWOOD FLAT	2	0	0	0	0	0	II	10		5	2	5	2.99
2S01	RAYWOOD FLAT	2	1	0	0	100	2	II	10		5	2	7	0.39
2S01	RAYWOOD FLAT	2	1	0	0	0	1	II	10		5	2	6	0.15
2S01	RAYWOOD FLAT	2	1	1	0	0	1	II	7		4	2	5	0.15
2S01	RAYWOOD FLAT	2	1	1	0	0	1	II	10		5	2	6	0.14
2S01	RAYWOOD FLAT	2	0	0	0	0	0	I	5	yes	5	2	5	0.10
2S01	RAYWOOD FLAT	2	1	0	0	0	1	II	7		4	2	5	0.04
2S01	RAYWOOD FLAT	2	0	0	0	0	0	I	7	yes	5	2	5	0.03
	RAYWOOD FLAT Total												**5.3**	3.98
1N72	BALD COVE (4WD)	2	1	100	0	0	4	I	3		1	2	5	0.09
1N72	BALD COVE (4WD)	2	1	100	0	0	4	I	7		2	2	6	0.03
	BALD COVE (4WD) Total												**5.2**	0.12
1N45A	CAMP RIVER GLEN	2	1	101	1	0	4	I	3		1	2	5	0.27
1N45A	CAMP RIVER GLEN	2	1	101	1	100	5	I	3		1	2	6	0.08
	CAMP RIVER GLEN Total												**5.2**	0.34
3N54	FURNACE	1	0	0	1	0	0	II	10		5	2	5	2.53
3N54	FURNACE	2	0	0	1	0	0	II	10		5	2	5	0.95
3N54	FURNACE	1	1	0	1	100	2	II	10		5	2	7	0.26
3N54	FURNACE	1	1	0	1	0	1	II	10		5	2	6	0.23
3N54	FURNACE	2	1	0	1	100	2	II	10		5	2	7	0.01
3N54	FURNACE	2	1	0	1	0	1	II	10		5	2	6	0.01
	FURNACE Total												**5.2**	3.98
1N04	RADFORD FRONT LINE	2	1	100	0	0	4	I	3		1	2	5	0.97
1N04	RADFORD FRONT LINE	2	1	101	1	0	4	I	3		1	2	5	0.76
1N04	RADFORD FRONT LINE	3	1	100	0	0	4	I	3		1	2	5	0.22
1N04	RADFORD FRONT LINE	2	1	101	0	0	4	I	5		2	2	6	0.20
1N04	RADFORD FRONT LINE	2	1	101	0	0	4	I	3		1	2	5	0.18
1N04	RADFORD FRONT LINE	2	1	100	0	0	4	I	5		2	2	6	0.12
1N04	RADFORD FRONT LINE	2	1	100	1	0	4	I	3		1	2	5	0.12
1N04	RADFORD FRONT LINE	2	1	100	0	100	5	I	3		1	2	6	0.04
1N04	RADFORD FRONT LINE	3	1	100	0	100	5	I	3		1	2	6	0.04
1N04	RADFORD FRONT LINE	2	1	100	0	100	5	I	5		2	2	7	0.04

Table E12 SBNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
1N04	RADFORD FRONT LINE	2	1	100	1	100	5	I	3		1	2	6	0.03
1N04	RADFORD FRONT LINE	2	1	100	1	0	4	I	5		2	2	6	0.01
1N04	RADFORD FRONT LINE	2	1	101	1	100	5	I	3		1	2	6	0.01
1N04	RADFORD FRONT LINE	2	1	101	1	0	4	I	5		2	2	6	0.01
	RADFORD FRONT LINE Total												**5.2**	2.75
2S06	MILE HIGH	2	1	2	0	0	1	II	7		4	2	5	0.17
2S06	MILE HIGH	2	1	1	0	0	1	II	7		4	2	5	0.05
2S06	MILE HIGH	2	1	2	0	100	2	II	7		4	2	6	0.05
2S06	MILE HIGH	2	1	0	0	0	1	II	7		4	2	5	0.03
	MILE HIGH Total												**5.2**	0.30
2N93	WILDHORSE MEADOW	2	1	1	0	0	1	III	7		4	2	5	0.21
2N93	WILDHORSE MEADOW	2	1	1	0	100	2	III	7		4	2	6	0.04
	WILDHORSE MEADOW Total												**5.2**	0.25
1N39A	BIG MEADOWS	1	1	100	0	0	4	I	3		1	2	5	0.11
1N39A	BIG MEADOWS	1	1	101	0	0	4	I	3		1	2	5	0.10
1N39A	BIG MEADOWS	1	1	101	1	0	4	I	3		1	2	5	0.05
1N39A	BIG MEADOWS	1	1	101	1	100	5	I	3		1	2	6	0.04
	BIG MEADOWS Total												**5.1**	0.29
1N86	HILL RANCH	2	1	101	0	0	4	I	3		1	2	5	0.24
1N86	HILL RANCH	2	1	100	0	0	4	I	3		1	2	5	0.14
1N86	HILL RANCH	2	1	101	0	100	5	I	3		1	2	6	0.04
	HILL RANCH Total												**5.1**	0.42
1N54	CLARKS GRADE	2	0	0	0	0	0	I	10		5	2	5	3.73
1N54	CLARKS GRADE	2	1	1	0	0	1	I	10		5	2	6	0.14
1N54	CLARKS GRADE	2	1	1	0	100	2	I	10		5	2	7	0.04
	CLARKS GRADE Total												**5.1**	3.91
5S15	ROUSE HILL	2	1	0	0	0	1	III	7		4	4	5	0.14
5S15	ROUSE HILL	2	1	10	1	0	4	III	3		3	4	7	0.01
	ROUSE HILL Total												**5.1**	0.14
1N12	THOMAS HUNTING GROUNDS	2	0	0	0	0	0	III	7	yes	5	2	5	0.91
1N12	THOMAS HUNTING GROUNDS	2	1	1	0	0	1	III	7		4	2	5	0.24
1N12	THOMAS HUNTING GROUNDS	2	1	0	0	0	1	III	7		4	2	5	0.21
1N12	THOMAS HUNTING GROUNDS	2	1	0	0	0	1	III	7	yes	5	2	6	0.01
	THOMAS HUNTING GROUNDS Total												**5.0**	1.38
1N09C	KELLER RIDGE	2	0	0	0	0	0	III	10		5	2	5	0.85
	KELLER RIDGE Total												**5.0**	0.85

Table E12 SBNF: Roads with Low Priority for Mitigation

ID	NAME	Operational Maintenance Level	Environmental Risk Indicators									PU and AD NEED	Weighted Average RAP SCORE	MILES
			Species Risk Indicators					Watershed Risk Indicators						
			RCA	RIP_SCORE	UP_SCORE	XINGS	SPP_SCORE	CONDITION	SLOPE_STAB	EARTHQUAKE HAZARD	WAT_SCORE			
1N16	ALDER CREEK	2	0	0	0	0	0	III	7	yes	5	2	5	0.77
1N16	ALDER CREEK	2	0	0	0	0	0	III	10		5	2	5	0.25
1N16	ALDER CREEK	4	0	0	100	0	3	III	7	no	4	2	7	0.03
	ALDER CREEK Total												**5.0**	1.04
2N15	GLORY RIDGE	4	0	0	0	0	0	III	10		5	1	5	0.12
2N15	GLORY RIDGE	2	0	0	0	0	0	III	10		5	1	5	0.08
	GLORY RIDGE Total												**5.0**	0.20

Appendix F

Glossary and Definitions

Forest Road Atlas. The *Forest Road Atlas* is a key component of the Forest Transportation Atlas and, consistent with the road inventory, includes all classified and unclassified roads on the Forests lands. The road atlas includes, at a minimum, the location, jurisdiction, and road management objectives for classified roads and bridges, the location of unclassified roads, and management actions taken to change the status of unclassified roads.

Forest Transportation Atlas. The *Transportation Atlas* is the official repository of transportation facility decisions for the Forests. It contains a current record of Forest transportation facilities. The Forest Service Infrastructure database (INFRA) is used for the storage and analysis of information in the *Transportation Atlas*.

