

# Travel Analysis Report



United States  
Department of  
Agriculture



Forest Service

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## BIGHORN NATIONAL FOREST

Responsible Official: Bill Bass, Forest Supervisor

### Abstract:

This Travel Analysis Report documents a route-by-route analysis of all Forest System Roads on the Bighorn National Forest and recommends the minimum road system needed for public access and forest management. The project is within the Bighorn National Forest, Wyoming.

### Location:

Bighorn National Forest

Big Horn, Johnson, Sheridan, and Washakie Counties, Wyoming

Portions of Townships 33-39 North, Ranges 1-3 East and Ranges 1-5 West, N.M.P.M.

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## Executive Summary

This document is the Travel Analysis Report (TAR) for the Bighorn National Forest planning area. This report documents a route-by-route analysis of all national forest system (NFS) roads on the forest and recommends the minimum road system needed for public access and forest management. This report does not address the motorized trail system on the forest.

The outcome of the travel analysis is a set of science-based recommendations for changes to the forest transportation system to meet current and future management objectives. These recommendations are based on an analysis of the physical, biological, social, and economic risks and benefits of every system road.

Travel analysis is intended to inform subsequent National Environmental Policy Act (NEPA) processes, allowing individual projects to be more site-specific and focused, while still addressing cumulative impacts. The travel analysis process (TAP) neither produces decisions nor allocates NFS lands for specific purposes. It merely provides the analytical framework from which to make recommendations that may then be examined in the NEPA process. It describes current conditions, risks, benefits, opportunities (needs for change), and priorities for action. Future NEPA analyses that include public involvement may carry forward, reject or change the recommendations in this report, and provide the basis for making specific transportation-system-related decisions.

## Summary of Issues

The following issues were identified using previous public involvement and internal Forest Service input. Issues are discussed in more detail in chapter 4.

- Insufficient resources for maintenance of the existing system of roads.
- Access needs, including motorized recreation use, access and connectivity to a variety of non-motorized recreation uses, access for timber management, access for permitted activities such as livestock grazing or recreation residence use, and emergency access.
- Environmental impacts or risks from motor vehicle use including impacts to water resources, soil erosion and risks from geologic hazards (e.g., landslides), concerns about fragmentation and wildlife security, impacts to vegetation (specifically introduction and spread of noxious weeds), and impacts to cultural resources.
- Inappropriate jurisdiction.

## Analysis Performed

A risk-benefit assessment was used to rank system roads on the forest. The categories chosen to rank risks and benefits were based on issues identified in chapter 4 and by the criteria discussed in chapter 5. Criteria were set by the members of the core and extended interdisciplinary teams (IDTs).

## Key Results and Findings

Through the travel analysis process, the IDT ranked routes based on their *risks* to natural, social, economic, and cultural resources and their *benefits* to recreation use, stakeholder access, timber

management access, and emergency access. Each road was then further evaluated to determine if it was needed as part of the minimum road system. Opportunities for changes to roads were identified. A summary of these findings follows:

- 175 miles of roads in the current system have a greater risk than benefit and should be considered for decommissioning, closure, or mitigated to reduce resource risk.
- 726 miles of roads in the current system have high to medium benefits and should be considered for regular maintenance to mitigate and prevent resource risk.
- 153 miles of system roads are recommended to be decommissioned and removed from the system or converted to motorized trails.

Chapter 6, *Describing Opportunities and Setting Priorities*, and maps in appendices D and E display the travel analysis recommendations. Appendix E lists the recommended changes to roads. A complete list of the individual rankings for each road can be found in appendix F.

## **How the Report Will Be Used**

The TAR for the Bighorn National Forest will help address issues related to the road system. It will be used to inform future site-specific analyses, decisions, and specific actions. Travel analysis is an ongoing process, and it is anticipated that this document will be updated on an ongoing basis.

## **Introduction**

### **Travel Management Rule**

In 2005, the U.S. Forest Service adopted the Travel Management Rule. The rule changes the way the Forest Service regulates motor vehicles on national forests and grasslands. The Travel Management Rule requires that national forests identify their minimum road system and designate roads, trails, and areas for motor vehicle use. After the designation process is complete, the public will be able to operate motor vehicles only on the roads, trails, and areas that have been designated. The designations will list what roads, trails, and areas can be used, what types of vehicles can be used, and what time of year they can be used.

There are some exceptions to these designations, which include persons with a Forest Service permit specifically authorizing the otherwise prohibited act, any federal, state or local law enforcement officer or member of an organized rescue or firefighting force engaged in the performance of an official duty, and Forest Service administrative use.

The object of the Travel Management Rule is not to limit access to the forest but to protect the forest from unmanaged use. The Forest Service must strike a balance in managing all types of activities. A designated system of roads, trails, and areas for motor vehicle use, established with public involvement, will enhance public enjoyment of the national forests while maintaining other important values and uses on NFS lands. The Travel Management Rule works to manage current use so future generations can continue to enjoy access to our National Forest System lands.

The travel management regulations (36 CFR 212.5(b)) require that the Forest Service “identify the minimum road system needed for safe and efficient travel and for administration, utilization, and

protection of National Forest System lands”; and to identify the roads that “are no longer needed to meet forest resource management objectives and that, therefore, should be decommissioned or considered for other uses, such as for trails”.

## Travel Analysis Process

Before the Forest Service adopted the Travel Management Rule, the roads analysis process described in the Forest Service Manual (7712.1) and publication FS-643, *Roads Analysis: Informing Decisions about Managing the Transportation System*, was used. A roads analysis report, analyzing maintenance level 3, 4, and 5 roads across the forest, was produced in July 2004. This TAR revises and updates the Bighorn National Forest roads analysis report, including adding maintenance level 1 and 2 roads. Maintenance levels are described in section 3.2 of this report.

The travel analysis process consists of six steps:

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

Travel analysis is an iterative process. When conditions change, the recommendations in this report may need to be revised. In fact, a travel management route designation process will likely result in additional information and decisions that will change the recommendations in this report.

This travel analysis does not address motorized or non-motorized trail opportunities; it is focused only on the road systems.

The TAP is not a decision process. Travel analysis provides the analytical framework from which to make recommendations that may then be examined in the NEPA process, which provides the basis, including formal public involvement, for making decisions.

## Forest Plan Direction

The Bighorn National Forest Revised Land and Resource Management Plan 2005 (forest plan), establishes programmatic direction for the management of the forest. The Bighorn National Forest is broken into discrete management areas. Management areas provide direction by emphasizing a particular resource and identifying associated standards and guidelines (prescriptions) for management activities. The following management areas are located in the analysis area: 1.11, 1.13, 1.2, 1.31, 1.32, 1.33, 1.5, 2.2, 3.31, 3.4, 3.5, 4.2, 4.3, 4.4, 5.11, 5.12, 5.13, 5.4, 5.41, 5.5, 8.22, and Medicine Wheel National Historic Landmark and Vicinity. Applicable forestwide transportation general direction statements, as well as transportation-related direction for each management area, are located in appendix A.

## Compliance with Forest Plan Direction

The analysis and recommendations in this report are consistent with forest plan direction.

## Step 1: Setting up the Analysis

### Purpose

The purpose of this step is to:

- Identify the analysis area
- State objectives
- Identify the roles of technical specialists
- Develop an analysis plan
- Identify information needs

### Analysis Area

The analysis area is the Bighorn National Forest (forest), which is approximately 1,115,161 acres in size. Approximately 581,664 acres of the analysis area (99%) are on NFS lands. The remaining 7,491 acres are state or private lands within the boundaries of the forest. Seventeen percent of the analysis area is in the 189,000-acre Cloud Peak Wilderness. The remaining 83% is on non-wilderness lands.

### Objectives

The objective of this science-based analysis is to provide information for road management that is responsive to public needs and desires, that conform to the forest plan, that is needed to meet resource and other management objectives, that minimize adverse environmental impacts, and better reflects long-term funding expectations. All existing system roads in the analysis area are included in this TAR.

The travel analysis process is a broad-scale, comprehensive look at the transportation network. The main objectives of the process are:

- Balance the need for access while minimizing risks by examining important resource, social, and economic issues related to roads.
- Furnish maps, tables, and narratives that display transportation management opportunities and strategies that address future access needs and environmental concerns.
- Identify the need for change by comparing the current road system to the desired condition.
- Make recommendations to inform decisions in subsequent NEPA documents.

## Interdisciplinary Team

For the analysis, the interdisciplinary team (IDT) was composed of a core team and three district-based extended teams. The core team developed the risks and benefits and defined the methodologies to be used by each discipline to assess the benefits and risks. Members of the core team conducted the risk/benefit analysis for soils, geology, hydrology, and access for timber management. Extended team members conducted the remaining risk/benefit analysis for roads and provided recommendations for their districts. Project leaders and members of the core team assisted with the extended team meetings to provide support, clarification on risk/benefit definitions and methodologies, and ensure consistency in completing the analysis. The IDT members and their primary discipline(s) are listed below:

### Core Team

|                |  |
|----------------|--|
| Dave McKee     | Co-project leader, Recreation Staff Officer                            |
| Jason Ruybal   | Co-project leader, Engineering Staff Officer                           |
| Bob Cochran    | Medicine Wheel/Paintrock Ranger District representative and recreation |
| Craig Cope     | Powder River Ranger District representative and recreation             |
| Cheri Jones    | Tongue Ranger District representative and recreation                   |
| Bernie Bornong | Resources  |
| Leslie Horsch  | Writer/editor  |
| Bruce Kjerstad | Engineering  |
| Chris Williams | Hydrology, soils, geology, water                                       |
| Amy Ortner     | GIS  |

### Extended Team

|   |            |
|---|------------|
| David Beard, Scott Gall, Shawn Heinert                      | Range      |
| Beth Bischoff, Luke Decker                                  | Wildlife   |
| Brian Boden   | Recreation |
| Pat Bower   | Heritage   |
| Chris Thomas  | Timber     |
| Kevin Hillard, Todd Legler, Curtis Rasmuson,<br>John Warder | Fire/fuels |

## Analysis Plan

The IDT followed these steps in order to carry out the analysis:

- Reviewed and assembled existing data, including the Bighorn National Forest roads analysis report.
- Verified accuracy of system road locations on maps.

- Identified discrepancies between on-the-ground conditions and the Forest's INFRA and GIS databases. Documented the data discrepancies and corrected, where possible.
- Where possible, verified the current conditions of roads, including safety issues, surface type and environmental impacts.
- Identified preliminary access and resource issues, concerns, and opportunities through previous public involvement and internal resource staffs.
- Performed the analysis concurrently with other plans and projects ongoing on the forest.
- Based on the findings of this travel analysis, recommended changes to the road system to identify the minimum road system and improve the management of forest resources relying on the transportation system.

## Information Needs

Information needs were identified. The IDT gathered available information about the following:

- Accurate location and condition of system roads within the analysis area. Non-system (user-created) routes were not inventoried or considered as part of this analysis.
- Maintenance responsibility.
- Assessment of previous and current opportunities, problems and risks for all roads in the analysis area.
- Soil, hydrology, vegetation, invasive species, wildlife, and cultural resources, and areas where they are being impacted by roads.
- Areas of special sensitivity, resource values, or both.
- Public access and recreational needs and desires in the area, including access for nearby landowners.
- Conflicts among uses, public access, user safety, and accessibility.
- Anticipated future levels of motor vehicle use and changes in motor vehicle technology.
- Transportation needs for forest management activities.
- Transportation investments necessary to meet land management plan objectives.
- Current observed road uses.
- Economic costs and benefits.
- Road management objectives.
- Best management practices.
- Forest plan and other management direction.
- Agency objectives and priorities.
- Interrelationship with other governmental jurisdictions for roads.
- Applicable federal, state, and local laws.

- Public and user group values and concerns.
- Forestwide and project-level road analyses.
- Previous administrative decisions regarding travel management.

## Step 2: Describing the Situation

### Purpose

The purpose of this step is to:

- Describe the existing management direction.
- Describe the existing road system.

### Road Management

The transportation system on the forest serves a variety of resource management and access needs. Most roads on the forest were originally constructed for commercial access purposes which included grazing, timber, and mineral extraction. Other roads resulted from construction of campgrounds, recreation residences, power transmission corridors, and other activities. Over the past 100 years, an extensive road network was developed. That road system continues to serve commercial, recreation, and administrative purposes and provide access to private lands located within the forest.

Forest system roads (FSRs) are managed using the road management objectives (RMOs) established for the each road. RMOs stipulate the uses for which the road was designed and currently managed, maintenance levels, target maintenance frequencies and tasks, and other information, as well as future needs for the road.

FSRs are assigned a specific maintenance level which defines the level of service provided by, and maintenance required for, each specific road. Roads may be currently maintained at one level and planned to be maintained at a different level at some future date. The *operational* maintenance level is the maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. The *objective* maintenance level is the maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, higher than, or lower than the operational maintenance level. For most roads on the forest, the operational and objective maintenance levels are the same.

Discussions about roads in this TAR will use the Forest Service maintenance level (ML) terminology which includes MLs 1-5. On the BNF, ML 1 and 2 roads are usually native surface and ML 3 and 4 Roads are usually surfaced with material, such as gravel.

- ML 1 (closed roads)
- ML 2 (high clearance vehicles)
- ML 3 (suitable for passenger car travel)

- ML 4 (suitable for passenger car travel, provides comfort at moderate speeds)
- ML 5 (paved, or chip sealed).

MLs 1-5 (operational and objective) are described in more detail in Forest Service Handbook (FSH) 7709.59, section 62.32.

## Geographic Information System and Corporate Database

Two of the tools used to catalog information about roads were a geographic information system (GIS) and a corporate database known as INFRA. Each of these computer-based tools contains slightly different information. The INFRA database lists all the system roads on the forest and includes a variety of survey-based information about each route: route number, length, beginning and ending locations, ownership, ranger district, surface type, and other similar data. The database includes features along the route, such as culvert pipes, signs, cattle guards, and gates. The database also includes maintenance information. In GIS, roads and other information can be spatially displayed across the landscape. For example, transportation routes may be overlaid with streams, wildlife areas, land ownership, or forest plan management areas.

A key step for each ranger district extended team was to compare satellite imagery with the GIS layers and INFRA data for each system road. If there were questions about the existence or current condition of level 2 thru 5 system roads, field verification was conducted in 2014. Level 1 roads have not all been field-verified, but they have been validated in the GIS/satellite comparison exercise. The analysis resulted in a clean-up of the GIS and INFRA tools (Tables 1 and 2) and preparation of the spreadsheet used to evaluate road risks and benefits (Appendix F).

The INFRA database and GIS are working tools to help manage the transportation system. They have been refined over time and will continue to be updated and corrected in the future.

## Existing Direction

Travel analysis is focused on identifying needed changes to the forest transportation system. Identifying the existing direction is an important first step. In general terms, the existing direction includes how the FSRs are currently managed for motor vehicle use. Restrictions, prohibitions, and closures on motor vehicle use are also part of the existing direction.

The primary direction for management of the forest road system is provided in the forest plan. Chapter 1 lists the following standard for travelways:

- “On all lands outside of designated travel-ways, prohibit motorized travel unless the Forest Visitor Map or a Forest Order indicates that such use is specifically allowed. Allow over-snow vehicle use on snow unless specifically restricted” (standard 2, p. 1-60).

The forest plan (p. 1-6) also directs the forest to develop travel management plans associated with the conversion of three remaining “C areas” to “A areas”. The forest has completed this task through environmental assessments and decision notices for the Woodrock C area (2005), the Clear Creek/Crazy C area (2005), and the Hunt Mountain C area (2007).

The travel management decisions were implemented by publishing a motor vehicle use map (MVUM) in March 2007. This map contains the existing direction for motor vehicle use on the

Forest. Motor vehicle use (excluding snowmobiles operating on snow) is allowed on designated roads and trails shown on the MVUM. There are no designated motorized areas. The MVUM is reviewed for errors which are corrected and published annually. The MVUM is available at each district office and available on the web in various electronic formats at:

<http://www.fs.usda.gov/main/bighorn/maps-pubs>.

States, counties, other federal agencies, and private entities may control roads that cross forest land by obtaining easements from the Forest Service. Roads that have easements issued to other entities are generally not managed as FSRs.

## Existing Condition

Table 1 shows the original road system data prior to GIS and INFRA clean-up. The clean-up did not change management on the ground. Table 2 shows current road management data once the database clean-up was completed. Table 2 lists the miles of system roads by maintenance level on the forest. This data was used for the analysis

Table 1. Original system roads data on the Bighorn National Forest.

| Road Maintenance Level    | Powder River  | Tongue        | Medicine Wheel/<br>Paintrock | Total Miles    |
|---------------------------|---------------|---------------|------------------------------|----------------|
| Maintenance Level 5       | 0.81          | 0.82          | 0.13                         | 1.76           |
| Maintenance Level 4       | 9.13          | 29.11         | 3.23                         | 41.47          |
| Maintenance Level 3       | 92.89         | 53.12         | 69.11                        | 215.12         |
| Maintenance Level 2       | 210.18        | 229.28        | 247.10                       | 686.56         |
| Maintenance Level 1       | 203.42        | 186.94        | 135.35                       | 525.710        |
| <b>Total System Roads</b> | <b>516.43</b> | <b>499.27</b> | <b>454.92</b>                | <b>1470.62</b> |

Table 2. Current system roads data on the Bighorn National Forest

| Road Maintenance Level    | Powder River  | Tongue        | Medicine Wheel/<br>Paintrock | Total Miles    |
|---------------------------|---------------|---------------|------------------------------|----------------|
| Maintenance Level 5       | 0.81          | 0.82          | 0.13                         | 1.76           |
| Maintenance Level 4       | 3.00          | 50.00         | 8.66                         | 61.66          |
| Maintenance Level 3       | 75.96         | 30.75         | 62.91                        | 169.62         |
| Maintenance Level 2       | 229.42        | 234.65        | 239.50                       | 703.57         |
| Maintenance Level 1       | 185.45        | 166.32        | 144.83                       | 496.60         |
| <b>Total System Roads</b> | <b>494.64</b> | <b>482.54</b> | <b>456.03</b>                | <b>1433.21</b> |

In order to protect the road surfaces and other resources, the majority of roads on Forest are closed seasonally to motor vehicles during the winter and spring seasons (except snowmobiles operating on snow).

## Forest Plan Infrastructure Guidelines

The forest plan is not prescriptive with regard to a desired level of road density for management areas (MA) across the forest. The only exceptions are (1) MA 5.4 Plant and Wildlife Habitat, which contains a Guideline of “Do not exceed an average open motorized road and trail (other than snowmobile trails) density of 1.0 mile per square mile within the management area.”, and (2) MA 5.41 Deer and Elk Winter Range which contains a guideline of “no net gain in road densities in these areas.”

Table 3: Forest plan infrastructure direction by management area.

| MA   | Emphasis   | Forest Plan (mi/sq mile)       | Forest Plan Page # |
|------|--|--------------------------------|--------------------|
| 1.11 | Pristine Wilderness  | Not specified*                 | 2-9                |
| 1.13 | Semi-Pristine Wilderness   | Not specified*                 | 2-12               |
| 1.2  | Recommended Wilderness   | Not Specified**                | 2-17               |
| 1.31 | Back Country Recreation, Non-motorized   | Not Specified**                | 2-19               |
| 1.32 | Backcountry Recreation, Non-motorized Summer Use with Limited Winter Motorized Use | Not Specified**                | 2-22               |
| 1.33 | Backcountry Recreation with Limited Summer and Winter Motorized Use                | Not Specified                  | 2-25               |
| 1.5  | National River System – Wild Rivers  | Not Specified                  | 2-28               |
| 2.2  | Research Natural Areas   | Not Specified                  | 2-32               |
| 3.31 | Backcountry Recreation, Year-round Motorized Use                                   | Not Specified                  | 2-34               |
| 3.4  | National River System – Scenic Rivers (Outside Wilderness)                         | Not Specified                  | 2-36               |
| 3.5  | Plant and Wildlife Habitat Management  | Not Specified                  | 2-40               |
| 4.2  | Scenery  | Not Specified                  | 2-43               |
| 4.3  | Dispersed Recreation   | Not Specified                  | 2-46               |
| 4.4  | Recreation Rivers  | Not Specified                  | 2-47               |
| 5.11 | Forest Vegetation Emphasis   | Not Specified                  | 2-50               |
| 5.12 | Rangeland Vegetation Emphasis  | Not Specified                  | 2-52               |
| 5.13 | Forest Products  | Not Specified                  | 2-54               |
| 5.4  | Plant and Wildlife Habitat   | Less than or = to 1.0/sq. mile | 2-58               |
| 5.41 | Deer and Elk Winter Range  | No net gain in road densities  | 2-60               |
| 5.5  | Dispersed Recreation and Forest Products   | Not Specified                  | 2-63               |
| 8.22 | Ski-Based Resorts, Existing/Potential  | Not Specified                  | 2-65, 2-66         |
| MW   | Medicine Wheel National Historic Landmark and Vicinity                             | Not Specified                  | 2-68               |

\* Use of motor vehicles is prohibited in the Cloud Peak Wilderness.

\*\* Motorized use prohibited except when authorized by special use permit, or for administrative use, or emergency use.

## Step 3: Identifying Issues

### Purpose

The purpose of this step is to identify key issues related to management of the existing roads.

### Key Issues

The key issues were identified using continued involvement of the forest plan Steering Committee as well as input from Forest Service personnel. These issues are listed in random order and do not represent a hierarchy of importance.

#### 1. **Insufficient resources for maintenance of the existing system roads**

Inadequate maintenance reduces access for forest users and management, accelerates soil erosion by concentrating surface water flow, and affects water quality and aquatic habitat by increasing sediment into water courses and intermittent drainages. Funding for road maintenance is not adequate to maintain the existing system and perform needed monitoring. See Appendix B for more information on road and trail maintenance costs.

#### 2. **Access needs**

Motorized vehicle access of various types is needed to provide recreational opportunities, efficiently manage the forest, and provide access for emergency response.

- a. **Motorized recreation use:** Roads are used for various types of motorized recreation including driving for pleasure, 4-wheel driving, ATV and motorcycle riding, and snowmobile riding.
- b. **Recreation access/connectivity:** Roads provide motor vehicle access to motorized trails and recreational activities, such as scenery and wildlife viewing, hiking, camping, hunting, and firewood gathering. Roads are often more desirable if they provide connectivity to other roads and motorized trails.
- c. **Forest management:** Roads provide access for forest management activities such as fuels reduction, timber harvest, grazing, and noxious weed treatment. They also provide access for permitted activities such as livestock grazing, outfitter/guiding, recreation residences, lodges, and ski resorts.
- d. **Emergency access:** Roads provide access to facilitate responding to emergencies such as fire suppression and search and rescue.

#### 3. **Environmental impacts**

There are concerns about damage from motor vehicle use, including the following:

- a. **Impacts to water resources:** Erosion and sediment transport off roads in areas with perennial, intermittent, and ephemeral stream channels or wetlands impair the ecological and hydrologic function of drainage channels.
- b. **Soil and geologic hazards:** Much of the analysis area has soils that erode easily. These soils are extremely susceptible to compaction, rutting, gullyng, and development of mud holes. Some roads are susceptible to mass movement such as landslides.
- c. **Fragmentation and wildlife security:** Roads may fragment wildlife habitat, create

barriers to movement, reduce wildlife habitat capability to sustain populations, and increase areas of disturbance.

- d. **Impacts to vegetation:** Motor vehicle use may cause the spread of invasive species by dispersing seed sources.
- e. **Impacts to cultural resources:** Roads and use of these roads may impact cultural resources.

4. **Inappropriate jurisdiction**

## Step 4: Assessing Benefits, Problems, and Risks

### Purpose

The purpose of this step is to:

- Describe the analysis process.
- Describe the criteria and rankings used in the risk and benefit analysis.
- Summarize the results of the risk and benefit analysis.

### The Analysis Process

The risk and benefit criteria categories in the following table were developed by considering the issues from step 3; the assessment of benefits, problems, and risks contained in the Bighorn National Forest roads analysis report; and additional knowledge and information from the forest and district staff. Each road was then evaluated against the identified risks and benefits.

### Criteria and Rankings Used in the Risk and Benefit Analysis

Roads on the forest provide access for many uses and users. They provide the infrastructure for motorized recreation and forest management. However, their presence has possible negative effects on the natural and cultural resources of the forest, as well as maintenance and repair costs that exceed budget allocations. The IDT identified the following risks and benefits of roads as the most important resource issues for managing the transportation system on the forest.

Table 4. Road risks and benefits.

| Risks                                  | Benefits                       |
|--|--------------------------------|
| Condition/maintenance and repair costs | Motorized recreation use       |
| Water resources                        | Recreation access/connectivity |
| Soil/geologic hazards                  | Stakeholder access             |
| Wildlife resources                     | Timber management access       |
| Invasive species                       | Emergency access               |
| Cultural resources                     |                                |
| Safety/social conflict                 |                                |
| Jurisdiction                           |                                |

The IDT evaluated each road based on these risks and benefits and assigned the following numerical values for each category. This was based on field knowledge of the routes; data contained in GIS layers, maintenance and repair cost data in INFRA; and professional knowledge of the roads, their resource impacts, and benefits for various uses.

3 = High risks and benefits.

2 = Medium risks and benefits.

1 = Low risks and benefits.

Where cultural resource risk was rated as unknown, the category was not assigned a value. Assignment of high, medium, or low ratings for each risk and benefit category generally followed the guidelines presented below. Detailed methodology used to score each risk and benefit is presented in appendix C.

Table 5. Road risk guidelines.

| Risk                                   | Rating | Criteria Guidelines  |
|--|--------|--|
| Condition/maintenance and repair costs | High   | High levels of deferred maintenance and repair needs based on the presence of three or more of the following conditions: wash boarding, surface deterioration, landslides, roadbed slumping, slope raveling, drainage problems, rutting or gullyng, mud holes, poor condition of drainage structures or culverts, and design deficiencies. |
|  | Medium | Moderate levels of deferred maintenance and repair needs based on the presence of two or more of the above conditions.   |
|  | Low    | Little or no deferred maintenance and repair needs, no existing damage, or one of the above conditions present and condition fair or better.   |
| Water resources                        | High   | Close to surface water, history of drainage or erosion problems.   |
|  | Medium | Some buffer between route and surface water, some history of drainage or erosion problems.   |
|  | Low    | Distant from surface water, minimal history of drainage or erosion problems.   |
| Soil/geologic hazards                  | High   | Road located within sensitive soil type, high potential for landslides, or crossing steep slopes.  |
|  | Medium | Roads in areas of moderate landslide potential or roads on moderately sloping terrain.   |
|  | Low    | Roads in areas of low landslide potential and roads built on gently sloping terrain.   |
| Wildlife resources                     | High   | Roads received a weighted cumulative score for the five weighted factors of greater than or equal to 6.  |
|  | Medium | Roads received a weighted cumulative score for the five weighted factors of 3 to 5.  |
|  | Low    | Roads received a weighted cumulative score for the five weighted   |

| Risk                    | Rating  | Criteria Guidelines  |
|-------------------------|---------|--|
|                         |         | factors of 0 to 2.   |
| Noxious weeds           | High    | Level 2-4 roads. Known or high potential for noxious weed populations.   |
|                         | Medium  | Level 5 roads. Moderate potential for noxious weed populations.  |
|                         | Low     | Level 1 roads. Little or no potential for noxious weed populations.  |
| Cultural resources      | High    | Level 1-2 roads with known historic properties (eligible sites) along road prisms.   |
|                         | Unknown | Roads of unknown archaeological potential, little or no archaeological survey and/or the presence of “needs data” sites.   |
|                         | Low     | Level 3-5 roads as a group, and level 1-2 roads with no known or located historic properties within prism where archaeological potential has been largely assessed (through Class III archaeological inventory). |
| Safety/ social conflict | High    | Heavy amount of motorized road use with wide variety of motorized vehicle types, high speeds, known vehicle accidents, and known user group conflicts.   |
|                         | Medium  | Moderate amount of motorized road use with some variety of motorized vehicle types and sizes, moderate speeds, some known vehicle accidents, and some known user group conflicts.                                |
|                         | Low     | Low amount of motorized road use, with little variety of motorized vehicle types; slow speeds; few, if any, motorized accidents; and few, if any, known user group conflicts.                                    |
| Jurisdiction            | High    | Access to multiple private parcels or large private development(s).  |
|                         | Medium  | Access to few private parcels.   |
|                         | Low     | No private access.   |

Table 6. Road benefit guidelines.

| Benefit                        | Rating | Criteria Guidelines  |
|--------------------------------|--------|--|
| Motorized recreation use       | High   | Roads that are frequently used for motorized recreation activities (includes driving for pleasure, 4X4, ATV, motorcycle, or snowmobile use). |
|                                | Medium | Roads that are occasionally used for motorized recreation activities.  |
|                                | Low    | Roads that are rarely or never used for motorized recreation activities (ML1 roads).   |
| Recreation access/connectivity | High   | Road that provide access to numerous or high value recreation opportunities and/or connectivity to many other roads and/or motorized trails. |
|                                | Medium | Roads that provide access to some recreation opportunities and/or connectivity to some other roads and/or motorized trails.                  |

|                          |        |  |
|--------------------------|--------|--|
|                          | Low    | Road that provide access to limited recreation opportunities and do not provide connectivity to other roads and/or motorized trails.   |
| Stakeholder access       | High   | Roads that are used by four to six of the following permitted activities: livestock grazing, recreation residences, lodges, outfitter/guides, mining permits, and campground concession operations.  |
|                          | Medium | Roads that are used by two to three of the following permitted activities: livestock grazing, recreation residences, lodges, outfitter/guides, mining permits, and campground concession operations. |
|                          | Low    | Roads that are used by one or none of the following permitted activities: livestock grazing, recreation residences, lodges, outfitter/guides, mining permits, and campground concession operations.  |
| Timber management access | High   | Roads that provide access for periodic vegetation management in Management Area 5, except Management Area 5.4.   |
|                          | Medium | Roads that provide access for infrequent vegetation management in Management Area 5.41 and Management Area 4s  |
|                          | Low    | Roads that provide access to areas that rarely have active vegetation management.  |
| Emergency access         | High   | Roads that are frequently used or will likely be needed for emergencies including fire suppression, search and rescue, and law enforcement needs.  |
|                          | Medium | Roads that are infrequently used or needed for emergencies.  |
|                          | Low    | Roads that are rarely used and will likely not be needed for emergency access.   |

The same risk and benefit categories were used for all roads, regardless of maintenance level. This was done for simplicity and consistency. In using the risk/benefit methodology, there are two groups of roads that require additional discussion: closed roads and roads that only access developed campgrounds.

Most closed roads rated low for motorized recreation use and recreation access/connectivity because these opportunities are generally not available on closed roads. Many closed roads also rated low for emergency access since they may not be readily available for motor vehicle use (for example, overgrown or have down logs on them). This resulted in a large percentage of the ML1 roads rating as low benefit. Despite their low value, these roads are significant for future vegetation management activities.

Roads which only access developed campgrounds also have low benefit ratings. These roads rated low for all other benefit categories. Despite the low value, these roads are significant for the developed recreation program on the forest. The benefit categories could have been changed to better reflect the benefits of ML1 roads and developed campground roads (for example, by listing each forest management program area separately), but it was determined that it was beneficial to

see all roads on the forest rated with the same criteria so they could be more directly compared to each other.

This risk and benefit analysis was based on GIS layers available at the time the analysis was conducted. A spreadsheet was created displaying each road and each risk and benefit category. A summary of the spreadsheet information is in appendix F. Once a numerical value was assigned to each matrix category, an average was calculated for each road that is represented by the overall risk (or benefit) ranking. Rankings with a value of 2.34 or greater were assessed as High, rankings between 1.67 and 2.33 were assessed as Medium, and rankings less than 1.67 were assessed as Low. These categories were calculated mathematically and did not consider the severity of impacts beyond the guidelines listed above.

The IDT used the Recommendation/Comment column for any suggested changes to, or additional information about, the roads. The column was also used to note potential changes to a road where current information is inadequate to make a recommendation.

For additional information on the rationale and methodology employed by specialists in the evaluation process, see appendix C.

## Results of the Risk and Benefit Analysis

Appendix F contains the risk/benefit analysis matrices, which list the risks and benefits associated with each road on the forest.

This analysis resulted in nine possible risk/benefit pair categories: High Risk/High Benefit; High Risk/Medium Benefit; High Risk/Low Benefit; Medium Risk/High Benefit; Medium Risk/Medium Benefit; Medium Risk/Low Benefit; Low Risk/High Benefit; Low Risk/Medium Benefit; and Low Risk/Low Benefit.

Table 7. Miles of system roads in each risk/benefit category.

| Risk/Benefit Ratio         | Powder River | Tongue | MWPR | # miles | %   |
|----------------------------|--------------|--------|------|---------|-----|
| <b>ML5 Roads</b>           |              |        |      |         |     |
| High Risk/High Benefit     |              |        |      | 0       | 0   |
| High Risk/Medium Benefit   |              |        |      | 0       | 0   |
| High Risk/Low Benefit      |              |        |      | 0       | 0   |
| Medium Risk/High Benefit   | 0.3          |        |      | 0.3     | 17  |
| Medium Risk/Medium Benefit |              | 0.24   |      | 0.24    | 14  |
| Medium Risk/Low Benefit    |              |        |      | 0       | 0   |
| Low Risk/High Benefit      |              |        | 0.13 | 0.13    | 7   |
| Low Risk/Medium Benefit    | 0.51         | 0.58   |      | 1.09    | 62  |
| Low Risk/Low Benefit       |              |        |      | 0       | 0   |
| Total                      | 0.81         | 0.82   | 0.13 | 1.76    | 100 |
| <b>ML4 Roads</b>           |              |        |      |         |     |
| High Risk/High Benefit     |              |        | 2.8  | 2.8     | 45  |
| High Risk/Medium Benefit   |              |        |      | 0       | 0   |

| <b>Risk/Benefit Ratio</b>  | <b>Powder River</b> | <b>Tongue</b> | <b>MWPR</b>   | <b># miles</b> | <b>%</b>   |
|----------------------------|---------------------|---------------|---------------|----------------|------------|
| High Risk/Low Benefit      |                     |               |               | 0              | 0          |
| Medium Risk/High Benefit   | 3.0                 | 49.61         | 5.86          | 58.47          | 99         |
| Medium Risk/Medium Benefit |                     |               |               | 0              | 0          |
| Medium Risk/Low Benefit    |                     |               |               | 0              | 0          |
| Low Risk/High Benefit      |                     |               |               | 0              | 0          |
| Low Risk/Medium Benefit    |                     |               |               | 0              | 0          |
| Low Risk/Low Benefit       |                     | 0.39          |               | 0.39           | 1          |
| <b>Total</b>               | <b>3.0</b>          | <b>50.00</b>  | <b>8.66</b>   | <b>61.66</b>   | <b>100</b> |
| <b>ML3 Roads</b>           |                     |               |               |                |            |
| High Risk/High Benefit     | 7.4                 |               | 23.75         | 31.15          | 18         |
| High Risk/Medium Benefit   |                     |               |               | 0              | 0          |
| High Risk/Low Benefit      |                     |               |               | 0              | 0          |
| Medium Risk/High Benefit   | 55.21               | 22.41         | 37.03         | 114.65         | 68         |
| Medium Risk/Medium Benefit | 5.09                | 2.66          | 0.80          | 8.55           | 5          |
| Medium Risk/Low Benefit    | 4.24                |               |               | 4.24           | 3          |
| Low Risk/High Benefit      | 0.19                | 1.71          | 0.87          | 2.77           | 2          |
| Low Risk/Medium Benefit    | 1.55                | 3.77          | 0.46          | 5.78           | 3          |
| Low Risk/Low Benefit       | 2.28                | 0.20          |               | 2.48           | 1          |
| <b>Total</b>               | <b>75.96</b>        | <b>30.75</b>  | <b>62.91</b>  | <b>169.62</b>  | <b>100</b> |
| <b>ML2 Roads</b>           |                     |               |               |                |            |
| High Risk/High Benefit     |                     | 0.76          | 47.51         | 48.27          | 7          |
| High Risk/Medium Benefit   |                     | 3.70          |               | 3.70           | 1          |
| High Risk/Low Benefit      | 13.29               | 0.60          |               | 13.89          | 2          |
| Medium Risk/High Benefit   | 14.75               | 18.06         | 122.03        | 154.84         | 22         |
| Medium Risk/Medium Benefit | 73.77               | 115.71        | 24.53         | 214.01         | 30         |
| Medium Risk/Low Benefit    | 62.03               | 46.51         | 7.27          | 115.81         | 16         |
| Low Risk/High Benefit      |                     |               | 6.67          | 6.67           | 1          |
| Low Risk/Medium Benefit    | 14.06               | 20.28         | 24.59         | 58.93          | 9          |
| Low Risk/Low Benefit       | 51.52               | 29.03         | 6.90          | 87.45          | 12         |
| <b>Total</b>               | <b>229.42</b>       | <b>234.65</b> | <b>239.50</b> | <b>703.57</b>  | <b>100</b> |
| <b>ML1 Roads</b>           |                     |               |               |                |            |
| High Risk/High Benefit     |                     |               |               | 0              | 0          |
| High Risk/Medium Benefit   |                     |               |               | 0              | 0          |
| High Risk/Low Benefit      |                     |               |               | 0              | 0          |
| Medium Risk/High Benefit   |                     |               | 7.26          | 7.26           | 1          |
| Medium Risk/Medium Benefit |                     |               | 0.18          | 0.18           | 0          |

| Risk/Benefit Ratio          | Powder River  | Tongue        | MWPR          | # miles        | %   |
|-----------------------------|---------------|---------------|---------------|----------------|-----|
| Medium Risk/Low Benefit     | 7.10          | 13.60         | 17.07         | 37.77          | 8   |
| Low Risk/High Benefit       |               |               |               | 0              | 0   |
| Low Risk/Medium Benefit     | 1.42          |               | 4.69          | 6.11           | 1   |
| Low Risk/Low Benefit        | 176.93        | 152.72        | 115.63        | 445.28         | 90  |
| Total                       | 185.45        | 166.32        | 144.83        | 496.60         | 100 |
| <b>District Total Miles</b> | <b>494.64</b> | <b>482.54</b> | <b>456.03</b> | <b>1433.21</b> |     |

## Step 5: Describing Opportunities and Setting Priorities

### Purpose

The purpose of this step is to:

- Describe opportunities for roads.
- List recommendations for roads.
- Determine the minimum road system.
- Describe future actions.

### Opportunities for Roads

Opportunities for changing the transportation system include the following options:

**Change Jurisdiction:** There may be opportunities to convert some roads under Forest Service jurisdiction to another jurisdiction, such as a county or other government agency, thus shifting the maintenance responsibility to them. This could, however, require an initial investment to bring the road up to a designated standard prior to transfer of jurisdiction.

