United States

Department of

Agriculture

Forest Service

Travel Analysis Process Report Addendum

SOUTH PLATTE RANGER DISTRICT

Located in Douglas, Jefferson, Park, Teller and Clear Creek Counties, Colorado

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

Draft
June, 2015

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

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South Platte District Ranger, Pike National Forest

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Date

TABLE OF CONTENTS

INTRODUCTION I-1

1.0 SETTING UP THE ANALYSIS 1-1

1.1 Objectives Of The Analysis 1-1

1.2 Interdisciplinary Team Members and Participants 1-1

1.3 Information Needs 1-2

1.4 Analysis Plan 1-2

1.5 Public Involvement 1-4

2.0 DESCRIBING THE SITUATION 2-1

2.1 The Analysis Area 2-1

2.2 The National Forest Transportation System 2-2

2.2.1 Motorized Trail Statistics 2-2

2.2.2 Road Statistics and Details 2-2

2.2.3 Motorized Mixed Use 2-2

2.2.4 Road Management Objectives 2-4

2.3 Meeting Forest Plan Objectives 2-4

2.4 Current Budget 2-4

3.0 IDENTIFYING THE ISSUES 3-1

3.1 Description of the issues 3-1

4.0 ASSESSING BENEFITS, PROBLEMS AND RISKS 4-1

5.0 DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES 5-1

5.1 Introduction 5-1

5.2 Criteria for Recreational Use Benefit 5-1

5.3 Criteria for Fire/Fuels Access Benefit 5-2

5.4 Criteria for Timber Access Benefit 5-2

5.5 Criteria for Special Use Access Benefit 5-2

5.6 Criteria for Resource Management/Range Access Benefit 5-3

5.7 Criteria for Watershed Risk 5-4

5.8 Criteria for Wildlife Risk 5-4

5.9 Criteria for Botany Risk 5-6

DRAFT

5.10 Criteria for Archaeology Risk 5-6
5.11 Criteria for Public Health & Safety/Financial Burden Risk 5-7
5.12 Road Management Opportunities and Priorities.....5-7
6.0 TRAVEL ANALYSIS REPORT (TAR).....6-1
6.1 Key Findings 6-1
6.2 Recommendations.....6-2
6.3 TAR Map.....6-2
Appendix A. Final TAP Matrix Table A-1
Appendix B. Public Comments A-2

DRAFT

INTRODUCTION:

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

BACKGROUND

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

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

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

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

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

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PROCESS AND PRODUCTS

See Section 1.2 of the 2009 PSI TAP.

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

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1.0 SETTING UP THE ANALYSIS

1.1 Objectives of the Analysis

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

Other objectives of this travel analysis are:

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

1.2 Interdisciplinary Team Members and TAP Responsibilities

Name	TAP Area of Responsibility
Randy Hickenbottom	South Platte District Ranger – Line Officer
Ralph (Jerry) Stevenson, P.E.	Forest Engineer
Gary Morrison, P.E. *	Forest Transportation Planner, TAP ID Team Leader
Brian Banks *	Overall District TAP Coordinator, Fire/Fuels Access
Lisa Heagley *	Recreational Use, Special Use Access, Resource Management/Range Access
Scott Dollus *	Recreational Use
Sage Finn	Timber Access
Denny Bohon	Watershed Risk
Mikele Painter	Wildlife Risk
Steve Olson	Botany Risk
Priscilla Riefkohl	Archaeology Risk
Eugene Whatley	Financial Burden/Public Health & Safety

* Core TAP Team Member

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1.3 Information Needs

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

- The Pike and San Isabel National Forests Land and Resource Management Plan (aka Forest Plan, 1984, and associated Environmental Impact Statement and Record of Decision)
- INFRA Roads Database
- GIS spatial databases for roads, land ownership, 6th level watersheds, streams, riparian areas, soil types, architectural sites, invasive species, recreation sites, T&E species, etc.
- 2013 South Platte RD MVUM
- 2009 Pike and San Isabel National Forest Travel Analysis Process Report

1.4 Analysis Plan

See the 2009 PSI TAP for more details.

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

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

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

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

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

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

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

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

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

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

The final step involved synthesizing all the information, finalizing the ratings and factors for each specific road, finalizing the road management category for each road analyzed, and preparing a Travel Analysis Report and Map. This step described the opportunities to improve the

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transportation system and identified priorities to help the decision makers in managing the roads within their jurisdiction. Key findings and recommendations are summarized in Chapter 6.0 of this report to highlight the results from this analysis.