INFRA. (Infrastructure database) is a Forest Service corporate database application that provides for a consistent and accurate inventory, and financial data, of Forest Service physical assets on Forest Service lands. Each National Forest enters, manages, and reports information on the inventory of their constructed features. Roads, trails, and bridges, among other constructed features associated with the transportation system, are managed within the Travel Routes application of INFRA.

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

DEFINITIONS FROM FOREST SERVICE MANUAL 7705:

FSM 7705-Exhibit 01, Road Terminology Relationships, illustrates the relationships among various road terms. Definitions of terms that are quoted verbatim from Forest Service regulations at Title 36 Code of Federal Regulations Part 212 are set out in boldface.

Bridge. A road or trail structure, including supports, erected over a depression or an obstruction, such as water, a road, a trail, or railway, and having a deck for carrying traffic or other loads.

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

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

Forest transportation system management. The planning, inventory, analysis, classification, recordkeeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands.

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

New Road Construction. Activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1).

Public roads. Any road or street under the jurisdiction of and maintained by a public authority and open to public travel (23 U.S.C. 101(a)).

Road.
A motor vehicle travelway over 50 inches wide, unless designated and managed as a trail. A road may be classified, unclassified, or temporary (36 CFR 212.1).

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

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

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

Road Decommissioning.
Activities that result in the stabilization and restoration of unneeded roads to a more natural state (36 CFR 212.1), (FSM 7703).

Road maintenance. The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective (FSM 7712.3).

Road Reconstruction.
Activity that results in improvement or realignment of an existing classified road as defined below:

a. Road Improvement.
Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function.

b. Road Realignment.
Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway (36 CFR 212.1).

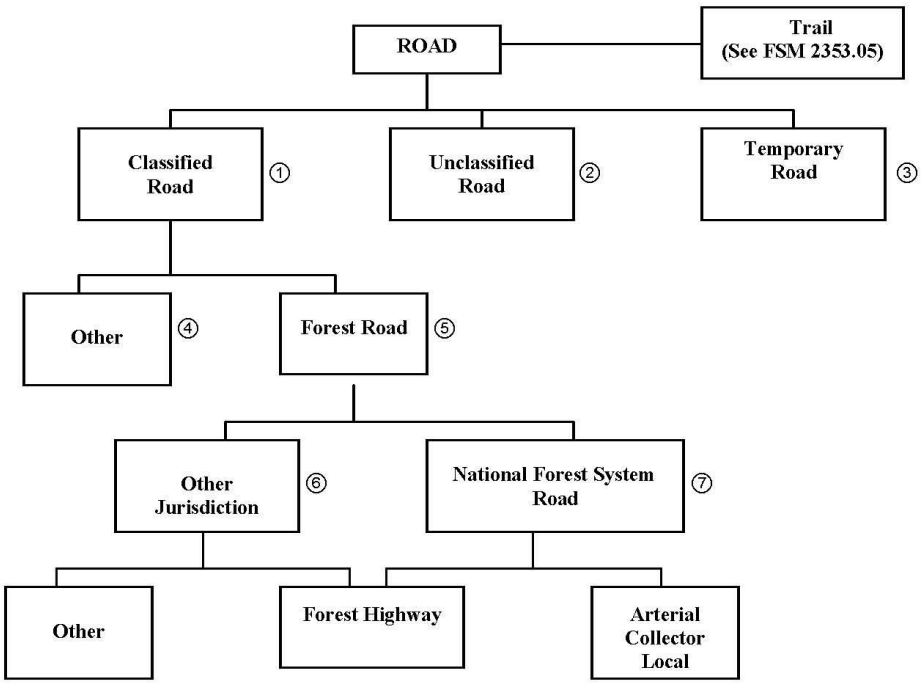
Roads subject to the Highway Safety Act. National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use.

Traffic service level. Describes the significant characteristics and operating conditions of a road (FSH 7709.56, ch.4).

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

7705 - Exhibit 01

Road Terminology Relationships



①Federal, State, Tribal, County, local, private

②Not managed or intended as part of the transportation system

③Authorized by permit, lease, contract, etc. and not necessary for long-term resource management

④Not important to Forest Service administration

⑤Important to Forest Service administration, protection, utilization, access, and management

⑥State, Tribal, County, local, private

⑦Under Forest Service jurisdiction

Appendix G

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Approved July 23, 2002 J. Sharon Heywood Forest Supervisor

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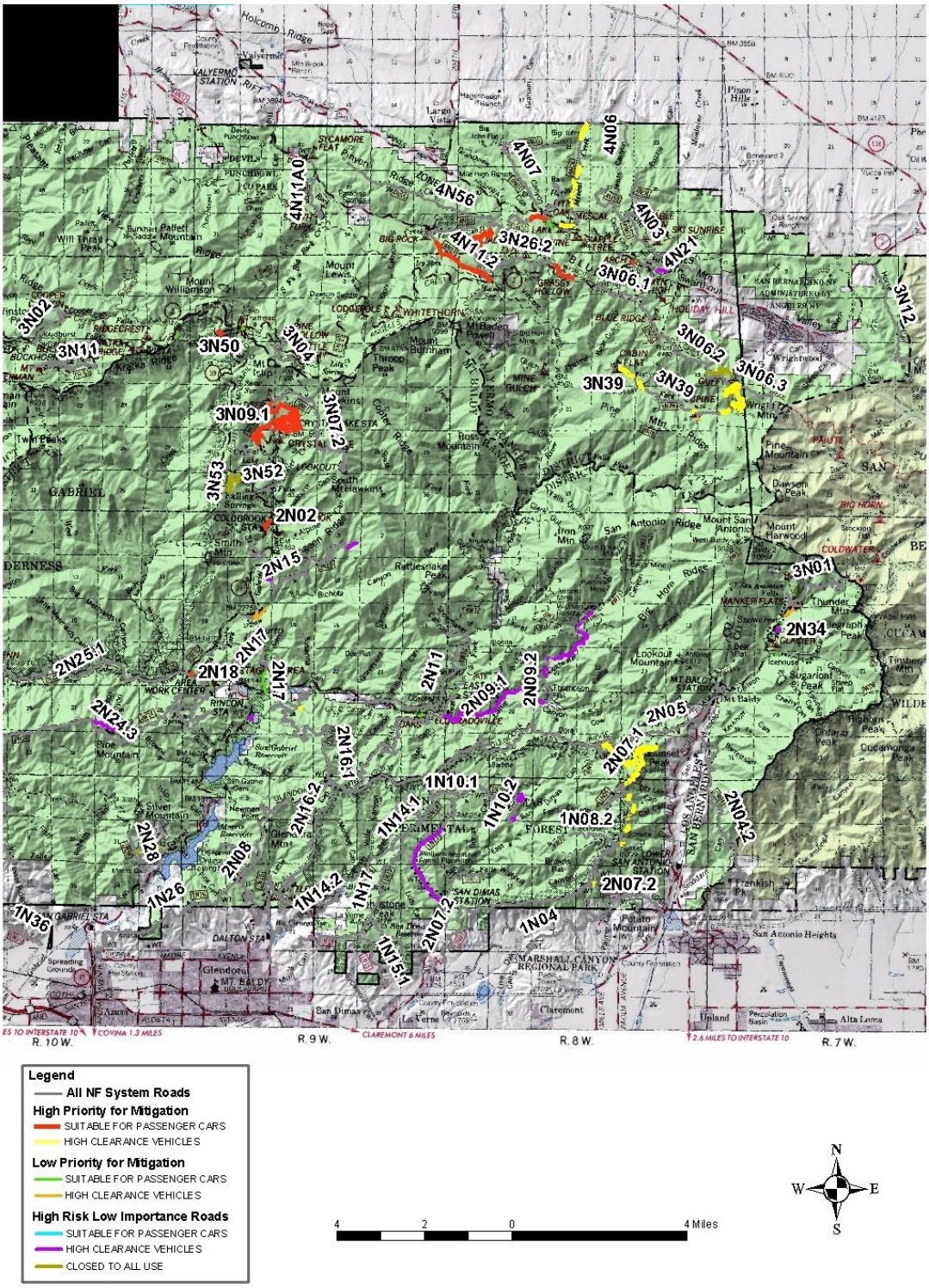
Appendix H