**Close to Motorized Use:** There may be opportunities to convert some roads currently open to public motorized use but for no obvious benefit to ML1 roads if they are needed for forest management. This could effectively reduce the cost of maintaining the roads. There may be initial costs to ensure that these roads are hydraulically self-maintaining before converting them to ML1 roads.

**Convert to Another Use:** If a road is not needed, there may be opportunities to convert it to another use; for example a motorized or non-motorized trail. This would eliminate the need to maintain it as a road. This option would shift the cost of maintaining the converted road from the engineering program area to another program area, such as recreation.

**Decommission:** If a road is not needed, there may be opportunities to decommission it. This would eliminate the need to plan for future road maintenance. There may be a one-time costs to decommission a road.

**Remove from System:** There may be opportunities to remove some roads from the system. Some system roads exist on private property to which the Forest Service does not have legal access. This

is not the same as decommissioning because the roads may continue to be used by the private landowner.

**Aggressive Storm-proofing:** Installation of well-designed drainage dips at regular intervals can ensure long-term stability with reduced future maintenance costs. The benefits of expending maintenance funds to do this should be compared with the potential costs of future maintenance and repairs that would be needed if the drainage dips were not installed.

## Recommendations for Roads

General recommended actions for roads that fall within each of the nine risk/benefit categories are described below. These are general recommendations and are not necessarily applicable to all roads that fall within each category. See appendix F for recommendations and opportunities specific to each road.

### High Risk/High Benefit – Mitigate/Maintain

These roads have high benefits and should therefore be retained. Mitigation of resource impacts and frequent maintenance should occur as soon as possible to reduce the risk level. 82.2 miles of road on the Bighorn National Forest fall into this category. The following is a list of those roads and recommendations:

#19 Hunter Road – 2.5 miles of maintenance level 3 road on the Powder River District. This road is in the bottom of a drainage and should be rerouted when funding is available.

#33 Crazy Woman Road – 4.9 miles of maintenance level 3 road on the Powder River District. This road is in the bottom of a drainage, but there is no place to reroute or widen the road. These issues will need to be addressed with travel management.

#17 Paintrock Road – 22.3 miles of maintenance level 3 and 4 road on the Medicine Wheel/Paintrock District. This road needs additional turnouts, plating, and sight clearing to help address safety concerns.

#12 Medicine Mountain-Little Mountain Road – 9.0 miles of maintenance level 2 and 3 road on the Medicine Wheel/Paintrock District. Maintain this road as is.

#10 Hunt Mountain Road – 17.7 miles of maintenance level 2 and 3 road on the Tongue and Medicine Wheel/Paintrock Districts. Maintain this road as is.

#11 Sheep Mountain Road – 7.7 miles of maintenance level 2 road on the Medicine Wheel/Paintrock District. Maintain as is.

#13 Medicine Wheel Ranger Station Road – 1.7 miles of maintenance level 3 road on the Medicine Wheel/Paintrock District. Maintain this road as is.

#103 Cookstove Basin Road – 4.8 miles of maintenance level 2 road on the Medicine Wheel/Paintrock District. Maintain this road as is.

#110 Boyd Ridge Road – 6.6 miles of maintenance level 2 road on the Medicine Wheel/Paintrock District. Maintain this road as is.

#125 Little Horn Road – 5.0 miles of maintenance level 2 road on the Medicine Wheel/Paintrock District. Maintain this road as is.

**High Risk/Medium Benefit – Close or Mitigate/Maintain**

These roads should be either closed to motorized use (change maintenance level to 1) or given a high priority for mitigation of resource impacts and maintenance. The Amsden Elk Pasture Road (#181) falls into this category. The Amsden Elk Pasture Road (3.7 miles long) is currently a level 2 road; the recommendation is to convert it to a trail.

**High Risk/Low Benefit – Close or Decommission**

These roads should be closed to motorized use (change maintenance level to 1) or decommissioned due to their high level of risk and low level of benefit. 13.9 miles of road on the Bighorn National Forest fall into this category. #436 Sand Draw Road (13.3 miles) is currently a level 2 road. The recommendation for this road is to decommission the middle section (the problem area) and leave the rest of the road open. The entire length of #315 Little Goose Cow Camp Road (0.6 miles) is recommended for decommissioning or conversion to a motorized trail.

**Medium Risk/High Benefit – Mitigate/Maintain**

These roads have high benefits and should be retained, while mitigation of resource impacts and regular maintenance should occur to reduce the risk level. 335.5 miles of road on the Bighorn National Forest fall into this category. Most of these roads are main access routes on the Forest; for example, Burgess, Black Mountain, Big Goose, West Tensleep, Old Highway, Devils Canyon, etc. These roads are collector roads that access campgrounds, trailheads, and other recreation opportunities. They also provide the connection from timber sales to highways.

**Medium Risk/Medium Benefit – Mitigate/Maintain**

These roads should receive mitigation and maintenance, though secondary in priority to roads with high benefits or high risks that are being maintained on the system. 223.0 miles of road on the Bighorn National Forest fall into this category. Over 90% of these roads are level 2 roads. The level 3 roads in this category are mainly internal campground, trailhead, and picnic ground roads. Many of the level 2 roads in this category access special use cabins.

**Medium Risk/Low Benefit – Close, Decommission, or Mitigate/Maintain**

These roads should be considered for closure to motorized use (change maintenance level to 1), decommissioning, or mitigation or maintenance. 157.8 miles of road on the Bighorn National Forest fall into this category. There are approximately 38 miles of level 1 roads, 116 miles of level 2 roads and 4 miles of level 3. Approximately 16 miles of level 1 and 2 roads in this category are proposed for decommissioning or conversion to motorized trails.

**Low Risk/High Benefit – Maintain**

These roads should be retained, but they are not a priority for maintenance. They should be maintained adequately to avoid deterioration. 9.6 miles of road on the Bighorn National Forest fall into this category. These are mostly level 2 and 3 roads; many of them are short internal campground roads.

**Low Risk/Medium Benefit – Maintain**

These roads should be retained because they are important to the public or for management. Since the risks are low, they are not a priority for maintenance but should be maintained adequately to avoid deterioration. 71.9 miles of road on the Bighorn National Forest fall into this category. Over 80% of these roads are level 2 roads. The remaining 20% are level 3 – 5 roads that mostly are internal to recreation sites.

### **Low Risk/Low Benefit – Maintain, Close, or Decommission**

These roads should be evaluated for maintaining, closing to motorized use (change maintenance level to 1), or decommissioning. Since the risks are low, they are not a priority for these activities. 535.6 miles of road on the Bighorn National Forest fall into this category. Approximately 85% of the roads are level 1; the remaining are level 2. Approximately 118 miles of these roads are recommended for decommissioning or conversion to motorized trails. Although these roads are classified as low risk with low maintenance cost, many of them are not needed. The IDT recommends their removal from the road system. Future, site-specific NEPA projects would provide more detailed information on the need for these roads.

### **Minimum Road System**

The minimum road system is the road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands (36 CFR 212.5(b)(1)). Roads included in the minimum road system serve the Forest Service mission by providing access for forest management activities, recreational opportunities, and utilization of forest resources. The minimum road system includes roads designated for public motorized use as well as closed roads that are necessary for forest management.

Recent funding allocations are adequate to perform annual maintenance on many, but not all, roads on the forest. The deferred maintenance costs are considerably higher than the appropriated funding. See appendix B for more information on road maintenance costs. There is no precise number of miles of road that can be maintained under any given future budget scenario. Forest Service policy (FSM 7705) is that passenger car roads open to public use are subject to the Highway Safety Act requirements, and roads need to be maintained to prevent significant resource damage. Beyond those requirements, there is a range of how well roads must be maintained and, therefore, a range of how many miles can be maintained with any given budget level. It appears likely that future allocations will make it difficult to maintain the existing system to an acceptable level; therefore, reducing the size of the road system will allow better maintenance.

The minimum road system is not static over time. The recommended minimum road system developed in this process represents the best one-point-in-time estimate. It is difficult to know what routes may be needed in the future. Therefore, the minimum road system may be updated, adjusted, and revised as conditions warrant.

Federal regulations require the Forest Service to identify roads no longer needed to meet forest resource management objectives and those that should be decommissioned or considered for other uses, such as conversion to trails. Future NEPA analyses for various projects will consider the recommendations in this travel analysis report and will implement or revise the recommendations based on more site-specific information.

## Process Used to Develop the Minimum Road System

In addition to the information produced in the risk/benefit analysis matrix, the IDT considered the following in identifying the minimum road system:

- Are there any non-system routes that should be part of the road system?
- Is a forest system road redundant with another road that leads to the same area? If so, one of the roads is likely not needed.
- Is a forest system road located properly (e.g., not in drainage bottoms, on steep slopes, or on erodible soils)?
- Does the route create unacceptable resource impacts?
- If resource impacts are acceptable, is a forest system road needed for public or administrative use?

In forming recommendations, the staff specialists evaluated whether there were resource reasons not to designate a route as part of the minimum road system (risks) and whether there were access or recreational needs provided by designating a route (benefits). Generally, if there were benefits provided and no major resource reasons not to designate, the route was recommended for designation. If there were resource reasons not to designate, impacts could not be mitigated or were not cost effective to mitigate, and benefits were minimal, the route was recommended for removal from the road system. In some cases, routes were identified as not needed simply because they were redundant with other routes. The opportunities resulting from this final step of integrating all the considerations can be found in the spreadsheet in appendix E.

## Bighorn National Forest Minimum Road System

The results include potential changes to roads that are open to public motorized use and those that are closed. Roads that are not needed are recommended for removal from the system through several different methods. In some cases, it is recommended that closed roads would be opened; in other cases, maintenance levels would be increased to reflect a need for more maintenance.

The mileages for the currently identified minimum road system compared with the existing condition are shown in the table below. The minimum road system is also depicted on a map in appendix D. Appendix E contains a list of recommended changes to roads and appendix F contains road-by-road recommendations.

Table 8. Mileages of minimum road system compared to existing road system.

| Maintenance Level        | Current Miles | Minimum Road System Miles | Difference |
|--------------------------|---------------|---------------------------|------------|
| <b>ML 5</b>              |               |                           |            |
| Powder River             | 0.81          | 0.81                      | 0          |
| Tongue                   | 0.82          | 0.82                      | 0          |
| Medicine Wheel/Paintrock | 0.13          | 0.13                      | 0          |
| <b>Total ML 5</b>        | <b>1.76</b>   | <b>1.76</b>               | <b>0</b>   |
| <b>ML 4</b>              |               |                           |            |

| Maintenance Level        | Current Miles  | Minimum Road System Miles | Difference     |
|--------------------------|----------------|---------------------------|----------------|
| Powder River             | 3              | 3                         | 0              |
| Tongue                   | 50.00          | 50.00                     | 0              |
| Medicine Wheel/Paintrock | 8.66           | 8.66                      | 0              |
| <b>Total ML 4</b>        | <b>61.66</b>   | <b>61.66</b>              | <b>0</b>       |
| <b>ML 3</b>              |                |                           |                |
| Powder River             | 75.96          | 75.96                     | 0              |
| Tongue                   | 30.75          | 30.75                     | 0              |
| Medicine Wheel/Paintrock | 62.91          | 62.91                     | 0              |
| <b>Total ML 3</b>        | <b>169.62</b>  | <b>169.62</b>             | <b>0</b>       |
| <b>ML 2</b>              |                |                           |                |
| Powder River             | 229.42         | 202.53                    | -26.89         |
| Tongue                   | 234.65         | 221.09                    | -13.56         |
| Medicine Wheel/Paintrock | 239.50         | 236.96                    | -2.54          |
| <b>Total ML 2</b>        | <b>703.57</b>  | <b>660.58</b>             | <b>-42.99</b>  |
| <b>ML 1</b>              |                |                           |                |
| Powder River             | 185.45         | 140.56                    | -44.89         |
| Tongue                   | 166.32         | 148.18                    | -18.14         |
| Medicine Wheel/Paintrock | 144.83         | 97.58                     | -47.25         |
| <b>Total ML 1</b>        | <b>496.60</b>  | <b>386.32</b>             | <b>-110.28</b> |
| <b>Total Miles</b>       | <b>1433.21</b> | <b>1279.94</b>            | <b>-153.27</b> |

The recommendations were based on risks to natural and cultural resources and benefits to recreation use, and timber management, and stakeholder and emergency access. Minimal upgrades to existing roads were recommended (changes to a higher maintenance level). Some roads were recommended for lower maintenance levels. The travel analysis recommended decommissioning approximately 121 miles of system roads and removing them from the system. In addition, the analysis recommended converting 32 miles of road to motorized or non-motorized trails. Appendices D, E, and F show the system road recommendations.

The recommended minimum road system suggests an 8% reduction of ML 2 road miles and 23% reduction of ML 1 road miles on the forest, resulting in an overall 11% reduction of total road miles from the current system. Although the road maintenance cost savings would be small by implementing this recommendation, it creates a more efficient road system which better reflects roads needed to meet resource and other management objectives and minimize adverse environmental impacts. Those reductions focus on removing redundant or unneeded roads and protecting soil and watershed health. In the future, there may be opportunities to transfer maintenance responsibilities on some roads to county governments or permittees, further reducing the forest's financial obligations and better reflecting the primary use.

The minimum system focuses mostly on reductions in ML2 and ML1 roads and retains ML3, ML4 and ML5 roads. Use of roads beyond this designated system should be short-term and temporary, such as access for fire suppression or temporary timber sale roads. Improving ground cover, reducing erosion, reducing maintenance needs and discouraging unauthorized use are desired conditions which can be achieved by implementing the minimum system.

## **Future Actions**

The minimum road system recommendations for the forest are recommendations only. As stated previously, future site-specific NEPA analyses that include public involvement may carry forward for implementation, reject, or change the recommendations in this report and provide the basis for specific road-related decisions. These future decisions will include consideration of the minimum road system along with other factors such as environmental, social, and economic implications. These NEPA analyses, combined with prioritizing allocated funding, will determine how this report is implemented or modified. Future information may result in modifications to the recommendations in this travel analysis.

Road maintenance needs and expenses must be considered together in developing the minimum road system. The road maintenance costs in appendix B indicate that the appropriated funding is adequate to perform annual maintenance on many, but not all, forest roads. Because deferred maintenance costs are higher than the appropriated funding, most of the deferred maintenance needs are not currently being addressed. However, closing and decommissioning roads to match available funds will not result in a road system that meets the access needs for public and administrative purposes. Items that were considered in achieving a fully functional, affordable minimum road system included decreasing the miles of roads on the system, lowering the maintenance levels of system roads as appropriate, converting roads to trails as appropriate, and decommissioning or removing unneeded roads from the system.

**Travel Analysis Report**  
**Bighorn National Forest**  
**Version 1.0**  
**May 2015**

|              |   |                   |
|--------------|---|-------------------|
| Prepared by: | /s/<br>Dave McKee, IDT Co-Leader<br>Jason Ruybal, IDT Co-Leader | May 2015<br>Date  |
| Reviewed by: | /s/<br>Bill Bass, Forest Supervisor                             | May, 2015<br>Date |

Revisions

| Document Version | Name | Date |
|------------------|------|------|
|                  |      |      |
|                  |      |      |
|                  |      |      |

## Appendix A: Excerpts from Current Forest Plan for Management Areas

### Forestwide General Direction

#### Goal 2 – Multiple Benefits to People

**Objective 2.a:** Improve the capability of the Bighorn National Forest to provide diverse, high-quality outdoor recreation opportunities.

#### Strategies

5. Provide non-motorized and motorized trails/areas for a wide variety of uses and experiences. Develop travel management plans associated with the conversion of the remaining “C areas” to “A areas” (as shown on the 1998 travel map) within four years of plan revision date. When conducting C area travel management planning, consider the travel-way system adjacent to the C area. Provide diverse trails for motorized and non-motorized recreation opportunities in coordination with Wyoming State Trails. Provide a variety of hunting, fishing, and wildlife viewing opportunities in coordination with the Wyoming Game and Fish Department.
6. Express clear expectations of travel opportunities. Minimize conflicts among users.
10. Provide for motorized and non-motorized dispersed recreation opportunities.
12. When conducting travel management planning, promote the concept of loop trails, routes to feature destinations, connections between developed and private recreation attractions, and interpretive opportunities. Strive to minimize effects to motorized travel opportunities within the geographic area due to mitigations for elk security related route closures.
13. When constructing new roads for projects, minimize creation of permanent roads by using short duration roads where public need does not warrant permanent roads.

#### Goal 4 – Effective Public Service

#### Strategies

1. Focus efforts to improve travel management education, enforcement, and signing, including designating motorized and non-motorized travel ways and areas, and identify reasons for restrictions.
2. Provide recreation opportunities to accommodate a wide range of abilities and activities and ensure non-discrimination in the delivery of Bighorn National Forest programs.
3. Maintain all objective maintenance Level 3, 4, and 5 roads to standard annually.
4. Maintain 20 percent of all objective maintenance Level 2 roads to standard annually.
5. Maintain 25 percent of all objective maintenance Level 1 roads to standard annually.
6. Decommission or incorporate unclassified Forest roads and motorized trails into the travel system through travel management planning.
11. Identify and decommission 4 miles of system or non-system road, annually.

### **Desired Condition of Forest – Short Term**

Some of the best opportunities to enhance watershed function and improve aquatic habitats include travel management planning and mitigating the impacts of road and stream interactions within a watershed.

Both motorized and non-motorized winter and summer recreation opportunities will be present on the Forest. Approximately 40 miles of unneeded roads and user-created routes will be decommissioned at the end of the first decade to reduce resource damage. Some of these unneeded roads will have been converted to actively managed recreation trails.

### **Desired Future Condition – Long Term**

A system of forest roads will be in place. The road system will meet public and resource management access needs and maintain valuable wildlife security areas. All forest system roads will be maintained to standard.

### **Forest-Wide Standards and Guidelines**

#### **Infrastructure – Travelways**

- |            |   |
|------------|---|
| Standards  | <ol style="list-style-type: none"> <li>1. Manage forest system roads and trails using the following criteria:             <ol style="list-style-type: none"> <li>a. Use shall conform with forest plan and road/trail management objectives.</li> <li>b. System roads and trails shall serve an existing or identified use or public need.</li> <li>c. Close or decommission route if:                 <ol style="list-style-type: none"> <li>i. Unacceptable damage will likely occur to soil, wildlife, flora cultural, aquatic, or other resources.</li> <li>ii. Financing or partnerships are not available to perform critical maintenance.</li> </ol> </li> </ol> </li> <li>2. On all lands outside designated travelways, prohibit motorized travel unless the Forest Visitor Map or a Forest Order indicates that such use is specifically allowed. Allow over-snow vehicle use on snow unless specifically restricted.</li> <li>3. Prohibit motorized access from private land where access for the general public is not available, except by special authorization.</li> </ol> |
| Guidelines | <ol style="list-style-type: none"> <li>2. Install designed stream crossing structures where system travelways with motorized use cross perennial streams. Prioritize implementation on impaired streams and municipal watersheds.</li> <li>3. Use restricted roads and trails (those roads or trails with use restricted by method of travel, or season of use, etc.), when necessary, to accomplish administrative purposes in the following circumstances:</li> </ol>   |

- a. When prescribed in management prescriptions.
  - b. When authorized by the Forest Supervisor/District Ranger.
  - c. In case of emergency.
4. Manage road or trail use by seasonal closure if:
    - a. Use causes unacceptable damage to soil and water resources due to weather or seasonal conditions.
    - b. Use causes unacceptable wildlife conflict or habitat degradation.
    - c. Use results in unsafe conditions due to weather conditions.
    - d. The road(s) or trail(s) serve a seasonal public or administration need.
    - e. The area accessed has seasonal need for protection or non-use.
  6. Meet a scenic integrity objective of “high” (management activities are not evident to the casual viewer and the area appears natural) within the foreground for all National Scenic and Recreation trails (i.e., Bucking Mule Falls).
  7. Retrofit culverts or other drainage structures as necessary to allow continued beaver use in roaded riparian areas where drainage problems occur. Should beaver need to be removed, arrange for live trapping and moving the animal(s) to another more suited location.
  8. Do not construct timber sale roads to higher standards than those required to meet the needs of timber production, unless other needs are identified.

## Management Area Prescriptions

### 1.11 Pristine Wilderness

**Theme** – Pristine wilderness areas are managed to protect and perpetuate their near-pristine conditions. Natural processes and conditions are not measurably affected by human use.

Opportunities for solitude and self-reliance predominate.

**Infrastructure Guideline 1.** Prohibit man-made structures and facilities.

### 1.13 Semi-primitive Wilderness

**Theme** – Semi-primitive (or transition) wilderness areas are managed to protect natural conditions and provide access to primitive or pristine areas of the wilderness. Encounters with other users may be frequent due to concentrated use. Past human use of the area is evident.

**Infrastructure Standard 2.** - Construct or reconstruct trails only when needed to meet objectives of the wilderness transportation system. Follow standards specified in FSH 2309.18.

## 1.2 Recommended Wilderness

**Theme** – Areas which the Forest Service has recommended or will recommend to Congress for inclusion in the National Wilderness System are managed to protect wilderness characteristics until Congressional action is taken. Non-conforming activities may be limited or restricted.

### Infrastructure standards and guidelines

**Standard 1.** Prohibit motorized travel except when authorized by special permit or for administrative or emergency use.

**Guideline 1.** Minimize construction of facilities and structures. 2. Install directional trail signs if necessary. New or replacement signs will be limited to directional signs of unstained wood with routed letters.

### 1.31 Backcountry Recreation, Non-motorized Use

**Theme** - Backcountry, non-motorized recreation areas are managed to provide recreation opportunities in a natural-appearing landscape.

**Setting** - These areas are unroaded or have little evidence of past road construction. They have a natural appearance with little or no sign of human disturbance. They are important for providing non-motorized recreation near the primitive end of the recreation opportunity spectrum.

### Infrastructure standards and guidelines

**Standard 1.** Prohibit construction of permanent roads in areas with an adopted ROS class of primitive. Temporary roads are allowed, provided they can be decommissioned.<sup>1</sup>

**Standard 2.** Prohibit motorized travel except when authorized by special use permit or for administrative or emergency purposes.

**Guideline 1.** Except for resource protection purposes, discourage construction of roads, facilities and structures that are not visually subordinate to the landscape character.

### 1.32 Backcountry Recreation, Non-motorized Summer Use with Limited

#### Winter Motorized Use

**Theme** – Areas are managed to provide backcountry recreation opportunities in a natural appearing landscape. Summer use is non-motorized. Over-snow vehicles are allowed during the snow season.

**Setting** – These areas are unroaded or have little evidence of past road construction. They have a natural appearance with little or no sign of human disturbance. They are important for

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<sup>1</sup> Decommission – reclaim and/or restore the land occupied by a road using a variety of different techniques that include, but are not limited to, restoring contours for a portion or the entire length of road, physical blockage of the road to prevent vehicular traffic, ripping, and seeding.

providing non-motorized recreation; however there is over-snow motorized travel in the winter.

#### **Infrastructure standards and guidelines**

**Standard 1.** Prohibit construction of permanent roads in areas with an adopted ROS class of primitive. Temporary roads are allowed provided they can be decommissioned.

**Standard 2.** Prohibit motorized travel except when authorized by special use permit or for administrative or emergency purposes.

**Standard 3.** Allow over-snow vehicles during the snow season.

**Guideline 1.** Except for resource protection purposes, discourage construction of roads, facilities and structures that are not visually subordinate to the landscape character.

### **1.33 Backcountry Recreation with Limited Summer and Winter Motorized Use**

**Theme** – Areas are managed to provide backcountry recreation opportunities in a natural appearing landscape. Summer use may include motorized trail travel. Winter use may be motorized.

**Setting** – These areas are unroaded or have little evidence of past road construction. They have a natural appearance with little or no sign of human disturbance. In the summer, these areas provide non-motorized recreation opportunities along with motorized recreation opportunities on existing primitive trails. In the winter, they provide motorized recreation opportunities.

#### **Infrastructure standards and guidelines**

**Standard 1.** Prohibit road construction in areas with an adopted ROS class of primitive. Temporary roads are allowed provided they can be decommissioned.

**Guideline 1.** Except for resource protection purposes, discourage construction of roads, facilities, and structures that are not visually subordinate to the landscape character.

### **1.5 National River System - Wild Rivers**

**Theme** – Wild rivers and adjacent areas are managed to protect and perpetuate designated and eligible river segments.

**Setting** – Wild rivers, or segments of rivers, with their immediate environments are managed to maintain, enhance and protect the free-flowing character and outstandingly remarkable features, including scenic, recreational, geologic, wildlife, or fisheries values. Wild river areas are characterized as having watersheds or shorelines that are essentially primitive. The actual width of the area may vary in order to protect the outstanding values but is always at least ¼-mile on either side of the stream.

#### **Infrastructure standards and guidelines**

**Standard 1.** Do not allow new road or facility construction.

**Standard 2.** Do not permit roads or trails for motorized use within ¼-mile of the riverbank.

## **2.2 Research Natural Areas**

**Theme** – Research Natural Areas (RNAs) form a long-term network of ecological reserves designated for non-manipulative research and education and the maintenance of biological diversity. This prescription is applicable to both designated RNAs and those that are proposed for designation.

**Setting** – Research Natural Areas were selected for the following reasons:

- To serve as reference areas for evaluating the range of natural variability and the impacts of management in similar environments.
- To protect and maintain representative or key elements of biological diversity at the genetic, species, population, community, or ecosystem levels.
- To serve as areas for the study of ecosystems and ecological processes including succession.
- To serve as baseline areas for measuring ecological change.

The sights and sounds of people or management activities within the area are infrequent, though they may be common in adjacent areas. There may be some evidence of research or study activities. Rare plants, plant communities, and animals may be present.

#### **Infrastructure standards and guidelines**

**Standard 2.** Prohibit construction of new roads and trails, except when they are necessary to correct resource damage occurring from existing travel ways or unless needed for administrative purposes consistent with RNA establishment objectives.

**Guideline 1.** Prohibit motorized travel unless it provides necessary access for scientific or administrative purposes.

### **3.31 Backcountry Recreation, Year-round Motorized Use**

**Theme** – Backcountry, motorized recreation areas are managed to provide recreation opportunities on primitive roads and trails in a landscape with a natural appearance.

**Setting** – These backcountry areas provide motorized and non-motorized recreation opportunities on primitive roads and trails. The landscape has a predominantly natural appearance and is relatively undisturbed by human activity. Vegetation may be altered through timber harvest or fire (prescribed or wildland fire use) to enhance recreation opportunities, to provide vistas for people to view surrounding areas, or to meet objectives for wildlife habitat.

#### **Recreation guidelines**

**Guideline 1.** Conduct resource management activities which are compatible with and which minimize impacts to recreational resources and opportunities.

**Guideline 2.** Manage for an adopted ROS class of semi-primitive motorized.

### **3.4 National River System – Scenic Rivers (Outside Wilderness)**

**Theme** – Scenic Rivers and adjacent areas are managed to protect and perpetuate designated or eligible scenic river segments. They are managed to be free of impoundments. Shorelines are still largely primitive and undeveloped but may be accessible by roads in some places.

**Setting** – These areas have been identified as being eligible for Scenic River designation due to the presence of one of more outstandingly remarkable features which include scenic, recreational, geologic, wildlife, or fisheries values. The actual width of the area may vary in order to protect the outstanding values, but is at least one-quarter mile on either side of the stream.

**Infrastructure Standard 1.** Allow road construction and reconstruction only if consistent with scenic river values and necessary for administrative purposes.

### 3.5 Plant and Wildlife Habitat Management

**Theme** – In these areas, management emphasis is to provide areas where plant and animal species diversity is maintained. Existing habitat integrity is to be protected by minimizing permanent loss of habitat resulting from road or facility development.

**Setting** – Native insect and disease losses are generally accepted unless they threaten communities that are providing important habitat components. Natural and human-caused ignitions create a variety of fire sizes and shapes. Disturbances may be fairly evident and the scale may vary from small to large. There are few developed or designated recreational facilities.

#### **Desired Condition**

**Roads:** There is no net gain in open road densities in these areas, and new developments of roads, trails, and facilities are discouraged.

#### **Infrastructure standards and guidelines**

**Guideline 1.** Do not construct new forest system roads or facilities, except when they contribute to improving habitat or providing legal access.

**Guideline 2.** Decommission any temporary roads within one year following intended use.

### 4.2 Scenery

**Theme** – Areas are managed for scenic values and recreation uses of designated scenic byways and other heavily used scenic travel corridors.

**Setting**– These areas occur where scenic features are a management focus. They are scenic byways, high quality scenic areas, travel corridors, vistas, or other areas noted for outstanding physical features. The landscape provides high quality scenery, through time, incorporating management activities such as timber harvest, prescribed fire, recreation, and livestock use.

Developments such as roads, recreation facilities, and rangeland improvements may be evident, but appear to be in harmony with the natural environment. Recreation facilities such as scenic overlooks, interpretive signing, trailheads, campgrounds, and rest areas may occur.

Evidence of human activities or habitation due to mining or grazing may be present now and in the future. Frequent contact with other users is acceptable in most cases. Both motorized and nonmotorized recreation opportunities occur. Many uses and their interactions are interpreted for the visitor.

#### **Infrastructure standards and guidelines**

**Guideline 1.** Construct and maintain facilities to levels needed to support recreation activities.

**Guideline 2.** Construct facilities that are consistent with the BEIG (Built Environment Image Guide) and the desired recreation opportunity spectrum class for the area.

**Guideline 3.** Design proposed roads and trails to blend with the landscape.

**Guideline 4.** Sign roads and trails to enhance recreation.

#### 4.3 Dispersed Recreation

**Theme** – Dispersed recreation areas are managed to provide undeveloped recreation opportunities in landscapes that are natural or have a natural appearance.

**Setting** – These areas are characterized by having relatively easy access to a water feature or other natural attraction where dispersed camping, picnicking, and other activities occur. These areas are often heavily used because of inherent natural features that provide a variety of recreational opportunities for visitors. Developed recreation sites may occur in this area. Generally, these areas appear as a natural landscape over large areas, but modifications on a small scale are acceptable and blend with the area's natural features.

**Infrastructure Guideline 1.** Limit facilities to what is necessary to protect or enhance the resources.

#### 4.4 Recreation Rivers

**Theme** – Backcountry, motorized recreation areas are managed to provide recreation opportunities on primitive roads and trails in a landscape with a natural appearance.

**Setting** – These backcountry areas provide challenging motorized and non-motorized recreation opportunities on primitive roads and trails.

#### 5.11 Forest Vegetation Emphasis

**Theme** – General forest and intermingled rangeland areas are managed to provide for a mix of wildlife habitat, forest products, and forage, while providing for visual quality, recreational opportunities, and a variety of other goods and services.

**Setting** – These areas are characterized by forest and grassland communities. The major vegetation type is coniferous forest, with open parks, meadows, shrub communities and aspen. Uses in these areas include grazing, wood production, mineral exploration and development, hunting, driving for pleasure, wildlife viewing, and winter sports. Management emphasis is on a balance of resource uses. Thinning is commonly encountered, except in lynx habitat.

Visitors to this area can expect to find a full range of improvements. Road quality varies from primitive roads to hard-surfaced. There may be fences, corrals, water developments, trails, timber harvest operations, rangeland revegetation projects, or evidence of other human activities or improvements. Visitors can expect dispersed recreation opportunities including both motorized and non-motorized. Access may be restricted, at times, through the use of seasonal or year-long road closures.

There may be developed camping opportunities. Opportunities for multiple-use trails exist. Existing facilities (roads, primitive roads, trails, bridges, fences, shelters, signs or water diversions) blend into the landscape where feasible or are removed if no longer needed.

### 5.12 Rangeland Vegetation Emphasis

**Theme** – These areas are managed for sustainability of the physical, biological, and visual values associated with areas of woody vegetation and open grassland. Vegetation is managed to achieve and maintain the desired conditions for wildlife, livestock, and vegetation.

**Setting** – Open grasslands and areas of woody vegetation dominate this management area. Many of these areas produce substantial forage for wildlife and livestock needs. The areas also provide resource values such as wildlife habitat and recreation. A variety of management options are available, including wildlife habitat, livestock grazing, dispersed recreation, minerals management, and timber harvest. Management emphasis is on a balance of resource uses. Thinning is commonly encountered, except in lynx habitat.

Vegetative diversity includes grassland species, shrubs, aspen, and conifers. Signs of motorized travel, hunting, hiking, timber harvest, mining, and livestock grazing may be evident. Recreation facilities may be present and coordinated with rangeland vegetation and other management activities of the area. Dispersed camping opportunities are plentiful.

Roads vary from primitive to gravel surfaced. Some roads are closed seasonally to protect road surfaces, reduce maintenance, and reduce disturbance to wildlife.

### 5.13 Forest Products

**Theme** – These lands are managed to provide commercial wood products. In addition to wood products, they also provide for forage production, other commercial products, visual quality, wildlife diversity, and other goods and services. Numerous open roads provide commercial access and roaded recreational opportunities; closed roads provide non-motorized opportunities.

**Setting** – Activities such as hunting, hiking, and bicycling occur along roads closed to vehicular traffic. Recreation facilities may be present and coordinated with other multiple uses of the area. There are opportunities for dispersed recreation.

There is an extensive road and trail system, ranging from primitive roads to maintained gravel roads. Road quality varies from primitive to paved surfaces. Some roads are closed seasonally; others are closed after silvicultural treatments are complete. Access may be limited by use of seasonal or year-long road closures.

### 5.4 Plant and Wildlife Habitat

**Theme** – These areas are primarily forested ecosystems intermingled with grassland and shrub communities and are managed to provide a mix of ecological and human needs. Plant communities and structural stages are actively managed for biodiversity and ecosystem function. Wood fiber production is a by-product of managing for vegetative diversity and improving wildlife habitat. Wildlife habitat improvement is sought where the existing habitat lacks desired vegetation conditions.

**Setting** – These areas are characterized by forest and grassland communities and managed with a multiple-use emphasis that supports habitat needs compatible with wildlife. Uses in these areas include, but are not limited to, active vegetation management, wildlife viewing, hunting, driving for pleasure, grazing, wood production, and winter sports. The major vegetation type is coniferous forest, with open parks, meadows, shrub communities, and aspen.

Visitors to this area can expect to find a full range of improvements. Road quality varies from primitive roads to hard-surfaced. There may be fences, corrals, water developments, trails, timber harvest operations, prescribed burning or evidence of other human activities or improvements. There are dispersed motorized and non-motorized recreation opportunities. Motorized access may be restricted, at times, through the use of seasonal or year-long road closures.

Developed camping opportunities may occur. There are opportunities for motorized and non-motorized trails. Existing facilities (roads, primitive roads, trails, bridges, fences, shelters, signs, or water diversions) blend into the landscape where feasible or are removed if no longer needed.

#### **Infrastructure standards and guidelines**

**Guideline 1.** Do not exceed an average open motorized road and trail (other than snowmobile trails) density of 1.0 mile per square mile within the management area.

**Guideline 2.** For open roaded and motorized trail stream crossings, do not exceed an average density of 0.5 crossings per square mile within the management area.

**Guideline 3.** Decommission unnecessary roads. Ensure closure effectiveness on Level 1 and decommissioned roads. Discourage firewood gathering on short duration use roads. Where feasible, use short duration roads instead of long-term roads.

#### **5.41 Deer and Elk Winter Range**

**Theme** – Deer and elk winter or transition ranges are managed to provide adequate amounts of quality forage, cover, and solitude for deer, elk, and other species.

**Setting** – The areas include lands classified as winter range by the Wyoming Game and Fish Department, areas used during light winters, spring and autumn transition ranges, calving and fawning areas, and migration routes. There are both forested and non-forested habitats, generally in the lower elevation fringes of the forest. Many areas are south-facing slopes where snow melt and green-up occur earlier in the spring, and snow accumulation does not occur until late autumn.

Openings are common and interconnected with networks of forested habitat that provide thermal and hiding cover for big game. Road systems and trails are relatively undeveloped. Prescribed burning and mechanical or chemical treatments are used as tools to manage habitat.

Domestic livestock and evidence of their use and management (e.g., salting areas, fences, and water developments) may be present and should be anticipated. Water developments benefit big game and livestock by improving distribution and reducing use of riparian areas.

#### **Infrastructure standards and guidelines**

**Guideline 1.** Design and locate new roads to avoid important forage and cover locations.

**Guideline 2.** Do not construct new trails.

## 5.5 Dispersed Recreation and Forest Products

**Theme** – Management emphasizes dispersed recreation opportunities and scenic values while providing for wood products, diversity of structural stages, wildlife habitat, and a variety of other goods and services.

**Setting** – These wood product-producing areas have easy access to a water feature or other natural attraction where recreation activities occur. Harvest units and areas affected by fire, insect, and disease may be evident in the landscape.

Open roads and motorized trails provide access and motorized recreational opportunities, while closed roads provide non-motorized opportunities. Directional, regulatory and informative signs foster safe use and resource protection. Developed facilities, including campgrounds, picnic areas, and trailheads may be provided to meet recreation demands.

### 8.22 Ski-based Resorts, Existing/Potential

**Theme** – Areas with existing ski-based resorts or potential ski-based resorts are managed to provide for skiing and related recreation uses.

**Setting** – These areas are primarily designed for downhill skiing. Housing for year-round recreation use may be permitted.

**Desired Condition** – There is a developed road system. The trail system includes trails designed for hiking, horseback riding, mountain biking and ski touring. Trail signs are consistent with the ski area sign plan.

**Infrastructure Guideline 3.** Design roads to minimize visual impacts. Plan the location and size of cuts and fills to avoid conflicts with skiers and other recreation users.

### MW – Medicine Wheel National Historic Landmark and Vicinity

The management area direction for the Medicine Wheel National Historic Landmark and Vicinity (Management Area MW) will be the Historic Preservation Plan (HPP). This means that:

- The Revised Plan Chapter 1 direction (goals/objectives/strategies and standards/guidelines) apply to MA MW. If there are conflicts between the forestwide direction in Chapter 1 and the HPP standards and guidelines, resolution will be through the consultation process described in the HPP.
- The standards, guidelines, and monitoring plan in the HPP apply to MA MW.
- The 1985 Forest Plan management area boundaries exist within MA MW, but there is no specific management area direction associated with those boundaries, per the HPP
- Lands suitable for timber production under the 1985 Forest Plan, as amended by Forest Plan amendment 12, are suited for timber production under the Revised Plan.

The HPP is available at the Forest Supervisor's Office in Sheridan.