1.5 Public Involvement

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

The draft TAP was made available for public review and comment on _____, 2015. It was posted on the PSICC website. During the 30 day comment period that ended on _____, 2015, the agency received a total of _____ electronic messages in response to the posted draft TAP. Some responses resulted in changes to the draft report, matrix table and maps. See Appendix B for a list of the comments and responses.

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2.0 DESCRIBING THE SITUATION

2.1 The Analysis Area

See the 2009 PSI TAP.

The South Platte Ranger District covers approximately 460,000 acres of the Pike National Forest and is located in portions of five counties, Douglas, Jefferson, Park, Teller and Clear Creek. It is located east of the Continental Divide in the central Rocky Mountains and lies adjacent to the Denver Metro area. Its proximity to the greater Denver area, with a population of over 3 million people, results in approximately 2,500,000 visits per year.

The recreational opportunities in the South Platte District are enormous with approximately 70% of its use occurring as dispersed activities such as camping, fishing, hiking, swimming and tubing. Some of the unique opportunities found on the South Platte include 200 miles of motorized trails in the Rampart Range area, 70 miles of South Platte River Recreation, two wilderness areas, and over 65 miles of mountain bike trails.

The South Platte District ranges in elevation from 5,800 feet in the east, to over 14,000 in the north. The District also serves as the headwaters for the Denver Metro Area, providing over 70% of the region's drinking water. To protect the resiliency of these critical watersheds, the U.S. Forest Service has joined efforts with other agencies and partners to restore areas impacted by wildfire through cutting edge watershed restoration and strategic fuels reduction efforts.

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2.2 The National Forest Transportation System

See the 2009 PSI TAP for more information.

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

Table 2-1: Miles of Existing National Forest System Roads on the South Platte Ranger District

Road Class	Objective Road Maintenance Level				
	1	2	3	4	Total Miles
Roads Closed to All Vehicular Traffic (Operational Maint Level 1)	25.27	0.00	0.00	0.00	25.27
Administrative Roads (Closed to Public Use)	4.53	37.41	9.07	0.00	51.01
Roads Open to All Vehicles	1.20	36.44	1.44	0.10	39.18
Roads Open to All Vehicles with Seasonal Closure	0.00	35.41	4.91	0.00	40.32
Roads Open to Highway Legal Vehicles	0.00	20.66	34.52	0.32	55.50
Roads Open to Highway Legal Vehicles with Seasonal Closure	0.00	0.00	34.61	0.00	34.61
Total Miles	31.00	129.92	84.55	0.42	245.89

2.2.1 Motorized Trail Statistics

The South Platte Ranger District TAP Addendum is not addressing Motorized Trails.

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

2.2.2 Road Statistics and Details

See the 2009 PSI TAP for more information.

2.2.3 Motorized Mixed Use

See the 2009 PSI TAP for more information.

The following NFSRs allow both highway-legal and non-highway-legal motor vehicles on the South Platte Ranger District:

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Table 2-2: Mixed Use NFSRs

Road Class	Road Numbers	Total Miles
Roads Open to Public Use for All Vehicles (mixed use)	**OBJ ML2:** 119, 120, 120.C, 121, 123, 123.A, 126.A, 360.B, 506, 565, 809, 810, 811, 811.A, 811.B **OBJ ML3:** 119, 119.A, 119.B, 120.2A, 120.2B, 126, 126.B, 849.1A **OBJ ML4:** 528.B	38.54 mi.
Roads Open to Public Use for All Vehicles (mixed use) with Seasonal Closure	**OBJ ML2:** 101, 105, 107, 108, 108.A, 126, 348, 503, 563 **OBJ ML3:** 300.T, 300.U, 502, 502.B	40.32 mi.

According to this data, 78.86 miles of Objective ML 2-4 NFSRs on the South Platte Ranger District are open to full-sized vehicles and OHVs (motorized mixed use). Many of these mixed use roads are dead-end roads that follow ridges or provide access to campsites.

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2.2.4 Road Management Objectives

See the 2009 PSI TAP.

2.3 Meeting Forest Plan Objectives

See the 2009 PSI TAP.