Angeles NF East Roads Analysis Results



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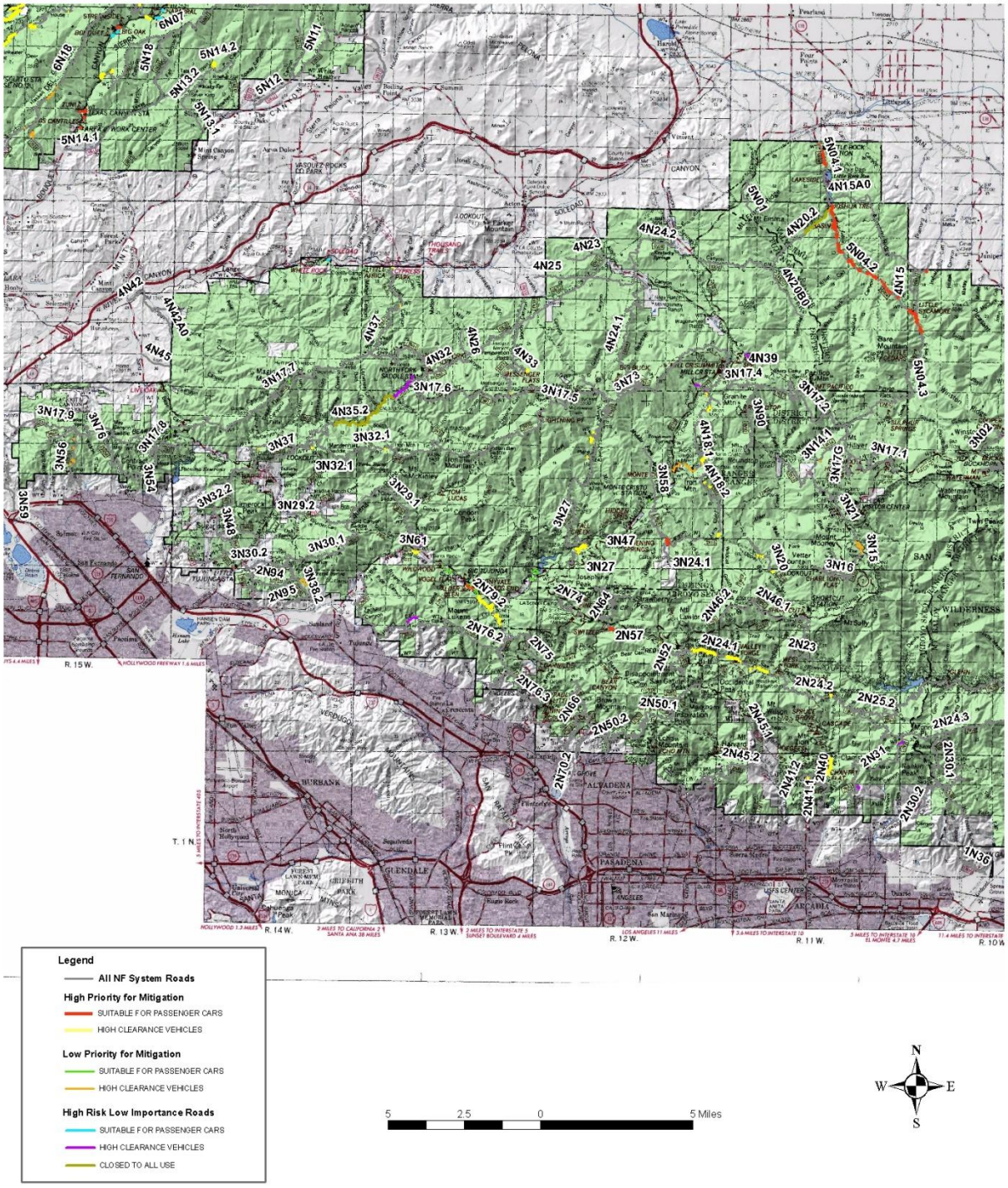

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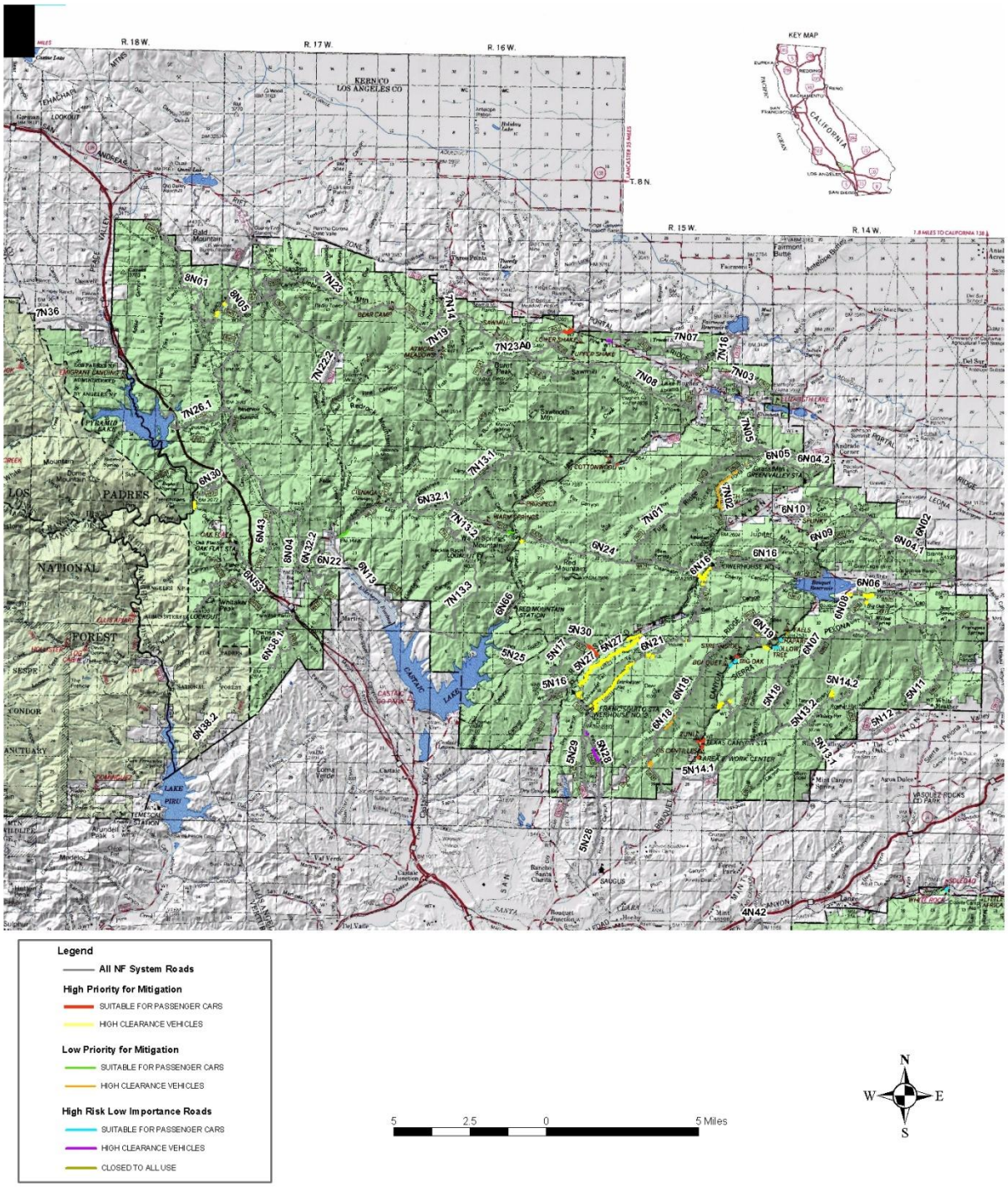