## Appendix B: Road Maintenance Costs

Maintenance is the act of keeping fixed assets (such as roads) 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. (Financial Health – Common Definitions for Maintenance and Construction Terms, September 29, 1998)

Maintenance includes both annual maintenance and deferred maintenance. Annual maintenance is work performed to maintain serviceability or repair failures during the year in which they occur. It includes preventative maintenance, cyclic maintenance, or both performed in the year in which it is scheduled to occur. Unscheduled or catastrophic failures of components or assets may need to be repaired as a part of annual maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, September 29, 1998)

Deferred maintenance is maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period. When allowed to accumulate without limits or consideration of useful life, deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value. (Financial Health – Common Definitions for Maintenance and Construction Terms, September 29, 1998)

### Road Maintenance Budget

The forest appropriated budget allocation for road maintenance and management of roads was \$558,000 in fiscal year (FY) 2013, \$590,00 in FY2014, and projected to be \$519,000 in FY2015.

In prior years, appropriated road funding was supplemented by road construction and maintenance work performed by timber purchasers through the commercial timber sale program. This program has steadily declined over the past 20 years thus increasing demands on appropriated dollars for road maintenance.

### Road Annual Maintenance

Annual road maintenance costs may be calculated by two methods: the INFRA database and estimated costs as determined by the forest engineering staff. These estimated costs include forestwide costs associated with the forest's road crew (salary, purchase of heavy equipment, FOR, fuel, maintenance, and overhead). Annual maintenance work accomplished through contracts is not included in the estimated costs. Cost estimates were based on previous road maintenance accomplished by the forest's road crew. The costs were then divided by accomplished miles resulting in an average forestwide cost per mile by maintenance level for annual maintenance. The following is a description of the estimated annual road maintenance costs for each maintenance level as determined by the forest engineering staff.

**Maintenance level 1 (ML1)** roads are closed to public motorized use, and they are used infrequently for administrative purposes. Basic custodial maintenance is performed to prevent damage to adjacent resources and to keep the road for future resource management needs. Emphasis is normally on maintaining drainage facilities and runoff patterns. No maintenance other than a condition survey may be required if there is no potential for resource damage.

Most of these roads are in a stable, vegetated condition with functioning drainages; however, a few have drainage and erosion problems. In general terms these roads cost very little to maintain. Typical work items on ML1 roads include occasional reconstruction or new construction of drainage structures; installation or reinstallation of road closure gates; replacement of signs for road closure gates; and installation of rocks, logs, fences, or soil berms to aid in closing roads. Maintenance needs on ML1 roads are identified by the districts when inspections reveal site-specific issues. Currently the road crew spends approximately 2 weeks of equipment and operator time correcting drainage problems and maintaining and installing closure devices on an annual basis. This equates to approximately \$55/mile/year (\$27,667 per year/496.6 miles).

**Maintenance level 2 (ML2) roads** are open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception of some signing posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Maintenance consists of surface blading with dozer or blade, new construction and reconstruction of rolling dips, cleaning and installation of culverts, cleaning or installation of cattle guards, installation or replacement of signs, and vegetation removal. ML2 roads range from rocky roads that require little maintenance to incised roads in erosive soils that require frequent attention. Some of these roads require armoring of drainage dips to handle the traffic loads and minimize resource impacts. Condition surveys are done sporadically. Approximately 10% of the ML 2 roads are maintained forestwide on an annual basis. Currently the road crew spends approximately 90 to 140 days of equipment and operator time maintaining ML2 roads on an annual basis. This equates to approximately \$454/mile/year (\$319,552 per year/703.6 miles).

**Maintenance level 3 (ML3) roads** are open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations. These roads are typically surfaced with aggregate, and drainage is provided by culverts. These roads are subject to the requirements of the Highway Safety Act. Maintenance work items for ML3 roads includes surface blading of gravel-surfaced, single-lane roads with turnouts or double-lane roads, spot placement of gravel, cleaning or installing culverts, cleaning or installing cattle guards, bridge cleaning and repair, maintaining regulatory signs (in accordance with the *Manual on Uniform Traffic Control Devices*, MUTCD<sup>2</sup>), and vegetation removal. Currently, the road crew completes blading on these roads a minimum of once per year. Higher traffic roads require blading more than once per year. Cooperative agreements with the counties help keep running surfaces smooth. Gravel that should be replaced every ten years has now gone beyond the 20-year mark. Site-specific surveys indicate that resource impacts are generally not occurring even though road surfaces are deteriorating. Ditches are pulled only when the drainage is no longer functioning. Plugged culvert inlets, full catch basins, full cattle guards, and bent or broken gates are cleaned or repaired. Slumps, slides, and boulders

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<sup>2</sup> MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic (<http://mutcd.fhwa.dot.gov/>).

in the road are removed, and culverts are replaced when necessary. Signs are replaced, installed or straightened. New MUTCD guidelines requiring that signs be retro-reflective by 2015 are being incorporated. The total cost of these items is approximately \$1,352/mile/year (\$229,326 per year/ 169.6 miles).

**Maintenance level 4 (ML4) roads** are open roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. These roads are double-lane and aggregate-surfaced and are subject to the requirements of the Highway Safety Act and MUTCD. These roads are maintained once or twice a year. Typical work on this level of road is surface blading of gravel surfaced double lane roads, spot placement of gravel, cleaning or installing culverts, cleaning or installing cattle guards, bridge cleaning and repair, maintaining regulatory signs (in accordance with MUTCD), and vegetation removal. The forest maintains 61.7 miles of level 4 roads at an annual cost of \$4,534/mile/year (\$279,566 per year/ 61.7 miles).

**Maintenance level 5 (ML5) roads** are open roads that provide a high degree of user comfort and convenience. These roads are double-lane with paved surfaces. Maintenance work that the forest Service is responsible for on level 5 roads is cleaning culverts, cleaning cattle guards, and installing or replacing signs. The Wyoming Department of Transportation (WYDOT) is responsible for work involved with the asphalt surfacing. The forest maintains 1.8 miles of level 5 roads at an annual cost of \$1,977/mile/year (\$3,559 per year/1.8 miles).

### Road Deferred Maintenance

The forest developed deferred maintenance costs based on unit costs contained in INFRA. Work items pertinent to forest roads were selected to come up with unit costs per maintenance level.

### Road Maintenance Costs

Average annual and deferred maintenance costs for both the existing road system and the recommended minimum road system are displayed in the tables below. The costs vary based on site-specific conditions. Annual \$/mile were calculated by dividing the \$/mile by the maintenance interval. The Total \$ columns for both annual and deferred maintenance were calculated by multiplying total miles by the annual \$/mile. Currently, it is anticipated that the engineers' estimated costs provide a low estimate and the INFRA costs provide a high estimate. The actual maintenance costs are likely between the two numbers.

Table 9. Annual maintenance costs for existing road system.

| Maintenance Level | Total Miles (Forest) | Engineers' \$/mile | INFRA \$/mile | Maintenance Interval | Engineers' Total \$ | INFRA Total \$        |
|-------------------|----------------------|--------------------|---------------|----------------------|---------------------|-----------------------|
| 5                 | 1.76                 | \$1,977            | \$12,280      | Annually             | \$3,479.52          | \$21,612.80           |
| 4                 | 61.66                | \$4,534            | \$4,780       | Annually             | \$279,566.44        | \$297,734.80          |
| 3                 | 169.62               | \$1,352            | \$3,830       | Annually             | \$229,326.24        | \$649,644.60          |
| 2                 | 703.57               | \$454              | \$1,395       | As Needed            | \$319,420.78        | \$981,480.15          |
| 1                 | 496.6                | \$55               | \$1,325       | As Needed            | \$27,313.00         | \$657,995.00          |
| <b>TOTAL</b>      | <b>1,433.21</b>      |                    |               |                      | <b>\$859,105.98</b> | <b>\$2,608,467.35</b> |

Table 10. Annual maintenance costs for minimum road system.

| Maintenance Level | Total Miles (Forest) | Engineers' \$/mile | INFRA \$/mile | Maintenance Interval | Engineers' Total \$ | INFRA Total \$        |
|-------------------|----------------------|--------------------|---------------|----------------------|---------------------|-----------------------|
| 5                 | 1.76                 | \$1,977            | \$12,280      | Annually             | \$3,479.52          | \$21,612.80           |
| 4                 | 61.66                | \$4,534            | \$4,780       | Annually             | \$279,566.44        | \$294,734.80          |
| 3                 | 169.62               | \$1,352            | \$3,830       | Annually             | \$229,326.24        | \$649,644.60          |
| 2                 | 660.58               | \$454              | \$1,395       | As Needed            | \$299,903.32        | \$921,509.10          |
| 1                 | 386.32               | \$55               | \$1,325       | As Needed            | \$21,247.60         | \$511,874.00          |
| <b>TOTAL</b>      | <b>1279.94</b>       |                    |               |                      | <b>\$833,523.12</b> | <b>\$2,399,375.30</b> |

Table 11. Deferred maintenance costs.

| Maintenance Level | Existing Road System |               |                        | Minimum Road System |               |                        |
|-------------------|----------------------|---------------|------------------------|---------------------|---------------|------------------------|
|                   | Total Miles          | INFRA \$/mile | Total \$               | Total Miles         | INFRA \$/mile | Total \$               |
| 5                 | 1.76                 | \$205,000.00  | \$360,800.00           | 1.76                | \$205,000.00  | \$360,800.00           |
| 4                 | 61.66                | \$79,950.00   | \$4,929,717.00         | 61.66               | \$79,950.00   | \$4,929,717.00         |
| 3                 | 169.62               | \$64,450.00   | \$10,932,009.00        | 169.62              | \$64,450.00   | \$10,932,009.00        |
| 2                 | 703.57               | \$3,600.00    | \$2,532,852.00         | 660.58              | \$3,600.00    | \$2,378,088.00         |
| 1                 | 496.6                | \$2,200.00    | \$1,092,520.00         | 386.32              | \$2,200.00    | \$849,904.00           |
| <b>TOTAL</b>      | <b>1,433.21</b>      |               | <b>\$19,847,898.00</b> | <b>1279.94</b>      |               | <b>\$19,450,518.00</b> |

The appropriated funding is only adequate to perform annual maintenance on most, but not all, roads on the forest. The deferred maintenance costs are considerably higher than the appropriated funding. As a result, most of the deferred maintenance needs are not currently being addressed.

The minimum road system recommendations for the forest are recommendations only. As stated previously, future site-specific NEPA analyses that include public involvement may implement, reject, or change the recommendations in this report and provide the basis for specific road-related decisions. These future decisions will include consideration of the minimum road system along with other factors such as environmental, social, and economic implications. These NEPA analyses, combined with prioritizing allocated funding, will determine how this report is implemented or modified. Future information may result in modifications to the recommendations in this travel analysis.

### Other Road Maintenance Funding Sources

The Forest Service and Sheridan County have a Schedule A agreement in place where the county provides maintenance on 13.5 miles of Forest roads. Commercial use of roads allow for collection of road maintenance and rock replacement dollars from timber sales, road maintenance agreements for hauling from private, state and BLM lands, and other commercial use such as lodges, ski areas, resorts. A contract has been awarded for the reconditioning and placement of aggregate on 4 miles of level 3 roads on forest. This project will reduce deferred maintenance on the Devils Canyon and Medicine Wheel Ranger Station roads.

## Appendix C: Risk/Benefit Analysis Rationale and Methodology

### Risks

#### Condition/Maintenance and Repair Costs

Roads are rated based on their existing condition. Roads in good condition are meeting the standards for the road. Although all roads require annual or routine maintenance, roads in poor condition also have deferred maintenance and repair needs in order to bring them back up to standard. Roads in poor condition may also be causing soil and watershed impacts as discussed below.

A high risk rating (3) was assigned to roads currently in poor condition and with high levels of deferred maintenance and repair needs as based on the presence of three or more of the following conditions:

|                       |  |
|-----------------------|--|
| Washboarding          | Drainage problems                              |
| Surface deterioration | Rutting or gulying                             |
| Landslides            | Mud holes                                      |
| Roadbed slumping      | Poor condition drainage structures or culverts |
| Slope raveling        | Design deficiencies                            |

A moderate risk rating (2) was assigned to roads with moderate levels of deferred maintenance and repair needs as based on the presence of two or more of the above conditions. A low risk rating (1) was assigned to roads that are in fair or better condition with little or no deferred maintenance and repair needs, no existing damage, or one of the above conditions present.

#### Water Resources

Roads can affect water resources in a variety of ways: the road surface, road-stream crossings, poor drainage, and road location. Sediment can be transported from compacted road surfaces into streams or wetlands. Sediment can be delivered to streams from drainage structures used where roads cross drainages and stream channels: fords, culverts, and log culverts. Areas of poor drainage can develop mud holes which are deepened and churn up sediment every time vehicles pass through them. Poor road location and inadequate drainage when the road was constructed can exacerbate watershed impacts. A road that is near a stream and parallel to it is more likely to have poor drainage and direct sediment inputs to the stream than a road that is located further away from the stream and contours along a slope. Drainage structures need to be maintained on a regular basis in order to remain fully functional. Inadequate maintenance can result in increased sediment being transported to streams or wetlands.

Closed roads are mostly vegetated and have fewer impacts to water resources. However, drainage structures can fail and cause sediment to be introduced to streams or wetlands if the roads are not inspected periodically and maintained as needed.

Road classifications were based on manipulations of map data (National Hydrography Dataset) using ArcGIS, along with available knowledge of dominant road conditions. A high risk rating (3) was assigned to roads located in proximity to surface water, roads with more than 5 road-stream crossings per mile, roads with a history of known drainage or erosion problems, or some combination of these conditions. A moderate risk rating (2) was assigned to roads with some vegetated buffer between the road and surface water, roads with 5 or fewer road-stream crossing per mile, roads with some history of drainage or erosion problems, or some combination of these conditions. A low risk rating (1) was assigned to roads that are located away from surface water, roads that did not intersect a flow line, roads with no known drainage or erosion problems, or some combination of these conditions.

### Soil/Geologic Hazards

Roads can affect soils primarily by causing erosion and loss of soil. Erosion rates from roads may be higher in areas with sensitive soils, where roads are constructed across steep slopes, or on roads with steep gradients. Poor road location, inadequate drainage structures, and inadequate maintenance can exacerbate soil impacts. Closed roads are mostly vegetated and have fewer erosion problems and impacts to soils; although, drainage structures can fail and cause erosion if the roads are not inspected periodically and maintained as needed.

Roads can either be affected by, or can cause, geologic hazards, such as landslides, slumps, mudflows, or rock-falls. Poorly located roads can exacerbate landslides. Roads can also be damaged by landslides, slumps, mudflows, or rock falls, thereby increasing maintenance and repair costs.

Road hazard risk classifications were based on manipulations map data (percent slope and geology) using ArcGIS. A high risk rating (3) was assigned to roads crossing landslide deposits and on existing slopes exceeding 25 percent. A moderate risk rating (2) was assigned to roads crossing geologic bedrock types that commonly form sensitive soil types or have the potential to form landslides or roads crossing slopes in a range of 10 to 25 percent. A low risk rating (1) was assigned to roads crossing soil types not known to be sensitive or with little or no potential for landslides and roads on slopes less than 10 percent.

### Wildlife Resources

For wildlife resources, three risk ratings were identified: low, moderate, or high, with a single risk rating provided for each road analyzed. GIS was used to run a risk analysis based on 5 weighted factors (Theobald et al. 2000). Each factor was given a weighted risk based on species and habitat, sensitivity or rarity, as follows:

- **5<sup>th</sup> level watershed road density:** The literature counts road density as one of more important risk factors to wildlife (Beier et al. 2008; Forman and Hersperger 1996). This factor will take into account avoidance, as well as vehicle versus wildlife direct interaction, habitat fragmentation, and probability of mortality resulting from ease of hunter access on game species. Watersheds were ranked with 1 mile of road per square mile of area (1 mi/mi<sup>2</sup>) or more being the critical cutoff and receiving the highest ranking (3) based on

literature (Forman and Hersperger 1996). Roads with densities between 0.50 mi/mi<sup>2</sup> and 0.99 mi/mi<sup>2</sup> were weighted moderate (2) and those with densities of 0.49 mi/mi<sup>2</sup> or less were given the least weight (1).

- **Management Area (MA) Prescription:** This criterion gives weight to the management areas designated in the 2005 forest plan. MA 5.4 and MA 5.41 were the most weighted (3) because they focus on wildlife. MAs 5.11, 5.12, 5.13, and 5.5 were moderately weighted (2), and all other management areas received the lowest weight (1).
- **Big Game Parturition:** These areas were weighted based on whether or not a road enters or passes through a big game parturition area. If it does, it received a weight (2); if it does not, it received no weight (0). These areas were provided as sensitive areas by the Wyoming Game and Fish Department during the 2005 forest plan revision, and any traffic in these areas during the calving season has potential to hinder reproductive success.
- **Big Game Winter Range:** These areas were weighted based on whether or not a road enters or passes through big game winter range. If it does, it received a weight (2); if it does not, it received no weight (0). These roads can have direct and indirect effects on wildlife. On the forest, individuals can drive up to 300 feet off a road. In areas of winter range, this off-road use can damage existing forage and potentially reduce forage production in following years. Access to big game winter range can increase mortality due to hunting, collisions, and avoidance which caused lack of nutrition during winter months.
- **Lynx Analysis Units:** These areas were weighted based on whether or not a road enters or passes through a lynx analysis unit. If it does, it receives a weight (1); if it does not, it receives no weight (0). Though the forest is considered unoccupied by the U.S. Fish and Wildlife Service, we are required to maintain areas of certain habitat to allow for potential population expansion. The forest plan addresses these areas further.

The weighted values were totaled and risk was assigned based on score as follows:

0-2: Low Risk = 1 for total weighted score

3-5: Medium Risk = 2 for total weighted score

≥6: High Risk = 3 for total weighted score

The chosen methodology best addresses the wildlife risk on the forest from roads. It takes into account literature (Beier 2008, Forman and Hersperger 1997, Theobald et al. 2000) and forest plan direction designating critical habitat for wildlife species. Though all species do not have the same requirements, this is a comprehensive method of assessing a road's risk to wildlife at local and landscape scales. After the GIS analysis was completed, biologists reviewed outputs and, as needed, assigned values to roads that may have been under or overrated due to localized species needs or circumstances not accounted for in larger scale analyses.

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## **Noxious Weeds**

Motor vehicle use has the potential to spread noxious weeds by dispersing the seed source. The three risk ratings identified for noxious weeds were low, moderate, or high, with a single risk rating provided for each road analyzed. Risk ratings were tied to the potential for spread of invasive species based on level of road maintenance and current documentation of the size and distribution of existing noxious weed populations.

Humans in or on motorized vehicles are the primary vector for spreading noxious weeds. Livestock can also serve as a vector, but their impact is not tied to roads. People travel off-forest in weed infested areas in their trucks and ATVs, and then come to Big Horn Mountains and spread them. Maintenance levels 2 through 4 roads present the highest risk for spread of noxious weeds. It is along these corridors where visitors unload and ride their off-road vehicles, occupy dispersed camping sites, park their vehicle to gather firewood, and engage in other activities. Maintenance level 1 roads are closed to motorized use and therefore present a low risk for spread of noxious weeds. This rationale is borne out by the GIS invasive species layer which shows a very high correlation of noxious weed populations with road corridors and level of road maintenance.

A low risk rating (1) was assigned to level 1 roads with little or no potential for noxious weed populations. A risk rating of moderate (2) was assigned to maintenance level 5 roads and a risk rating of high (3) was assigned to level 2 through 4 roads. Data on noxious weed populations support these ratings.

## **Cultural Resources**

Continued use and maintenance of roads has the potential to affect historic properties. Impacts are most commonly found within the road disturbance itself as sites are exposed and damaged through use. Many roads have been in use since before the National Historic Preservation Act (1966) was passed or they were constructed as NHPA analysis standards were being developed. Many roads have not been formally inventoried for the presence of cultural resources according to modern standards. Roads which have already resulted in significant ground disturbance through their construction and maintenance (maintenance level 3 and higher) have already probably done the damage they are going to do to any sites which were located within the road prism. Continued use and maintenance of these roads has generally been considered exempt from field analysis as actions that "do not have the potential to cause effects on historic properties" per 36 CFR 800.3(a) and (a)(1). Generally maintenance level 3, 4 and 5 roads were considered exempt from further analysis and were awarded a low risk rating.

Sites may still exist and be impacted by continuing use and maintenance along natural surface roads. The procedure used to award risk ratings along maintenance level 1 and 2 roads involved consulting GIS site and survey map layers and other available information to determine if a road or area had been inventoried for cultural resources according to current professional standards (pedestrian inventory with transects of approximately 30 meters or less). The heritage INFRA database for resources located in or near roads was consulted to determine if formal determinations of eligibility to the National Register of Historic Properties (NRHP) had been made for cultural resources along roads. In cases where resources along maintenance level 1 and 2 roads qualified as historic properties (eligible for nomination the NRHP), risks were considered high (risk rating 3). Where eligibility recommendations for sites along roads were not available, sites were unevaluated, there was inadequate inventory along the road, or some combination of these factors, risks were rated as unknown. Maintenance level 1 or 2 roads were awarded a risk rating of low (1) in cases where there was adequate inventory along a road and sites were ineligible or did not need data.

The cultural resource road risk analysis was based on GIS layers available at the time this analysis was being conducted. The majority of roads within the analysis area do not have adequate inventory available to assess risks. These roads are classified as unknown. The unknown category is not weighted in the risk analysis.

### **Safety/Social Conflict**

Traffic safety and social conflict represent a potential risk associated with motorized roads. The use of motor vehicles on roads results in varying levels of traffic safety. Higher maintenance level roads result in higher speeds and a wider variety of vehicles on the road from motorcycles and small all-terrain vehicles (ATVs) to large trucks. The potential for accidents also increases. Some motorized road users view these conditions as disruptive to their recreational pursuits and experiences. Providing recreation opportunities for motorized users that minimize disruption and user conflict is a challenge for land managers and planners.

Roads were assigned a rating of high (3) where there is heavy motorized use, higher speeds, and a wider variety of vehicles on the road; where accidents have occurred; where instances of user group conflicts are common; or where there is a combination of these conditions. A rating of moderate (2) was assigned where there is moderate motorized use of the road, moderate speeds, and some variety in types of vehicles; where some motorized accidents have occurred; where instances of user group conflicts are occasional; or where there is a combination of these conditions. A rating of low (1) was assigned where motorized use of the road is low, low speeds are low, and there is little variety in the vehicles on the road; where few known motorized accidents have occurred; where instances of user group conflicts are rare; or where there is a combination of these conditions.. Motorized use levels and social conflict assessments were based on the combined professional judgment and field experience of the district specialists, as there was little quantitative use data available at the time of analysis.

### **Jurisdiction**

Roads that access private property where the majority of traffic on the road is related to the private property are better suited as county roads. The term *forest road* is defined by 23 USC § 101 as a

road wholly or partly within, or adjacent to, and serving the National Forest System that is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

The use of forest roads to access private property, while not necessarily prohibited, does not contribute to the protection, administration, and utilization of the forest. In fact, the maintenance and administrative costs associated with the private use of forest roads (for example, winter use and snowplowing) reduces the agency's ability to manage roads for their intended purposes. When these access roads are saturated in the winter and spring, wheeled motor vehicle use results in road damage and off-road resource impacts including sedimentation into stream channels. When private property owner's plow Forest Service roads, it limits winter recreation opportunities as it is illegal to ride a snowmobile on plowed roads according to state regulations. Roads that access multiple private parcels and that are used year-round incur a higher maintenance cost than roads only used seasonally.

Roads that provide access to multiple private parcels or large private development(s) were rated as high (3). Roads that provide access to few private parcels were rated as moderate (2). Roads that have no private access were rated as low (1).

## **Benefits**

### **Motorized Recreation Use**

Roads are used for various types of motorized recreation including driving for pleasure, 4-wheel driving, ATV and motorcycle riding, and snowmobile riding. To evaluate the general level of benefit, each road was assigned a rating of high, moderate, or low according to its present level of use for motorized recreation. Roads frequently used for motorized recreation were rated as high (3), roads occasionally used for motorized recreation were rated as moderate (2), and roads seldom or never used for motorized recreation were rated as low (1). Use levels were based on the combined professional judgment and field experience of the district specialists, as there was little quantitative data on actual road usage on the forest available at the time of analysis. ML1 roads received a low rating (1) because they are closed to motorized use.

### **Motorized Recreation Access/Connectivity**

Roads are often used to provide access to recreational activities occurring at locations off roads, such as hiking, camping, hunting, fishing, firewood gathering, etc. Roads also can provide important connectivity to other roads and motorized trails. To evaluate this type of benefit, roads were assigned a rating of high (3) if they provided access to numerous or high-value recreation opportunities, connectivity to many other motorized routes, or both. Roads received a moderate rating (2) if they provided access to some recreation opportunities, some connectivity to other motorized routes, or both. A low rating (1) was assigned to roads that provided access to limited recreation opportunities, limited connectivity to other motorized routes, or both. ML1 roads received a low (1) rating because they are closed to motorized use.

## Stakeholder Access

In addition to recreation and timber management, roads also provide access to permitted commercial activities. For purposes of this analysis, permittees are defined as stakeholders. Access to identified wildland urban interface (WUI) locations for fuels treatment is covered by stakeholder access to lodges, campground concessions, and recreation residences.

Roads were rated as to their benefit for motor vehicle use for permitted stakeholder access. The six permit categories used in this benefit measure are grazing, outfitter/guide, recreation residences, lodges, campground concessions, and mining permits. Each road was assigned a benefit rating of high, moderate, or low according to its past use or expected future use for permitted activities. Roads that provide access to four or more of the permit categories were rated as high (3). Roads that provide access to two or three permit categories were rated as moderate (2). Roads that provide access to one or none of the permit categories were rated as low (1).

ML1 (closed) roads would uniformly be of low benefit. It is important to note that all open roads are used by grazing permittees to access allotments and therefore have benefit. However, to meet the objectives of this analysis, it is the relative level of use or access that is being measured for each benefit. Past, current, and expected future permit access levels were based primarily on the known permitted activities and historic patterns, as well as combined professional judgment and field experience of the permit administrators on the forest.

## Timber Management Access

For timber management, roads that access tentatively suited lands in forest plan management area 5 locations (except Management Area 5.41) receive a high benefit (3) value. These are areas that periodically undergo timber management. Roads that access tentatively suited lands in Management Area 5.41 and all management area 4 locations undergo infrequent timber management activity and receive a medium (2) value. All other roads receive a low (1) value for timber management.

## Emergency Access

Roads were rated as to their benefit for emergency access, primarily fire suppression, law enforcement, and search and rescue. Each road was assigned a benefit rating of high, moderate, or low according to its past use or expected future use for emergency access. ML3, ML4, and ML5 roads that receive high public use, provide access to areas with high public use, or provide access or are adjacent to private property were rated as high (3). Maintenance level 2 roads that receive moderate public use, provide access to areas with moderate public use, or provide access or are adjacent to sparsely populated private property were rated as moderate (2). Maintenance level 1 roads that receive little or no public use, provide access to areas with low public use, or do not provide access to or are not adjacent to private property were rated as low (1). Past and expected future emergency access levels were based on the combined professional judgment and field experience of the team members, as there was little quantitative data on actual emergency access usage available at the time of analysis.



## Appendix D: Road System Maps

Figure 1. Map of the existing road system on the forest.

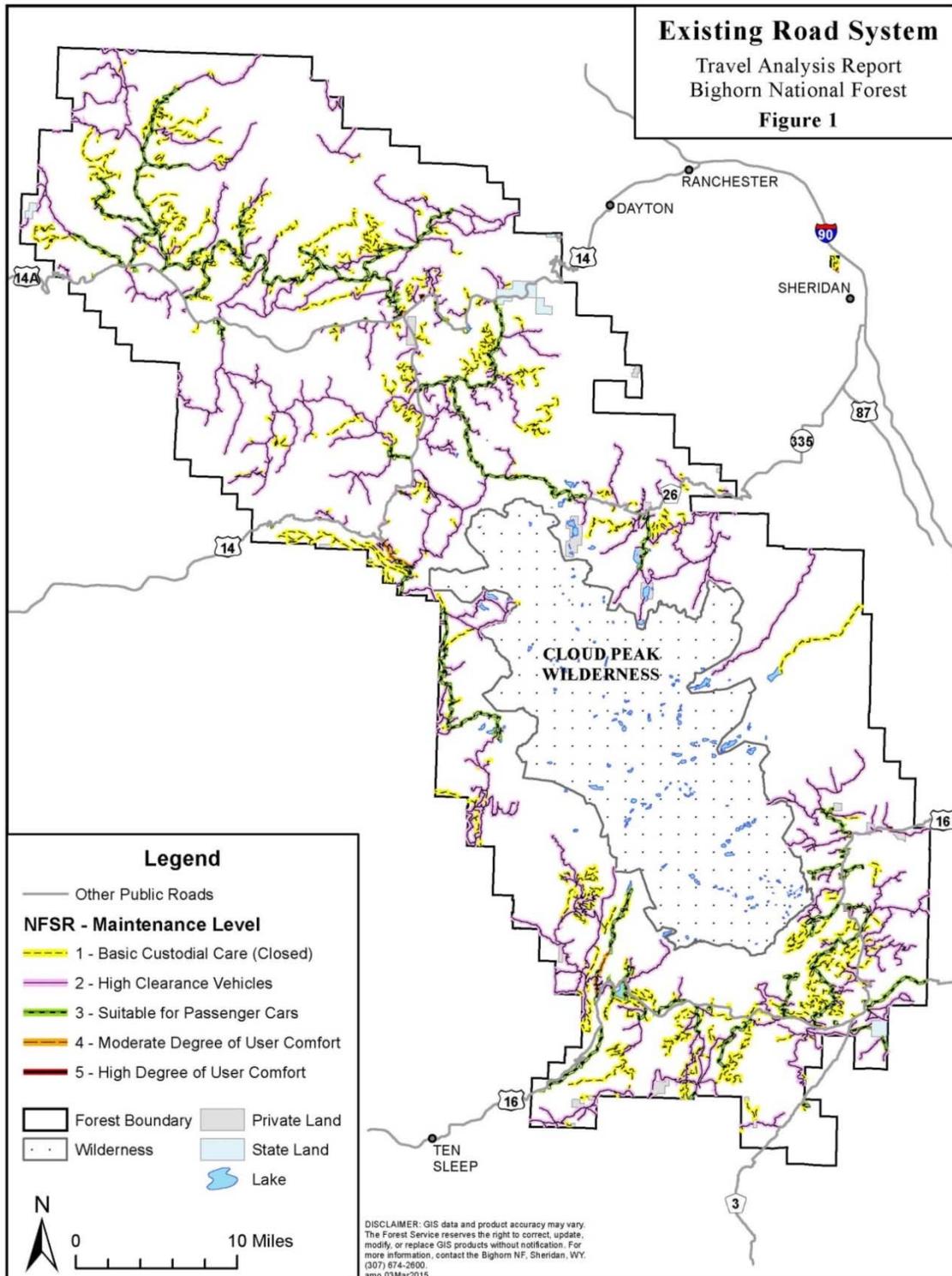


Figure 2. Map of opportunities to change the road system on the forest.

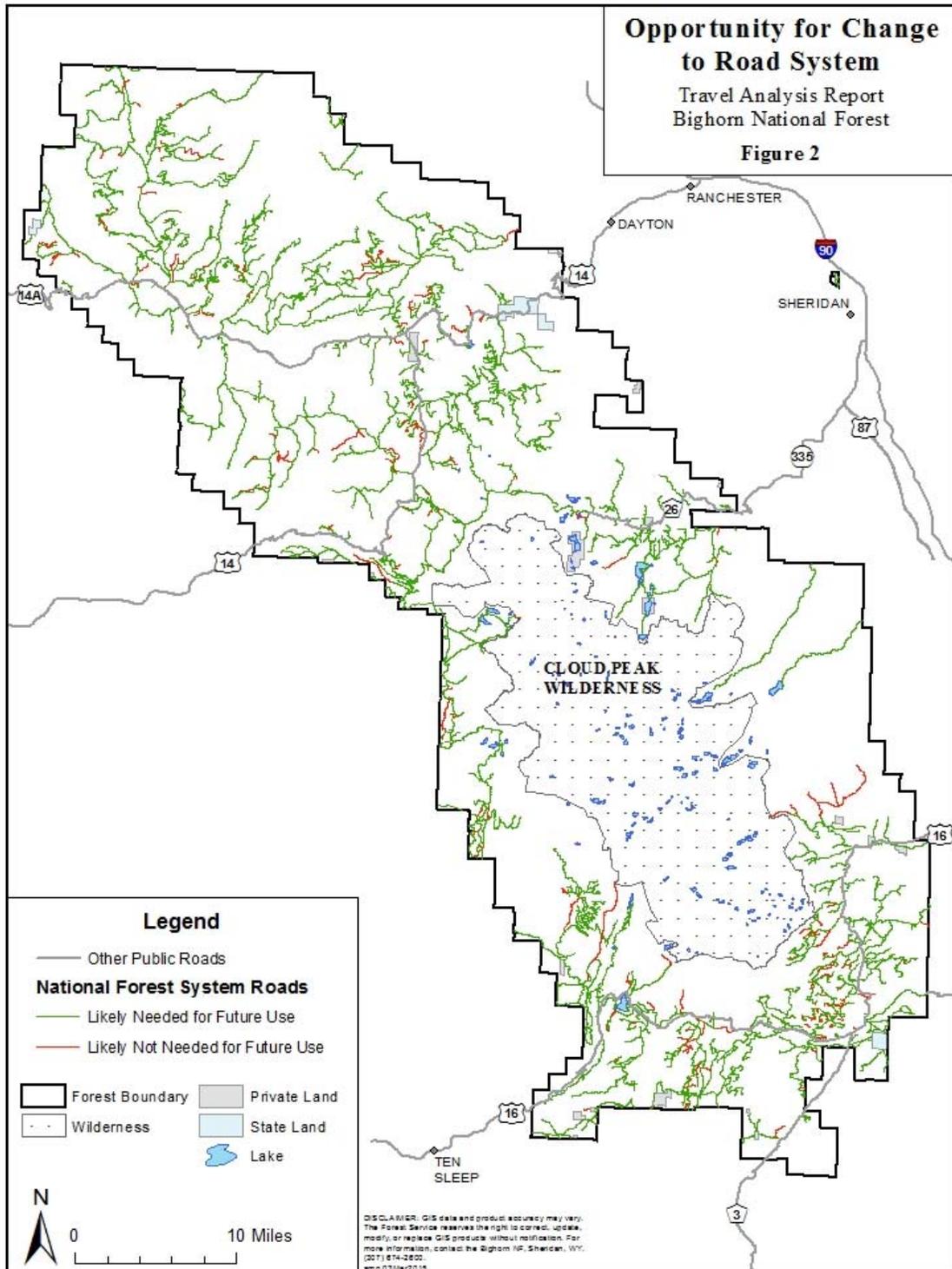
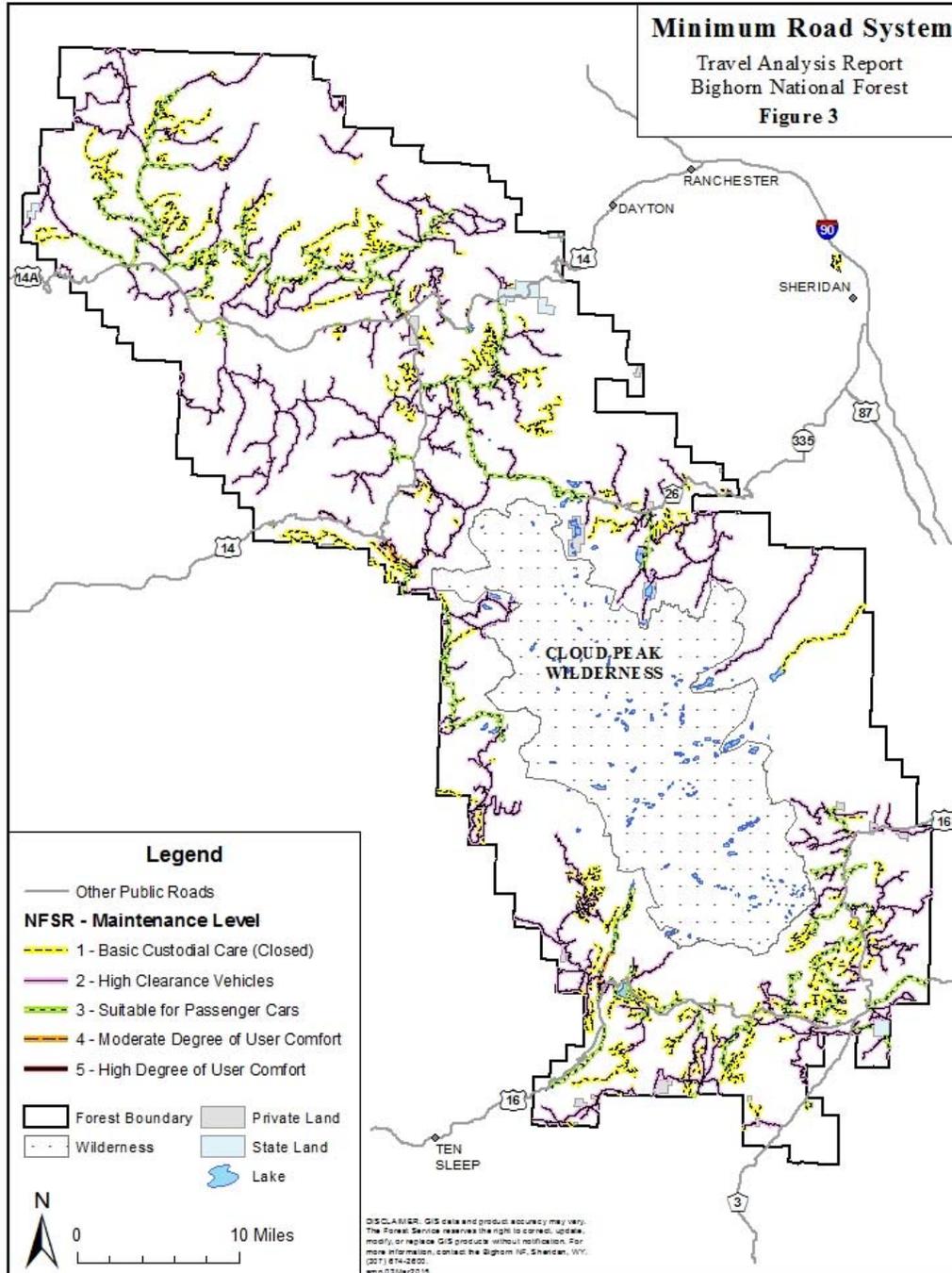


Figure 3. Map of the proposed minimum road system on the forest.



## Appendix E: Recommended Changes to Roads

The roads shown in the following table are those for which some change is recommended. These roads are a subset of those shown in appendix F.

**Bighorn map index** – First two digit number is number of the quad in which the road starts. For example, Sourdough Cow Camp road starts on quad 47. The next number is the quarter of that quad (starting in the upper right going clockwise): in this case, quarter 3. The forth number is the quarter of the quarter of the quad: in this case 2. The last 2 digits are just sequential numbers. The Bighorn map index for Sourdough Cow Camp road is 473212.