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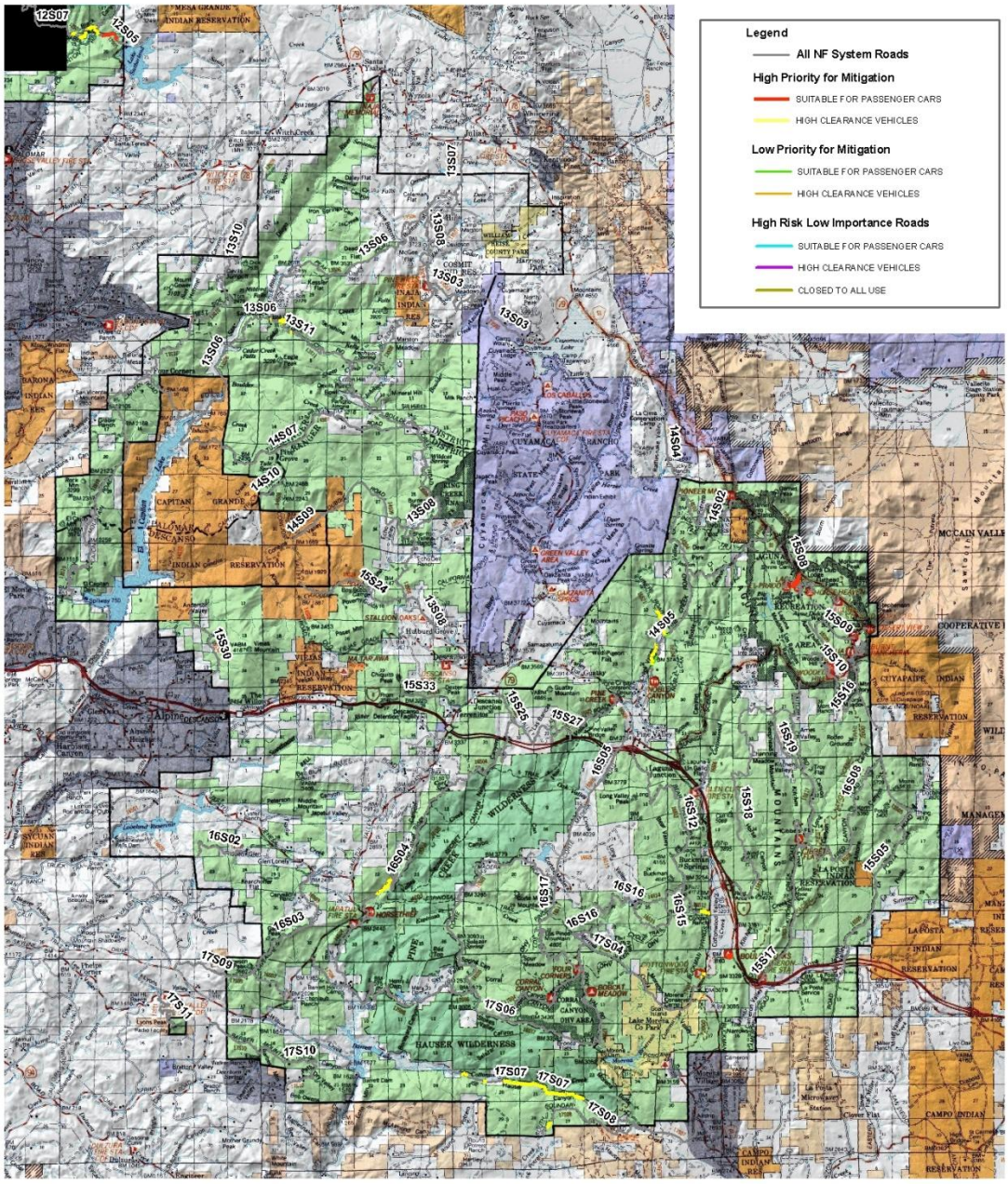

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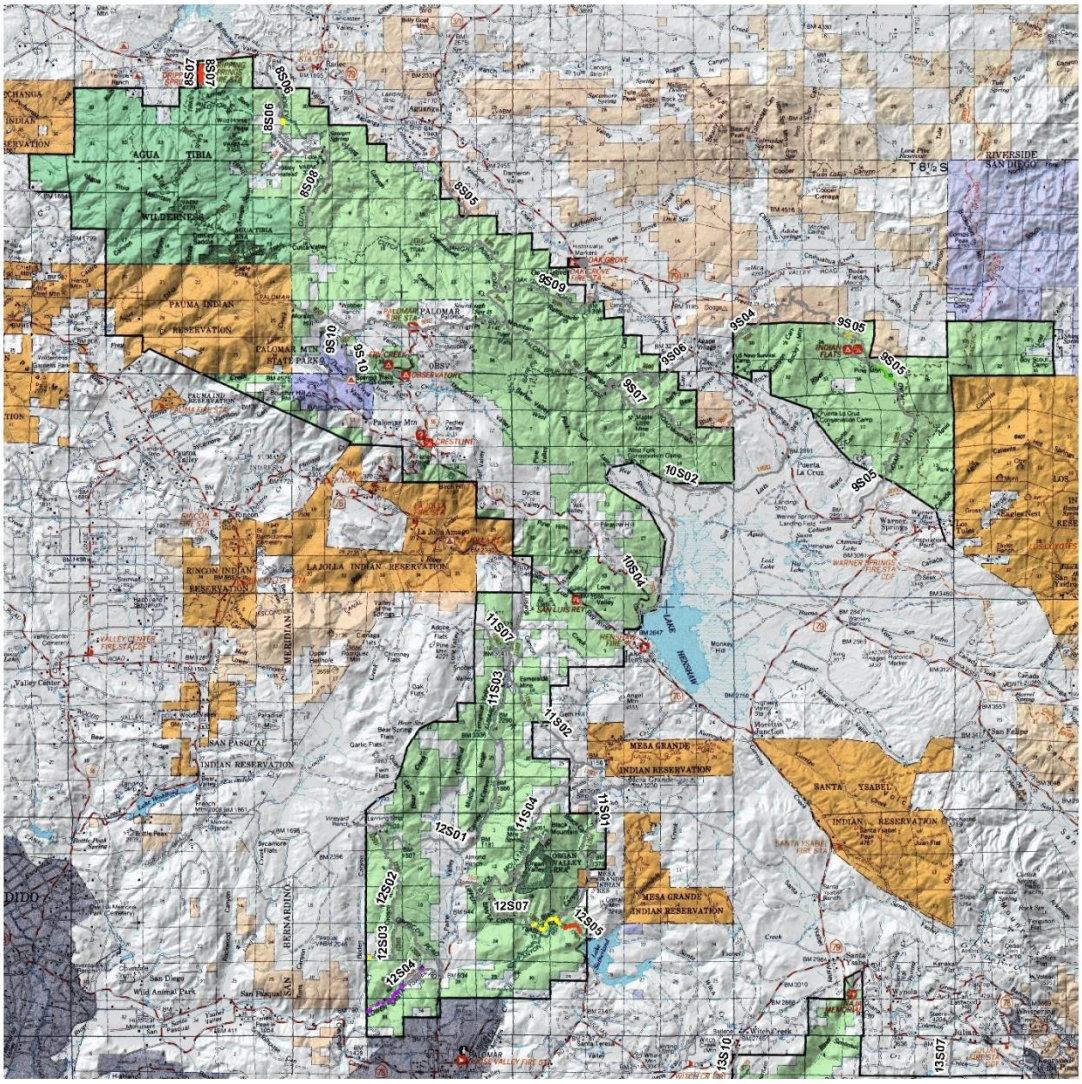