**Functional Class:** A = Arterial - An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways, C = Collector - An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads, L = Local - An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and usually serves a single purpose involving intermittent use.

**Objective Maintenance Level:** The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. Level 5 - High degree of user comfort, Level 4 - Moderate degree of user comfort, Level 3 - Suitable for passenger cars, Level 2 - High clearance vehicles, Level 1 - Basic custodial care (closed), C - Converted use, and D – Decommissioned.

**Operational Maintenance Level:** The maintenance level currently assigned to the road considering today's needs. In other words it defines the level to which the road is currently being maintained. Level 5 - High degree of user comfort, Level 4 - Moderate degree of user comfort, Level 3 - Suitable for passenger cars, Level 2 - High clearance vehicles, and Level 1 - Basic custodial care (closed).

**Surface Type:** AC - Asphalt, AGG - Crushed aggregate or gravel, BST - Bituminous surface treatment, and NAT – Native material.

Table 12. Roads with recommended changes on the Powder River Ranger District.

| ID  | Name               | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|-----|--------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 378 | SOURDOUGH COW CAMP | 473212            | 0.10           | L                | 2                           | 2                             | NAT          | Decommission              |
| 383 | CIRCLE CUT ACROSS  | 473219            | 0.90           | L                | 2                           | 2                             | NAT          | Decommission              |
| 421 | OLD BRICK          | 512214            | 0.76           | L                | 2                           | 2                             | NAT          | Decommission              |
| 471 | POLE BEAVER        | 532411            | 0.87           | L                | 2                           | 2                             | NAT          | Decommission              |

| ID                                     | Name                 | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments  |
|--|----------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|----------------------------|
| 477                                    | PAINT                | 533116            | 0.67           | L                | 2                           | 2                             | NAT          | Decommission               |
| 479                                    | WATKINS GLEN         | 533127            | 0.21           | L                | 2                           | 2                             | NAT          | Decommission               |
| 493                                    | SAWMILL SPUR         | 534412            | 0.71           | L                | 2                           | 2                             | NAT          | Decommission               |
| 497                                    | CANYON RIM           | 544411            | 1.95           | L                | 2                           | 2                             | NAT          | Decommission               |
| 507                                    | BASCOE               | 582112            | 0.77           | L                | 2                           | 2                             | NAT          | Decommission               |
| 611                                    | TRIGGER LAKE SPUR 1  | 473311            | 0.60           | L                | 2                           | 2                             | NAT          | Decommission               |
| 640                                    | GRASSY ROAD          | 534319            | 0.25           | L                | 2                           | 2                             | NAT          | Decommission               |
| 643                                    | CANYON RIM SPUR 3    | 544415            | 0.25           | L                | 2                           | 2                             | NAT          | Decommission               |
| <b>Total Miles ML 2 Decommissioned</b> |                      |                   | <b>8.04</b>    |                  |                             |                               |              |                            |
| 365                                    | TRIANGLE PARK        | 461111            | 0.10           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 388                                    | KENO CREEK           | 474111            | 1.55           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 394                                    | SOLDIER PARK         | 474311            | 1.30           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 396                                    | ROCK CREEK           | 474313            | 5.53           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 398                                    | BUFFALO PARK CUT OFF | 474315            | 1.10           | L                | 2                           | 2                             | NAT          | Convert to trail           |
| 399                                    | SOUTH ROCK CREEK     | 474411            | 1.20           | L                | 2                           | 2                             | NAT          | Convert to trail           |
| 400                                    | SISTERS HILL         | 483311            | 0.80           | L                | 2                           | 2                             | NAT          | Convert to trail           |
| 411                                    | BALD RIDGE           | 502112            | 3.80           | L                | 2                           | 2                             | NAT          | Convert to trail           |
| 419                                    | BABY WAGON           | 512111            | 1.77           | L                | 2                           | 2                             | NAT          | Convert to trail           |
| 430                                    | EAST LAKE            | 513111            | 1.00           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 491                                    | HANSON SAWMILL       | 534401            | 0.70           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| <b>Total Miles ML 2 Converted</b>      |                      |                   | <b>18.85</b>   |                  |                             |                               |              |                            |

| ID     | Name                 | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|--------|----------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 440    | OLD HIGHWAY SEC 4    | 512101            | 1.60           | L                | 1                           | 1                             | AGG          | Decommission              |
| 442314 | BUCK CREEK SPUR #2   | 442314            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 442318 | BUCKSKIN ED SPUR A   | 442318            | 0.24           | L                | 1                           | 1                             | NAT          | Decommission              |
| 442319 | BUCKSKIN ED SPUR B   | 442319            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 442415 | BUCK MOUNTAIN 2      | 442415            | 2.60           | L                | 1                           | 1                             | NAT          | Decommission              |
| 473224 | LYNX PARK SPUR B     | 473224            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512113 | CANYON CREEK SPUR A  | 512113            | 0.31           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512212 | HOOK                 | 512212            | 0.64           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512214 | HOOK TWO             | 512214            | 0.27           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512215 | WEST OF GEORGE       | 512215            | 0.81           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512216 | ELK                  | 512216            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512217 | CYNTHIA              | 512217            | 0.90           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512218 | BRIDGER              | 512218            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512224 | S.PASTURE SPUR A     | 512224            | 0.27           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512227 | ELK TWO              | 512227            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 512411 | UPPER SALVAGE        | 512411            | 0.74           | L                | 1                           | 1                             | NAT          | Decommission              |
| 513212 | TRAP                 | 513212            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 513311 | UPPER LAKESIDE       | 513311            | 0.41           | L                | 1                           | 1                             | NAT          | Decommission              |
| 513413 | LAKE SIDE SKI        | 513413            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 514213 | BEHIND THE BULL      | 514213            | 0.95           | L                | 1                           | 1                             | NAT          | Decommission              |
| 514214 | SITTING BULL RUN     | 514214            | 0.47           | L                | 1                           | 1                             | NAT          | Decommission              |
| 521111 | OLD SOURDOUGH SPUR 1 | 521111            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 523412 | SHEEP CAMP           | 523412            | 0.60           | L                | 1                           | 1                             | NAT          | Decommission              |
| 531311 | CARIBOU MESA LOOP    | 531311            | 1.36           | L                | 1                           | 1                             | NAT          | Decommission              |
| 531415 | LITTLE SOURDOUGH     | 531415            | 1.96           | L                | 1                           | 1                             | NAT          | Decommission              |

| ID     | Name                   | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|--------|------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 532311 | PATRONE                | 532311            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 532312 | BYRT                   | 532312            | 0.19           | L                | 1                           | 1                             | NAT          | Decommission              |
| 532424 | CARIBOU CROSSING       | 532424            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 532425 | QUARRY                 | 532425            | 0.23           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533113 | ABBEY                  | 533113            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533114 | BULL RUN               | 533114            | 0.15           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533117 | BRIEFCASE              | 533117            | 0.82           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533119 | TURKEY TROT            | 533119            | 0.3            | L                | 1                           | 1                             | NAT          | Decommission              |
| 533120 | MANGY MOOSE            | 533120            | 1.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533124 | LOIS LANE              | 533124            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533125 | ALEXY AVE              | 533125            | 1.45           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533129 | RUNNING ELK            | 533129            | 0.90           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533313 | FIFTH AVE              | 533313            | 0.68           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533314 | HANGOVER HILL          | 533314            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533324 | DRY POISON CIRCLE      | 533324            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533326 | LOWER HESSE CREEK SPUR | 533326            | 0.45           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533412 | BONNIE                 | 533412            | 0.12           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533413 | GRAMS ROAD             | 533413            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533414 | BOMONT BLVD            | 533414            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533415 | YELLOW BRICK           | 533415            | 0.57           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533417 | RED CORN               | 533417            | 0.45           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533418 | PEANUT ALLEY           | 533418            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 533420 | GASOLINE ALLEY         | 533420            | 0.15           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534102 | OLD SOURDOUGH          | 534102            | 3.75           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534114 | SPRING                 | 534114            | 1.08           | L                | 1                           | 1                             | NAT          | Decommission              |

| ID                                    | Name                | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|---------------------------------------|---------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 534117                                | POLE CREEK #1       | 534117            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534213                                | HAROLD              | 534213            | 0.82           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534216                                | POLE SPUR 16        | 534216            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534218                                | LINK SALE 18        | 534218            | 0.23           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534219                                | LINK SALE 19        | 534219            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534221                                | POLE RIDGE SP       | 534221            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534223                                | STREEVER ST.        | 534223            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534225                                | YESTERDAY           | 534225            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534313                                | GEODE               | 534313            | 0.65           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534316                                | BUSCH ROAD          | 534316            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534415                                | UPPER SAWMILL       | 534415            | 1.96           | L                | 1                           | 1                             | NAT          | Decommission              |
| 534416                                | POLE CREEK #3       | 534416            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571114                                | CROSS               | 571114            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571117                                | QUICK               | 571117            | 0.31           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571118                                | CANYON CREEK SPUR 1 | 571118            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571120                                | CANYON CREEK SPUR 3 | 571120            | 0.25           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571121                                | ITTY BITTY          | 571121            | 0.25           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571122                                | RIDGEWAY            | 571122            | 0.68           | L                | 1                           | 1                             | NAT          | Decommission              |
| 571213                                | DOUBLE TIME         | 571213            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 574311                                | SAND DRAW SPUR 3    | 574311            | 0.67           | L                | 1                           | 1                             | NAT          | Decommission              |
| 574411                                | CLIFF HANGER        | 574411            | 0.29           | L                | 1                           | 1                             | NAT          | Decommission              |
| 584411                                | WEBB CREEK CUTOFF   | 584411            | 0.67           | L                | 1                           | 1                             | NAT          | Decommission              |
| 594411                                |                     | 594411            | 0.44           | L                | 1                           | 1                             | NAT          | Decommission              |
| <b>Total Miles ML1 Decommissioned</b> |                     |                   | <b>44.89</b>   |                  |                             |                               |              |                           |

Table 13. Roads with recommended changes on the Medicine Wheel/Paintrock District.

| ID                                     | Name                     | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments     |
|--|--------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|-------------------------------|
| 101                                    | LODGE GRASS COW CAMP     | 031112            | 1.00           | L                | 2                           | 2                             | NAT          | Decommission                  |
| 253                                    | SALT CREEK               | 301313            | 0.10           | L                | 2                           | 2                             | NAT          | Decommission                  |
| 273                                    | SHED ROAD                | 301117            | 0.09           | L                | 2                           | 2                             | NAT          | Decommission                  |
| 342                                    | MILL CREEK               | 374214            | 0.30           | L                | 2                           | 2                             | NAT          | Decommission                  |
| 357                                    | LONE TREE                | 432411            | 0.30           | L                | 2                           | 2                             | NAT          | Decommission                  |
| <b>Total Miles ML 2 Decommissioned</b> |                          |                   | <b>1.79</b>    |                  |                             |                               |              |                               |
| 137                                    | JAWS                     | 124311            | 0.25           | L                | 2                           | 2                             | NAT          | Convert to nonmotorized trail |
| 329                                    | DRY MEDICINE LODGE       | 373113            | 0.50           | L                | 2                           | 2                             | NAT          | Convert to motorized trail    |
| <b>Total Miles ML 2 Converted</b>      |                          |                   | <b>0.75</b>    |                  |                             |                               |              |                               |
| 108                                    | CRATER RIDGE             | 043101            | 2.61           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 118                                    | ELK SPRINGS              | 114212            | 4.33           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 134                                    | ROOSTER HILL             | 124214            | 0.41           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 270                                    | LAKE ARDEN RD.           | 312213            | 0.34           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 354                                    | RENNELS COW CAMP         | 431314            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 650                                    | WILLEY RESERVOIR         | 203111            | 2.70           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 031111                                 | SHEEP MOUNTAIN ROAD SPUR | 031111            | 0.36           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 031114                                 | COOKSTOVE CORRALS        | 031114            | 0.75           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 032111                                 | HANNAN'S COULEE SPUR     | 32111             | 0.32           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 032411                                 | HANNAN'S COULEE SPUR 2   | 32411             | 0.65           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 041411                                 | LODGE GRASS END          | 041411            | 0.15           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 042111                                 | DEB LANE                 | 42111             | 0.40           | L                | 1                           | 1                             | NAT          | Decommission                  |

| ID     | Name                       | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|--------|----------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 043112 | CUB CREEK SPUR A           | 043112            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 043113 | CUB CREEK SPUR B           | 043113            | 0.65           | L                | 1                           | 1                             | NAT          | Decommission              |
| 043114 | CUB CREEK SPUR D           | 043114            | 1.35           | L                | 1                           | 1                             | NAT          | Decommission              |
| 043311 | SHEEP MTN BRANCH           | 043311            | 1.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 043312 | SHEEP MOUNTAIN ROAD SPUR 2 | 43312             | 0.24           | L                | 1                           | 1                             | NAT          | Decommission              |
| 044216 | LITTLEST LODGE GRASS       | 044216            | 0.22           | L                | 1                           | 1                             | NAT          | Decommission              |
| 111112 | CAMP                       | 111112            | 0.28           | L                | 1                           | 1                             | NAT          | Decommission              |
| 111113 | LITTLE TEEPEE SPUR         | 111113            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 111413 | LICIA                      | 111413            | 0.60           | L                | 1                           | 1                             | NAT          | Decommission              |
| 112112 | HIGHWAY 14A SPUR           | 122112            | 0.13           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114213 | WHEEL                      | 114213            | 0.45           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114214 | FIVE SPRINGS SPUR          | 114214            | 1.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114215 | BANJO SPUR                 | 114215            | 0.66           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114216 | TIP SPUR                   | 114216            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114311 | OVERTIME SPUR              | 114311            | 0.83           | L                | 1                           | 1                             | NAT          | Decommission              |
| 114312 | BILLS ROAD                 | 114312            | 0.80           | L                | 1                           | 1                             | NAT          | Decommission              |
| 121216 | BURNT MOUNTAIN SPUR D      | 121216            | 0.33           | L                | 1                           | 1                             | NAT          | Decommission              |
| 121312 | BURNT SPUR                 | 121312            | 0.47           | L                | 1                           | 1                             | NAT          | Decommission              |
| 121315 | BALD MTN SPUR D            | 121315            | 0.13           | L                | 1                           | 1                             | NAT          | Decommission              |
| 121411 | DUNCUM SPUR B              | 121411            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 122112 | LITTLE CREEK SPUR          | 122112            | 0.75           | L                | 1                           | 1                             | NAT          | Decommission              |
| 122116 | DEAD END                   | 122116            | 0.65           | L                | 1                           | 1                             | NAT          | Decommission              |
| 122413 | WATERBAR LOOP SPUR         | 122413            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 122414 | NORTH BALDY                | 122414            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 122415 | MINING CLAIM CABIN         | 122415            | 0.11           | L                | 1                           | 1                             | NAT          | Decommission              |

| ID     | Name                    | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|--------|-------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 123112 | ROOSTER HILL SPUR       | 123112            | 0.76           | L                | 1                           | 1                             | NAT          | Decommission              |
| 123411 | BALD MOUNTAIN C.G. SPUR | 123411            | 0.54           | L                | 1                           | 1                             | NAT          | Decommission              |
| 124116 | DUNCUM CREEK            | 124116            | 0.45           | L                | 1                           | 1                             | NAT          | Decommission              |
| 124212 | LITTLE BURNT SPUR A     | 124212            | 1.31           | L                | 1                           | 1                             | NAT          | Decommission              |
| 124313 | BUCKSHOT                | 124313            | 0.93           | L                | 1                           | 1                             | NAT          | Decommission              |
| 133113 | LICK CREEK ROAD SPUR B  | 133113            | 0.08           | L                | 1                           | 1                             | NAT          | Decommission              |
| 133114 | LICK CREEK ROAD SPUR C  | 133114            | 0.13           | L                | 1                           | 1                             | NAT          | Decommission              |
| 192111 | GROUSE SPUR #1          | 192111            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 192211 | COTTONWOOD SPRINGS      | 192211            | 0.67           | L                | 1                           | 1                             | NAT          | Decommission              |
| 192311 | OPEN MEADOWS            | 192311            | 0.67           | L                | 1                           | 1                             | NAT          | Decommission              |
| 192417 | COTTONWOOD CREEK B      | 192417            | 1.03           | L                | 1                           | 1                             | NAT          | Decommission              |
| 192418 | COTTONWOOD HILLS        | 192418            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 193211 | SUNNY MEADOW            | 193211            | 0.75           | L                | 1                           | 1                             | NAT          | Decommission              |
| 193213 | WOLF SPRINGS SPUR       | 193213            | 0.47           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202212 | STOCK POND              | 202212            | 0.63           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202213 | HUNT MOUNTAIN SPUR A    | 202213            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202214 | HUNT MOUNTAIN SPUR B    | 202214            | 1.80           | L                | 1                           | 1                             | NAT          | Decommission              |
| 203112 | WILLEY CUTOFF           | 203112            | 0.66           | L                | 1                           | 1                             | NAT          | Decommission              |
| 294111 | SUN DESERT              | 294111            | 1.00           | L                | 1                           | 1                             | NAT          | Decommission              |
| 302111 | SNOWSHOE BENCH          | 302111            | 2.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 302113 | SOUTH ASPEN GROVE       | 302113            | 0.03           | L                | 1                           | 1                             | NAT          | Decommission              |
| 302114 | NORTH ASPEN GROVE       | 302114            | 0.04           | L                | 1                           | 1                             | NAT          | Decommission              |
| 304312 | BULL SPRING             | 304312            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 313419 | ANTELOPE PRAIRIE        | 313419            | 0.24           | L                | 1                           | 1                             | NAT          | Decommission              |
| 314113 | MARTIN                  | 314113            | 0.15           | L                | 1                           | 1                             | NAT          | Decommission              |
| 314418 | MAX PARK SPUR A         | 314418            | 0.09           | L                | 1                           | 1                             | NAT          | Decommission              |

| ID                                    | Name                   | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments  |
|---------------------------------------|------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|----------------------------|
| 314419                                | MAX PARK SPUR B        | 314419            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission               |
| 373117                                | BIG GAME               | 373117            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission               |
| 373120                                | MOUNTAIN MEADOW SPUR A | 373120            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission               |
| 373122                                | MOUNTAIN MEADOW SPUR C | 373122            | 0.15           | L                | 1                           | 1                             | NAT          | Decommission               |
| 373123                                | MOUNTAIN MEADOW SPUR D | 373123            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission               |
| 373217                                | BLACK BUTTE SPUR B     | 373217            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission               |
| 431114                                | COLD SPRINGS LOOP      | 431114            | 0.96           | L                | 1                           | 1                             | NAT          | Decommission               |
| 431116                                | ALLEN DRAW ROAD        | 431116            | 0.77           | L                | 1                           | 1                             | NAT          | Decommission               |
| 431316                                | COLD SPRINGS C.G.      | 431316            | 0.07           | L                | 1                           | 1                             | NAT          | Decommission               |
| 432111                                | SKYVIEW                | 432111            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission               |
| <b>Total Miles ML1 Decommissioned</b> |                        |                   | <b>46.7</b>    |                  |                             |                               |              |                            |
| 192412                                | TORRY GULCH            | 192412            | 0.55           | L                | 1                           | 1                             | NAT          | Convert to motorized trail |
| <b>Total Miles ML1 Converted</b>      |                        |                   | <b>0.55</b>    |                  |                             |                               |              |                            |

Table 14. Roads with recommended changes on the Tongue Ranger District.

| ID                                   | Name                  | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments  |
|--------------------------------------|-----------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|----------------------------|
| 230                                  | GRAVEL PIT            | 213413            | 0.07           | L                | 2                           | 2                             | NAT          | Decommission               |
| 246                                  | ANTELOPE BASIN EAST   | 231311            | 0.41           | L                | 2                           | 2                             | NAT          | Decommission               |
| 284                                  | DUCK POND             | 321412            | 1.00           | L                | 2                           | 2                             | NAT          | Decommission               |
| 313                                  | KENNIWOOD             | 344311            | 2.21           | L                | 2                           | 2                             | NAT          | Decommission               |
| 656                                  | OLD SAWMILL FLATS     | 154413            | 0.29           | L                | 2                           | 2                             | NAT          | Decommission               |
| 662                                  | LOG JAM               | 213112            | 0.81           | L                | 2                           | 2                             | NAT          | Decommission               |
| 663                                  | WEDGE                 | 213113            | 0.31           | L                | 2                           | 2                             | NAT          | Decommission               |
| 213415                               | LOWER ABER SALE ROAD  | 213415            | 0.06           | L                | 2                           | 2                             | NAT          | Decommission               |
| <b>Total Miles ML 2 Decommission</b> |                       |                   | <b>5.16</b>    |                  |                             |                               |              |                            |
| 179                                  | FOOL CREEK RIDGE      | 143412            | 2.00           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 181                                  | AMSDEN ELK PASTURE    | 151412            | 1.60           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 194                                  | JOHNSON CREEK         | 153211            | 1.30           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 299                                  | WESTON RESERVOIR      | 334114            | 2.55           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 315                                  | LITTLE GOOSE COW CAMP | 344412            | 0.60           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 211314                               | BONANZA               | 211314            | 0.16           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| 212216                               | LOOK OUT MOUNTAIN     | 212216            | 0.19           | L                | 2                           | 2                             | NAT          | Convert to motorized trail |
| <b>Total Miles ML 2 Conversion</b>   |                       |                   | <b>8.4</b>     |                  |                             |                               |              |                            |
| 134318                               | SPINY                 | 134318            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission               |

| ID     | Name                   | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments |
|--------|------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|---------------------------|
| 134319 | LODGE POLE             | 134319            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 344312 | LITTLE GOOSE PARK LOOP | 344312            | 0.17           | L                | 1                           | 1                             | NAT          | Decommission              |
| 132114 | FOOL CREEK SPUR        | 132114            | 0.21           | L                | 1                           | 1                             | NAT          | Decommission              |
| 133112 | LICK CREEK ROAD SPUR A | 133112            | 0.21           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134316 | DAYTON GULCH SPUR      | 134316            | 0.32           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134318 | SPINY                  | 134318            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134319 | LODGE POLE             | 134319            | 0.55           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134320 | TIMBER HARVEST         | 134320            | 1.17           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134321 | SPRUCE                 | 134321            | 0.42           | L                | 1                           | 1                             | NAT          | Decommission              |
| 134324 | ZEPHYR                 | 134324            | 0.63           | L                | 1                           | 1                             | NAT          | Decommission              |
| 141312 | CABIN RD.              | 141312            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 141317 | FOOL CREEK #3          | 141317            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 141318 | FOOL CREEK #4          | 141318            | 0.30           | L                | 1                           | 1                             | NAT          | Decommission              |
| 141320 | DRY FORK DESCEND       | 141320            | 1.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 144214 | PEE WEE                | 144214            | 0.10           | L                | 1                           | 1                             | NAT          | Decommission              |
| 144215 | HARVEST MOON           | 144215            | 0.70           | L                | 1                           | 1                             | NAT          | Decommission              |
| 152412 | TIE CREEK              | 152412            | 0.90           | L                | 1                           | 1                             | NAT          | Decommission              |
| 152413 | TIE CREEK SPUR         | 152413            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 153216 | CAMP BETHEL SPUR       | 153216            | 0.13           | L                | 1                           | 1                             | NAT          | Decommission              |
| 153425 | TWIN SPUR B            | 153425            | 0.40           | L                | 1                           | 1                             | NAT          | Decommission              |
| 201217 | ABER CREEK SPUR 2      | 201217            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 201219 | MOOSE MEADOW           | 201219            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 201220 | BULLWINKLE             | 201220            | 0.50           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202113 | DRY OWEN SPUR 1        | 202113            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202114 | DRY OWEN SPUR 2        | 202114            | 0.23           | L                | 1                           | 1                             | NAT          | Decommission              |
| 202115 | DRY ABER               | 202115            | 0.70           | L                | 1                           | 1                             | NAT          | Decommission              |

| ID                                   | Name                   | Bighorn map index | Segment length | Functional class | Objective maintenance level | Operational maintenance level | Surface type | Recommendation / comments     |
|--------------------------------------|------------------------|-------------------|----------------|------------------|-----------------------------|-------------------------------|--------------|-------------------------------|
| 212219                               | ROCKY ROAD             | 212219            | 0.25           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 212222                               | BOBCAT TRAIL           | 212222            | 0.28           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 213413                               | DRY OWEN DIVIDE SPUR#1 | 213413            | 1.35           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 213414                               | DRY OWEN DIVIDE SPUR#2 | 213414            | 0.20           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 213415                               | LOWER ABER SALE ROAD   | 213415            | 0.39           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 213416                               | LOWER ABER SALE SPUR#1 | 213416            | 0.17           | L                | 1                           | 1                             | NAT          | Decommission                  |
| 344312                               | LITTLE GOOSE PARK LOOP | 344312            | 0.17           | L                | 1                           | 1                             | NAT          | Decommission                  |
| <b>Total Miles ML 1 Decommission</b> |                        |                   | <b>14.30</b>   |                  |                             |                               |              |                               |
| 142219                               | WILD BILL              | 142219            | 0.68           | L                | 1                           | 1                             | NAT          | Convert to snowmachine trail  |
| 142314                               | FLOWERING MEADOW       | 142314            | 0.80           | L                | 1                           | 1                             | NAT          | Convert to motorized trail    |
| 152411                               | CUTLER                 | 152411            | 0.90           | L                | 1                           | 1                             | NAT          | Convert to nonmotorized trail |
| 153312                               | GRASS AND MEADOW SPUR  | 153312            | 0.25           | L                | 1                           | 1                             | NAT          | Convert to motorized trail    |
| 153417                               | QUARTER                | 153417            | 1.21           | L                | 1                           | 1                             | NAT          | Convert to snowmachine trail  |
| <b>Total Miles ML 1 Conversion</b>   |                        |                   | <b>3.84</b>    |                  |                             |                               |              |                               |

## Appendix F: Risk and Benefit Assessment for Forest Roads.

The risks, benefits, and recommendations in the following tables were extracted from the risks-benefits matrix spreadsheets compiled for roads on each district. Those spreadsheets are part of the travel analysis record on file at the Bighorn National Forest supervisor’s office in Sheridan, Wyoming.

### Powder River Ranger District

Table 15. Risk/benefit assessment for maintenance level 1 roads, Powder River Ranger District.

| ID  | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|---------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 25  | CANYON CREEK              | 512102            | 1.64           | L                       | L                          | Leave as is  |
| 358 | BUCK CREEK COW CAMP       | 442311            | 0.32           | L                       | L                          | Has already been converted to a trail (Done)                         |
| 407 | UPPER SOLDIER CREEK       | 501411            | 1.6            | L                       | L                          | Leave as is  |
| 420 | GEORGE                    | 512211            | 1.14           | L                       | L                          | Leave as is  |
| 431 | LAKE CREEK                | 514215            | 2.25           | M                       | L                          | Has already been converted to an ATV trail #100 (Done)               |
| 434 | WEeping ROCK              | 513216            | 5.63           | M                       | L                          | Leave as is  |
| 440 | OLD HIGHWAY SEC 4         | 512101            | 1.6            | L                       | L                          | Decommission   |
| 449 | HESSE CREEK               | 522314            | 0.177          | L                       | L                          | Decommissioned already? Field verify                                 |
| 456 | ELAKAWEE                  | 531303            | 0.64           | L                       | L                          | Leave as is  |
| 457 | MUDDY COW CAMP            | 531312            | 0.34           | L                       | L                          | Leave as is  |
| 485 | DRY POISON CIRCLE         | 533316            | 0.27           | L                       | L                          | Private road - should not be on our system (Done)                    |
| 530 | BUCK CREEK CAMPERS        | 442313            | 0.09           | L                       | L                          | Leave as is  |
| 608 | S. CLEAR CREEK BRANCH     | 473220            | 0.85           | L                       | L                          | Has already been converted to an ATV trail #117 (Done)               |
| 906 | SOLDIER CREEK COW CAMP    | 501413            | 0.12           | L                       | L                          | Leave as is - Cow camp access  |
| 926 | RICE COW CAMP             | 574117            | 0.14           | L                       | L                          | Leave as is - Cow camp access  |
| 954 | CHAPEL DE ST. CHRISTOPHER | 513125            | 0.08           | L                       | L                          | Add length of road to level 2 section and remove from level 1 (Done) |

| ID     | Name                 | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|----------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 442211 | SOLDIER PARK         | 442211            | 0.91           | L                       | L                          | Leave as is  |
| 442212 | BAREBOTTOM           | 442212            | 2.14           | L                       | L                          | Covert first 0.2 miles to level 2 - add to MVUM (Done)                 |
| 442213 | UPPER SOILDER SPUR B | 442213            | 0.33           | L                       | L                          | Leave as is  |
| 442214 | UPPER SOILDER SPUR C | 442214            | 0.23           | L                       | L                          | Leave as is  |
| 442215 | BAREBOTTOM LOOP      | 442215            | 0.7            | L                       | L                          | Leave as is  |
| 442216 | BAREBOTTOM SPUR A    | 442216            | 0.8            | L                       | L                          | Leave as is  |
| 442217 | SOLDIER PARK LOOP    | 442217            | 0.5            | L                       | L                          | Leave as is  |
| 442218 | BOTTOM               | 442218            | 0.5            | L                       | L                          | Leave as is  |
| 442219 | BOTTOM #1            | 442219            | 0.7            | L                       | L                          | Leave as is  |
| 442220 | BOTTOM #2            | 442220            | 0.4            | L                       | L                          | Leave as is  |
| 442221 | SPRING SPUR #9       | 442221            | 0.3            | L                       | L                          | Leave as is  |
| 442222 | SPRING SPUR #10      | 442222            | 0.4            | L                       | L                          | Field verify - In INFRA not GIS  |
| 442223 | SPRING SPUR #11      | 442223            | 0.2            | L                       | L                          | Field verify - In INFRA not GIS  |
| 442224 | WARRIOR              | 442224            | 0.76           | L                       | L                          | Leave as is  |
| 442225 | SPRING SPUR #15      | 442225            | 0.2            | L                       | L                          | Field verify - In Infra not GIS  |
| 442226 | BUCK MOUNTAIN        | 442226            | 0.5            | L                       | L                          | Decommissioned already? Field verify - Gated and grown over with trees |
| 442227 | BUCK MOUNTAIN SPUR   | 442227            | 0.44           | L                       | L                          | Leave as is  |
| 442228 | WARRIOR SPUR A       | 442228            | 0.16           | L                       | L                          | Leave as is  |
| 442314 | BUCK CREEK SPUR #2   | 442314            | 0.4            | M                       | L                          | Decommission   |
| 442315 | BUCK CREEK SPUR #1   | 442315            | 0.57           | M                       | L                          | Decommissioned already? Field verify - Grown over                      |
| 442316 | BELLYACHE FLATS      | 442316            | 0.22           | L                       | L                          | Decommissioned already? Field verify - Road exists off from #442315    |
| 442317 | BUCK MOUNTAIN FLATS  | 442317            | 0.42           | L                       | L                          | Leave as is  |
| 442318 | BUCKSKIN ED SPUR A   | 442318            | 0.24           | L                       | L                          | Decommission   |
| 442319 | BUCKSKIN ED SPUR B   | 442319            | 0.3            | L                       | L                          | Decommission   |

| ID     | Name                        | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|-----------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 442415 | BUCK MOUNTAIN 2             | 442415            | 2.6            | L                       | L                          | Decommission  |
| 443111 | MIDDLE PAINT ROCK CREEK     | 443111            | 1.3            | M                       | L                          | Leave as is   |
| 453212 | EDGE                        | 453212            | 0.15           | L                       | L                          | Leave as is   |
| 461111 | SOLDIER PARK SPUR           | 461111            | 0.36           | L                       | L                          | Convert to level 2 - show on MVUM (Done)  |
| 471300 | LUCASTA LANE                | 471300            | 0.3            | M                       | L                          | Decommissioned already  |
| 472213 | LITTLE SOURDOUGH RIDGE      | 472213            | 1.42           | L                       | M                          | Leave as is   |
| 472411 | LITTLE SOURDOUGH RIDGE SPUR | 472411            | 1.12           | L                       | L                          | Leave as is   |
| 473223 | LYNX PARK SPUR A            | 473223            | 1.2            | L                       | L                          | Leave as is   |
| 473224 | LYNX PARK SPUR B            | 473224            | 0.55           | L                       | L                          | Decommission  |
| 474112 | PARADISE RANCH              | 474112            | 0.7            | L                       | L                          | Has been converted to a trail #17 (Done)  |
| 474216 | THE OCEAN                   | 474216            | 1.4            | L                       | L                          | Decommissioned - Grown over, signed "No Motor vehicles"   |
| 501111 | UPPER SOLDIER CR            | 501111            | 0.4            | L                       | L                          | Leave as is   |
| 501113 | LOWER SPRING DRAW           | 501113            | 2.3            | L                       | L                          | First 0.1 mile should be level 2 – MVUM. Field verify length. Open first 1/4 mile. Closed at drainage. (Done) |
| 501114 | LOWER SPRING DRAW SPUR A    | 501114            | 0.6            | L                       | L                          | Leave as is   |
| 501115 | SPRING SPUR #1              | 501115            | 0.7            | L                       | L                          | Leave as is   |
| 501116 | SPRING SPUR #2              | 501116            | 0.52           | L                       | L                          | Leave as is   |
| 501119 | SPRING SPUR #5              | 501119            | 0.4            | L                       | L                          | Leave as is   |
| 501120 | SPRING SPUR #6              | 501120            | 0.4            | L                       | L                          | Leave as is   |
| 501121 | SPRING SPUR #7              | 501121            | 0.5            | L                       | L                          | Leave as is   |
| 501122 | SPRING SPUR #8              | 501122            | 0.7            | L                       | L                          | Leave as is   |
| 501123 | SPRING SPUR #10             | 501123            | 0.03           | L                       | L                          | Leave as is   |
| 501211 | BALD RIDGE LOOP             | 501211            | 0.4            | L                       | L                          | Decommissioned already  |

| ID     | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|---------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 501212 | LONE TREE SPRING    | 501212            | 0.4            | L                       | L                          | Decommission   |
| 501313 | BALD RIDGE CUTOFF   | 501313            | 1.45           | M                       | L                          | Has been converted to a motorized trail - snowmachine (Done)       |
| 501316 | SOTHIC              | 501316            | 0.21           | L                       | L                          | Remove from INFRA (Done) - look at adding #501314 & #501318        |
| 502114 | BOULDER PARK SPUR   | 502114            | 0.33           | L                       | L                          | Leave as is  |
| 502115 | ANTELOPE CUTOFF     | 502115            | 0.59           | L                       | L                          | Leave as is  |
| 502116 | DRY TENSLEEP RD     | 502116            | 2.66           | L                       | L                          | Leave as is  |
| 502118 | BOULDER CUT ACROSS  | 502118            | 0.85           | L                       | L                          | Decommissioned already   |
| 502119 | RIM                 | 502119            | 2.1            | L                       | L                          | Leave as is  |
| 502134 | BROWN LAGOON        | 502134            | 0.75           | L                       | L                          | Decommission. Field verify. Grown over, signed "No Motor Vehicles" |
| 502136 | WARRIOR             | 502136            | 0.41           | L                       | L                          | Decommission. Field verify. Grown over                             |
| 502211 | DRY TENSLEEP CUTOFF | 502211            | 0.1            | L                       | L                          | Decommissioned - grown over  |
| 502213 | DRY TENSLEEP LOOP   | 502213            | 1.9            | L                       | L                          | Decommissioned - grown over  |
| 512112 | SIDEHILL            | 512112            | 0.67           | L                       | L                          | Decommissioned - grown over  |
| 512113 | CANYON CREEK SPUR A | 512113            | 0.31           | L                       | L                          | Decommission   |
| 512212 | HOOK                | 512212            | 0.64           | L                       | L                          | Leave as is  |
| 512213 | MARK                | 512213            | 0.5            | L                       | L                          | Field verify - In INFRA not GIS                                    |
| 512214 | HOOK TWO            | 512214            | 0.27           | L                       | L                          | Decommission   |
| 512215 | WEST OF GEORGE      | 512215            | 0.81           | L                       | L                          | Decommission - Canyon Creek T.S.                                   |
| 512216 | ELK                 | 512216            | 0.5            | L                       | L                          | Decommission - Canyon Creek T.S.                                   |
| 512217 | CYNTHIA             | 512217            | 0.9            | L                       | L                          | Decommission - Canyon Creek T.S.                                   |
| 512218 | BRIDGER             | 512218            | 0.4            | L                       | L                          | Decommission - Canyon Creek T.S.                                   |
| 512222 | HI PASTURE          | 512222            | 2.11           | L                       | L                          | Leave as is  |
| 512223 | SOUTH PASTURE       | 512223            | 1.95           | L                       | L                          | Leave as is  |
| 512224 | S.PASTURE SPUR A    | 512224            | 0.27           | L                       | L                          | Decommission - Canyon Creek T.S.                                   |

| ID     | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|---------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 512225 | S.PASTURE SPUR B    | 512225            | 0.68           | L                       | L                          | Leave as is   |
| 512226 | HOOK SPUR           | 512226            | 0.27           | L                       | L                          | Field verify. In INFRA not GIS                                      |
| 512227 | ELK TWO             | 512227            | 0.3            | L                       | L                          | Decommission - Canyon Creek T.S.                                    |
| 512312 | MEADOWLARK BURN     | 512312            | 1.26           | L                       | L                          | Leave as is   |
| 512313 | UPPER DUMP SPUR     | 512313            | 0.1            | L                       | L                          | Remove from INFRA and GIS. Too short to be considered a road (Done) |
| 512411 | UPPER SALVAGE       | 512411            | 0.74           | L                       | L                          | Decommission  |
| 512412 | SAWDUST             | 512412            | 1              | L                       | L                          | Field verify - In INFRA not GIS                                     |
| 513112 | ROOF                | 513112            | 0.83           | L                       | L                          | Leave as is   |
| 513113 | LAKESIDE            | 513113            | 4.55           | L                       | L                          | Leave as is   |
| 513114 | NORTH LAKESIDE      | 513114            | 0.64           | L                       | L                          | Leave as is   |
| 513115 | NORTH LAKESIDE SPUR | 513115            | 0.26           | L                       | L                          | Leave as is   |
| 513118 | SALVAGE             | 513118            | 1.15           | L                       | L                          | Leave as is   |
| 513119 | LOWER SALVAGE       | 513119            | 0.82           | L                       | L                          | Leave as is   |
| 513120 | MIDDLE SALVAGE      | 513120            | 0.27           | L                       | L                          | Leave as is   |
| 513121 | SLAB                | 513121            | 0.3            | L                       | L                          | Field verify - In INFRA not GIS                                     |
| 513212 | TRAP                | 513212            | 0.4            | L                       | L                          | Decommission - No gate  |
| 513213 | STOVEPIPE           | 513213            | 1.3            | L                       | L                          | Leave as is   |
| 513214 | PASTURE PARK        | 513214            |                |                         |                            | Why doesn't it show in INFRA or GIS                                 |
| 513215 | HIGH PARK CORRAL    | 513215            | 0.19           | L                       | L                          | Leave as is   |
| 513311 | UPPER LAKESIDE      | 513311            | 0.41           | L                       | L                          | Decommission  |
| 513314 | EXCURSION LOOP      | 513314            | 0.18           | L                       | L                          | Already decommissioned (Done)                                       |
| 513413 | LAKE SIDE SKI       | 513413            | 0.55           | L                       | L                          | Decommission  |
| 513414 | GRAVEL PIT          | 513414            | 0.12           | L                       | L                          | Leave as is   |
| 514112 | BRUCE               | 514112            | 0.89           | L                       | L                          | Leave as is   |
| 514113 | HILL                | 514113            | 0.63           | L                       | L                          | Leave as is   |