Legend

- All NF System Roads

High Priority for Mitigation

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

Low Priority for Mitigation

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

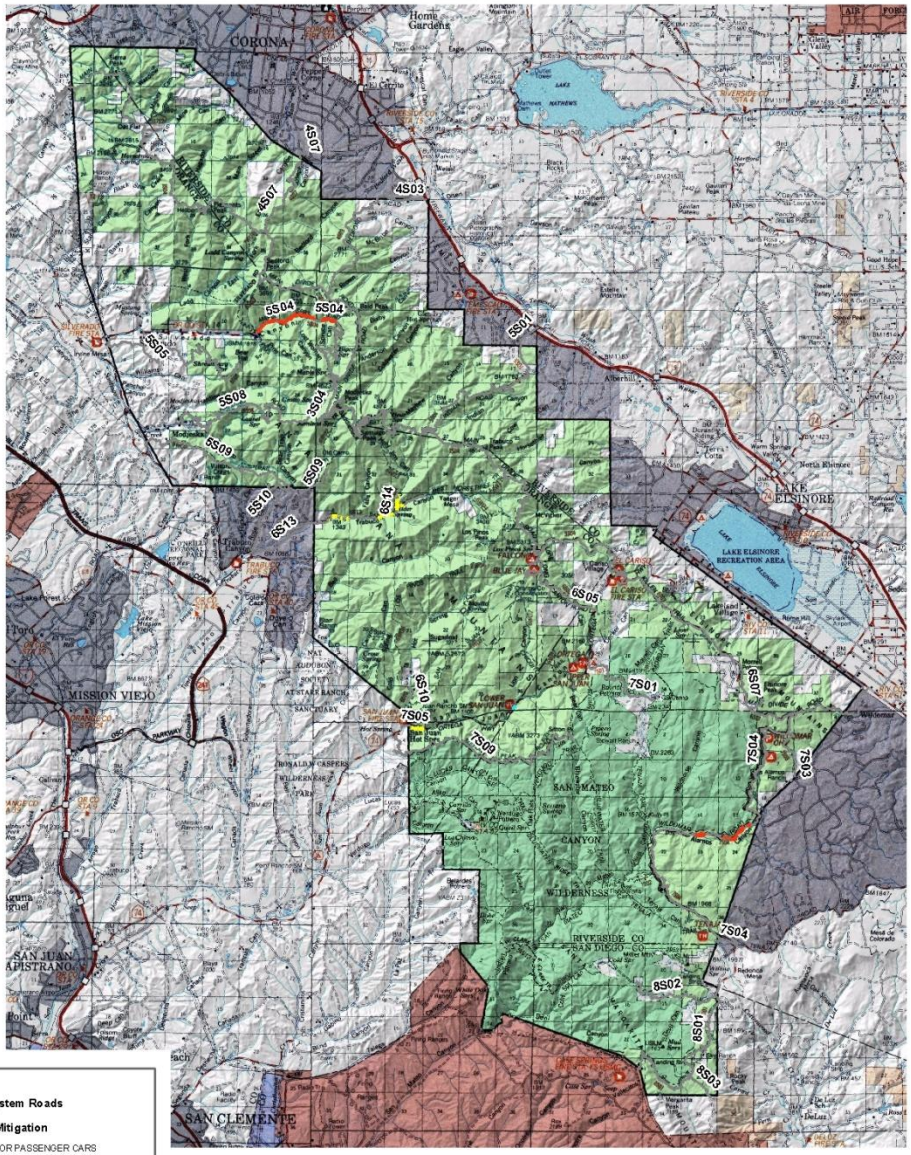
High Risk Low Importance Roads

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES
- CLOSED TO ALL USE

4 2 0 4 8 Miles

N W E S

Cleveland NF Trabuco District
Roads Analysis Results



Legend

- All NF System Roads

High Priority for Mitigation

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

Low Priority for Mitigation

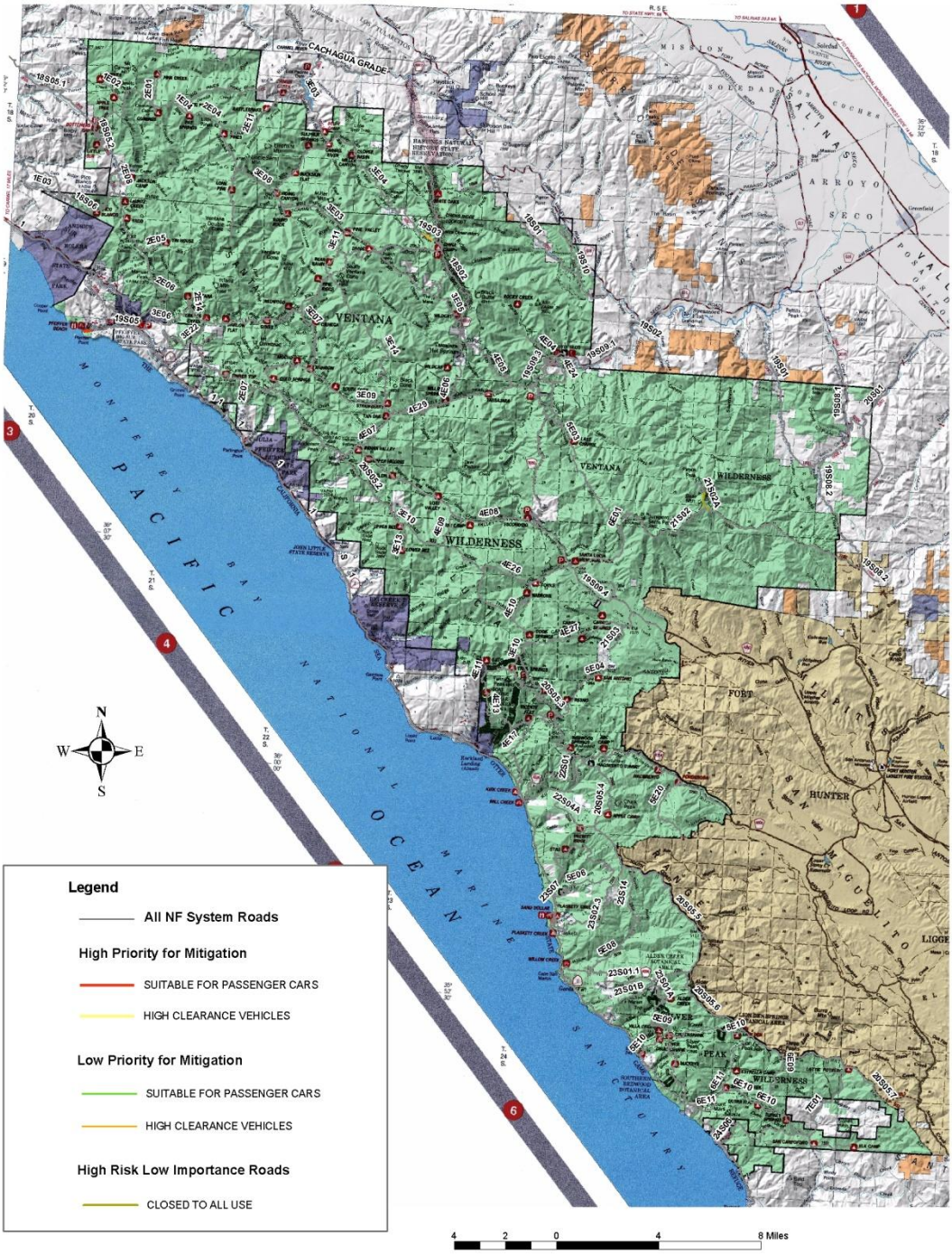
- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