| ID     | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                         |
|--------|-------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 514114 | MIDDLE TENSLEEP CREEK   | 514114            | 0.25           | L                       | L                          | Field verify - In INFRA not GIS                   |
| 514211 | HIGHLINE                | 514211            | 1.61           | L                       | L                          | Already decommissioned (Done)                     |
| 514213 | BEHIND THE BULL         | 514213            | 0.95           | L                       | L                          | Decommission                                      |
| 514214 | SITTING BULL RUN        | 514214            | 0.47           | L                       | L                          | Decommission                                      |
| 514302 | RAINBOW P.G.            | 514302            | 0.1            | L                       | L                          | Leave as is                                       |
| 514316 | TENSLEEP GRAVEL PIT     | 514316            | 0.3            | L                       | L                          | Leave as is                                       |
| 514411 | HIGH                    | 514411            | 0.75           | L                       | L                          | Leave as is                                       |
| 514412 | CREEK SPUR              | 514412            | 1.76           | L                       | L                          | Leave as is                                       |
| 514413 | SPUR C                  | 514413            | 0.31           | L                       | L                          | Leave as is                                       |
| 514414 | MIDDLE TENSLEEP CREEK 2 | 514414            | 0.28           | L                       | L                          | Leave as is                                       |
| 521111 | OLD SOURDOUGH SPUR 1    | 521111            | 0.5            | L                       | L                          | Decommission                                      |
| 521112 | OLD SOURDOUGH SPUR 2    | 521112            | 1.56           | L                       | L                          | Leave as is                                       |
| 521113 | OLD SOURDOUGH SPUR 3    | 521113            | 0.19           | L                       | L                          | Leave as is                                       |
| 521212 | SOURDOUGH SPUR #4       | 521212            | 1.2            | L                       | L                          | Leave as is                                       |
| 521214 | OLD SOURDOUGH SPUR #6   | 521214            | 0.25           | L                       | L                          | Leave as is                                       |
| 522112 | CRAZY WOMAN             | 522112            |                |                         |                            | Should it be in INFRA?                            |
| 522114 | LOWER HESSE CREEK       | 522114            |                |                         |                            | Should it be in INFRA?                            |
| 522116 | HESSE SPUR              | 522116            | 0.22           | L                       | L                          | Decommissioned?                                   |
| 522211 | SHEEP MTN SPUR          | 522211            | 0.1            | L                       | L                          | Check length of road                              |
| 522212 | LIL'ABNER               | 522212            | 1              | L                       | L                          | Leave as is                                       |
| 522213 | DAISY MAE               | 522213            | 1.45           | L                       | L                          | Leave as is                                       |
| 522214 | JOESKI                  | 522214            | 0.31           | L                       | L                          | Has been converted to motorized trail #127 (Done) |
| 522215 | ???                     | 522215            |                |                         |                            | Should it be in INFRA?                            |
| 522216 | BOBOLIG                 | 522216            | 0.3            | L                       | L                          | Leave as is                                       |
| 522217 | MUNKRES SPUR            | 522217            | 0.3            | L                       | L                          | Leave as is                                       |
| 522218 | SOUTH MUDDY SPUR        | 522218            | 0.04           | L                       | L                          | Check distance                                    |

| ID     | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                    |
|--------|---------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 522224 | MUD POISON SPUR #2        | 522224            | 1.51           | L                       | L                          | Convert first 0.2 miles to level 2 (creek) MVUM (Done)       |
| 522312 | MUNKRES SPUR # 2          | 522312            | 0.34           | L                       | L                          | Leave as is  |
| 522313 | LOWER MUNKRES             | 522313            | 3              | L                       | L                          | Leave as is  |
| 522315 | SAW SITE SPUR             | 522315            | 1.15           | L                       | L                          | Leave as is  |
| 522415 | HESSE CREEK #2            | 522415            | 1.35           | L                       | L                          | Decommissioned   |
| 523111 | UPPER CANYON CREEK        | 523111            | 0.27           | L                       | L                          | Leave as is  |
| 523211 | MUNKRES SPUR #2           | 523211            | 0.15           | L                       | L                          | Leave as is  |
| 523213 | ROCK PILE                 | 523213            | 0.52           | L                       | L                          | Leave as is  |
| 523215 | POWDER SPUR#1             | 523215            | 0.2            | L                       | L                          | Leave as is  |
| 523216 | KNEE DEEP                 | 523216            | 0.4            | L                       | L                          | Leave as is  |
| 523217 | TURKEY                    | 523217            | 0.2            | L                       | L                          | Leave as is  |
| 523312 | NORTH WEBB CREEK          | 523312            | 1.45           | L                       | L                          | Leave as is  |
| 523313 | NORTH WEBB SPUR           | 523313            | 0.14           | L                       | L                          | Leave as is  |
| 523411 | CANYON PIT                | 523411            | 0.64           | L                       | L                          | Leave as is  |
| 523412 | SHEEP CAMP                | 523412            | 0.6            | L                       | L                          | Decommission - Canyon Creek T.S.                             |
| 523413 | WASTE INTAKE              | 523413            | 0.47           | L                       | L                          | Leave as is  |
| 531114 | FLECO ROAD                | 531114            | 0.89           | L                       | L                          | Converted to motorized trail #109 (Done)                     |
| 531311 | CARIBOU MESA LOOP         | 531311            | 1.36           | L                       | L                          | Consider closing first 0.1 miles                             |
| 531316 | CARIBOU MESA F            | 531316            | 1.24           | L                       | L                          | Leave as is  |
| 531321 | MUDDY CREEK COW CAMP SPUR | 531321            | 1.27           | L                       | L                          | Check on this road. Why is it on this list?                  |
| 531322 | MUDDY CREEK COW CAMP      | 531322            | 0.71           | L                       | L                          | Decommissioned   |
| 531413 | ELGIN CREEK               | 531413            | 1.61           | L                       | L                          | Leave as is  |
| 531414 | UPPER WEBBER PARK         | 531414            | 1              | L                       | L                          | Decommissioned   |
| 531415 | LITTLE SOURDOUGH          | 531415            | 1.96           | L                       | L                          | Leave open to junction with #531422, decommission after that |

| ID     | Name             | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 531417 | WEBER PARK SPUR  | 531417            | 0.25           | L                       | L                          | Converted to ORV trail #109 (Done)                               |
| 531419 | DYER MAKER       | 531419            | 0.7            | L                       | L                          | Decommissioned. Has been closed with rock in the past – 15 years |
| 531421 | ELECTRIC AVENUE  | 531421            | 0.4            | L                       | L                          | Decommissioned   |
| 531422 | SESAME STREET    | 531422            | 0.7            | L                       | L                          | Leave as is  |
| 532311 | PATRONE          | 532311            | 0.5            | L                       | L                          | Decommission   |
| 532312 | BYRT             | 532312            | 0.19           | L                       | L                          | Decommission   |
| 532424 | CARIBOU CROSSING | 532424            | 0.55           | L                       | L                          | Decommission by ripping. Cannot be used because of pit and bank. |
| 532425 | QUARRY           | 532425            | 0.23           | L                       | L                          | Decommission by the pit  |
| 532426 | EROS             | 532426            | 0.45           | L                       | L                          | Decommissioned when new road #459 was constructed                |
| 532427 | APOLLO           | 532427            | 0.45           | L                       | L                          | Leave as is  |
| 533111 | MCINTYRE         | 533111            | 1.31           | L                       | L                          | Leave as is  |
| 533112 | PENNY LANE       | 533112            | 0.62           | L                       | L                          | Leave as is  |
| 533113 | ABBEY            | 533113            | 0.2            | L                       | L                          | Decommission - closed by gate on #532112                         |
| 533114 | BULL RUN         | 533114            | 0.15           | L                       | L                          | Decommission - closed by gate on #532112                         |
| 533117 | BRIEFCASE        | 533117            | 0.82           | L                       | L                          | Open to junction with #533118, closed from there (Done)          |
| 533118 | BATTLEFIELD      | 533118            | 0.87           | L                       | L                          | Leave as is - closed by gate on #533117                          |
| 533119 | TURKEY TROT      | 533119            | 0.3            | L                       | L                          | Decommissioned - closed by gate on #533117                       |
| 533120 | MANGHEY MOOSE    | 533120            | 1.1            | L                       | L                          | Decommission last 0.4 miles                                      |
| 533121 | HUMPDAY          | 533121            | 1.1            | L                       | L                          | Leave as is  |
| 533122 | SANDY            | 533122            | 0.1            | L                       | L                          | Decommissioned   |
| 533123 | UPJOHN           | 533123            | 1.7            | L                       | L                          | Closed with gate 0.2 miles in                                    |
| 533124 | LOIS LANE        | 533124            | 0.55           | L                       | L                          | Decommission   |
| 533125 | ALEXY AVE        | 533125            | 1.45           | L                       | L                          | Decommission last 0.25 miles                                     |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                  |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 533129 | RUNNING ELK            | 533129            | 0.9            | L                       | L                          | Decommission - closed by gate on #533123   |
| 533311 | ABNER RIDGE            | 533311            | 0.33           | L                       | L                          | Decommissioned                             |
| 533312 | SUNDANCE               | 533312            | 0.17           | L                       | L                          | Decommissioned                             |
| 533313 | FIFTH AVE              | 533313            | 0.68           | L                       | L                          | Decommission                               |
| 533314 | HANGOVER HILL          | 533314            | 0.1            | L                       | L                          | Decommission - closed by gate on #533314   |
| 533322 | OH-BLA-DE-BLA-DA       | 533322            | 0.15           | L                       | L                          | Convert to level 2 - MVUM (Done)           |
| 533324 | DRY POISON CIRCLE      | 533324            | 0.55           | L                       | L                          | Decommission                               |
| 533325 | POISON CREEK           | 533325            | 0.24           | L                       | L                          | Leave as is                                |
| 533326 | LOWER HESSE CREEK SPUR | 533326            | 0.45           | L                       | L                          | Decommission - comes off from a trail      |
| 533411 | JUDY                   | 533411            | 0.94           | L                       | L                          | Leave as is                                |
| 533412 | BONNIE                 | 533412            | 0.12           | L                       | L                          | Decommission                               |
| 533413 | GRAMS ROAD             | 533413            | 0.3            | L                       | L                          | Decommission                               |
| 533414 | BOMONT BLVD            | 533414            | 0.2            | L                       | L                          | Decommission last .25 mile                 |
| 533415 | YELLOW BRICK           | 533415            | 0.57           | L                       | L                          | Decommission - closed by gate on #533123   |
| 533416 | EASY ST.               | 533416            | 1.67           | L                       | L                          | Leave as is                                |
| 533417 | RED CORN               | 533417            | 0.45           | L                       | L                          | Decommission - closed by gate on #533123   |
| 533418 | PEANUT ALLEY           | 533418            | 0.1            | L                       | L                          | Decommission - closed by gate on #533123   |
| 533419 | BEASTY LANE            | 533419            | 0.63           | L                       | L                          | Leave as is - closed by gate on #533123    |
| 533420 | GASOLINE ALLEY         | 533420            | 0.15           | L                       | L                          | Decommission - closed by gate on #533123   |
| 534102 | OLD SOURDOUGH          | 534102            | 3.75           | L                       | L                          | Close from second crossing of #23          |
| 534111 | OVERLOOK               | 534111            | 0.9            | L                       | L                          | Converted to ORV trail (Done)              |
| 534114 | SPRING                 | 534114            | 1.08           | L                       | L                          | Decommission at drainage approx. 0.4 miles |
| 534117 | POLE CREEK #1          | 534117            | 0.5            | L                       | L                          | Decommission                               |
| 534211 | POLE RIDGE             | 534211            | 1.53           | L                       | L                          | Leave as is                                |
| 534212 | QUE HUNG               | 534212            | 0.9            | L                       | L                          | Leave as is                                |
| 534213 | HAROLD                 | 534213            | 0.82           | L                       | L                          | Decommission                               |

| ID     | Name                 | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                          |
|--------|----------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 534216 | POLE SPUR 16         | 534216            | 0.2            | L                       | L                          | Decommission                                       |
| 534217 | LINK SALE 17         | 534217            | 1.25           | L                       | L                          | Leave as is  |
| 534218 | LINK SALE 18         | 534218            | 0.23           | L                       | L                          | Decommission - closed with gate on road #456       |
| 534219 | LINK SALE 19         | 534219            | 0.2            | L                       | L                          | Decommission - closed with gate on road #456       |
| 534221 | POLE RIDGE SP        | 534221            | 0.3            | L                       | L                          | Decommission - closed with gate on road #534114    |
| 534222 | WOOD CUTTER          | 534222            | 0.6            | L                       | L                          | Leave as is  |
| 534223 | STREEVER ST.         | 534223            | 0.5            | L                       | L                          | Decommission - gated by road #534222               |
| 534225 | YESTERDAY            | 534225            | 0.3            | L                       | L                          | Decommission                                       |
| 534311 | QUANG NGAI           | 534311            | 1.55           | L                       | L                          | Leave as is  |
| 534312 | MCGARY               | 534312            | 0.5            | L                       | L                          | Leave as is  |
| 534313 | GEODE                | 534313            | 0.65           | L                       | L                          | Decommission - parallel road                       |
| 534314 | PFISTER              | 534314            | 1.65           | L                       | L                          | Leave as is  |
| 534315 | DAWSON DRIVE         | 534315            | 1.4            | L                       | L                          | Leave as is  |
| 534316 | BUSCH ROAD           | 534316            | 0.5            | L                       | L                          | Decommission                                       |
| 534320 | OLD SOURDOUGH SPUR 7 | 534320            | 1.59           | L                       | L                          | Leave as is  |
| 534415 | UPPER SAWMILL        | 534415            | 1.96           | L                       | L                          | Decommission first 0.7 miles from #491             |
| 534416 | POLE CREEK #3        | 534416            | 0.4            | L                       | L                          | Decommission                                       |
| 562413 | CHILDS CREEK SOUTH   | 562413            | 0.58           | L                       | L                          | Leave as is  |
| 571111 | LUMP                 | 571111            | 0.8            | L                       | L                          | Leave as is  |
| 571112 | NOWHERE              | 571112            | 0.44           | L                       | L                          | Leave as is  |
| 571113 | MISNAMED             | 571113            | 1              | L                       | L                          | Leave as is  |
| 571114 | CROSS                | 571114            | 0.55           | L                       | L                          | Decommission last 0.3 miles from jct. with #571113 |
| 571115 | KEATS                | 571115            | 1              | L                       | L                          | Leave as is  |
| 571116 | B.L.T.               | 571116            | 0.5            | L                       | L                          | Leave as is  |
| 571117 | QUICK                | 571117            | 0.31           | L                       | L                          | Decommission                                       |
| 571118 | CANYON CREEK SPUR 1  | 571118            | 0.2            | M                       | L                          | Decommission                                       |

| ID     | Name                  | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                              |
|--------|-----------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 571119 | CANYON CREEK SPUR 2   | 571119            | 0.41           | L                       | L                          | Leave as is  |
| 571120 | CANYON CREEK SPUR 3   | 571120            | 0.25           | L                       | L                          | Decommission   |
| 571121 | ITTY BITTY            | 571121            | 0.25           | L                       | L                          | Decommission   |
| 571122 | RIDGEWAY              | 571122            | 0.68           | L                       | L                          | Decommission   |
| 571211 | ACKERMAN              | 571211            | 1.18           | L                       | L                          | Leave as is  |
| 571212 | POWDER                | 571212            | 0.45           | L                       | L                          | Leave as is  |
| 571213 | DOUBLE TIME           | 571213            | 0.55           | L                       | L                          | Decommission   |
| 571413 | S. PASTURE SPUR C     | 571413            | 0.9            | L                       | L                          | Leave as is  |
| 574111 | ROCK'N ROLL           | 574111            | 1.79           | L                       | L                          | Leave as is  |
| 574113 | COW CAMP ACCESS       | 574113            | 0.84           | L                       | L                          | Leave as is  |
| 574115 | YELLOW TREE           | 574115            | 1.81           | L                       | L                          | Leave as is  |
| 574116 | BULLET                | 574116            | 0.78           | L                       | L                          | Leave as is  |
| 574211 | LIEGH CREEK OVERLOOK  | 574211            | 0.29           | L                       | L                          | Leave as is  |
| 574212 | SAND DRAW SPUR 2      | 574212            | 0.47           | L                       | L                          | Leave as is  |
| 574311 | SAND DRAW SPUR 3      | 574311            | 0.67           | L                       | L                          | Decommission portion past cabin - last 0.5 miles       |
| 574411 | CLIFF HANGER          | 574411            | 0.29           | L                       | L                          | Decommission   |
| 574412 | BUFFALO SKULL         | 574412            | 0.79           | L                       | L                          | Leave as is  |
| 582411 | W. HAZELTON           | 582411            | 1.32           | L                       | L                          | Leave as is. No legal access. Private has right-of-way |
| 582412 | DOYLE CREEK           | 582412            | 0.2            | L                       | L                          | Decommissioned already (Done)                          |
| 583111 | DOYLE SPUR            | 583111            | 0.3            | L                       | L                          | Leave as is  |
| 584111 | E. HAZELTON MAIN      | 584111            | 2.18           | L                       | L                          | Leave as is  |
| 584112 | EAST HAZELTON SPUR #1 | 584112            | 0.75           | L                       | L                          | Leave as is  |
| 584113 | EAST HAZELTON SPUR #2 | 584113            | 0.87           | L                       | L                          | Leave as is  |
| 584114 | EAST HAZELTON SPUR #3 | 584114            | 0.92           | L                       | L                          | Field verify - In INFRA not GIS                        |
| 584115 | MUNKRES SPUR #1       | 584115            | 0.61           | L                       | L                          | Leave as is  |
| 584116 | SOUTH POWDER RIVER    | 584116            | 2.93           | L                       | L                          | Leave as is  |

| ID                                     | Name                          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments     |
|--|-------------------------------|-------------------|----------------|-------------------------|----------------------------|-------------------------------|
| 584117                                 | SOUTH POWDER RIVER B          | 584117            | 1.07           | L                       | L                          | Leave as is                   |
| 584211                                 | SOUTH POWDER RIVER A          | 584211            | 0.55           | L                       | L                          | Leave as is                   |
| 584411                                 | WEBB CREEK CUTOFF             | 584411            | 0.67           | L                       | L                          | Decommission                  |
| 584412                                 | N. FK. POWDER RIVER SPUR      | 584412            | 1.5            | L                       | L                          | Leave as is                   |
| 584413                                 | HILL CLIMB                    | 584413            | 0.6            | L                       | L                          | Leave as is                   |
| 591111                                 | BILLY CREEK POISON CREEK SPUR | 591111            | 0.44           | L                       | L                          | Decommissioned already (Done) |
| 594311                                 | SECOND CHANCE                 | 594311            | 0.83           | L                       | L                          | Leave as is                   |
| 594411                                 | HAZELTON PEAK SPUR            | 594411            | 0.44           | L                       | L                          | Decommission                  |
| <b>Total maintenance level 1 miles</b> |                               |                   | <b>203.42</b>  |                         |                            |                               |

Table 16. Risk/benefit assessment for maintenance level 2 roads, Powder River Ranger District.

| ID  | Name          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|---------------|-------------------|----------------|-------------------------|----------------------------|---|
| 25  | CANYON CREEK  | 512102            | 3.79           | M                       | M                          | Leave as is   |
| 360 | BUCK CREEK    | 442412            | 0.58           | L                       | M                          | Add this road to list (Done). Move road junction? Enforce road closure device |
| 365 | TRIANGLE PARK | 461111            | 0.95           | L                       | L                          | Convert to ORV trail  |
| 366 | CULL WATT     | 471211            | 1.9            | M                       | L                          | Leave as is   |
| 368 | FRENCH CREEK  | 471311            | 1.59           | M                       | L                          | Leave as is - We now have a ROW across private                                |
| 369 | CABIN ROAD    | 471312            | 0.7            | M                       | L                          | Leave as is   |
| 371 | TODD CABIN    | 472212            | 0.762          | L                       | M                          | Same as #461. Make one road with two road numbers (Done)                      |
| 372 | GROMMUND      | 472301            | 3.4            | M                       | M                          | Leave as is   |
| 373 | MIDDLE FORK   | 473103            | 0.87           | M                       | M                          | Leave as is   |

| ID  | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 375 | SOUTH CLEAR CREEK      | 473112            | 1.08           | L                       | M                          | Leave as is   |
| 378 | SOURDOUGH COW CAMP     | 473212            | 0.14           | M                       | L                          | Decommission (not in RACR). First 0.1 mile, convert to trail, rest of the road decommission |
| 379 | MOOSE CREEK            | 473213            | 0.2            | L                       | L                          | Road is already decommissioned (field verify). Grown over, no recent tracks                 |
| 380 | SOUTH FORK POWERLINE   | 473214            | 0.21           | L                       | L                          | Leave as is   |
| 382 | TRIGGER LAKE           | 473218            | 3.15           | M                       | M                          | Leave as is   |
| 383 | CIRCLE CUT ACROSS      | 473219            | 1              | L                       | M                          | Decommission (not in RACR) 0.9 miles and open road from Circle Park T.H. to cabin           |
| 385 | CAMP SITE              | 473411            | 0.5            | L                       | L                          | Leave as is   |
| 386 | OLIVER CREEK           | 473412            | 0.5            | M                       | L                          | Leave as is   |
| 387 | UPPER MIDDLE FORK      | 473413            | 0.9            | L                       | L                          | Road is already decommissioned (field verify). Open to full size vehicles - check length    |
| 388 | KENO CREEK             | 474111            | 1.55           | M                       | L                          | Convert to motorized trail  |
| 389 | NORTH CLEAR CREEK      | 474211            | 0.85           | M                       | M                          | Leave as is   |
| 390 | HUNTER MESA            | 474212            | 2.4            | M                       | M                          | Leave as is   |
| 391 | SCHOOLHOUSE PARK       | 474213            | 4.4            | L                       | L                          | Leave as is for now. Future keep level 2 to jct with #398                                   |
| 392 | RABBIT CREEK ROAD      | 472311            | 0.33           | L                       | M                          | Leave as is   |
| 393 | LITTLE SOURDOUGH CREEK | 531412            | 0.57           | L                       | L                          | Leave as is   |
| 394 | SOLDIER PARK           | 474311            | 3.66           | M                       | M                          | Portion of road West of Solider Park - convert to trail 1.3 miles                           |
| 395 | SEVEN BROTHERS         | 474312            | 2.21           | M                       | M                          | Leave as is   |
| 396 | ROCK CREEK             | 474313            | 7.28           | M                       | M                          | Convert last 6.3 miles to motorized trail   |
| 397 | LITTLE GROMMUND        | 472215            | 0.27           | L                       | L                          | Leave as is   |
| 398 | BUFFALO PARK CUT OFF   | 474315            | 1.1            | M                       | L                          | Leave as is Keep level 2 to end (slab park)   |
| 399 | SOUTH ROCK CREEK       | 474411            | 1.2            | L                       | L                          | Convert entire length (1.2 miles) to trail  |

| ID  | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                     |
|-----|---------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 400 | SISTERS HILL        | 483311            | 0.8            | L                       | L                          | Convert entire length (0.8 miles) to trail                    |
| 401 | TASS CABIN          | 544412            | 0.62           | L                       | L                          | Leave as is   |
| 402 | CAMP COMFORT        | 484301            | 1.26           | L                       | M                          | Leave as is   |
| 403 | GROUSE MTN          | 484311            | 1.71           | M                       | M                          | Leave as is   |
| 404 | SPRING DRAW         | 501112            | 3.69           | M                       | L                          | Leave as is   |
| 405 | MUD MINE            | 501312            | 0.84           | M                       | L                          | Change OML to 2 (Done)  |
| 407 | UPPER SOLDIER CREEK | 501411            | 1.9            | M                       | L                          | Leave as is   |
| 408 | HYATTVILLE LOGGING  | 501412            | 1.8            | M                       | L                          | Leave as is   |
| 410 | ZAY BROOK           | 502111            | 2.9            | M                       | M                          | Leave as is   |
| 411 | BALD RIDGE          | 502112            | 7.98           | M                       | M                          | Convert last 3.8 miles to trail #402                          |
| 412 | ANTELOPE            | 502113            | 2.83           | M                       | M                          | Leave as is   |
| 413 | DRY TENSLEEP        | 502117            | 2.3            | M                       | M                          | Leave as is   |
| 414 | BROKEN BACK         | 502411            | 0.78           | M                       | M                          | Leave as is   |
| 415 | ZAY BROOK LOOP      | 502412            | 0.35           | L                       | M                          | Renumber roads #410 & #416 (Done)                             |
| 416 | ZAY BROOK SPUR      | 502413            | 0.04           | L                       | M                          | Leave as is   |
| 417 | S.FK.DIVIDE         | 504111            | 2.26           | M                       | L                          | Leave as is   |
| 418 | SOUTH FORK CORRAL   | 473215            | 0.1            | L                       | L                          | Leave as is   |
| 419 | BABY WAGON          | 512111            | 1.77           | M                       | L                          | Convert to trail  |
| 420 | GEORGE              | 512211            | 1.32           | L                       | L                          | Change to maintenance level 1 closed road                     |
| 421 | OLD BRICK           | 512214            | 0.76           | M                       | L                          | Decommission (not in RACR)                                    |
| 425 | BROKEN LEG          | 501319            | 0.28           | L                       | L                          | Change to maintenance level 1 closed road                     |
| 430 | EAST LAKE           | 513111            | 4.9            | M                       | M                          | From trail #79 to end, convert to motorized trail (1.0 miles) |
| 431 | LAKE CREEK          | 513123            | 1.05           | M                       | M                          | Leave as is   |
| 433 | MICROWAVE           | 513211            | 2.04           | M                       | M                          | Change surface type to NAT (Done)                             |
| 434 | WEEPING ROCK        | 513216            | 3.17           | M                       | L                          | Leave as is   |

| ID  | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                              |
|-----|---------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 435 | INDIAN CREEK        | 513217            | 1.13           | M                       | L                          | Change to maintenance level 1 closed road              |
| 436 | SAND DRAW           | 563411            | 13.29          | H                       | L                          | Leave as is  |
| 438 | DEER HAVEN DRAW     | 513412            | 1.22           | L                       | M                          | Leave as is  |
| 439 | MUDDY GS SPUR       | 532412            | 0.04           | M                       | M                          | Change OML and ML to 3 (Done)                          |
| 440 | OLD HIGHWAY SEC 4   | 512101            | 1.1            | L                       | L                          | Change surface type to NAT (Done)                      |
| 447 | UPPER NORTH FORK    | 522115            | 3.08           | L                       | L                          | Leave as is  |
| 448 | MUNKRES PASS        | 522311            | 2.6            | M                       | L                          | Leave as is  |
| 449 | HESSE CREEK         | 522314            | 2.713          | M                       | L                          | Leave as is  |
| 450 | WEBB CREEK          | 523212            | 4.36           | M                       | L                          | Leave as is - two fords need work                      |
| 451 | POWDER ACCESS #1    | 523214            | 0.3            | L                       | L                          | Decommissioned already. Field verify. Not in RACR.     |
| 452 | GOLD MINE           | 523311            | 4.49           | M                       | M                          | Leave as is  |
| 454 | WEBBER CREEK        | 531112            | 0.5            | L                       | L                          | Leave as is  |
| 456 | ELAKAWEE            | 531303            | 0.95           | L                       | M                          | Leave as is  |
| 457 | MUDDY COW CAMP      | 531312            | 0.63           | L                       | L                          | Leave as is  |
| 458 | WEBBER PARK         | 531313            | 2.3            | L                       | L                          | Keep as level 2 road but manage/use as motorized trail |
| 460 | ELGIN PARK          | 531402            | 5.75           | M                       | M                          | Leave as is  |
| 461 | LITTLE NORTH FORK   | 531411            | 2.5            | M                       | M                          | Leave as is  |
| 462 | OPEN                | 532315            | 0.66           | L                       | L                          | Change name to Lab Lane (Done)                         |
| 463 | ANTLER CREEK        | 532111            | 1.73           | L                       | L                          | Leave as is - ties into #496                           |
| 464 | BILLY CREEK SPRING  | 532212            | 2.28           | M                       | L                          | Leave as is  |
| 465 | POISON CREEK SPRING | 532213            | 1.1            | M                       | L                          | Leave as is  |
| 467 | ANTLER SPUR         | 532211            | 0.8            | L                       | L                          | On state land. Remove from INFRA and GIS (Done)        |
| 468 | JOHNSON             | 532314            | 0.38           | L                       | M                          | State needs to pursue ROW                              |
| 469 | TREELINE            | 532214            | 0.73           | L                       | L                          | Leave as is  |
| 471 | POLE BEAVER         | 532411            | 0.87           | M                       | L                          | Decommission (not in RACR) after timber sale           |

| ID  | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|---------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 472 | MUDDY CREEK         | 532413            | 2.02           | L                       | L                          | Leave as is  |
| 473 | MUDDY GUARD STATION | 532414            | 1.71           | M                       | L                          | Upgrade first 0.35 miles to ML3  |
| 474 | CARIBOU PIT         | 532416            | 0.73           | L                       | L                          | Leave as is  |
| 475 | MUDDY SPUR          | 532415            | 0.62           | L                       | L                          | Leave as is  |
| 476 | ROCK KNOB           | 533115            | 1.63           | L                       | L                          | Leave as is  |
| 477 | PAINT               | 533116            | 0.67           | L                       | L                          | Decommission (not in RACR)   |
| 479 | WATKINS GLEN        | 533127            | 0.21           | L                       | L                          | Decommission (not in RACR)   |
| 480 | LOST                | 533128            | 0.43           | L                       | L                          | Already converted to a trail (field verify)                            |
| 481 | LOWER POISON CREEK  | 533211            | 2.69           | L                       | M                          | Leave as is  |
| 482 | EASEMENT            | 533212            | 0.21           | L                       | L                          | Leave as is. Easement is needed  |
| 484 | HAZELTON PEAK       | 533315            | 7.28           | M                       | L                          | Leave as is  |
| 485 | DRY POISON CIRCLE   | 533316            | 1.41           | L                       | L                          | Delete piece?? (Done)  |
| 486 | MUD POISON          | 533317            | 2.14           | L                       | L                          | Leave as is  |
| 489 | KELLY MTN           | 534115            | 0.96           | L                       | L                          | Change to maintenance level 1 closed road                              |
| 491 | HANSON SAWMILL      | 534401            | 1.2            | M                       | M                          | Convert last 0.7 miles to motorized trail                              |
| 493 | SAWMILL SPUR        | 534412            | 0.71           | M                       | L                          | Decommission (not in RACR)   |
| 496 | RIGHT ANTLER        | 543411            | 1.04           | M                       | L                          | Leave as is  |
| 497 | CANYON RIM          | 544411            | 1.95           | M                       | L                          | Leave as is  |
| 498 | RED SPRING          | 561211            | 0.9            | L                       | L                          | Leave as is  |
| 499 | POST DRAW           | 561212            | 0.7            | L                       | L                          | Leave as is  |
| 501 | SANDSTONE           | 562411            | 1.5            | M                       | L                          | Leave as is  |
| 502 | CABIN SPRING        | 563111            | 0.7            | M                       | L                          | Renumber as two roads, remove middle section (Done). Private needs ROW |
| 505 | ONION GULCH         | 571201            | 0.52           | L                       | L                          | Change OML and ML to 3 (Done)  |
| 506 | UPPER DOYLE         | 582111            | 2.47           | M                       | M                          | Leave as is. Is there a legal ROW?                                     |
| 507 | BASCOE              | 582112            | 0.77           | M                       | L                          | Leave as is (road is in RACR)  |

| ID  | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 508 | HAZELTON PYRAMID       | 582412            | 0.89           | M                       | L                          | Decommissioned already. Field verify. Not in RACR.                                    |
| 511 | WEBB CREEK COW CAMP    | 584311            | 0.3            | L                       | L                          | Leave as is   |
| 512 | POWDER GOLD            | 584312            | 2              | M                       | L                          | Drainage structures need work and add drainage  |
| 514 | LOWER DOYLE            | 594301            | 0.17           | L                       | L                          | Leave as is   |
| 530 | BUCK CREEK CAMPERS     | 442313            | 0.18           | M                       | L                          | Re-number as #360; check with Amy (Done)  |
| 532 | BATTLE PARK T.H.       | 442401            | 0.37           | L                       | L                          | Leave as is   |
| 533 | TAYLOR CREEK           | 582101            | 0.08           | L                       | L                          | Leave as is   |
| 605 | GROMMUND SPUR          | 472214            | 0.93           | M                       | L                          | Leave as is   |
| 611 | TRIGGER LAKE SPUR 1    | 473311            | 0.89           | M                       | L                          | Decommission last 0.6 miles - #612 intersection (not in RACR)                         |
| 612 | TRIGGER LAKE SPUR 2    | 473312            | 1.19           | L                       | L                          | Leave as is   |
| 618 | POLE CREEK SPUR        | 533319            | 0.67           | L                       | L                          | Leave as is   |
| 619 | EAST LONG PARK 1       | 531211            | 1.68           | L                       | L                          | Leave as is – Keep open to water development, install gate to make level 1 after that |
| 620 | STRAIGHT               | 532418            | 0.14           | L                       | L                          | Leave as is   |
| 622 | BILLY CREEK MEADOW     | 532313            | 1.2            | L                       | L                          | Leave as is   |
| 634 | HOOTERVILLE            | 531416            | 0.5            | L                       | L                          | Leave as is   |
| 636 | SAWMILL GONE           | 522113            | 0.77           | M                       | L                          | Leave as is   |
| 639 | POLE CREEK #2          | 534318            | 0.31           | L                       | L                          | Change to maintenance level 1 closed road   |
| 640 | GRASSY ROAD            | 534319            | 0.25           | L                       | L                          | Decommission (not in RACR)  |
| 641 | CANYON RIM SPUR 1      | 544413            | 2.1            | M                       | L                          | Leave as is   |
| 643 | CANYON RIM SPUR 3      | 544415            | 0.25           | L                       | L                          | Decommission (not in RACR)  |
| 673 | HESSE CREEK GRAVEL PIT | 533318            | 1.05           | L                       | L                          | Leave as is   |
| 805 | HUNTER WORK CENTER     | 474210            | 0.18           | M                       | L                          | Leave as is   |
| 834 | MEADOWLARK LODGE SPUR  | 513116            | 0.16           | L                       | L                          | Leave as is   |

| ID  | Name                           | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|-----|--------------------------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 853 | MIDDLE FORK CABINS LOT G & F   | 473111            | 0.04           | L                       | L                          | Leave as is               |
| 854 | PRIVATE RESIDENCES             | 471313            | 0.29           | L                       | L                          | Leave as is               |
| 857 | CANYON CREEK COW CAMP          | 571214            | 0.16           | M                       | M                          | Leave as is               |
| 858 | FRANKOVIC CABIN                | 531315            | 1.07           | L                       | M                          | Leave as is               |
| 860 | MIDDLE FORK CABIN LOT V        | 473111            | 0.07           | M                       | M                          | Leave as is               |
| 861 | MIDDLE FORK CLEAR CREEK CABINS | 473113            | 0.07           | L                       | M                          | Leave as is               |
| 862 | SPRING DRAW CABIN LOT H        | 502120            | 0.21           | L                       | L                          | Leave as is               |
| 907 | SPRING DRAW LOT G              | 502122            | 0.05           | L                       | L                          | Leave as is               |
| 908 | SPRING DRAW LOT E              | 502123            | 0.02           | L                       | L                          | Leave as is               |
| 909 | SPRING DRAW LOT D              | 502124            | 0.01           | L                       | L                          | Leave as is               |
| 910 | TYRRELL MILL LOT E             | 502125            | 0.2            | L                       | L                          | Leave as is               |
| 911 | ENGLEMANN LOT H                | 502126            | 0.53           | L                       | L                          | Leave as is               |
| 912 | SPRING DRAW LOT A              | 502127            | 0.05           | L                       | L                          | Leave as is               |
| 913 | W TENSLEEP B LOT F             | 502128            | 0.1            | L                       | L                          | Leave as is               |
| 914 | W TENSLEEP B LOT G             | 502129            | 0.15           | L                       | L                          | Leave as is               |
| 915 | TYRRELL MILL LOT A             | 502130            | 0.18           | L                       | L                          | Leave as is               |
| 916 | W TENSLEEP B LOT H             | 502131            | 0.2            | L                       | L                          | Leave as is               |
| 917 | TYRRELL LOT A                  | 502133            | 0.21           | L                       | L                          | Leave as is               |
| 918 | SPRING DRAW LOT H              | 502135            | 0.1            | L                       | L                          | Leave as is               |
| 919 | INDIAN CREEK CABIN A           | 513313            | 0.13           | L                       | L                          | Leave as is               |
| 920 | W TENSLEEP B LOT I             | 513414            | 0.06           | L                       | L                          | Leave as is               |
| 921 | W TSLP B LOTS A,B,C,D,E        | 513415            | 0.32           | L                       | M                          | Leave as is               |

| ID  | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                     |
|-----|--------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 923 | SITTING BULL S.H.G.      | 514212            | 0.49           | L                       | M                          | Leave as is   |
| 924 | WORLAND LOTS L,M         | 514314            | 0.3            | L                       | M                          | Road has been shortened to 0.15 miles by the reroute of roads |
| 925 | AUSTAD CABINS            | 514315            | 0.29           | L                       | M                          | Road has been shortened to 0.15 miles by the reroute of roads |
| 930 | BEAR LAKE LOT H          | 514415            | 0.08           | L                       | L                          | Leave as is   |
| 931 | BEAR LAKE LOTS D,E,F     | 502132            | 0.25           | L                       | L                          | Leave as is   |
| 934 | MOSES HOMESTEAD          | 571311            | 0.33           | L                       | M                          | Leave as is   |
| 935 | PARMALEE CABIN           | 474214            | 0.13           | M                       | L                          | Leave as is   |
| 936 | SPRING CREEK COW CAMP    | 474215            | 0.2            | L                       | L                          | Leave as is   |
| 937 | MELDRUM CABIN            | 474314            | 0.34           | L                       | L                          | Leave as is   |
| 953 | INDIAN CREEK CABIN B     | 513315            | 0.1            | L                       | L                          | Leave as is   |
| 954 | CHAPEL DE ST. CHRISTOPHE | 513125            | 0.03           | L                       | L                          | Add level 1 section of 0.08 miles to level 2 (Done)           |
| 961 | RABBIT CREEK S.H.G.      | 473216            | 0.56           | L                       | M                          | Leave as is   |
| 979 | VANNOY CABIN             | 532417            | 0.2            | L                       | L                          | Leave as is   |
| 980 | RABBIT CRK LOT A         | 472310            | 0.05           | L                       | L                          | Leave as is   |
| 981 | N. CLEAR CRK. LOT 1      | 471307            | 0.1            | L                       | L                          | Leave as is   |
| 982 | N. CLEAR CRK. LOT 2      | 471308            | 0.1            | L                       | L                          | Leave as is   |
| 983 | N. CLEAR CRK. LOT 3      | 471309            | 0.1            | M                       | L                          | Leave as is   |
| 988 | SPRING DRAW LOT C        | 502121            | 0.04           | L                       | L                          | Leave as is   |
| 989 | SPRING DRAW LOT A        | 502137            | 0.08           | L                       | L                          | Leave as is   |
| 990 | ENGLEMANN LOT J          | 513411            | 0.08           | L                       | L                          | Leave as is   |
| 991 | ENGLEMANN LOT K          | 513416            | 0.04           | L                       | L                          | Leave as is   |
| 992 | ENGLEMANN LOT H          | 513417            | 0.07           | L                       | L                          | Leave as is   |
| 993 | ENGLEMANN LOT F          | 513418            | 0.04           | L                       | L                          | Leave as is   |

| ID                                     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 994                                    | ENGLEMANN LOT D        | 513419            | 0.07           | L                       | L                          | Leave as is  |
| 995                                    | SPRING DRAW LOT B      | 513420            | 0.04           | L                       | L                          | Leave as is  |
| 472213                                 | LITTLE SOURDOUGH RIDGE | 472213            | 0.53           | L                       | L                          | Change OML to 2 (Done)   |
| 501317                                 | BROKENBACK #3          | 501317            | 0.11           | L                       | L                          | Change to #411. Renumber after removing end of #411 (ML2) (Done) |
| 561213                                 | SAND DRAW SPUR 1       | 561213            | 0.28           | L                       | L                          | Change OML to 2 (Done)   |
| 583111                                 | DOYLE SPUR             | 583111            | 0.13           | L                       | L                          | Leave as is  |
| <b>Total maintenance level 2 miles</b> |                        |                   | <b>210.18</b>  |                         |                            |  |