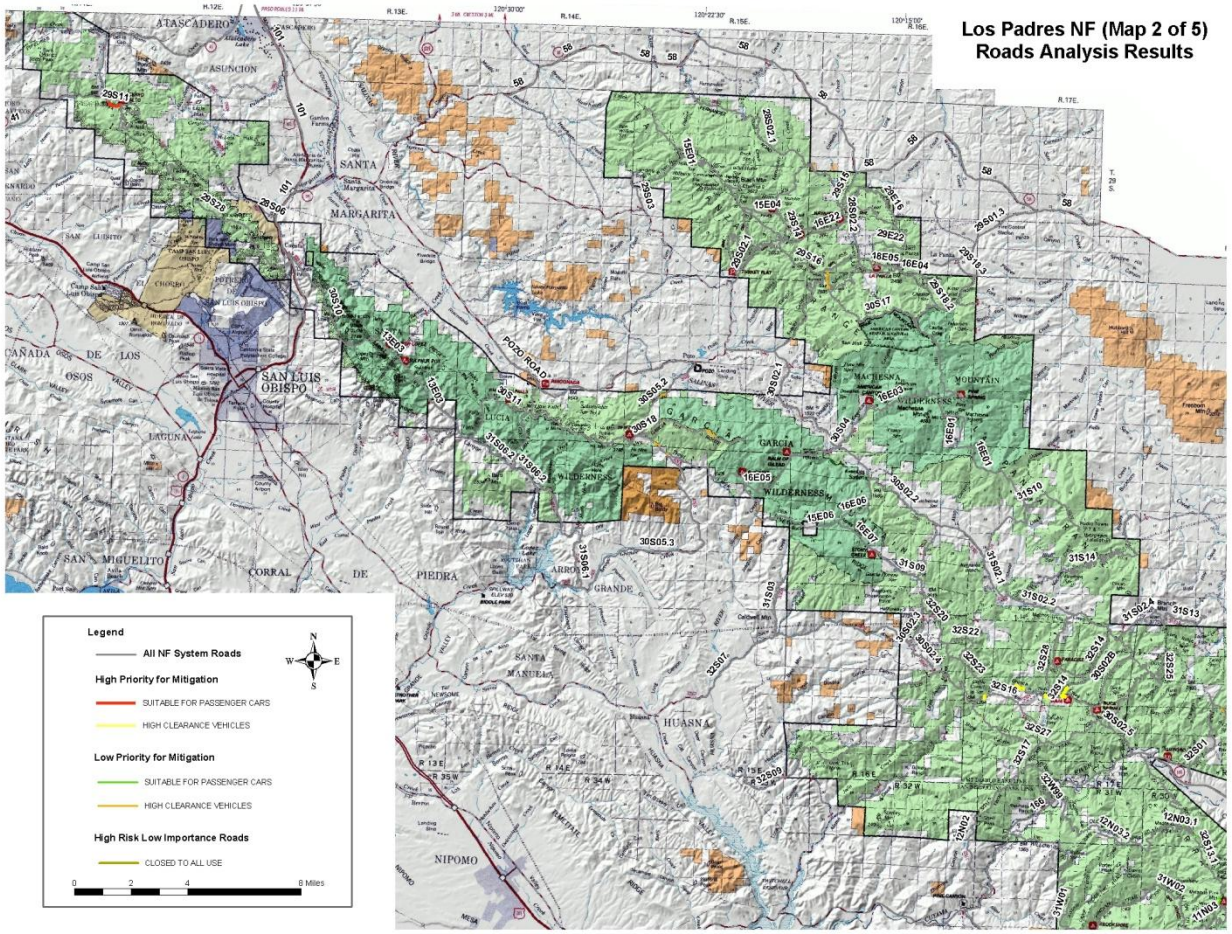
High Risk Low Importance Roads

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES
- CLOSED TO ALL USE

4 2 0 4 8 Miles

Los Padres NF (Map 1 of 5) Monterey District Roads Analysis Results

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SUITABLE FOR PASSENGER CARS
HIGH CLEARANCE VEHICLES
High Risk Low Importance Roads
CLOSED TO ALL USE
0 2 4 8 Miles
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S
ATASCADERO
ASUNCION
SANTA
MARGARITA
SAN LUIS
OBISPO
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LAGUNA
SAN MIGUELITO
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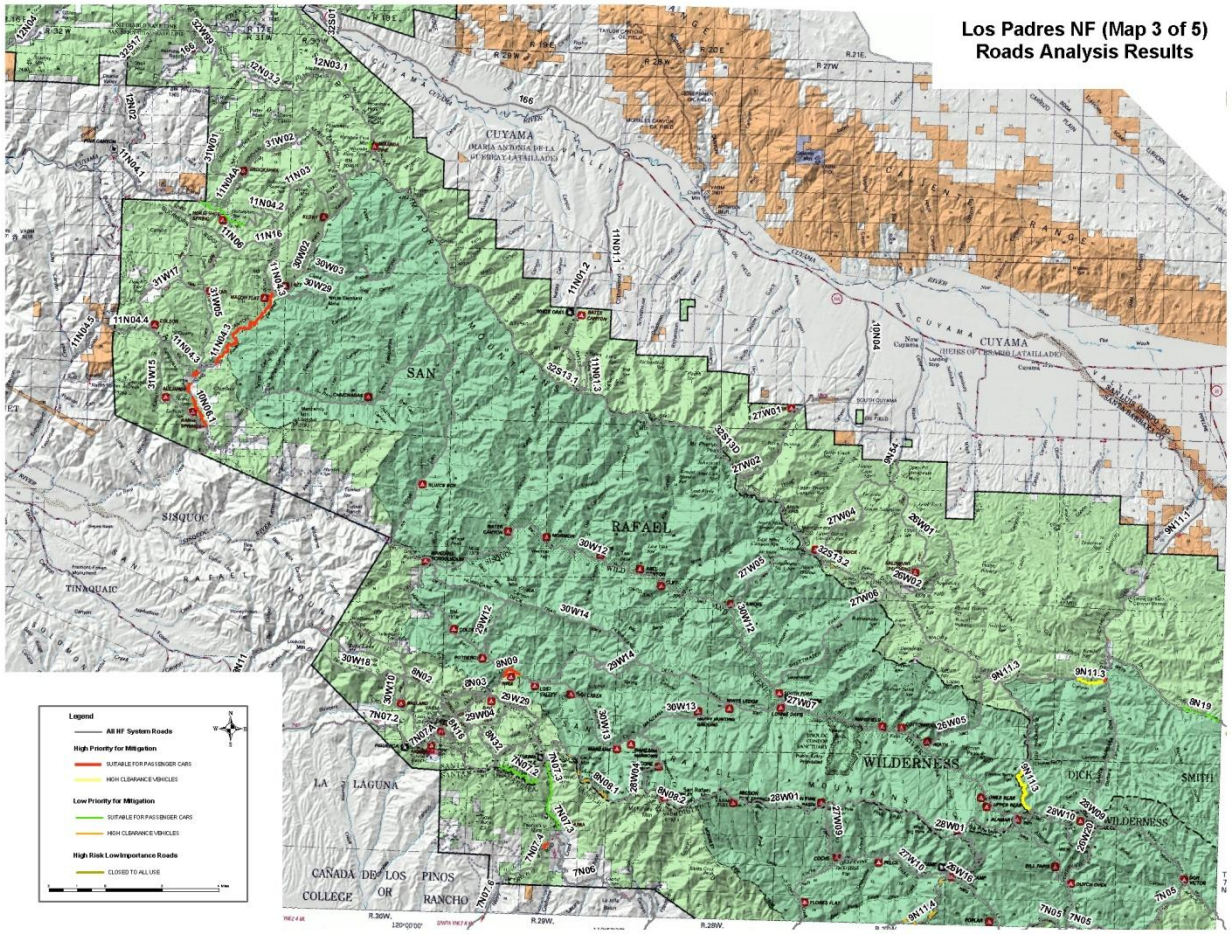
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High Risk Low Importance Roads