Table 17. Risk/benefit assessment for maintenance level 3 roads, Powder River Ranger District.

| ID | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|----|---------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 18 | OLD HIGHWAY 16      | 513312            | 6.56           | M                       | H                          | Leave as is   |
| 19 | HUNTER CREEK        | 471301            | 2.5            | H                       | H                          | Reroute to get out of drainage  |
| 20 | CIRCLE PARK C.G.    | 473101            | 2.4            | M                       | H                          | Leave as is   |
| 21 | TIE HACK            | 473102            | 1.7            | M                       | H                          | Leave as is. Pursue a maintenance agreement with city.  |
| 22 | OLD HIGHWAY - ELGIN | 473202            | 3.54           | M                       | H                          | Leave as is   |
| 23 | SOURDOUGH CREEK     | 473211            | 4.3            | M                       | H                          | Leave as is   |
| 24 | BATTLE PARK         | 502102            | 14.75          | M                       | H                          | Change OML & ML to 2 (Done). Need for mixed use study.  |
| 25 | CANYON CREEK        | 512102            | 2.15           | M                       | H                          | Leave as is. Canyon Creek Cabin owners help with maintenance and need ROW.                            |
| 27 | WEST TENSLEEP       | 514304            | 4.65           | M                       | H                          | Added. Changed from ML 4. Implement West Ten. Decision. Section from Island Park W. 4.65 miles (Done) |
| 28 | SHEEP MOUNTAIN      | 522201            | 5.65           | M                       | H                          | Leave as is. Lookout rental coming  |

| ID  | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
|     | LOOKOUT                |                   |                |                         |                            |   |
| 29  | N. FORK POWDER RIVER   | 522301            | 4.65           | M                       | H                          | Leave as is. Replace CMPs that work to the surface.                     |
| 31  | POLE CREEK             | 531401            | 10.97          | M                       | H                          | Leave as is. Protect sensitive plants                                   |
| 33  | CRAZY WOMAN CANYON     | 532403            | 4.9            | H                       | H                          | Leave as is. travel management  |
| 148 | CARIBOU MESA           | 531301            | 3.48           | M                       | M                          | Change OML & ML to 2  |
| 373 | MIDDLE FORK            | 473103            | 0.6            | M                       | H                          | Leave as is   |
| 374 | HETTINGER P.G.         | 473104            | 0.42           | M                       | M                          | Leave as is   |
| 377 | SOUTH FORK C.G.        | 473201            | 0.27           | L                       | L                          | Leave as is   |
| 384 | CIRCLE PARK T.H.       | 473401            | 0.5            | M                       | M                          | Leave as is   |
| 391 | SCHOOLHOUSE PARK       | 474213            | 0.45           | L                       | M                          | Change segment. length to 0.3 miles. Add ML 2 section 0.15 miles (Done) |
| 409 | BOULDER PARK TRLR PARK | 502101            | 0.75           | L                       | M                          | Leave as is. Change name to Boulder Park Campground                     |
| 422 | UPPER DUMP             | 512311            | 2.57           | M                       | M                          | Leave as is. remove powerline from road edge.                           |
| 423 | NORTH COVE BOAT RAMP   | 513101            | 0.3            | L                       | L                          | Leave as is   |
| 424 | LAKE VIEW C.G.         | 513102            | 0.38           | M                       | L                          | Leave as is   |
| 426 | MEADOWLARK             | 513104            | 0.9            | M                       | H                          | Leave as is   |
| 427 | MEADOWLARK LAKE        | 513105            | 0.51           | M                       | H                          | Leave as is   |
| 429 | HIGH PARK              | 513107            | 1.4            | M                       | H                          | Leave as is   |
| 432 | SITTING BULL C.G.      | 513124            | 1.01           | M                       | M                          | Leave as is   |
| 437 | LAKE POINT P.G.        | 513402            | 0.94           | M                       | L                          | Leave as is   |
| 441 | ISLAND PARK C.G.       | 514301            | 0.16           | M                       | L                          | Leave as is   |
| 442 | TYRELL RANGER STATION  | 514303            | 0.48           | L                       | L                          | Leave as is   |
| 443 | DEER PARK C.G.         | 514401            | 0.13           | M                       | L                          | Leave as is   |
| 453 | LEIGH CREEK DUMP STA.  | 523401            | 0.5            | M                       | L                          | Leave as is   |
| 466 | BILLY CREEK            | 532302            | 2.39           | M                       | H                          | Leave as is. Should be a county road with county maintenance            |

| ID                                     | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|--|---------------------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 470                                    | CRAZY WOMAN C.G.          | 532402            | 0.34           | M                       | L                          | Leave as is               |
| 483                                    | LOST CABIN C.G.           | 533213            | 0.77           | M                       | L                          | Leave as is               |
| 503                                    | WILLOW PARK P.G.          | 513401            | 0.39           | M                       | L                          | Leave as is               |
| 504                                    | LEIGH CREEK C.G.          | 564201            | 0.14           | M                       | H                          | Leave as is               |
| 510                                    | LEIGH CREEK C.G.          | 564211            | 0.04           | M                       | H                          | Leave as is               |
| 514                                    | LOWER DOYLE               | 594301            | 0.45           | M                       | H                          | Leave as is               |
| 515                                    | LOWER DOYLE C.G.          | 594302            | 0.47           | M                       | H                          | Leave as is               |
| 522                                    | WEST TENSLEEP LAKE C.G.   | 453201            | 0.33           | M                       | L                          | Leave as is               |
| 621                                    | TIE HACK C.G.             | 472411            | 0.37           | M                       | H                          | Leave as is               |
| 638                                    | HUNTER CAMPGROUND LOOP    | 474316            | 0.17           | M                       | H                          | Leave as is               |
| 975                                    | PINES RESORT              | 473110            | 0.3            | M                       | L                          | Leave as is               |
| 976                                    | SOUTH FORK RESORT         | 473210            | 0.3            | L                       | L                          | Leave as is               |
| 977                                    | MEADOWLARK LODGE          | 513103            | 0.5            | L                       | M                          | Leave as is               |
| 978                                    | DEER HAVEN LODGE          | 513410            | 0.31           | M                       | H                          | Leave as is               |
| 424A                                   | LAKE VIEW C.G. (A)        | 513102            | 0.16           | L                       | L                          | Leave as is               |
| 424B                                   | LAKE VIEW C.G. (B)        | 513102            | 0.04           | L                       | L                          | Leave as is               |
| 432A                                   | SITTING BULL C.G. (A)     | 513124            | 0.31           | M                       | M                          | Leave as is               |
| 453A                                   | LEIGH CREEK DUMP STA. (A) | 523401            | 0.08           | L                       | L                          | Leave as is               |
| 621A                                   | TIE HACK C.G. (A)         | 472411            | 0.24           | M                       | M                          | Leave as is               |
| 638A                                   | LARGE PARKING AREA HUNTER | 474316            | 0.19           | L                       | H                          | Leave as is               |
| 638B                                   | SMALL PARKING AREA HUNTER | 474316            | 0.13           | L                       | L                          | Leave as is               |
| <b>Total maintenance level 3 miles</b> |                           |                   | <b>92.89</b>   |                         |                            |                           |

Table 18. Risk/benefit assessments for maintenance level 4 roads, Powder River Ranger District.

| ID                                     | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--|-------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 18                                     | OLD HIGHWAY 16          | 513312            | 1.3            | M                       | H                          | Change OML & ML to 3 (Done). Road has several slide areas, seasonal closure.                               |
| 27                                     | WEST TENSLEEP           | 514304            | 7.15           | M                       | H                          | Change segment length to 2.5 mile. Implement West Ten decision. Add ML3 sec. Island Park W. 4.65 mi. Done) |
| 364                                    | WEST TENSLEEP LAKE T.H. | 453202            | 0.68           | M                       | H                          | Change OML & ML to 3 (Done)  |
| <b>Total maintenance level 4 miles</b> |                         |                   | <b>9.13</b>    |                         |                            |  |

Table 19. Risk/benefit assessments for maintenance level 5 roads, Powder Ranger District.

| ID                                     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 19                                     | HUNTER CREEK           | 471301            | 0.3            | M                       | H                          | Change to OML 5 (Done). Check to see who is responsible for maintenance. |
| 377                                    | SOUTH FORK C.G.        | 473201            | 0.1            | L                       | M                          | Add OML of 5 (Done)  |
| 487                                    | LOAF MOUNTAIN LOOKOUT  | 534101            | 0.21           | L                       | M                          | Leave as is  |
| 678                                    | HOSPITAL HILL OVERLOOK | 471213            | 0.2            | L                       | M                          | Change functional class to L (Done)                                      |
| <b>Total maintenance level 5 miles</b> |                        |                   | <b>0.81</b>    |                         |                            |  |

Table 20. Risk/benefit assessment for maintenance level 1 roads, Medicine Wheel/Paintrock Ranger District

| ID  | Name         | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                        |
|-----|--------------|-------------------|----------------|-------------------------|----------------------------|--|
| 108 | CRATER RIDGE | 043101            | 2.61           | M                       | L                          | Decommission 1.7 miles - Crater Ridge T.S.       |
| 118 | ELK SPRINGS  | 114212            | 4.33           | M                       | L                          | Decommission - but check with range about access |

| ID     | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|--------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 120    | BURNT MOUNTAIN           | 121311            | 3.24           | L                       | L                          | Leave as is   |
| 134    | ROOSTER HILL             | 124214            | 0.41           | L                       | L                          | Decommission  |
| 245    | JOHNSON BURN BRANCH #1   | 301112            | 1.05           | L                       | L                          | Leave as is   |
| 253    | SALT CREEK               | 301313            | 0.3            | L                       | L                          | Decommission  |
| 256    | RANGER CREEK RANCH       | 302101            | 0.34           | L                       | L                          | Leave as is   |
| 270    | LAKE ARDEN RD.           | 312213            | 0.34           | L                       | L                          | Decommission - in wilderness  |
| 345    | ANTHONY PARK             | 431111            | 0.36           | L                       | L                          | Leave as is   |
| 353    | SOUTH PARK RIDGE         | 431313            | 2.04           | L                       | L                          | Leave as is   |
| 354    | RENNELS COW CAMP         | 431314            | 0.3            | L                       | L                          | Decommission  |
| 356    | DEER GULCH OVERLOOK      | 431412            | 0.3            | L                       | L                          | Leave as is   |
| 650    | WILLEY RESERVOIR         | 203111            | 2.53           | L                       | L                          | Decommission - Hunt Mountain decision   |
| 651    | OLD HIGHWAY 14A          | 114211            | 3.29           | L                       | L                          | Has been converted to trail #140. Has had some slumping and sediment problems. possible CMLG project. |
| 031111 | SHEEP MOUNTAIN ROAD SPUR | 031111            | 0.36           | M                       | L                          | Decommission  |
| 031114 | COOKSTOVE CORRALS        | 031114            | 0.75           | L                       | L                          | Decommission  |
| 031311 | NO NAME ROAD             | 31311             | 0.23           | L                       | L                          | Leave as is   |
| 032111 | HANNAN'S COULEE SPUR     | 32111             | 0.32           | L                       | L                          | Decommission  |
| 032112 | BUCKING MULE CAMP        | 032112            | 0.6            | M                       | L                          | May be converted to nonmotorized trail  |
| 032211 | FIRESTOP                 | 032211            | 2.65           | L                       | L                          | Leave as is   |
| 032212 | BIG TEPEE                | 032212            | 1.6            | L                       | L                          | Leave as is   |
| 032213 | FIRESTOP SPUR            | 032213            | 0.89           | L                       | L                          | Leave as is   |
| 032214 | FIRESTOP SPUR A          | 032214            | 0.31           | L                       | L                          | Leave as is   |
| 032215 | BIG TEPEE SPUR           | 032215            | 0.4            | L                       | L                          | Leave as is   |
| 032218 | OLD DEVILS CANYON        | 032218            | 5.85           | L                       | L                          | Leave as is   |

| ID     | Name                       | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|----------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 032411 | HANNAN'S COULEE SPUR 2     | 32411             | 0.65           | L                       | L                          | Decommission   |
| 033311 | MEXICAN HILL SUMMIT        | 33311             | 0.57           | L                       | L                          | Leave as is  |
| 041111 | MARBLE QUARRY LOOP         | 041111            | 0.8            | L                       | L                          | Leave as is  |
| 041411 | LODGE GRASS END            | 041411            | 0.15           | L                       | L                          | Decommission   |
| 042111 | DEB LANE                   | 42111             | 1.03           | L                       | L                          | Decommission last 0.4 miles - Crater Ridge T.S.  |
| 043112 | CUB CREEK SPUR A           | 043112            | 0.3            | L                       | L                          | Decommission last 0.3 miles - Crater Ridge T.S.  |
| 043113 | CUB CREEK SPUR B           | 043113            | 0.65           | M                       | L                          | Decommission last 0.3 miles - Crater Ridge T.S.  |
| 043114 | CUB CREEK SPUR D           | 043114            | 1.35           | L                       | L                          | Decommission last 0.3 miles - Crater Ridge T.S.  |
| 043116 | CRATER RIDGE BRANCH        | 043116            | 3.3            | L                       | L                          | Leave as is  |
| 043211 | BOYD SPUR A                | 043211            | 1.7            | L                       | L                          | Leave as is  |
| 043212 | BOYD SPUR B                | 043212            | 0.57           | L                       | L                          | Leave as is  |
| 043213 | BOYD SPUR C                | 43213             | 0.22           | L                       | L                          | Leave as is  |
| 043311 | SHEEP MTN BRANCH           | 043311            | 1.1            | L                       | L                          | Decommission   |
| 043312 | SHEEP MOUNTAIN ROAD SPUR 2 | 43312             | 0.24           | L                       | L                          | Decommission   |
| 043412 | LODGEGRASS HOLLOW SPUR A   | 043412            | 0.85           | L                       | L                          | Leave as is  |
| 044211 | BURNT PUMPKIN              | 044211            | 1.35           | L                       | L                          | Road density is high. Consider closing some of these road in future: #11, 12, 14, 17, 18, 19 |
| 044212 | LITTLE PUMPKIN             | 044212            | 0.23           | L                       | L                          | Road density is high. Consider closing some of these road in future #11,12,14,17,18,19       |
| 044213 | LODGE GRASS CLIFFS         | 044213            | 1.81           | L                       | L                          | Leave as is  |
| 044214 | PUMPKIN PATCH              | 044214            | 1.74           | L                       | L                          | Leave as is  |
| 044215 | LODGE GRASS RIDGE          | 044215            | 0.28           | L                       | L                          | Leave as is  |
| 044216 | LITTLEST LODGE GRASS       | 044216            | 0.22           | L                       | L                          | Decommission   |
| 044217 | PUMPKIN CREEK ROAD         | 44217             | 0.65           | L                       | L                          | Road density is high. Consider closing some of these road in future: #11, 12, 14, 17, 18, 19 |

| ID     | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|-------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 044218 | PUMPKIN CREEK ROAD SPUR | 44218             | 0.11           | L                       | L                          | Road density is high. Consider closing some of these road in future: #11, 12, 14, 17, 18, 19 |
| 044219 | PUMPKIN PATCH SPUR      | 44219             | 0.52           | L                       | L                          | Leave as is  |
| 044311 | LODGE GRASS HOLLOW      | 044311            | 1.11           | L                       | L                          | Leave as is  |
| 053311 | BOYD RIDGE SPUR#1       | 053311            | 0.83           | L                       | L                          | Leave as is  |
| 053312 | BOYD RIDGE SPUR #2      | 053312            | 1.18           | L                       | L                          | Leave as is  |
| 053411 | BOYD RIDGE SPUR#3       | 053411            | 0.58           | L                       | L                          | Leave as is  |
| 053413 | BOYD RIDGE SPUR #3A     | 53413             | 0.36           | L                       | L                          | Leave as is  |
| 053414 | BOYD RIDGE SPUR #3B     | 53414             | 0.11           | L                       | L                          | Leave as is  |
| 111111 | TILLET'S HOLE           | 111111            | 0.89           | L                       | L                          | Leave as is  |
| 111112 | CAMP                    | 111112            | 0.28           | L                       | L                          | Decommission   |
| 111113 | LITTLE TEEPEE SPUR      | 111113            | 0.2            | L                       | L                          | Decommission   |
| 111412 | LITTLE TEEPEE           | 111412            | 1.85           | M                       | L                          | Leave as is  |
| 111413 | LICIA                   | 111413            | 0.6            | L                       | L                          | Decommission   |
| 111417 | DEVIL'S DELIGHT         | 111417            | 0.53           | L                       | L                          | Leave as is  |
| 112112 | HIGHWAY 14A SPUR        | 122112            | 0.13           | L                       | L                          | Decommission   |
| 114213 | WHEEL                   | 114213            | 0.45           | L                       | L                          | Decommission   |
| 114214 | FIVE SPRINGS SPUR       | 114214            | 1.5            | L                       | L                          | Decommission   |
| 114215 | BANJO SPUR              | 114215            | 0.66           | L                       | L                          | Decommission   |
| 114216 | TIP SPUR                | 114216            | 0.4            | L                       | L                          | Decommission   |
| 114311 | OVERTIME SPUR           | 114311            | 0.83           | L                       | L                          | Decommission   |
| 114312 | BILLS ROAD              | 114312            | 0.8            | L                       | L                          | Decommission   |
| 121111 | BURNT MTN. LOOP         | 121111            | 1.71           | L                       | L                          | Leave as is  |
| 121211 | SMALL HORN SPUR C       | 121211            | 0.4            | L                       | L                          | Leave as is  |
| 121212 | FISH HOOK               | 121212            | 0.63           | L                       | L                          | Leave as is  |
| 121213 | BALD MTN SPUR A         | 121213            | 1.3            | L                       | L                          | Leave as is  |

| ID     | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments           |
|--------|-------------------------|-------------------|----------------|-------------------------|----------------------------|-------------------------------------|
| 121214 | BALD MTN SPUR B         | 121214            | 0.3            | L                       | L                          | Leave as is                         |
| 121215 | BALD MTN SPUR C         | 121215            | 0.5            | L                       | L                          | Leave as is                         |
| 121216 | BURNT MOUNTAIN SPUR D   | 121216            | 0.33           | L                       | L                          | Decommission                        |
| 121312 | BURNT SPUR              | 121312            | 0.47           | L                       | L                          | Decommission                        |
| 121313 | ROOSTER HILL LOOP       | 121313            | 0.85           | L                       | L                          | Leave as is                         |
| 121314 | DUNCUM SPUR E           | 121314            | 0.43           | L                       | L                          | Leave as is                         |
| 121315 | BALD MTN SPUR D         | 121315            | 0.13           | L                       | L                          | Decommission                        |
| 121411 | DUNCUM SPUR B           | 121411            | 0.1            | L                       | L                          | Decommission                        |
| 121412 | DUNCUM SPUR D           | 121412            | 1.32           | L                       | L                          | Leave as is                         |
| 121413 | DUNCUM SPUR C           | 121413            | 0.19           | L                       | L                          | Leave as is                         |
| 122111 | LITTLE CREEK            | 122111            | 1.4            | L                       | L                          | Leave as is                         |
| 122112 | LITTLE CREEK SPUR       | 122112            | 0.75           | L                       | L                          | Decommission - parallel roads       |
| 122113 | SMALL HORN SPUR A       | 122113            | 1              | L                       | L                          | Leave as is                         |
| 122114 | SMALL HORN SPUR B       | 122114            | 0.5            | L                       | L                          | Leave as is                         |
| 122115 | WINDY                   | 122115            | 0.76           | L                       | L                          | Leave as is. Reinforce road closure |
| 122116 | DEAD END                | 122116            | 0.65           | L                       | L                          | Decommission after first 300 feet   |
| 122211 | BEAVER CR OVERLOOK      | 122211            | 0.76           | L                       | L                          | Leave as is                         |
| 122413 | WATERBAR LOOP SPUR      | 122413            | 0.3            | L                       | L                          | Decommission                        |
| 122414 | NORTH BALDY             | 122414            | 0.5            | L                       | L                          | Decommission                        |
| 122415 | MINING CLAIM CABIN      | 122415            | 0.11           | L                       | L                          | Decommission                        |
| 122416 | WATERBAR LOOP           | 122416            | 0.83           | L                       | L                          | Leave as is                         |
| 123112 | ROOSTER HILL SPUR       | 123112            | 0.76           | L                       | L                          | Decommission                        |
| 123411 | BALD MOUNTAIN C.G. SPUR | 123411            | 0.54           | L                       | L                          | Decommission                        |
| 124111 | DUNCUM SPUR A           | 124111            | 0.55           | L                       | L                          | Leave as is                         |
| 124112 | DUNCUM SALE ROAD A      | 124112            | 2.36           | L                       | L                          | Leave as is                         |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 124113 | DUNCUM SALE ROAD C     | 124113            | 0.55           | L                       | L                          | Leave as is   |
| 124114 | DUNCUM SALE ROAD D     | 124114            | 0.7            | L                       | L                          | Leave as is   |
| 124115 | DUNCUM SALE SPUR       | 124115            | 1.3            | L                       | L                          | Leave as is   |
| 124116 | DUNCUM CREEK           | 124116            | 0.45           | L                       | L                          | Decommission  |
| 124212 | LITTLE BURNT SPUR A    | 124212            | 1.31           | L                       | L                          | Decommission  |
| 124216 | DUNCUM SALE ROAD B     | 124216            | 2.75           | L                       | L                          | Leave as is   |
| 124313 | BUCKSHOT               | 124313            | 0.93           | L                       | L                          | Decommission  |
| 124411 | EAST DUNCOM            | 124411            | 2.75           | L                       | L                          | Leave as is   |
| 133113 | LICK CREEK ROAD SPUR B | 133113            | 0.08           | L                       | L                          | Decommission  |
| 133114 | LICK CREEK ROAD SPUR C | 133114            | 0.13           | L                       | L                          | Decommission  |
| 192111 | GROUSE SPUR #1         | 192111            | 0.2            | L                       | L                          | Decommission - field verify   |
| 192211 | COTTONWOOD SPRINGS     | 192211            | 0.67           | M                       | L                          | Decommission - Hunt Mountain decision   |
| 192311 | OPEN MEADOWS           | 192311            | 0.67           | L                       | L                          | Decommission - Hunt Mountain decision   |
| 192412 | TORRY GULCH            | 192412            | 0.55           | L                       | L                          | Convert to motorized trail #894   |
| 192415 | SUNLIGHT CUT ACROSS    | 192415            | 1.95           | M                       | L                          | Has already been converted to a trail #808 (Done)   |
| 192416 | COTTONWOOD CREEK A     | 192416            | 1.25           | M                       | L                          | Has already been converted to a trail #809 (Done). Create a pinch point to keep full-size vehicles out. |
| 192417 | COTTONWOOD CREEK B     | 192417            | 1.03           | M                       | L                          | Decommission - Hunt Mountain decision   |
| 192418 | COTTONWOOD HILLS       | 192418            | 0.5            | L                       | L                          | Decommission - Hunt Mountain decision   |
| 193211 | SUNNY MEADOW           | 193211            | 0.75           | L                       | L                          | Decommission - Hunt Mountain decision   |
| 193213 | WOLF SPRINGS SPUR      | 193213            | 0.47           | L                       | L                          | Decommission  |
| 202212 | STOCK POND             | 202212            | 0.63           | L                       | L                          | Decommission  |
| 202213 | HUNT MOUNTAIN SPUR A   | 202213            | 0.5            | L                       | L                          | Decommission  |
| 202214 | HUNT MOUNTAIN SPUR B   | 202214            | 1.8            | L                       | L                          | Decommission  |
| 203112 | WILLEY CUTOFF          | 203112            | 0.66           | L                       | L                          | Decommission - Hunt Mountain decision   |
| 294111 | SUN DESERT             | 294111            | 1              | L                       | L                          | Decommission - Hunt Mountain decision   |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 301116 | GRANITE CREEK ROAD     | 301116            | 0.29           | L                       | L                          | Convert to level 2 - open (Done)                                     |
| 302111 | SNOWSHOE BENCH         | 302111            | 4.68           | M                       | L                          | Decommission last portion of road. First 1.5 miles stay - Bench T.S. |
| 302113 | SOUTH ASPEN GROVE      | 302113            | 0.03           | L                       | L                          | Decommission   |
| 302114 | NORTH ASPEN GROVE      | 302114            | 0.04           | L                       | L                          | Decommission   |
| 302115 | SNOW SHOE MOUNTAIN     | 302115            | 0.95           | L                       | L                          | Leave as is  |
| 302214 | WHITE CREEK RIM        | 302214            | 0.25           | L                       | L                          | Leave as is  |
| 304312 | BULL SPRING            | 304312            | 0.55           | L                       | L                          | Decommission   |
| 313212 | CROOKED CREEK          | 313212            | 0.4            | L                       | L                          | Leave as is  |
| 313419 | ANTELOPE PRAIRIE       | 313419            | 0.24           | L                       | L                          | Decommission   |
| 313420 | ANTELOPE MEADOW        | 313420            | 0.33           | L                       | L                          | Leave as is  |
| 314113 | MARTIN                 | 314113            | 0.15           | L                       | L                          | Decommission   |
| 314115 | UPPER WILLET LOOP      | 314115            | 0.3            | L                       | L                          | Field verify - in INFRA not GIS                                      |
| 314213 | LUCY                   | 314213            | 0.85           | L                       | L                          | Field verify - in INFRA not GIS                                      |
| 314413 | MAX PARK               | 314413            | 0.97           | L                       | L                          | Leave as is  |
| 314415 | SWITCH BACK RD.        | 314415            | 1.66           | L                       | L                          | Leave as is  |
| 314418 | MAX PARK SPUR A        | 314418            | 0.09           | L                       | L                          | Decommission   |
| 314419 | MAX PARK SPUR B        | 314419            | 0.2            | L                       | L                          | Decommission   |
| 373117 | BIG GAME               | 373117            | 0.4            | L                       | L                          | Decommission   |
| 373120 | MOUNTAIN MEADOW SPUR A | 373120            | 0.1            | L                       | L                          | Decommission   |
| 373121 | MOUNTAIN MEADOW SPUR B | 373121            | 0.6            | L                       | L                          | Leave as is  |
| 373122 | MOUNTAIN MEADOW SPUR C | 373122            | 0.15           | L                       | L                          | Decommission   |
| 373123 | MOUNTAIN MEADOW SPUR D | 373123            | 0.5            | L                       | L                          | Decommission   |

| ID                                     | Name  | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                |
|--|---|-------------------|----------------|-------------------------|----------------------------|--|
| 373211                                 | BLACK BUTTE   | 373211            | 0.56           | L                       | L                          | Leave as is                              |
| 373217                                 | BLACK BUTTE SPUR B  | 373217            | 0.1            | L                       | L                          | Decommission                             |
| 374112                                 | SHAGNASTY   | 374112            | 2.7            | L                       | L                          | Leave as is                              |
| 431114                                 | COLD SPRINGS LOOP   | 431114            | 0.96           | L                       | L                          | Decommission                             |
| 431116                                 | ALLEN DRAW ROAD   | 431116            | 0.77           | L                       | L                          | Decommission                             |
| 431311                                 | CAPTAIN JACK  | 431311            | 1.69           | L                       | L                          | Leave as is. Check to see if we have ROW |
| 431315                                 | MATTHEWS RIDGE  | 431315            | 0.65           | L                       | L                          | Leave as is                              |
| 431316                                 | COLD SPRINGS C.G.   | 431316            | 0.07           | L                       | L                          | Decommission                             |
| 432111                                 | SKYVIEW   | 432111            | 0.4            | L                       | L                          | Decommission                             |
| 432112                                 | LONG VIEW   | 432112            | 0.63           | L                       | L                          | Leave as is                              |
|  | Road thru Ranger Creek C.G. to Bench T.S. does not show up - see maps |                   |                |                         |                            |  |
| <b>Total maintenance level 1 miles</b> |   |                   | <b>135.35</b>  |                         |                            |  |

Table 21. Risk/benefit assessment for maintenance level 2 roads, Medicine Wheel/Paintrock Ranger District

| ID  | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                  |
|-----|-------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 10  | HUNT MOUNTAIN           | 122200            | 17.04          | H                       | H                          | Leave as is  |
| 11  | SHEEP MTN               | 123101            | 7.72           | H                       | H                          | Leave as is  |
| 12  | MEDICINE MTN-LITTLE MTN | 123401            | 4.65           | H                       | H                          | Leave as is  |
| 13  | MED WHEEL RANGER STA.   | 123402            | 1.7            | H                       | H                          | Leave as is. Add culvert near summer home.                 |
| 100 | COOKSTOVE COW CAMP      | 031111            | 0.69           | M                       | L                          | Field verify   |
| 101 | LODGE GRASS COW CAMP    | 031112            | 1              | M                       | M                          | Decommission before ford or work on ford. Road is in RACR. |

| ID  | Name                 | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|----------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 102 | TEPEE POLE           | 031113            | 0.9            | L                       | L                          | Change OML to 2 (Done)  |
| 103 | COOKSTOVE BASIN      | 031211            | 4.8            | H                       | H                          | Leave as is - Look at drainage when maintaining                           |
| 104 | STEEL GRAINERY       | 031212            | 5.51           | M                       | H                          | Leave as is. Look at drainage on Deer Creek: sediment concerns            |
| 105 | HANNAN'S COULEE      | 032111            | 5.6            | M                       | H                          | Leave as is. Heavy maintenance when on district.                          |
| 106 | DUGAN BENCH          | 032411            | 0.48           | L                       | L                          | Leave as is   |
| 107 | HONEYMOON            | 033111            | 0.6            | M                       | M                          | Leave as is   |
| 108 | CRATER RIDGE         | 043101            | 1.93           | M                       | H                          | Change OML to 2 (Done)  |
| 109 | CUB CREEK            | 043111            | 0.3            | M                       | M                          | Leave as is   |
| 110 | BOYD RIDGE           | 043301            | 6.6            | H                       | H                          | Leave as is   |
| 111 | MARBLE QUARRY        | 043401            | 6.51           | M                       | H                          | Leave as is   |
| 112 | CRATER RIDGE SPRINGS | 043411            | 4.1            | M                       | M                          | The last 3 miles of this road will be closed with the Crater Ridge T.S.   |
| 113 | LITTLE HORN CANYON   | 051111            | 0.15           | M                       | M                          | Leave as is. Check with Tongue  |
| 118 | ELK SPRINGS          | 114212            | 0.31           | M                       | L                          | Leave as is   |
| 119 | COTTONWOOD COW CAMP  | 114411            | 2.5            | M                       | L                          | Field verify  |
| 120 | BURNT MOUNTAIN       | 121311            | 0.3            | L                       | M                          | Leave as is   |
| 121 | BEAVER CR GRAVEL PIT | 122311            | 0.25           | L                       | M                          | Leave as is   |
| 122 | BALD MTN             | 122411            | 5.6            | M                       | H                          | Leave as is - needs drainage work   |
| 123 | BALD MTN CITY        | 122412            | 0.8            | L                       | L                          | Leave as is   |
| 124 | GRAVEL PIT           | 122413            | 0.94           | L                       | M                          | Leave as is   |
| 125 | LITTLE HORN          | 123102            | 4.9            | H                       | H                          | Add 0.29 mi. to road (5.19 mile total length) - Dave H. & Bruce K. (Done) |
| 126 | WHALEY CREEK         | 123111            | 1.7            | L                       | M                          | Leave as is. May need culvert about 1/2 mile in.                          |
| 127 | NORTH BALD MOUNTAIN  | 123112            | 0.36           | L                       | L                          | Leave as is   |
| 128 | MAYLAND SHEEP CAMP   | 123211            | 0.1            | L                       | L                          | Leave as is. Check road number sign and remove                            |

| ID  | Name             | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|------------------|-------------------|----------------|-------------------------|----------------------------|--|
|     |                  |                   |                |                         |                            | closed sign if there.  |
| 129 | FULLER COW CAMP  |                   | 0.2            | L                       | M                          | Add road and show on MVUM  |
| 131 | MAYLAND          | 123412            | 0.65           | L                       | H                          | Leave as is  |
| 132 | PETE'S HOLE      | 123413            | 0.72           | L                       | H                          | Leave as is  |
| 134 | ROOSTER HILL     | 124214            | 0.8            | M                       | M                          | Leave as is  |
| 135 | LEWIS HGS CABIN  | 124215            | 0.4            | L                       | M                          | Leave as is  |
| 137 | JAWS             | 124311            | 1.25           | M                       | M                          | Convert last 1/4 mile (from Porcupine Creek) to nonmotorized trail   |
| 138 | ASSAY            | 124312            | 0.3            | L                       | M                          | Leave as is. Check to make sure this road is the cabin owner's responsibility.                             |
| 141 | MEXICAN HILL     | 33310             | 1.7            | L                       | M                          | Field verify   |
| 143 | ANTELOPE RIDGE   | 133311            | 2.1            | L                       | M                          | Leave as is  |
| 146 | PORCUPINE FALLS  | 111411            | 0.4            | M                       | H                          | Leave as is  |
| 203 | RED CANYON       | 193411            | 0.13           | M                       | H                          | What shows as trail #801 is road #203, this #203 is decommissioned U212c - Hunt Mountain decision - (Done) |
| 204 | ELK SPRINGS      | 182112            | 0.25           | L                       | M                          | Leave as is  |
| 205 | GROUSE CREEK     | 191211            | 2.91           | M                       | H                          | Leave as is  |
| 206 | SPRING CR        | 191212            | 1.35           | L                       | M                          | Field verify - outfitters and Tongue   |
| 207 | SUNLIGHT MESA    | 192411            | 6.51           | M                       | H                          | Leave as is  |
| 208 | WOLF SPRINGS     | 192413            | 1.9            | M                       | H                          | Leave as is  |
| 209 | LONG PARK        | 192414            | 4.85           | M                       | H                          | Leave as is. Needs drainage work   |
| 210 | TRAIL CREEK      | 194211            | 1.26           | M                       | M                          | Leave as is  |
| 211 | ZOWADA CAMP      | 194212            | 0.27           | M                       | L                          | Leave as is  |
| 212 | HORSE CREEK MESA | 194311            | 6              | M                       | H                          | Leave as is  |
| 213 | DUGWAY           | 194411            | 9.7            | M                       | H                          | Leave as is  |
| 216 | COPMANS TOMB     | 202211            | 5.15           | M                       | H                          | Leave as is. Needs effective road closure at end.  |

| ID  | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|-------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 217 | WILEY CREEK             | 202411            | 3.4            | L                       | H                          | Leave as is. Needs effective road closure at end.                              |
| 218 | GROUSE CR OVERLOOK SPUR | 203211            | 1.41           | L                       | M                          | Leave as is  |
| 219 | GROUSE CREEK            | 203212            | 2.02           | L                       | M                          | Leave as is  |
| 224 | RAIN TRAP LOOP          | 302211            | 2.79           | M                       | M                          | Leave as is  |
| 226 | WOODCHUCK               | 212311            | 5.9            | M                       | H                          | Leave as is  |
| 239 | RATTLESNAKE HILL        | 291212            | 1.9            | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 240 | AMBER GULCH             | 291213            | 1.18           | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 241 | POST CREEK SPUR         | 291214            | 0.2            | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 242 | POST CREEK P.G.         | 291311            | 0.18           | M                       | M                          | Change to ML3 (Done)   |
| 243 | SUNLIGHT SPUR           | 291411            | 2.99           | M                       | H                          | Leave as is  |
| 244 | GRANITE                 | 301111            | 1.11           | M                       | H                          | May become a ML3 if the ski area becomes operational (Done)                    |
| 245 | JOHNSON BURN BRANCH #1  | 301112            | 0.58           | M                       | M                          | Leave as is  |
| 247 | DEER SPRING             | 192313            | 0.34           | M                       | M                          | Leave as is  |
| 248 | LEY SUMMER HOME         | 301115            | 0.89           | L                       | L                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 249 | RUBLE CREEK             | 301211            | 1.21           | M                       | M                          | Leave as is  |
| 252 | SALT CREEK COW CAMP     | 301312            | 0.31           | M                       | L                          | Leave as is  |
| 253 | SALT CREEK              | 301313            | 0.1            | M                       | L                          | Decommission (Not in RACR)   |
| 254 | MASONIC                 | 301314            | 1.35           | L                       | M                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 255 | MASONIC SPUR            | 301315            | 0.3            | M                       | L                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |