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CUYAMA
SAN
RAFAEL
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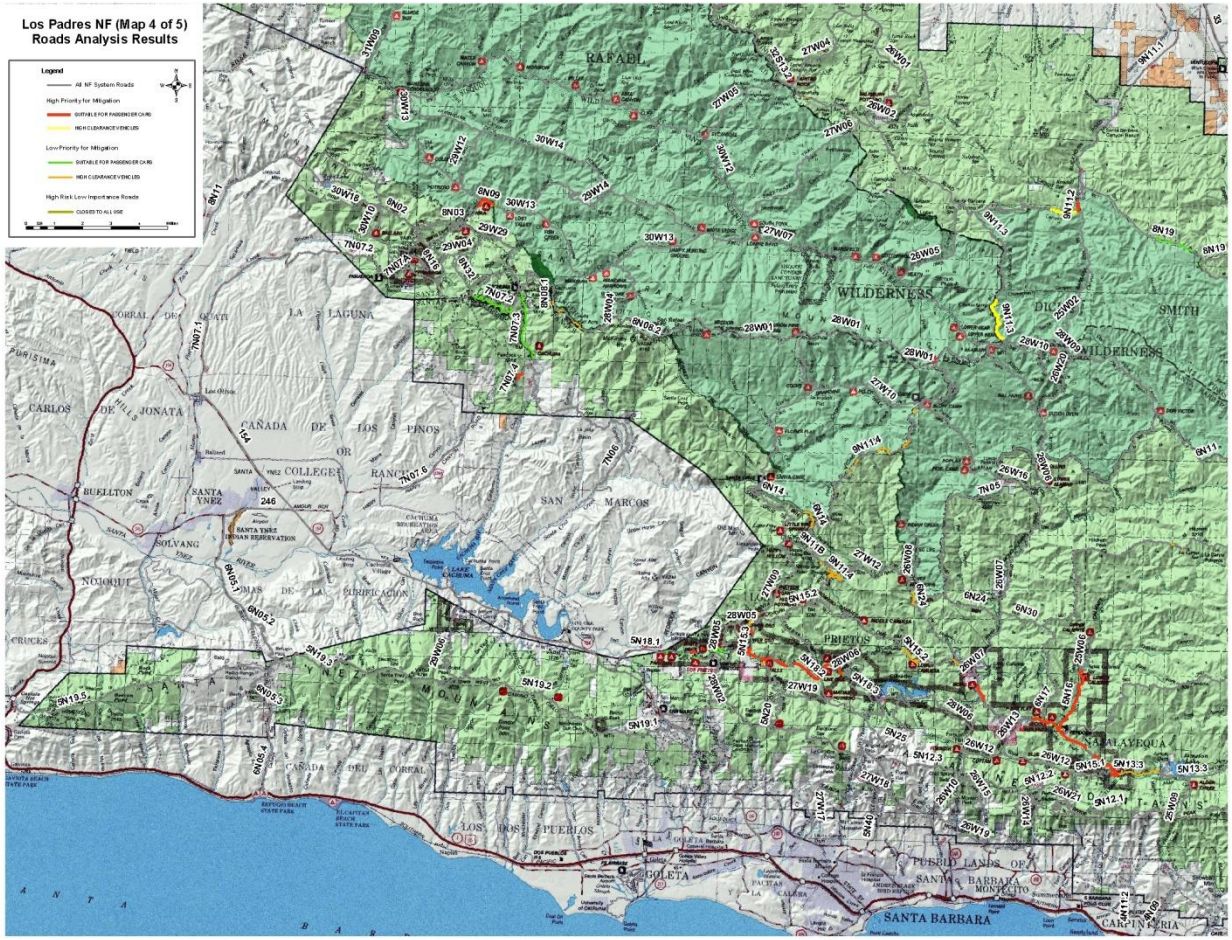
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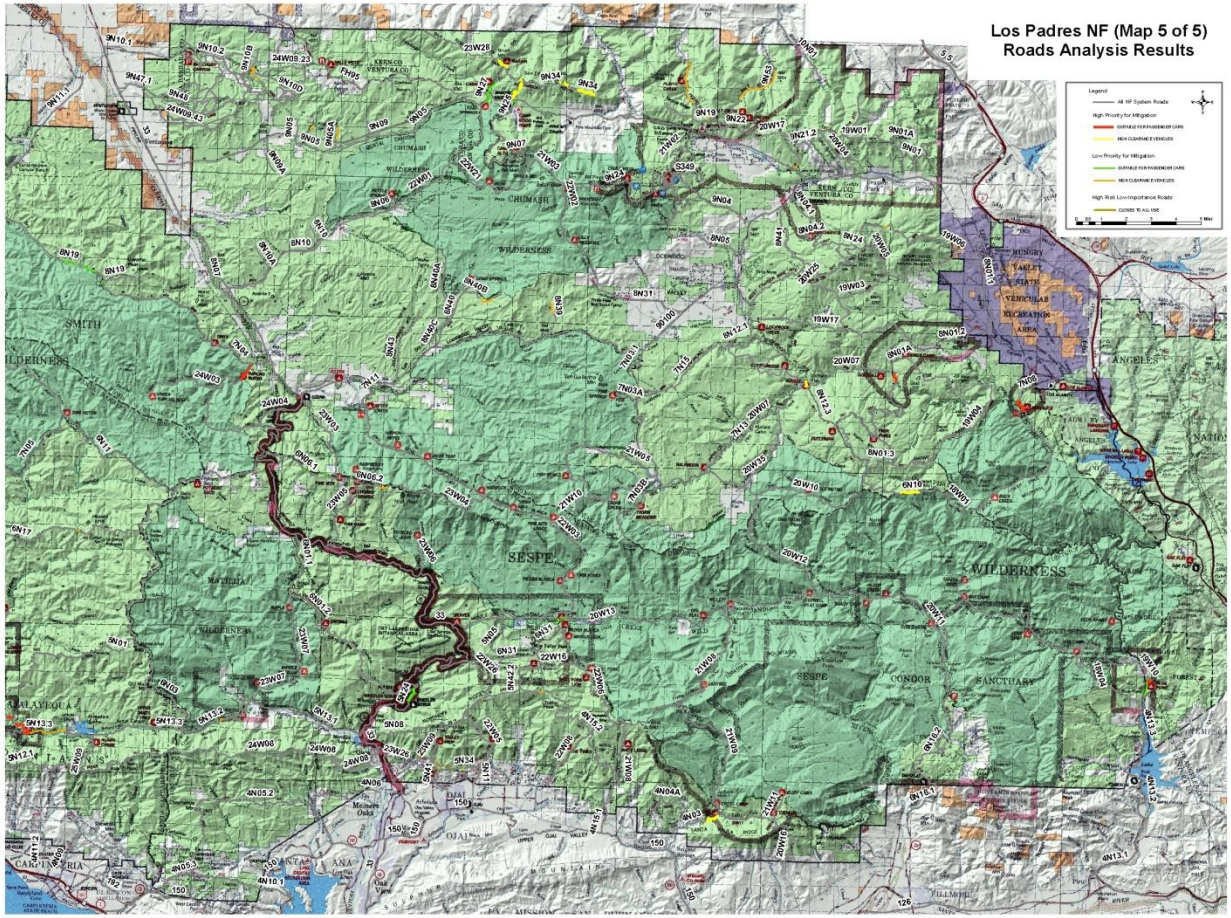
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Roads Analysis Results
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HIGH CLEARANCE EVEHICLES
Low Priority for Mitigation
SUITABLE FOR PASSENGER CARS
HIGH CLEARANCE EVEHICLES
High Risk Low Importance Roads
CLOSED TO ALL USE
SMITH
WILDERNESS
CHUMASH
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CONDOR
SANCTUARY
HUNGRY VALLEY STATE VEHICULAR RECREATION AREA
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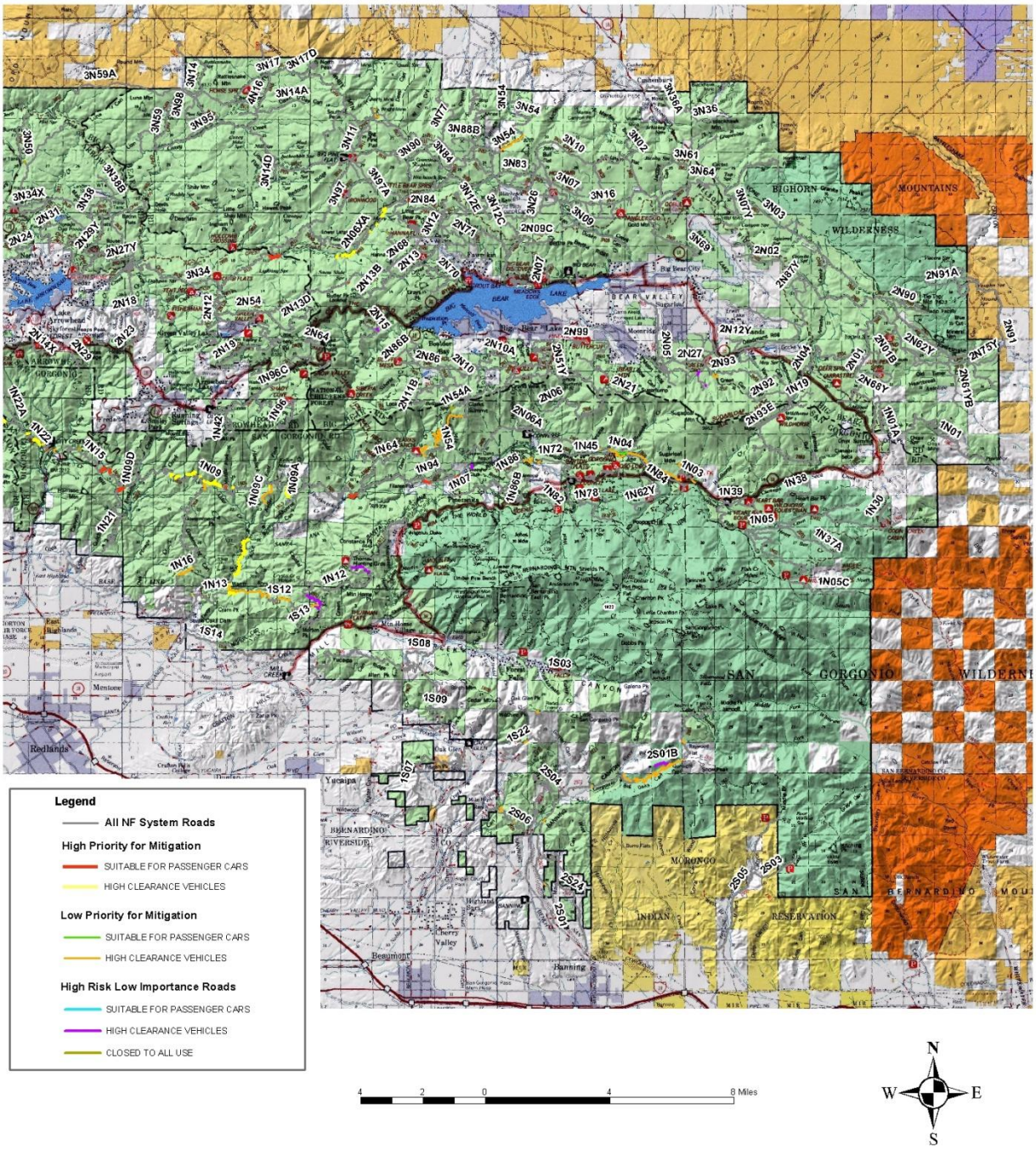