| ID   | Name                          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|------|-------------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 256  | RANGER CREEK RANCH            | 302101            | 0.38           | M                       | M                          | Should be under their special use permit                                       |
| 259  | RIALTO SUMMER HOME            | 302112            | 0.35           | M                       | M                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 260  | SHELL RIM                     | 302212            | 7.69           | M                       | H                          | Effectively closed 0.4 miles in because of private land (Done)                 |
| 261  | BALD RIDGE SPUR               | 302411            | 0.01           | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 262  | PUMP HOUSE                    | 304211            | 0.2            | L                       | M                          | Leave as is  |
| 263  | GROUSE                        | 304212            | 0.72           | M                       | M                          | Leave as is  |
| 264  | CEDAR CREEK                   | 304311            | 2.06           | M                       | H                          | Leave as is - install CMP just past springs                                    |
| 265  | COYOTE SPRING                 | 304313            | 0.5            | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 266  | MCNAY CREEK                   | 304314            | 0.47           | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 267  | HORSE MTN                     | 304315            | 0.43           | L                       | M                          | Close road until we get access - behind snowshoe (Done)                        |
| 269  | ADELAIDE SPUR                 | 312212            | 0.22           | M                       | L                          | Leave as is  |
| 270  | LAKE ARDEN RD.                | 312213            | 1.36           | L                       | M                          | Leave as is  |
| 271  | SHELL RESERVOIR               | 313211            | 5.96           | M                       | H                          | Leave as is  |
| 273  | SHED ROAD                     | 301117            | 0.09           | L                       | L                          | Decommission - If ski area isn't opened (Not in RACR)                          |
| 274  | RANGER CREEK (PAINTROCK) C.G. | 313411            | 0.15           | L                       | L                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 277  | ANTELOPE BASIN                | 313415            | 8.62           | M                       | H                          | Leave as is. Needs CMP and drainage work                                       |
| 277F | ANTELOPE BASIN FORK           | 213311            | 0.2            | M                       | H                          | Leave as is  |
| 278  | WEST BRUCE MTN                | 314112            | 2.45           | M                       | H                          | Leave as is  |
| 279  | ANTELOPE SALT HOUSE           | 314411            | 0.5            | M                       | M                          | Leave as is  |
| 280  | BOULDER BASIN                 | 312214            | 2.65           | M                       | H                          | Leave as is  |
| 321  | WHALEY HIGH CABIN             | 313213            | 2.56           | M                       | H                          | Leave as is  |

| ID  | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|-------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 327 | ROUND LAKE C.G.         | 372311            | 0.11           | L                       | M                          | Leave as is   |
| 328 | TAYLOR PARK             | 373111            | 0.64           | M                       | M                          | Leave as is - renumber road #329 and #328 - access to state land (Done) |
| 329 | DRY MEDICINE LODGE      | 373113            | 3.2            | M                       | M                          | Convert to motorized trail from the junction with road #328             |
| 330 | IRON MOUNTAIN           | 373114            | 0.77           | L                       | M                          | Leave as is   |
| 331 | FALLEN TIMBER           | 373118            |                | L                       | M                          | Field verify to see if it exists  |
| 333 | SOUTH BLACK BUTTE       | 373212            | 1.34           | M                       | H                          | Leave as is   |
| 334 | JAKES CABIN             | 373214            | 0.12           | M                       | M                          | Leave as is. Off of road #333   |
| 335 | JACK CREEK              | 374111            | 0.3            | M                       | L                          | Leave as is   |
| 336 | JOHNNY CREEK            | 374113            | 0.49           | M                       | L                          | Leave as is. Access to private land                                     |
| 337 | NORTH TRAPPER SPUR      | 374114            | 0.16           | L                       | L                          | Leave as is   |
| 338 | ALKALI                  | 374201            | 0.44           | M                       | H                          | Change to ML 3 (Done)   |
| 339 | SOUTH TRAPPER SPUR      | 374211            | 0.12           | L                       | M                          | Leave as is   |
| 340 | WHALEY GULCH            | 374212            | 0.045          | M                       | L                          | Field verify. No road - right to private at fence                       |
| 341 | TRAPPER DIVIDE          | 374213            | 1.55           | L                       | M                          | Leave as is   |
| 342 | MILL CREEK              | 374214            | 0.3            | M                       | M                          | Decommission. Road is in RACR   |
| 343 | AGATE MINE              | 374215            | 0.22           | M                       | L                          | Leave as is   |
| 344 | COLD SPRINGS            | 422201            | 7.48           | M                       | H                          | Leave as is   |
| 345 | ANTHONY PARK            | 431111            | 0.2            | L                       | L                          | Leave as is   |
| 346 | TROUT CREEK C.G.        | 431112            | 0.6            | L                       | M                          | Leave as is   |
| 347 | ALLEN GULCH             | 431113            | 1.2            | M                       | M                          | Field verify. Possible road closure                                     |
| 348 | FREEZE OUT RIM OBS. PT. | 431115            | 0.25           | L                       | M                          | Leave as is   |
| 349 | MAIN PAINTROCK          | 431211            | 5.4            | M                       | H                          | Need to block off   |
| 350 | BOB'S ROAD              | 431214            | 0.38           | M                       | M                          | Leave as is   |
| 352 | SOUTH PARK LOOP         | 431312            | 6.11           | M                       | H                          | Leave as is   |

| ID  | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|--------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 353 | SOUTH PARK RIDGE         | 431313            | 0.48           | L                       | M                          | Leave as is  |
| 354 | RENNELS COW CAMP         | 431314            | 0.16           | L                       | L                          | Leave as is  |
| 355 | BEAR MTN                 | 431411            | 1.1            | L                       | H                          | Leave as is  |
| 357 | LONE TREE                | 432411            | 0.3            | L                       | L                          | Decommission. Check with BLM (not in RACR).                                    |
| 363 | RUFFING CAMP             | 444311            | 1              | L                       | M                          | Leave as is  |
| 599 | MED LODGE CAMPSITE       | 372111            | 0.22           | L                       | L                          | Leave as is  |
| 604 | PAINTROCK #1             | 374216            | 0.17           | M                       | L                          | Field verify if it exists  |
| 647 | STATE LINE RD.           | 031411            | 1.06           | L                       | M                          | Leave as is  |
| 648 | TRAILER STORAGE          | 124412            | 0.13           | L                       | M                          | Leave as is  |
| 649 | WILEY CREEK SPUR         | 202413            | 0.67           | L                       | H                          | Leave as is  |
| 651 | OLD HIGHWAY 14A          | 113113            | 1.31           | M                       | M                          | Leave as is  |
| 653 | HIDDEN BASIN SPUR        | 113112            | 0.22           | L                       | L                          | Leave as is  |
| 666 | CRYSTAL CREEK R.A.       | 112111            | 0.13           | L                       | H                          | Leave as is  |
| 803 | PORCUPINE RANGER STATION | 124216            | 0.29           | M                       | L                          | Change to ML1 - sign no gate (Done)  |
| 806 | GREYBULL WORK CENTER     | 1                 | 0.15           | L                       | L                          | Leave as is  |
| 830 | ANTELOPE SKI AREA        | 301113            | 0.21           | M                       | L                          | Leave as is  |
| 831 | ANTELOPE SKI AREA SPUR 1 | 301114            | 0.08           | L                       | L                          | Leave as is  |
| 900 | GAME & FISH CABIN        | 313413            | 0.2            | M                       | M                          | Leave as is  |
| 901 | TAGGART SUMMER HOMES     | 113111            | 0.28           | L                       | M                          | Leave as is - Check to make sure road is 3 cabin owners responsibility         |
| 902 | RANGER CR SUMMER HOMES   | 313411            | 0.18           | L                       | M                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 903 | DUNCUM COW CAMP          | 124413            | 0.1            | L                       | L                          | Leave as is  |
| 904 | SHELL SUMMER HOMES       | 313414            | 0.1            | L                       | M                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 932 | ANTELOPE SUMMER          | 313418            | 0.2            | L                       | M                          | Field verify   |

| ID                                     | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|--|---------------------------|-------------------|----------------|-------------------------|----------------------------|--|
|  | HOMES                     |                   |                |                         |                            |  |
| 947                                    | SNOWSHOE COW CAMP         | 302213            | 0.34           | L                       | M                          | Snowshoe   |
| 987                                    | PORCUPINE CABINS          | 124314            | 0.14           | M                       | L                          | Leave as is. Check to make sure this road is the cabin owner's responsibility. |
| 996                                    | GRANITE CREEK LOT K AND L | 301118            | 0.03           | L                       | L                          | Leave as is - Check to make sure road is 2 cabin owners responsibility         |
| 124216                                 | DUNCUM SALE ROAD B        | 124216            | 0.2            | L                       | M                          | Leave as is  |
| 124313                                 | BUCKSHOT                  | 124313            | 0.29           | L                       | M                          | Leave as is. Should be maintenance responsibility of High Country.             |
| 192312                                 | COTTONWOOD SURPRISE       | 192312            | 0.3            | L                       | M                          | Leave as is  |
| 193212                                 | SUNNY DRAW                | 193212            | 0.47           | L                       | M                          | Leave as is  |
| 194213                                 | ELKHORN HILL              | 194213            | 0.1            | L                       | L                          | Leave as is  |
| 314111                                 | UPPER WILLET              | 314111            | 0.67           | L                       | L                          | Field verify   |
| 314417                                 | TIME MISER                | 314417            | 0.35           | M                       | M                          | Leave as is  |
| 373216                                 | BLACK BUTTE SPUR A        | 373216            | 0.3            | L                       | M                          | Leave as is  |
| 374115                                 | TURTLE                    | 374115            | 0.4            | M                       | L                          | Leave as is  |
| 431114                                 | COLD SPRINGS LOOP         | 431114            | 0.15           | L                       | L                          | Leave as is  |
| 431116                                 | ALLEN DRAW ROAD           | 431116            | 0.59           | M                       | L                          | Field verify   |
| <b>Total maintenance level 2 miles</b> |                           |                   | <b>247.07</b>  |                         |                            |  |

Table 22. Risk/benefit assessment for maintenance level 3 roads, Medicine Wheel/Paintrock Ranger District.

| ID | Name          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|----|---------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 10 | HUNT MOUNTAIN | 122200            | 2.2            | M                       | H                          | Leave as is               |

| ID  | Name                       | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|----------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 11  | SHEEP MTN                  | 123101            | 6.51           | M                       | H                          | Leave as is  |
| 12  | MEDICINE MTN-LITTLE MTN    | 123401            | 4.3            | H                       | H                          | Leave as is  |
| 13  | MED WHEEL RANGER STA.      | 123402            | 2.61           | M                       | H                          | Leave as is  |
| 14  | DEVILS CANYON              | 124201            | 10.05          | M                       | H                          | Change the OML to 3. Sight clearing, repair slumps, culvert 3/4 mi before cow camp (Done). |
| 15  | BURGESS                    | 142201            | 5.86           | M                       | H                          | Change to ML 4   |
| 17  | PAINTROCK                  | 301301            | 19.45          | H                       | H                          | Leave as is. Sight clearing needed. Need ROW -sized pipe a mile before Taylor Park.        |
| 24  | BATTLE PARK                | 502102            | 0.39           | M                       | H                          | Leave as is  |
| 110 | BOYD RIDGE                 | 043301            | 3.11           | M                       | H                          | Leave as is  |
| 111 | MARBLE QUARRY              | 043401            | 5.26           | M                       | H                          | Leave as is  |
| 117 | RADAR SITE                 | 111211            | 0.8            | M                       | M                          | Leave as is. Maintenance should be under special use permit.                               |
| 125 | LITTLE HORN                | 123102            | 3.4            | M                       | H                          | Leave as is  |
| 130 | BALD MOUNTAIN C.G.         | 123403            | 0.45           | M                       | H                          | Leave as is  |
| 133 | DUNCUM CREEK               | 124202            | 1.38           | M                       | H                          | Leave as is  |
| 136 | PORCUPINE C.G.             | 124301            | 0.4            | M                       | H                          | Leave as is  |
| 183 | BUCKING MULE FALLS T.H.    | 032216            | 0.18           | M                       | H                          | Leave as is  |
| 229 | CABIN CREEK C.G.           | 301316            | 0.1            | L                       | M                          | Leave as is. Has been convert to picnic ground (Done)                                      |
| 251 | CABIN CR TRAILER PARK C.G. | 301303            | 0.28           | M                       | M                          | Change to ML2 (Done)   |
| 257 | SHELL RANGER STA LOOP      | 302102            | 0.3            | L                       | L                          | Change to ML2 (Done)   |
| 258 | SHELL CREEK C.G.           | 302103            | 0.45           | M                       | H                          | Leave as is  |
| 272 | RANGER CREEK CG            | 313401            | 0.15           | M                       | H                          | Leave as is. Concerns about the cultural site.   |
| 322 | PAINTROCK LODGE            | 372201            | 0.05           | L                       | H                          | Remove from INFRA. Check to see that it is under the permit (Done).                        |

| ID                                     | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|--|---------------------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 323                                    | UPPER PAINTRK LAKE C.G.   | 372202            | 0.15           | L                       | M                          | Is no longer a campground |
| 324                                    | LOWER PAINTROCK LAKE C.G. | 372203            | 0.4            | L                       | H                          | Leave as is               |
| 325                                    | PAINTROCK STATION         | 372204            | 0.22           | M                       | M                          | Change to ML2 (Done)      |
| 326                                    | MEDICINE LODGE C.G.       | 372205            | 0.3            | L                       | H                          | Leave as is               |
| 528                                    | EDELMAN T.H.              | 372101            | 0.07           | L                       | H                          | Leave as is               |
| 654                                    | KIOSK PARKING LOT         | 111212            | 0.1            | L                       | H                          | Leave as is               |
| 258A                                   | SHELL CREEK C.G. (A)      | 302103            | 0.19           | M                       | H                          | Leave as is               |
| <b>Total maintenance level 3 miles</b> |                           |                   | <b>69.11</b>   |                         |                            |                           |

Table 23. Risk/benefit assessment for maintenance level 4 roads, Medicine Wheel/Paintrock Ranger District

| ID                                     | Name           | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|--|----------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 10                                     | HUNT MOUNTAIN  | 122200            | 0.22           | M                       | H                          | Convert to ML3 (Done)     |
| 17                                     | PAINTROCK      | 301301            | 2.8            | H                       | H                          | Leave as is               |
| 646                                    | JAWS TRAILHEAD | 124311            | 0.21           | L                       | M                          | Convert to ML3 (Done)     |
| <b>Total maintenance level 4 miles</b> |                |                   | <b>3.23</b>    |                         |                            |                           |

Table 24. Risk/benefit assessment for maintenance level 5 roads, Medicine Wheel/Paintrock Ranger District

| ID                                     | Name                       | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                       |
|--|----------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 804                                    | SHELL FALLS VISITOR CENTER | 304316            | 0.13           | L                       | H                          | Leave as is. Chip-seal asphalt on parking area. |
| <b>Total maintenance level 5 miles</b> |                            |                   | <b>0.13</b>    |                         |                            |   |

Table 25. Risk/benefit assessment for maintenance level 1 roads, Tongue Ranger District.

| ID     | Name                 | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|----------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 144    | LAKE CREEK RIDGE     | 133112            | 2.7            | L                       | L                          | Leave as is   |
| 149    | DRY FORK             | 141211            | 4.39           | M                       | L                          | Already converted to a motorized trail #201. Show on MVUM (Done).                           |
| 165    | GARDEN OF THE GODS   | 142414            | 3.98           | L                       | L                          | Leave as is. Gated on east end but not on west.   |
| 177    | GHASTLY GULCH        | 143401            | 5.8            | L                       | L                          | Gated - move road closure gate  |
| 223    | GLOOM CREEK          | 211119            | 2.86           | L                       | L                          | Gated - looked at in Tie Flume TS   |
| 232    | DRY OWEN DIVIDE      | 213412            | 1.05           | L                       | L                          | Leave as is. Gated on east end but not on west.   |
| 319    | WILLOW PARK          | 352311            | 8.35           | M                       | L                          | Leave as is - Gated   |
| 320    | KEARNEY LAKE         | 354311            | 11.9           | L                       | L                          | Leave as is - Gated   |
| 576    | COPPER SPUR A        | 214218            | 0.9            | L                       | L                          | Field verify. Not currently gated but should be. Woodrock decision said it would be closed. |
| 578    | COPPER CREEK PIT     | 2142              | 0.31           | L                       | L                          | Leave as is   |
| 800    | SHERIDAN WORK CENTER | 804311            | 0.24           | L                       | L                          | Change 0.24 miles from ML4 to ML1 (Done)  |
| 063111 | FORK RIDGE ROAD      | 63111             | 0.39           | L                       | L                          | Leave as is   |
| 063112 | MILLER ROAD SPUR     | 63112             | 0.19           | L                       | L                          | Leave as is   |
| 131211 | SOUTH GHASTLY        | 131211            | 1.63           | L                       | L                          | Leave as is   |
| 131212 | SOUTH GHASTLY SPUR A | 131212            | 0.7            | L                       | L                          | Leave as is   |
| 131213 | SOUTH GHASTLY SPUR B | 131213            | 0.1            | L                       | L                          | Leave as is   |
| 131214 | NEAR GULCH           | 131214            | 0.41           | L                       | L                          | Leave as is   |
| 131215 | NORTH GHASTLY        | 131215            | 1.39           | L                       | L                          | Leave as is   |
| 131217 | GHASTLY GULCH SPUR   | 131217            | 0.55           | L                       | L                          | Leave as is   |
| 132112 | SUNLIGHT             | 132112            | 0.84           | L                       | L                          | Leave as is - Gated   |
| 132113 | TUNA FISH            | 132113            | 0.51           | L                       | L                          | Leave as is - Gated   |
| 132114 | FOOL CREEK SPUR      | 132114            | 0.21           | L                       | L                          | Decommission  |
| 132411 | FAREWELL             | 132411            | 0.7            | L                       | L                          | Leave as is - Gated   |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                  |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 132412 | FIDDLE                 | 132412            | 0.46           | L                       | L                          | Leave as is - Barricaded                   |
| 133111 | LICK CREEK ROAD        | 133111            | 1.12           | L                       | L                          | Leave as is                                |
| 133112 | LICK CREEK ROAD SPUR A | 133112            | 0.21           | L                       | L                          | Decommission                               |
| 134111 | TAYLOR SPUR            | 134111            | 0.56           | L                       | L                          | Leave as is                                |
| 134112 | TAYLOR CREEK DRAW      | 134112            | 1.67           | L                       | L                          | Verify effective closure                   |
| 134113 | TAYLOR DRAW SPUR       | 134113            | 0.95           | L                       | L                          | Field verify location on the maps          |
| 134314 | WEST LICK CREEK        | 134314            | 1.5            | L                       | L                          | Leave as is                                |
| 134315 | DAYTON GULCH BRANCH    | 134315            | 0.45           | L                       | L                          | Leave as is                                |
| 134316 | DAYTON GULCH SPUR      | 134316            | 0.32           | L                       | L                          | Decommission                               |
| 134318 | SPINY                  | 134318            | 0.2            | L                       | L                          | Field verify. Might want to decommission.  |
| 134319 | LODGE POLE             | 134319            | 0.55           | L                       | L                          | Field verify. Might want to decommission.  |
| 134320 | TIMBER HARVEST         | 134320            | 1.17           | L                       | L                          | Leave as is                                |
| 134321 | SPRUCE                 | 134321            | 0.42           | L                       | L                          | Leave as is                                |
| 134322 | BEAR TRAP CREEK        | 134322            | 0.71           | L                       | L                          | Leave as is                                |
| 134323 | BEAR TRAP CREEK SPUR   | 134323            | 0.65           | L                       | L                          | More effectively close road                |
| 134324 | ZEPHYR                 | 134324            | 0.63           | L                       | L                          | Decommission                               |
| 134411 | TAYLOR                 | 134411            | 2.1            | L                       | L                          | Leave as is                                |
| 134412 | WHERE ELSE             | 134412            | 0.47           | L                       | L                          | Field verify that it is effectively closed |
| 134414 | TAYLOR CREEK RIDGE     | 134414            | 0.87           | L                       | L                          | Leave as is - Gated                        |
| 134416 | BEAR TRAP CREEK        | 134416            | 0.98           | L                       | L                          | Leave as is                                |
| 141111 | OLD 200                | 141111            | 0.83           | L                       | L                          | Leave as is                                |
| 141311 | BLOCK RD.              | 141311            | 1.25           | L                       | L                          | Leave as is                                |
| 141312 | CABIN RD.              | 141312            | 0.4            | L                       | L                          | Decommission - Garland T.S.                |
| 141313 | RESERVOIR RD.          | 141313            | 1.6            | L                       | L                          | Leave as is                                |
| 141314 | BLOCK NO. 2            | 141314            | 2.75           | L                       | L                          | Leave as is - Gated                        |
| 141315 | FOOL CREEK #1          | 141315            | 1.38           | L                       | L                          | Leave as is                                |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                          |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 141316 | FOOL CREEK #2          | 141316            | 0.6            | L                       | L                          | Leave as is  |
| 141317 | FOOL CREEK #3          | 141317            | 0.3            | L                       | L                          | Decommission after Garland T.S.                    |
| 141318 | FOOL CREEK #4          | 141318            | 0.3            | L                       | L                          | Decommission after Garland T.S.                    |
| 141319 | FOOL CREEK CUT ACROSS  | 141319            | 1.51           | L                       | L                          | Leave as is - Gated                                |
| 141320 | DRY FORK DESCEND       | 141320            | 1.1            | L                       | L                          | Decommission after Garland T.S.                    |
| 141411 | GARLAND SPUR           | 141411            | 1.23           | L                       | L                          | Leave as is  |
| 142112 | TWO BIT                | 142112            | 1.58           | M                       | L                          | Leave as is. Maintain portion as snowmachine trail |
| 142114 | SKULL SPUR B           | 142114            | 0.3            | L                       | L                          | Decommission                                       |
| 142115 | SKULL SPUR C           | 142115            | 0.75           | L                       | L                          | Decommission - consider snowmachine trail          |
| 142216 | GRASS AND MEADOW       | 142216            | 1.1            | L                       | L                          | Gated. Checked to see if we have ROW               |
| 142217 | GRASSHOPPER            | 142217            | 1.35           | L                       | L                          | Leave as is  |
| 142218 | AGGREGATE ROAD         | 142218            | 0.1            | L                       | L                          | Need ROW. Check length.                            |
| 142219 | WILD BILL              | 142219            | 0.68           | L                       | L                          | Convert to snowmachine trail                       |
| 142314 | FLOWERING MEADOW       | 142314            | 0.8            | L                       | L                          | Convert a portion to motorized trail               |
| 142317 | BIG WILLOW CREEEK SPUR | 142317            | 0.13           | L                       | L                          | Decommissioned already                             |
| 142418 | FOOLS BEND             | 142418            | 1.93           | L                       | L                          | Leave as is - Gated                                |
| 143112 | TIMBER RUN             | 143112            | 0.5            | L                       | L                          | Leave as is  |
| 143217 | FISHING ACCESS         | 143217            | 0.07           | L                       | L                          | Change to ML2, open road. MVUM (Done)              |
| 143311 | BULL CREEK DIVIDE      | 143311            | 1.44           | L                       | L                          | Leave as is  |
| 143317 | BULL CREEK DIVIDE SPUR | 143317            | 0.4            | L                       | L                          | Leave as is  |
| 143414 | WOLFE COW CAMP         | 143414            | 0.66           | L                       | L                          | Part has been decommissioned - field verify        |
| 144111 | NORTH GHASTLY SPUR     | 144111            | 0.4            | L                       | L                          | Leave as is  |
| 144211 | WINDOW ROCK            | 144211            | 2.64           | L                       | L                          | Leave as is  |
| 144212 | SCHULER SPUR           | 144212            | 1.38           | L                       | L                          | Leave as is  |
| 144213 | PAPUASOY               | 144213            | 0.4            | L                       | L                          | Field verify - No GIS coverage                     |
| 144214 | PEE WEE                | 144214            | 0.1            | L                       | L                          | Decommission                                       |

| ID     | Name                          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|-------------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 144215 | HARVEST MOON                  | 144215            | 0.7            | L                       | L                          | Decommission after Garland T.S.   |
| 144311 | FOOL CREEK LOOP               | 144311            | 0.28           | L                       | L                          | Gated. Field verify how much road is open and how much closed.                    |
| 144312 | FAR GULCH                     | 144312            | 0.58           | L                       | L                          | Leave as is   |
| 144313 | SCHULER                       | 144313            | 0.58           | L                       | L                          | Leave as is   |
| 152117 | LEOPARD SPUR                  | 152117            | 0.45           | L                       | L                          | Field verify to see if it needs to be improved closed, or changed to ML2.         |
| 152311 | DEAD HORSE PARK SPUR#3        | 152311            | 0.71           | L                       | L                          | Gated at Black Mountain   |
| 152312 | NORTH DEAD HORSE              | 152312            | 0.71           | L                       | L                          | Leave as is   |
| 152313 | NORTH DEAD HORSE SPUR#1       | 152313            | 0.24           | L                       | L                          | Leave as is   |
| 152314 | NORTH DEAD HORSE SPUR#2       | 152314            | 0.35           | L                       | L                          | Leave as is   |
| 152411 | CUTLER                        | 152411            | 1.07           | L                       | L                          | First 0.9 miles covert to trail, last 0.4 miles decommission - Johnson Creek T.S. |
| 152412 | TIE CREEK                     | 152412            | 0.9            | L                       | L                          | Decommission - Johnson Creek T.S.   |
| 152413 | TIE CREEK SPUR                | 152413            | 0.2            | L                       | L                          | Decommission - Johnson Creek T.S.   |
| 153213 | JOHNSON CREEK GRAVEL PIT SPUR | 153213            | 0.25           | L                       | L                          | Leave as is   |
| 153214 | JOHNSON CREEK SPUR            | 153214            | 0.25           | L                       | L                          | Leave as is   |
| 153215 | CAMP BETHEL                   | 153215            | 0.18           | M                       | L                          | Field verify  |
| 153216 | CAMP BETHEL SPUR              | 153216            | 0.13           | M                       | L                          | Decommission (length)   |
| 153312 | GRASS AND MEADOW SPUR         | 153312            | 0.45           | L                       | L                          | Convert portion to motorized trail. Decommission remainder.                       |
| 153413 | PENNY                         | 153413            | 0.49           | L                       | L                          | Field verify a location for a road closure gate                                   |
| 153414 | ONE CENT                      | 153414            | 0.35           | L                       | L                          | Leave as is   |
| 153415 | DOLLAR                        | 153415            | 0.4            | L                       | L                          | Leave as is - Gated   |
| 153417 | QUARTER                       | 153417            | 1.32           | M                       | L                          | Convert to snowmachine trail  |

| ID     | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments        |
|--------|--------------------------|-------------------|----------------|-------------------------|----------------------------|----------------------------------|
| 153419 | PESO                     | 153419            | 0.7            | L                       | L                          | Leave as is                      |
| 153425 | TWIN SPUR B              | 153425            | 0.4            | L                       | L                          | Decommission                     |
| 154412 | SAWMILL FLATS            | 154412            | 0.82           | L                       | L                          | Leave as is                      |
| 154416 | CAMP RIDGE SOUTH         | 154416            | 1.61           | M                       | L                          | Leave as is                      |
| 163311 | BLACK BEAR               | 163311            | 1.45           | L                       | L                          | Leave as is                      |
| 201112 | NORTH ABER CREEK         | 201112            | 1.43           | L                       | L                          | Leave as is                      |
| 201113 | NORTH ABER CREEK SPUR#2  | 201113            | 0.45           | L                       | L                          | Leave as is                      |
| 201114 | NORTH ABER CREEK SPUR #3 | 201114            | 0.48           | L                       | L                          | Leave as is                      |
| 201115 | SOUTH ABER CREEK         | 201115            | 1.13           | L                       | L                          | Leave as is                      |
| 201120 | NORTH ABER CREEK SPUR 1  | 201120            | 0.2            | L                       | L                          | Change to ML2 - open road (Done) |
| 201212 | ABER CREEK SPUR          | 201212            | 0.5            | L                       | L                          | Leave as is - Gated              |
| 201213 | ABER SALE ROAD           | 201213            | 0.78           | L                       | L                          | Leave as is                      |
| 201214 | ABER SALE SPUR           | 201214            | 1.04           | L                       | L                          | Leave as is                      |
| 201215 | ABER CREEK SPUR 3        | 201215            | 0.42           | L                       | L                          | Leave as is                      |
| 201216 | BEAR ROCKS               | 201216            | 1.7            | L                       | L                          | Provide more effective closure   |
| 201217 | ABER CREEK SPUR 2        | 201217            | 0.5            | L                       | L                          | Decommission - vegetated         |
| 201218 | OWEN CREEK SPUR          | 201218            | 1.17           | L                       | L                          | Leave as is                      |
| 201219 | MOOSE MEADOW             | 201219            | 0.2            | L                       | L                          | Decommission                     |
| 201220 | BULLWINKLE               | 201220            | 0.5            | L                       | L                          | Decommission - vegetated         |
| 201221 | MOOSE FLATS              | 201221            | 0.5            | L                       | L                          | Leave as is                      |
| 201311 | BEAR ROCKS SPUR          | 201311            | 0.97           | L                       | L                          | Leave as is                      |
| 202111 | DRY ABER SPUR #1         | 202111            | 1.1            | L                       | L                          | Leave as is                      |
| 202112 | DRY ABER SPUR #2         | 202112            | 0.4            | L                       | L                          | Leave as is                      |
| 202113 | DRY OWEN SPUR 1          | 202113            | 0.2            | L                       | L                          | Decommission                     |

| ID     | Name                    | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                      |
|--------|-------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 202114 | DRY OWEN SPUR 2         | 202114            | 0.23           | L                       | L                          | Decommission   |
| 202115 | DRY ABER                | 202115            | 0.7            | L                       | L                          | Decommission   |
| 211111 | DEAD HORSE PARK         | 211111            | 2.15           | L                       | L                          | Gated - in Tie Flume T.S. area                                 |
| 211112 | DEAD HORSE PARK SPUR#1  | 211112            | 0.4            | L                       | L                          | Gated - in Tie Flume T.S. area                                 |
| 211113 | DEAD HORSE PARK SPUR#2  | 211113            | 0.83           | L                       | L                          | Gated - in Tie Flume T.S. area                                 |
| 211114 | S. DEAD HORSE PARK      | 211114            | 1.41           | L                       | L                          | Gated - in Tie Flume T.S. area                                 |
| 211115 | S. DEAD HORSE PARK SPUR | 211115            | 0.65           | L                       | L                          | Gated - in Tie Flume T.S. area                                 |
| 211118 | LOWER TAYLOR MINE       | 211118            | 0.51           | L                       | L                          | In Tie Flume T.S. area   |
| 211120 | BLACK MTN SPUR#3        | 211120            | 1.65           | L                       | L                          | In Tie Flume T.S. area   |
| 211121 | TAYLOR MINE SPUR        | 211121            | 0.16           | L                       | L                          | In Tie Flume T.S. area   |
| 211122 | GLOOM CREEK SPUR 1      | 211122            | 0.45           | L                       | L                          | In Tie Flume T.S. area   |
| 211218 | WOLF CREEK RIDGE        | 211218            | 3.58           | L                       | L                          | In Tie Flume T.S. area   |
| 211219 | WELL DIGGER             | 211219            | 0.51           | L                       | L                          | In Tie Flume T.S. area   |
| 211220 | FROSTY                  | 211220            | 0.39           | L                       | L                          | In Tie Flume T.S. area   |
| 211229 | ROCKFIELD               | 211229            | 0.4            | L                       | L                          | Field verify - no GIS coverage                                 |
| 211411 | S. DEAD HORSE PARK SPUR | 211411            | 0.67           | L                       | L                          | In Tie Flume T.S. area   |
| 211412 | BIG ROCK                | 211412            | 0.82           | L                       | L                          | In Tie Flume T.S. area   |
| 211413 | BIG ROCK SPUR           | 211413            | 0.53           | L                       | L                          | In Tie Flume T.S. are. Already part of cross country ski trail |
| 211415 | SUCKER SALE EXTENSION   | 211415            | 1.12           | L                       | L                          | In Tie Flume T.S. area   |
| 211416 | FORESTER                | 211416            | 0.75           | L                       | L                          | Field verify - In INFRA not GIS                                |
| 211417 | CUTTHROAT               | 211417            | 1.2            | L                       | L                          | In Tie Flume T.S. area   |
| 212219 | ROCKY ROAD              | 212219            | 0.25           | L                       | L                          | Decommission   |
| 212222 | BOBCAT TRAIL            | 212222            | 0.28           | L                       | L                          | Decommission   |
| 213413 | DRY OWEN DIVIDE SPUR#1  | 213413            | 1.35           | L                       | L                          | Decommission   |
| 213414 | DRY OWEN DIVIDE SPUR#2  | 213414            | 0.2            | L                       | L                          | Decommission   |

| ID     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 213415 | LOWER ABER SALE ROAD   | 213415            | 0.39           | L                       | L                          | Decommission by ripping and seeding   |
| 213416 | LOWER ABER SALE SPUR#1 | 213416            | 0.17           | L                       | L                          | Decommission by ripping and seeding   |
| 214214 | SUCKER SALE            | 214214            | 2.3            | L                       | L                          | In Tie Flume T.S. area  |
| 214216 | TIE DOWN               | 214216            | 0.85           | L                       | L                          | Field verify - In INFRA not GIS   |
| 214412 | SHELLEY CREEK FLATS    | 214412            | 0.3            | L                       | L                          | Leave as is - Not gated but is working  |
| 223311 | SAWMILL SPUR           | 223311            | 0.71           | L                       | L                          | Leave as is   |
| 223411 | GLOOM SALE             | 223411            | 3.35           | L                       | L                          | In Tie Flume T.S. area  |
| 223412 | QUARTZ CREEK           | 223412            | 2.64           | L                       | L                          | In Tie Flume T.S. area  |
| 223413 | QUARTZ CREEK SPUR      | 223413            | 0.52           | L                       | L                          | In Tie Flume T.S. area  |
| 224211 | GLOOM SALE SPUR A      | 224211            | 1              | L                       | L                          | In Tie Flume T.S. area  |
| 224412 | TALL INDIAN            | 224412            | 1.22           | L                       | L                          | In Tie Flume T.S. area  |
| 224413 | GIL'S ROAD             | 224413            | 1.31           | L                       | L                          | In Tie Flume T.S. area  |
| 232312 | SAND COULEE            | 232312            | 0.54           | L                       | L                          | Leave as is - Gated   |
| 232313 | SWAMP HILL             | 232313            | 0.71           | L                       | L                          | Leave as is - Gated   |
| 321113 | GAME SPUR 1            | 321113            | 0.57           | L                       | L                          | Leave as is - Closed by gate on #334421   |
| 331311 | SWAMP SPUR F           | 331311            | 0.6            | L                       | L                          | Check Swamp T.S. NEPA   |
| 331312 | SWAMP SPUR G           | 331312            | 1              | L                       | L                          | Check Swamp T.S. NEPA   |
| 331313 | SWAMP SPUR M           | 331313            | 0.62           | L                       | L                          | Check Swamp T.S. NEPA - needs to be effectively closed  |
| 331314 | SWAMP SPUR H           | 331314            | 1.7            | L                       | L                          | Check Swamp T.S. NEPA   |
| 331315 | SWAMP SPUR A           | 331315            | 1.73           | L                       | L                          | Convert 0.3 miles to motorized trail - Trail #29 reroute  |
| 331316 | FENCE LINE RD          | 331316            | 0.3            | L                       | L                          | Leave as is   |
| 331317 | LAMBURGER ROCK         | 331317            | 1.82           | L                       | L                          | Field verify. A portion may be FST 204 - Swamp Creek  |
| 331411 | SWAMP SPUR Z           | 331411            | 0.45           | L                       | L                          | Needs to be effectively closed  |
| 331412 | SWAMP SPUR I           | 331412            | 1.15           | L                       | L                          | Convert 0.8 miles to motorized trail - Trail #29. Swamp Creek decommissioned remaining 0.35 miles |

| ID                                     | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 331413                                 | SWAMP SPUR L           | 331413            | 1.5            | L                       | L                          | Field verify the length. Dozer road. Does this need to be decommissioned? |
| 331414                                 | SWAMP SPUR J           | 331414            | 0.46           | L                       | L                          | Leave as is   |
| 334212                                 | SWAMP SPUR C           | 334212            | 0.9            | L                       | L                          | Leave as is - Gated   |
| 334213                                 | SWAMP SPUR E           | 334213            | 0.85           | L                       | L                          | Leave as is - Gated   |
| 334214                                 | SWAMP SPUR             | 334214            | 0.73           | L                       | L                          | Leave as is - Gated   |
| 334217                                 | DIVERSION DITCH        | 334217            | 0.15           | L                       | L                          | Converted to motorized trail - field verify                               |
| 334313                                 | DOME ROCK ROAD         | 334313            | 5.7            | L                       | L                          | In Babione T.S. area  |
| 334314                                 | DOME ROCK SPUR #1      | 334314            | 1              | L                       | L                          | In Babione T.S. area  |
| 334420                                 | LONG SPUR              | 334420            | 0.77           | L                       | L                          | Leave as is - Gated   |
| 334421                                 | GAME SPUR 2            | 334421            | 1.62           | L                       | L                          | Leave as is - Gated   |
| 334422                                 | RANGER SPUR            | 334422            | 0.55           | L                       | L                          | Leave as is – Gated. In Babione T.S. area                                 |
| 344312                                 | LITTLE GOOSE PARK LOOP | 344312            | 0.17           | L                       | L                          | Decommission (length) - Field verify                                      |
| 401411                                 | PENROSE PARK SPUR 2    | 401411            | 0.11           | L                       | L                          | Decommissioned already  |
| <b>Total maintenance level 1 miles</b> |                        |                   | <b>186.94</b>  |                         |                            |   |

Table 26. Risk/benefit assessment for maintenance level 2 roads, Tongue Ranger District.