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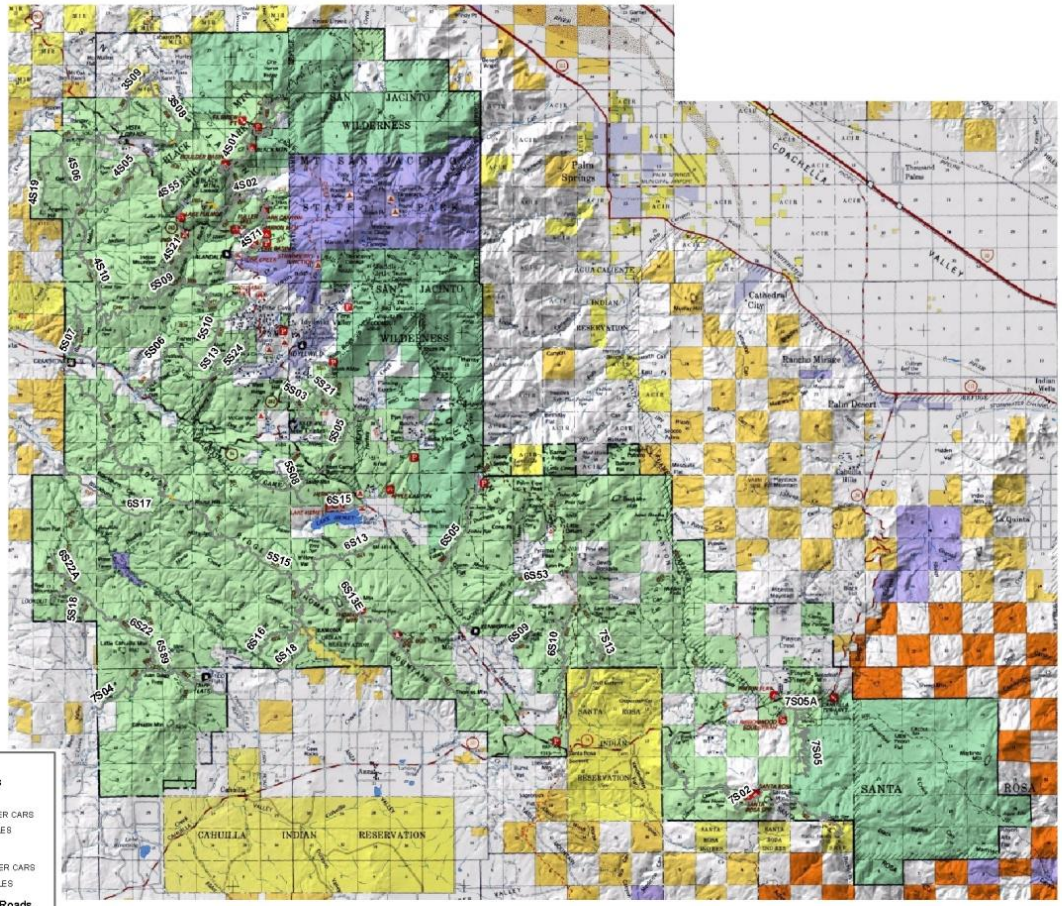


Legend

- All NF System Roads

High Priority for Mitigation

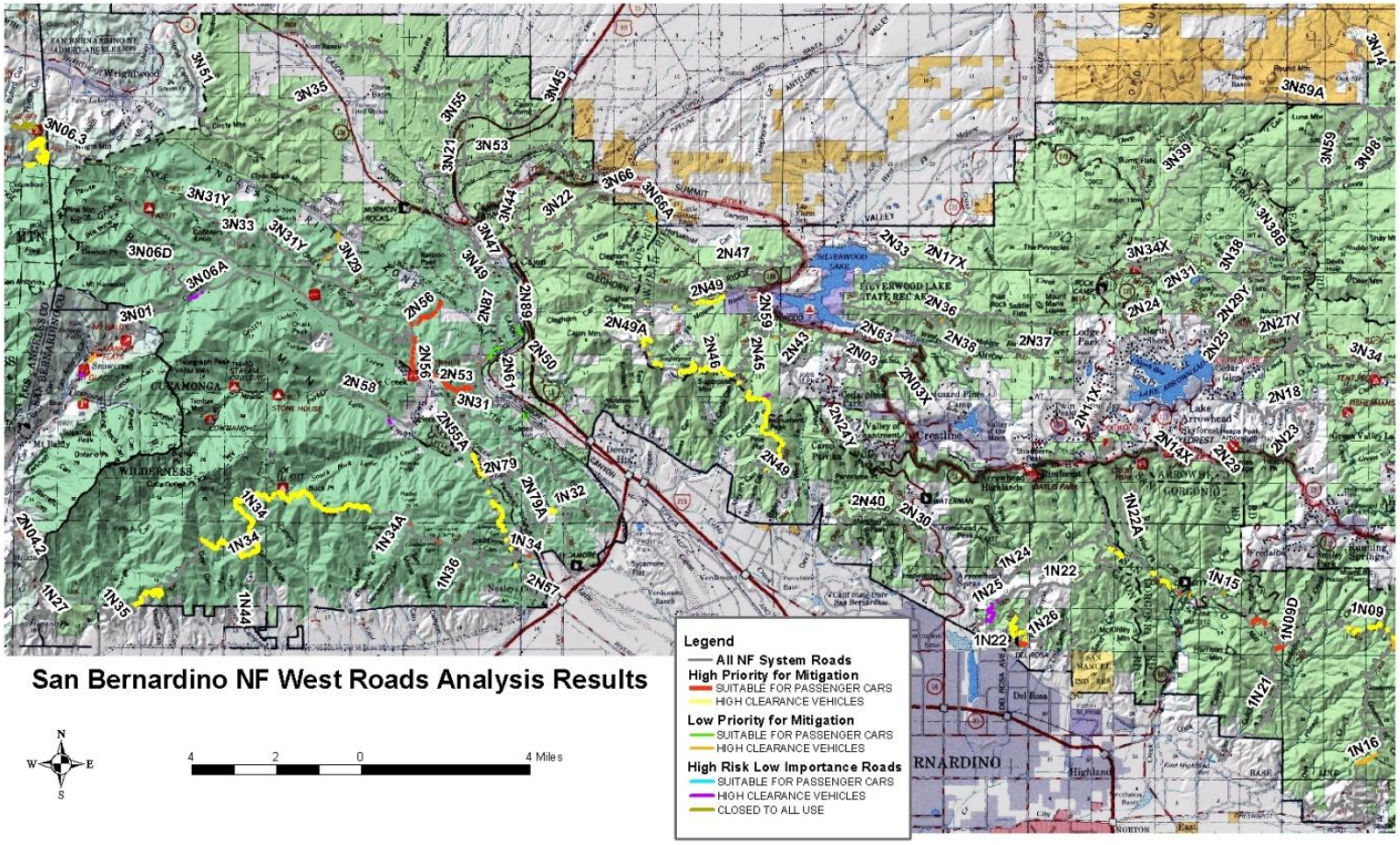
- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

Low Priority for Mitigation

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES

High Risk Low Importance Roads

- SUITABLE FOR PASSENGER CARS
- HIGH CLEARANCE VEHICLES
- CLOSED TO ALL USE



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