| ID  | Name          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|---------------|-------------------|----------------|-------------------------|----------------------------|---|
| 10  | HUNT MOUNTAIN | 122200            | 0.76           | H                       | H                          | Leave as is   |
| 114 | MILLER        | 063111            | 3.54           | M                       | L                          | Leave as is   |
| 115 | ELKHORN       | 063411            | 2.11           | L                       | L                          | Leave as is   |
| 116 | KETTLE GULCH  | 064311            | 3.98           | L                       | L                          | Leave as is   |
| 139 | GARLAND GULCH | 132111            | 2.76           | L                       | M                          | Change to ML 1 for first 0.5 miles. Remainder close/dec. or convert to motorized trail. |
| 140 | DIDDLE        | 132413            | 0.37           | M                       | M                          | Open portion of road should be renumbered to  |

| ID  | Name                | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                                      |
|-----|---------------------|-------------------|----------------|-------------------------|----------------------------|--|
|     |                     |                   |                |                         |                            | #139. Does this road need to be added to this list? (Done)     |
| 142 | ICE CREEK           | 133211            | 2.14           | L                       | M                          | Leave as is. Used by sheep permittee                           |
| 143 | ANTELOPE RIDGE      | 133311            | 1.82           | L                       | M                          | Leave as is  |
| 144 | LAKE CREEK RIDGE    | 133112            | 2.47           | M                       | L                          | Leave as is  |
| 145 | DAYTON TAYLOR       | 134301            | 2.46           | M                       | L                          | Leave as is  |
| 147 | BULL ELK PARK       | 134313            | 1.8            | M                       | M                          | Leave as is  |
| 149 | DRY FORK            | 141211            | 1.71           | M                       | M                          | Leave as is  |
| 150 | DRY FORK RIDGE      | 141212            | 6.3            | M                       | M                          | Leave as is  |
| 151 | SKULL RIDGE         | 141213            | 3.72           | M                       | M                          | Improve closure at end of road                                 |
| 152 | TWIN BUTTES         | 142111            | 1.09           | M                       | M                          | Leave as is  |
| 155 | OLD HIGHWAY         | 142211            | 1.3            | L                       | M                          | Leave as is (get with Amy on the change of road numbers).      |
| 156 | LITTLE WILLOW       | 142212            | 0.56           | L                       | L                          | Make sure road maintenance is the cabin owner's responsibility |
| 159 | BIG WILLOW CREEK    | 142311            | 3.27           | M                       | M                          | Improve closure at end of road                                 |
| 160 | BURGESS BRANCH 1    | 142312            | 0.78           | M                       | M                          | Leave as is  |
| 164 | P K COW CAMP        | 142413            | 0.77           | L                       | L                          | Leave as is  |
| 165 | GARDEN OF THE GODS  | 142414            | 2.9            | L                       | M                          | Leave as is  |
| 166 | HORSE PASTURE       | 142415            | 1.27           | L                       | M                          | Leave as is  |
| 167 | HAY CREEK           | 142416            | 2.94           | M                       | M                          | Leave as is  |
| 169 | SPRING              | 143211            | 0.3            | M                       | L                          | Combine with road #170 to make loop road - (Done)              |
| 170 | SIDE CAMP           | 143212            | 0.5            | L                       | L                          | Change to ML 1   |
| 172 | BULL CREEK COW CAMP | 143312            | 0.5            | L                       | L                          | Leave as is  |
| 178 | FOOLS CREEK         | 143411            | 7.6            | M                       | M                          | Leave as is  |
| 179 | FOOL CREEK RIDGE    | 143412            | 3.95           | M                       | M                          | Convert last 2 miles (east end) to motorized trail             |

| ID  | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|--------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 180 | YONKEE COW CAMP          | 151411            | 1.59           | M                       | L                          | Leave as is  |
| 181 | AMSDEN ELK PASTURE       | 151412            | 3.7            | H                       | M                          | Convert from #181 and #182 East to motorized trail   |
| 182 | ARNEYS CROSS             | 151413            | 2.23           | M                       | L                          | Leave as is  |
| 184 | ROCKWOOD                 | 152111            | 4.49           | M                       | M                          | Change OML from D to 2 (Done)  |
| 185 | LEOPARD                  | 152112            | 1.08           | L                       | L                          | Leave as is  |
| 186 | SOUTH FK LITTLE TONGUE   | 152211            | 4.7            | M                       | M                          | Change to ML 1 after ¼ mile (connects to non-motorized trail)  |
| 187 | S. FK LITTLE TONGUE SPUR | 163312            | 1.75           | M                       | M                          | Change to ML 1 road to 5.13/3.5 boundary (1/2 mile in) non-motorized trail after that                  |
| 193 | S. FORK SHUTTS FLAT      | 153311            | 1.74           | M                       | H                          | Leave as is  |
| 194 | JOHNSON CREEK            | 153211            | 1.8            | L                       | L                          | Convert to nonmotorized trail after first 0.2 miles  |
| 195 | LOWER SOUTH TONGUE       | 153411            | 0.68           | M                       | L                          | Leave as is  |
| 196 | NICKLE CREEK LOOP        | 153412            | 4.1            | M                       | M                          | Leave as is  |
| 197 | NICKLE LINK              | 153418            | 0.99           | M                       | L                          | Improve closure at end of road   |
| 198 | SHEEP CREEK              | 154111            | 2.04           | M                       | M                          | Leave as is  |
| 199 | FREEZE OUT COW CAMP      | 154113            | 2.21           | M                       | M                          | Leave as is  |
| 200 | COLUMBUS                 | 154401            | 3.45           | M                       | M                          | Leave as is  |
| 201 | MIDDLE SHEEP CREEK       | 154417            | 2.3            | M                       | M                          | Leave as is  |
| 214 | MARCUM                   | 201111            | 1.51           | L                       | L                          | Leave as is  |
| 215 | ABER CREEK               | 201211            | 0.9            | M                       | M                          | Road has been rerouted. Needs drainage work. Add road to this list.                                    |
| 216 | COPMANS TOMB             | 202211            | 0.1            | L                       | L                          | Leave as is  |
| 220 | BULL OWEN                | 202412            | 4.06           | M                       | M                          | Leave as is  |
| 221 | SPRING CREEK             | 204311            | 2.3            | L                       | L                          | Reinforce road closure at the end of 2.3 miles. User-created road add 0.7 miles. MVUM 2.3 miles (Done) |
| 222 | BLACK MTN LOOKOUT        | 211116            | 0.91           | M                       | M                          | Leave as is  |
| 223 | GLOOM CREEK              | 211119            | 5.34           | M                       | M                          | Leave as is  |

| ID  | Name                      | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|---------------------------|-------------------|----------------|-------------------------|----------------------------|----------------------------|
| 226 | WOODCHUCK                 | 212311            | 2.2            | L                       | M                          | Leave as is                |
| 227 | WOODROCK GUARD STATION    | 213111            | 0.51           | L                       | M                          | Leave as is                |
| 230 | GRAVEL PIT                | 213413            | 0.07           | L                       | L                          | Decommission               |
| 231 | WOODROCK                  | 213411            | 2.93           | M                       | M                          | Leave as is                |
| 232 | DRY OWEN DIVIDE           | 213412            | 0.99           | L                       | L                          | Leave as is                |
| 233 | DUNCAN LAKE RD            | 213417            | 3.39           | M                       | M                          | Leave as is                |
| 236 | OWEN CREEK                | 214301            | 1.57           | M                       | M                          | Leave as is                |
| 238 | RAPID CREEK DIVIDE        | 232311            | 2.45           | M                       | M                          | Leave as is                |
| 246 | ANTELOPE BASIN EAST       | 231311            | 0.41           | M                       | L                          | Decommission               |
| 268 | CALVIN LAKE               | 311412            | 0.35           | M                       | L                          | Field verify               |
| 278 | WEST BRUCE MTN            | 314112            | 0.14           | M                       | M                          | Leave as is                |
| 281 | PREACHER ROCK - ABANDONED | 321111            | 0.07           | M                       | L                          | Leave as is                |
| 282 | WEST FORK                 | 321112            | 1.8            | M                       | L                          | Leave as is                |
| 283 | DOMELAKE                  | 321411            | 1.8            | M                       | L                          | Leave as is                |
| 284 | DUCK POND                 | 321412            | 1              | L                       | L                          | Decommission               |
| 286 | SWAMP CREEK               | 331111            | 0.22           | M                       | L                          | Change to road #301 (Done) |
| 287 | SAGE COW CAMP             | 331415            | 1.53           | M                       | L                          | Leave as is                |
| 288 | CROSS CREEK C.G.          | 333100            | 0.07           | L                       | L                          | Leave as is                |
| 289 | CROSS CREEK LAKES         | 333111            | 2.7            | M                       | M                          | Leave as is                |
| 290 | CUT ACROSS                | 333112            | 3.6            | L                       | M                          | Leave as is                |
| 291 | MARTIN RESERVOIR          | 333113            | 1              | M                       | L                          | Leave as is                |
| 292 | PARK RESERVOIR C.G.       | 333114            | 0.4            | L                       | L                          | Leave as is                |
| 293 | COFFEEN PARK              | 334100            | 2.84           | M                       | M                          | Leave as is                |
| 296 | BIG GOOSE R.S.            | 334103            | 1.55           | M                       | L                          | Leave as is                |

| ID  | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|--------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 297 | EAST FORK CABINS         | 334112            | 1              | L                       | M                          | Leave as is   |
| 298 | BIG GOOSE COW CAMP       | 334113            | 0.64           | L                       | L                          | Leave as is   |
| 299 | WESTON RESERVOIR         | 334114            | 3.95           | M                       | L                          | Convert to motorized trail from junction with trail #110 south.                                       |
| 301 | TEPEE CREEK              | 331112            | 0.16           | L                       | L                          | Add road #286 to this. Show on MVUM. Look at closing (Done)   |
| 307 | BIG GOOSE & BEAVER DITCH | 334122            | 0.9            | M                       | L                          | Leave as is   |
| 308 | BIG GOOSE PIT            | 334123            | 0.35           | L                       | L                          | Leave as is   |
| 309 | LITTLE GOOSE             | 334211            | 8.51           | M                       | H                          | Leave as is   |
| 310 | PARK RESERVOIR DAM       | 334215            | 0.6            | L                       | L                          | Leave as is   |
| 311 | CHERI PIE                | 344212            | 0.5            | M                       | L                          | Leave as is   |
| 312 | GAME CREEK               | 334411            | 4.95           | M                       | L                          | Leave as is   |
| 313 | KENNIWOOD                | 344311            | 2.27           | M                       | M                          | Decommission user-recreated road off the end of #313.   |
| 314 | LITTLE GOOSE PARK        | 344411            | 7.29           | M                       | H                          | Leave as is   |
| 315 | LITTLE GOOSE COW CAMP    | 344412            | 0.6            | H                       | L                          | Convert to non-motorized trail or decommission  |
| 316 | LAMBURGER                | 344413            | 2.76           | L                       | M                          | Leave as is   |
| 317 | POVERTY FLATS OBSV.POINT | 344414            | 0.11           | M                       | L                          | Leave as is   |
| 318 | BOSIN ROCK               | 344415            | 0.81           | M                       | L                          | Portion of this road is closed. Show as level 1 - MVUM (Done). User-created road to the north of gate |
| 520 | SAWMILL CREEK            | 212211            | 3.42           | M                       | M                          | Field verify where the end of the road is (length has changed; information given to Amy)              |
| 521 | LITTLE GOOSE PEAK        | 332111            | 2.2            | M                       | L                          | Field verify where it goes to a trail (leave as is in GIS)  |
| 523 | OLD SCOUT CAMP           | 211315            | 3.03           | M                       | M                          | Leave as is   |
| 524 | LOWER SUCKER CREEK       | 211212            | 1.92           | M                       | L                          | Leave as is   |

| ID  | Name                            | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments  |
|-----|---------------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 536 | BURGESS PIT                     | 142417            | 0.09           | L                       | L                          | Leave as is  |
| 537 | N. TONGUE FISHING 5             | 143318            | 0.1            | L                       | L                          | Leave as is  |
| 538 | FREEZE OUT COW CAMP             | 151414            | 0.1            | M                       | L                          | Leave as is  |
| 539 | UPPER LITTLE WILLOW             | 142211            | ?              | L                       | M                          | Leave as is (get with Amy on the change of road numbers). New road - new length - Decommission |
| 546 | NICKLE CAMPSITE                 | 153423            | 0.38           | L                       | L                          | Leave as is  |
| 548 | HOBO ROCK                       | 163413            | 0.08           | L                       | L                          | Leave as is  |
| 550 | BINKY                           | 211215            | 0.07           | M                       | L                          | Leave as is  |
| 552 | OWEN CREEK GRAVEL PIT           | 201117            | 0.07           | L                       | L                          | Add this road to #652 (Done)   |
| 561 | SUCKER CREEK CAMPSITE           | 211312            | 0.14           | M                       | L                          | Leave as is  |
| 563 | SAWMILL PIT                     | 212213            | 0.47           | L                       | L                          | Leave as is  |
| 577 | COPPER SPUR B                   | 214219            | 0.31           | M                       | L                          | Leave as is  |
| 578 | COPPER CREEK PIT                | 2142              | 0.33           | M                       | H                          | Verify that correct signs are on the ground  |
| 579 | COPPER CREEK                    | 214221            | 0.13           | M                       | L                          | Leave as is  |
| 586 | EAST FORK FISHING               | 334124            | 0.21           | M                       | L                          | Leave as is  |
| 602 | Joins 199 & 182 - should be 182 | 1541??            | 0.19           | M                       | H                          | Field verify   |
| 652 | PADLOCK COW CAMP                | 214411            | 0.31           | L                       | L                          | Leave as is  |
| 655 | DAYTON GULCH PIT                | 134317            | 0.45           | L                       | L                          | Leave as is  |
| 656 | OLD SAWMILL FLATS               | 154413            | 0.29           | M                       | L                          | Decommission   |
| 657 | DALE                            | 212312            | 0.02           | M                       | L                          | Field verify the length if less than 300' remove   |
| 660 | NORTH GRAVES SPRINGS            | 212411            | 0.25           | M                       | L                          | Leave as is  |
| 661 | SOUTH GRAVES SPRINGS            | 212412            | 1.1            | M                       | M                          | Leave as is  |
| 662 | LOG JAM                         | 213112            | 0.81           | M                       | L                          | Decommission   |
| 663 | WEDGE                           | 213113            | 0.31           | M                       | L                          | Decommission   |
| 664 | HATCHET ROAD                    | 213211            | 1.04           | M                       | M                          | Leave as is  |

| ID  | Name                       | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|----------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 668 | BROAD AXE                  | 213418            | 1.72           | M                       | M                          | Leave first mile as road; convert rest to motorized trail.        |
| 670 | COPPER CREEK BRANCH        | 214311            | 2.5            | M                       | M                          | Leave as is   |
| 671 | EAST FORK SPUR A           | 212315            | 0.22           | M                       | L                          | Leave as is   |
| 672 | FOOLS GOLD                 | 133111            | 0.58           | M                       | L                          | Leave as is   |
| 674 | DIDDY                      | 214217            | 0.12           | M                       | L                          | Leave as is   |
| 675 | PROSPECT CREEK ROAD        | 213214            | 0.11           | M                       | L                          | Leave as is   |
| 676 | CHERI PIT                  | 214319            | 0.47           | M                       | L                          | Leave as is   |
| 677 | CONFUSION                  | 214320            | 1.99           | M                       | M                          | Leave as is   |
| 801 | BIG GOOSE RANGER STATION   | 334104            | 0.05           | M                       | L                          | Leave as is   |
| 850 | THREE ISOLATED CABINS      | 344416            | 0.17           | L                       | L                          | Leave as is   |
| 851 | PENROSE PARK SPUR          | 342311            | 0.67           | M                       | L                          | Has already been decommissioned (Done)                            |
| 852 | HEPP COW CAMP              | 401211            | 0.06           | M                       | L                          | Has already been decommissioned (Done)                            |
| 855 | TONGUE RIVER CABIN         | 153311            | 0.19           | M                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 859 | BAKER CABIN                | 153314            | 0.06           | M                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 863 | SOUTH TONGUE BLOCK B LOT A | 153315            | 0.06           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 864 | SOUTH TONGUE BLOCK A LOT F | 153316            | 0.1            | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 865 | SOUTH TONGUE BLOCK A LOT E | 153317            | 0.07           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 866 | SOUTH TONGUE BLOCK A LOT A | 153318            | 0.06           | M                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 867 | NICKLE LOOP CABIN          | 153416            | 0.09           | L                       | L                          | Leave as is   |
| 868 | WILLOW CREEK BLOCK I       | 142315            | 0.06           | L                       | L                          | Leave as is   |

| ID  | Name                              | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|-----------------------------------|-------------------|----------------|-------------------------|----------------------------|---|
|     | LOT L                             |                   |                |                         |                            |   |
| 869 | WILLOW CREEK BLOCK II<br>LOT G    | 201411            | 0.07           | L                       | L                          | Leave as is   |
| 870 | WILLOW CREEK BLOCK III<br>LOT A,B | 201412            | 0.15           | L                       | L                          | Leave as is   |
| 905 | ST LOUIS CABINS                   | 333411            | 0.15           | L                       | M                          | Leave as is   |
| 922 | SPEAR-O-WIGWAM                    | 333115            | 0.22           | L                       | M                          | Leave as is   |
| 927 | JOHNSON CREEK CABIN               | 152415            | 0.72           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 928 | NICKLE LOOP CABINS                | 153422            | 0.28           | L                       | L                          | Leave as is   |
| 929 | BURGESS LOOP                      | 142214            | 0.15           | L                       | L                          | Leave as is   |
| 933 | DOTY CABIN                        | 334125            | 0.05           | L                       | L                          | Leave as is   |
| 938 | CAMP DAVID CABIN                  | 334412            | 0.06           | M                       | M                          | Leave as is   |
| 939 | PHILERMO CABIN                    | 334413            | 0.07           | M                       | M                          | Leave as is   |
| 940 | SHELTON CABIN                     | 334414            | 0.05           | M                       | M                          | Leave as is   |
| 941 | ASPEN GROVE CABIN                 | 334415            | 0.04           | M                       | M                          | Leave as is   |
| 942 | J. WILSON CABIN                   | 334416            | 0.05           | M                       | M                          | Leave as is   |
| 943 | UROSZEK CABIN                     | 334417            | 0.06           | M                       | M                          | Leave as is   |
| 944 | VERDE CABIN                       | 334418            | 0.02           | L                       | M                          | Leave as is   |
| 945 | NARANJO CABIN                     | 334419            | 0.2            | L                       | M                          | Leave as is   |
| 946 | CASTLE                            | 142313            | 0.45           | L                       | L                          | Leave as is - Forest Service maintenance                          |
| 948 | BIG GOOSE CABINS 7                | 334126            | 0.12           | L                       | L                          | Leave as is   |
| 949 | BIG GOOSE CABINS 8                | 334118            | 0.2            | L                       | L                          | Leave as is   |
| 950 | BIG GOOSE CABINS 9                | 334128            | 0.1            | L                       | L                          | Leave as is   |
| 951 | BLACK MOUNTAIN CABIN              | 152118            | 0.05           | L                       | L                          | Leave as is   |
| 952 | DANCING BEARS                     | 143216            | 0.33           | M                       | L                          | Leave as is - Forest Service maintenance                          |

| ID  | Name                   | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 955 | COSNER CABIN           | 152414            | 0.06           | L                       | L                          | Leave as is   |
| 956 | BIG GOOSE CABINS 1     | 334116            | 0.19           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 957 | BIG GOOSE CABINS 2     | 334117            | 0.15           | M                       | L                          | Leave as is   |
| 958 | BIG GOOSE CABINS 3     | 334119            | 0.1            | L                       | L                          | Leave as is   |
| 959 | BIG GOOSE CABINS 4     | 334127            | 0.2            | L                       | L                          | Leave as is   |
| 960 | CABIN                  | 334311            | 0.34           | L                       | M                          | Check to make sure this road is the cabin owner's responsibility. |
| 963 | SHEELEY CREEK CABIN    | 201116            | 0.56           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 964 | SHEELY CABIN           | 142116            | 0.2            | L                       | M                          | Leave as is   |
| 965 | HEIDE CABIN            | 142117            | 0.03           | M                       | L                          | Leave as is   |
| 966 | BIG GOOSE CABIN 5      | 334120            | 0.38           | L                       | L                          | Private land; should not show up (Done). Check on ROW.            |
| 967 | BIG GOOSE CABIN 6      | 334121            | 0.2            | L                       | L                          | Private land - should not show up (Done) - check on ROW           |
| 968 | G&F CABIN              | 142113            | 0.25           | M                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 969 | BURGESS S.H.G.         | 142213            | 0.31           | M                       | M                          | Leave as is - Forest Service maintenance                          |
| 972 | STRAHAN SUMMER HOME    | 142111            | 0.2            | M                       | M                          | Check to make sure this road is the cabin owner's responsibility. |
| 973 | TUBES SUMMER HOME      | 143313            | 0.37           | M                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 984 | MASTERS SUMMER HOME    | 153407            | 0.26           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 986 | P K SUMMER HOME        | 142413            | 0.12           | L                       | L                          | Check to make sure this road is the cabin owner's responsibility. |
| 997 | PRIVATE PROPERTY CABIN | 334111            | 0.14           | L                       | M                          | To private land - check to  |
| 999 | COW CAMP CABIN         | 331416            | 0.08           | L                       | M                          | Leave as is   |

| ID     | Name                        | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--------|-----------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 143217 | FISHING ACCESS              | 143217            | 0.02           | L                       | L                          | Harden the road. Should be 0.09 miles added from level 1 (Done)                             |
| 144311 | FOOL CREEK LOOP             | 144311            | 0.4            | L                       | L                          | Field verify  |
| 153420 | NICKLE LOOP SPUR            | 153420            | 0.3            | L                       | L                          | Change to ML1 (Done)  |
| 211117 | TAYLOR MINE                 | 211117            | 0.83           | M                       | L                          | Leave as is   |
| 211121 | TAYLOR MINE SPUR            | 211121            | 0.53           | M                       | L                          | Field verify closure location   |
| 211218 | WOLF CREEK RIDGE            | 211218            | 0.18           | L                       | L                          | Leave as is   |
| 211219 | WELL DIGGER                 | 211219            | 0.46           | L                       | L                          | Leave as is   |
| 211226 | GLOOM CREEK SPUR 4          | 211226            | 0.24           | M                       | L                          | Leave as is   |
| 211313 | HAMILTON MINE               | 211313            | 0.19           | M                       | L                          | Verify if this is a road or trail (Road #523 or motorized Trail #224)                       |
| 211314 | BONANZA                     | 211314            | 0.16           | M                       | L                          | Convert to motorized trail - #211   |
| 212216 | LOOK OUT MOUNTAIN           | 212216            | 0.19           | M                       | L                          | Convert to motorized trail - #212 (shorten road to 0.1 mile and convert rest to trail #212) |
| 212316 | SERENITY                    | 212316            | 0.1            | M                       | L                          | Leave as is   |
| 213115 | WOODROCK PASSAGE            | 213115            | 0.56           | M                       | L                          | Field verify length of road (whatever is in GIS is good)                                    |
| 213312 | THE SEA                     | 213312            | 0.46           | M                       | L                          | Leave as is   |
| 213415 | LOWER ABER SALE ROAD        | 213415            | 0.06           | L                       | L                          | Decommission  |
| 213419 | COPPER CREEK SPRING         | 213419            | 0.55           | M                       | L                          | Field verify. May want to convert to trail (Do not convert to trail)                        |
| 214314 | NEW GROWTH                  | 214314            | 0.61           | M                       | L                          | Has already been converted to a motorize trail #214. Change MVUM (Done)                     |
| 800A   | HORSE PASTURE               | 804312            | 0.738          | L                       | L                          | Change to level 1 - road closed at barn   |
| 800B   | BOOM                        | 2                 | 0.42           | L                       | L                          | Change to level 1 - road closed at barn   |
| 800C   | HORSE PASTURE 2             | 3                 | 0.44           | L                       | L                          | Change to level 1 - road closed at barn   |
| 801A   | BIG GOOSE RANGER STATION #2 | 334105            | 0.15           | L                       | L                          | Leave as is   |

| ID                                     | Name  | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments    |
|--|---|-------------------|----------------|-------------------------|----------------------------|------------------------------|
| 802A                                   | BURGESS V.C. TRAILER                        | 154320            | 0.16           | L                       | L                          | Leave as is                  |
|  | Road to Little Goose Falls<br>ATV Trail 622 |                   |                |                         |                            | Field verify - road or trail |
| <b>Total maintenance level 2 miles</b> |   |                   | <b>229.28</b>  |                         |                            |                              |

Table 27. Risk/benefit assessment for maintenance level 3 roads, Tongue Ranger District.

| ID  | Name                           | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|-----|--------------------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 15  | BURGESS                        | 142201            | 19.96          | M                       | H                          | Change to ML 4. Needs gravel  |
| 16  | BLACK MOUNTAIN                 | 152101            | 3.75           | M                       | H                          | Change to ML 4. Needs gravel and sight clearing                                     |
| 145 | DAYTON TAYLOR                  | 134301            | 4.14           | M                       | H                          | Leave as is   |
| 158 | NORTH TONGUE C.G.              | 142301            | 0.46           | M                       | M                          | Add loop A  |
| 162 | BURGESS P.G.                   | 142411            | 0.6            | M                       | H                          | Leave as is   |
| 163 | BURGESS RANGER STATION         | 142412            | 0.8            | L                       | M                          | Close road at fuel tanks. Sign for now; gate later. Needs gravel and sight clearing |
| 168 | FOOL CREEK BASIN               | 143101            | 9.12           | M                       | H                          | Leave as is   |
| 171 | NORTH TONGUE FISHING 1         | 143214            | 0.2            | L                       | M                          | Leave as is   |
| 174 | N. TONGUE FISHING 2            | 143314            | 0.2            | L                       | M                          | Leave as is   |
| 175 | N. TONGUE FISHING 3            | 143315            | 0.1            | L                       | M                          | Leave as is   |
| 176 | BULL CREEK PARKS               | 143316            | 0.5            | L                       | M                          | Change to ML2 (Done)  |
| 177 | GHAUSTLY GULCH                 | 143401            | 2.44           | M                       | H                          | Relocate road closure gate  |
| 188 | SIBLEY LAKE                    | 153201            | 0.56           | M                       | M                          | Leave as is   |
| 189 | PRUNE CREEK C.G.               | 153202            | 0.3            | M                       | M                          | Leave as is   |
| 190 | SIBLEY LAKE (OLD LOOP)<br>C.G. | 153203            | 0.12           | L                       | M                          | Leave as is   |
| 191 | SIBLEY LAKE DAM P.G.           | 153204            | 0.18           | M                       | M                          | Leave as is   |

| ID   | Name                          | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|------|-------------------------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 192  | PINE ISLAND P.G.              | 153301            | 0.04           | L                       | M                          | Leave as is               |
| 234  | TIE FLUME C.G.                | 214201            | 0.45           | L                       | H                          | Leave as is               |
| 235  | DEAD SWEDE C.G.               | 214202            | 0.47           | L                       | H                          | Leave as is               |
| 236  | OWEN CREEK                    | 214301            | 0.2            | M                       | H                          | Leave as is               |
| 237  | OWEN CREEK C.G.               | 214302            | 0.19           | M                       | M                          | Leave as is               |
| 285  | TWIN LAKES P.G.               | 321413            | 0.44           | L                       | M                          | Leave as is               |
| 293  | COFFEEN PARK                  | 334100            | 4.3            | M                       | H                          | Leave as is               |
| 294  | RANGER CREEK (TONGUE) C.G.    | 334101            | 0.31           | L                       | H                          | Leave as is               |
| 295  | EAST FORK C.G.                | 334102            | 0.68           | M                       | M                          | Leave as is               |
| 296  | BIG GOOSE R.S.                | 334103            | 0.2            | L                       | L                          | Leave as is               |
| 529  | SIBLEY LAKE (NEW LOOP) C.G.   | 153205            | 0.3            | L                       | M                          | Leave as is               |
| 564  | CONEY TRAILHEAD               | 324111            | 0.07           | L                       | M                          | Leave as is               |
| 970  | ARROWHEAD LODGE               | 153406            | 0.435          | L                       | M                          | Leave as is               |
| 971  | BEAR LODGE RESORT             | 142206            | 0.31           | L                       | M                          | Leave as is               |
| 163A | BURGESS R.S. CABIN SPUR       | 142419            | 0.1            | L                       | M                          | Leave as is               |
| 163B | BURGESS R.S. TOILET SPUR      | 142118            | 0.11           | L                       | M                          | Leave as is               |
| 163C | BURGESS R.S. BARRACKS SPUR    | 142119            | 0.07           | L                       | M                          | Leave as is               |
| 16F  | BIG GOOSE BLAKC MTN. FORK     | 214211            | 0.06           | M                       | H                          | Leave as is               |
| 189A | PRUNE CREEK CAMPGROUND LOOP A | 153313            | 0.28           | L                       | M                          | Leave as is               |
| 234A | TIE FLUME CAMPGROUND SPUR A   | 214201            | 0.22           | L                       | H                          | Leave as is               |
| 235A | DEAD SWEDE C.G. (A)           | 214202            | 0.18           | L                       | H                          | Leave as is               |
| 235B | DEAD SWEDE C.G. (B)           | 214202            | 0.08           | L                       | H                          | Leave as is               |

| ID                                     | Name               | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments |
|--|--------------------|-------------------|----------------|-------------------------|----------------------------|---------------------------|
| 295A                                   | EAST FORK C.G. (A) | 334102            | 0.19           | L                       | M                          | Leave as is               |
| <b>Total maintenance level 3 miles</b> |                    |                   | <b>53.12</b>   |                         |                            |                           |

Table 28. Risk/benefit assessment for maintenance level 4 roads, Tongue Ranger District.

| ID                                     | Name                  | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments   |
|--|-----------------------|-------------------|----------------|-------------------------|----------------------------|---|
| 10                                     | HUNT MOUNTAIN         | 122200            | 2.38           | M                       | H                          | Change to ML3 (Done)  |
| 16                                     | BLACK MOUNTAIN        | 152101            | 6.29           | M                       | H                          | Leave as is   |
| 26                                     | BIG GOOSE             | 344401            | 19.27          | M                       | H                          | Leave as is. Seasonal closure   |
| 153                                    | HIGHWAY CAMP          | 142202            | 0.29           | M                       | M                          | Change to ML3 (Done). Primary maintenance WYDOT, jurisdiction FS, system NF |
| 154                                    | BURGESS SEWAGE LAGOON | 142203            | 0.5            | L                       | L                          | Need weed control maintenance   |
| 800                                    | SHERIDAN WORK CENTER  | 804311            | 0.38           | L                       | L                          | Change to ML 1 at the gate (-0.14 miles ML 4) (Done)                        |
| <b>Total maintenance level 4 miles</b> |                       |                   | <b>29.11</b>   |                         |                            |   |

Table 29. Risk/benefit assessment for maintenance level 5 roads, Tongue Ranger District.

| ID                                     | Name                     | Bighorn map index | Segment length | Overall risk assessment | Overall benefit assessment | Recommendation / Comments                        |
|--|--------------------------|-------------------|----------------|-------------------------|----------------------------|--|
| 15                                     | BURGESS                  | 142201            | 0.24           | M                       | H                          | Change to OML 5 (Done)                           |
| 802                                    | BURGESS V C              | 153419            | 0.34           | L                       | M                          | Needs to be chip-sealed. Reinforce road closure. |
| 802B                                   | BURGESS V.C. PARKING LOT | 153421            | 0.13           | L                       | M                          | Needs to be chip-sealed                          |
| 802C                                   | BURGESS V.C. BACK LOOP   | 153424            | 0.11           | L                       | M                          | Needs to be chip-sealed                          |
| <b>Total maintenance level 5 miles</b> |                          |                   | <b>0.82</b>    |                         |                            |  |



## Appendix G: Public Involvement and Comments

### Public Involvement

The Forest utilized the Forest Plan Steering Committee (Steering Committee) as the primary contact for public involvement for the Subpart A Travel Analysis. On April 23, 2013, the Forest presented the Subpart A Travel analysis process to the Steering Committee. We described the steps of the analysis and a timeline for completing the process. On April 30, 2014, the Forest presented an update to the Steering Committee on the travel analysis and an updated timeline for completion of the analysis and the Travel Analysis Report (TAR). On May 20, 2015, the Forest presented the findings of the analysis and the recommendations in the TAR. The Forest stated that it would release the TAR to the public through a press release and the public web site in early June 2015. The public would be asked for comments on the TAR and would have 30 days from public release to send comments to the Forest for inclusion in the TAR as a public comment appendix. The TAR was released to the public through a press release and posting on the public web site on June 12, 2015. The Forest accepted comments through July 15, 2015.

### Public Comments

**1. Wyoming State Trails** – Wyoming State Trails elected not to comment on recommendations in the TAR but stated they want to be involved and submit comments for any recommendations that are carried forward to analysis and management decisions.

**2. Northwest Wyoming O.H.V. Alliance** – (Full body of the comment letter shown below)

#### **Regarding: Bighorn National Forest Travel Analysis Report**

As recreational enthusiasts and members of Northwest Wyoming Off Highway Vehicle Alliance Inc. we would like to voice our concerns regarding the planned designation of proposals to convert 153 miles of roads to motorized trails and decommission 175 miles of roads in the Bighorn National Forest. We realize that motorized recreation is the fastest growing form of recreation in the United States and the Bighorn National Forest is a premier motorized destination. The motorized community has sufficient funding resources through ORV manufacturer's grants, Wyoming State Trails grants, and local volunteer organizations to assist with the funding shortfalls. Closing roads due to financial reasons should be a last resort and we will assist in helping reverse this trend in all of our capacity as we have done with the Willet Creek project.

The motorized community desires looped route opportunities that provide a technical challenge for full size ORV's as well as the 50" or less ORV's so that the whole group can participate together while minimizing use of the paved roads. There is a huge growth in side x side machines larger than 50" that are drawn to the Level 2 high clearance roads in order to provide a technical challenge at a slower pace that all skill levels can enjoy. Converting these Level 2 roads to Level 1 or decommissioning them entirely will severely diminish the high quality experience and encourage higher traffic and speeds on the higher maintenance Level 3 road systems.

We feel that this Travel Analysis process should be used to develop new Level 2 Looped routes in high use areas in order to improve the motorized recreation experience. We understand that some routes that are dead end spurs without the opportunity to connect to existing routes could be closed in the future to focus on development of new looped routes. An example is to build a less than 0.2 mile connector road from 668 to 231 in order for travel between these two areas without the use of the paved highway. This will eliminate high speed traffic issues on the hwy and provide for a high quality looped route that all users including youth can enjoy. The proposed plan is to convert the current road 668 to a motorized trail which greatly degrades the experience as ORV's > 50 inch cannot utilize this current route and removes the opportunity to connect these two roads.

The Northwest Wyoming Off Highway Vehicle Alliance Inc. and our 200 members have not been involved in this process to this point and would greatly appreciate being a part of the decisions going forward. Due to time constraints and lack of involvement in this process we know that there are multiple other opportunities to create high quality motorized looped routes utilizing the current road system that have not been proposed. We encourage the Bighorn National Forest staff to fully engage the local recreational users and look closely at all Level 2 Roads proposed to be decommissioned to be sure that there is not an opportunity to create a looped trail opportunity before closing them.

Sincerely

Dana Sander

President of NWWYOHVA Inc.

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### **3. Northwest Wyoming O.H.V. Alliance – (Full body of the comment letter shown below)**

As recreational enthusiasts and members of the NWWYOHVA (North West Wyoming Off Highway Vehicle Alliance), we would like to voice our concerns regarding the decommissioning of many Big Horn Forest roads.

We, unfortunately, did not find out that you were accepting public comments (that are due by July 15, 2015) till a week ago so have not had adequate time to peruse your 127 page document, Big Horn Travel Analysis Report. We realize there could be "roads" that need to be abandoned for specific reasons. However, there are most likely many roads and portions of roads that perhaps should remain in place and available for recreational use, including opportunities to create high quality motorized looped routes utilizing the current road system that have not been

proposed. We would like to encourage the Bighorn National Forest staff to fully engage the local recreational users and look closely at all Level 2 Roads proposed to be decommissioned to be sure that there is not an opportunity to create a looped trail opportunity before closing them.

My family and I love the Big Horn Mountains and many family members were raised in them. My husband's grandmother actually homesteaded a place on the Sheridan side of the mountains when she was a young woman (she died at the age of 95 about 10 years ago). My husband's father worked for the Big Horn Forest Service in his younger years as a Fire Lookout. We've been riding horses, motorcycles, and ATV's for years on the Big Horn Forest. I personally worked for the Big Horn Forest from 1986 thru 1988 in the Supervisor's Office in Sheridan while attending Dental Hygiene school and thoroughly enjoyed performing several job duties in the field. (I worked for the Shoshone Forest from 1983 – 1986 before that :o)

We previously (March of 2015) made a public comment on Willett Creek FSR #226 Re-Route Project on BNF (File Code: 1950; 7710) (although the map shows #277/#278) on the north end of the forest above Antelope Butte Ski Area (off the snowmobile turnout) that has been closed for 3 years due to a boggy/marshy area. My husband and other members of the NWWYOHVA, along with Ashley Duke and a representative (possibly Ranger Hogen) from the Paintrock Ranger District met on the ground to look over the resource situation in this project area the fall of 2014. This was done in an effort to get a first-hand look at the problems and discuss possible solution scenarios. The Willett Creek area is increasingly used by a variety of recreation enthusiasts which makes it that much more important that problems be recognized and addressed in a timely and appropriate manner. The group came up with a plan to reroute the road to avoid the bog, and install cement planks in the stream (similar to those currently being employed in a stream bed near Woodchuck Pass.) Our group planned to obtain a grant for materials and also intended to donate manpower to reroute the road and install the cement planks. The proposed project would help ensure that the resources on the ground are respected, and that consideration for the general public's safety and access will be addressed for years to come.

Over the years, we've watched the Willet Creek crossing deteriorate to the point that it is now closed and truly desire that it be re-routed and restored so that this trail can be taken from beginning to end as it used to be. This trail is sometimes challenging, but always rewards the user with a fun outing. The desired restoration would also minimize impacts to the wetland. Our group was informed that the Forest Service would not need our assistance in restoring this crossing, but as of this writing (7/14/2015), the road is still closed and no signs of restoration are visible.

Off Highway Vehicles must pay a user fee (ORV sticker) to be able to go on the trails and this money is supposed to help in maintenance of those trails. We would hope that this money would in fact be used for that purpose so that we can continue to use trails and roads on the Forest Service lands that our tax dollars support.

We acknowledge and appreciate the Big Horn Forest's stewardship of time, money and human resources that you are willing to commit to this effort.

Thank you for the opportunity to offer our comments of support.

Sincerely,

Toby Sheets, Member  
NWWYOHVA  
1769 Lane 15  
Powell, WY 82435  
[307-899-0658](tel:307-899-0658)

**Public Comments: Summary**

As the Forest moves forward with analysis of the TAR recommendations full public participation will be required. Wyoming State Trails, the Northwest Wyoming O.H.V. Alliance, and the Forest Plan steering committee will be key stakeholders in public involvement for travel management decisions. The comments provided for the TAR should be reviewed and addressed by the Forest in future analyses for travel management.