2.4 Current Budget

Maintenance Funding

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

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

Current Maintenance Funding

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

Table 2-3: Current Average Annual Maintenance Costs by Maintenance Level on the SPLTRD

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

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

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

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

Operational Maintenance Level	Miles	Average Annual Cost Per Mile	Total Cost Per Year
1	26.47	$0	$0
2	134.45	$190	$25,546
3	84.55	$205	$17,333
4	0.42	$211	$89
TOTAL	245.84	---	$42,968

Intermittent Funding Needs

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

- Brushing is needed every 10 years or so, and is important for safety, especially on Level 3 - 5 roads.
- Maintaining and replacing signs and signposts on system roads, gates, and cattleguards.
- Gate replacement and repairs on Level 1 roads, and/or roads seasonally closed.
- Damage from unexpected events such as slides or slumps is normally corrected with maintenance dollars unless the damage is large enough to qualify for alternative funding.
- Surface rock replacement on Level 3 roads requires a large influx of funds for the year the rock is replaced. Many of these roads require surface rock replacement, at least every 10 years.
- Paved roads typically require surface replacement at approximately every 25 years. This cost is not included in the annual maintenance budget.

Desired Maintenance Funding

The following tables describe the desired funding needed to maintain Level 2-5 roads consistently and according to maintenance level specifications. These costs estimates are based on deferred maintenance estimates and annual maintenance expenditures.

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Table 2-5: Desired Annual Maintenance Costs by Maintenance Level on the SPLTRD

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

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

Table 2-6: Estimated Desired Annual Road Maintenance Need on the SPLTRD

Operational Maintenance Level	Miles	Annual Cost/Mile	Total Cost Per Year
1	26.47	$100	$2,647
2	134.45	$433	$58,217
3 (unpaved)	84.01	$800	$67,208
3 (paved)	0.54	$20,805	$11,235
4 (paved)	0.42	$20,805	$8,738
TOTAL	245.84		$148,045****

**** On the South Platte Ranger District, there are 10.63 miles of Maintenance Level 2 roads and 15.34 miles of Maintenance Level 3 roads that are under a Schedule A maintenance agreement with local counties. Typically, having another public entity maintain Forest Service roads amounts to a savings of approximately $700/mile/year. Therefore, the total savings from schedule A roads on the South Platte Ranger District is $18,179. This leaves $129,866 as the estimated desired annual road maintenance need on the South Platte Ranger District, after calculating the savings achieved from road maintenance agreements.

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

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

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3.0 IDENTIFYING THE ISSUES

3.1 Description of the issues

See the 2009 Forest-wide TAP for more information.

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

Category #1: Environmental Issues

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

Data needed to address these concerns:

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

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Category #2: Sociocultural Issues

- Impacts on paleontological, archeological, and historic sites within the forest due to the current system of roads.
- Adequacy of roads to satisfy the variety of motorized recreational needs on the forest.
- Impacts on non-motorized recreation activities due to the amount of roads on certain parts of the forest.
- Adequacy of forest access to meet the demand for special uses on the forest.
- Adequacy of law enforcement to meet public safety issues including DUI, speeding, and reckless driving.
- Adequacy of forest access to meet administrative management objectives and goals.

Data needed to address these concerns:

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

Category #3: Economic Issues

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

Data needed to address these concerns:

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

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4.0 ASSESSING BENEFITS, PROBLEMS AND RISKS

The 2009 PSI TAP provides detailed answers to approximately 73 questions related to the benefits and risks of National Forest System roads and trails (See 2009 PSI TAP). The categories of questions are as follows:

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

4.2 Terrestrial Wildlife (TW)

4.3 Ecosystem Functions and Processes (EF)

4.4 Economics (EC)

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

4.6 General Public Transportation (GT)

4.7 Administrative Uses (AU)

4.8 Protection (PT)

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

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

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

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

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

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

Preliminary background research of the 167 South Platte Ranger District system roads under analysis identified a total of 94 (56%) roads as historic. Of these, only a very few (16) have been documented. Of the 16 documented historic roads, 7 have been determined officially

not eligible for listing on the National Register of Historic Places. All other historic roads are either eligible for listing in the National Register of Historic Places (NRHP) or should be treated as eligible for listing, pending further evaluation. Therefore, future construction or road improvements that affect the physical properties of the road (existing prism, surface materials, etc.) or its use might affect the historic value of the properties.

Not only does the current road system contain numerous historic roads, but it also has the potential to affect other cultural resources listed or eligible for listing on the NRHP, as well as any undiscovered historic properties. Preliminary background research identified 24 roads that pose a potential risk to cultural sites currently eligible (or treated as eligible) for NRHP listing. Of the 167 system roads, 11 (7%) pass through cultural resources eligible for listing and 13 (8%) have adjacent cultural resources eligible for listing.

Although in some cases the use and maintenance of the current road system is directly affecting historic features or archaeological deposits that have been exposed in the road bed or in the cut banks of the road margin, most of the time the current use or maintenance of the road system is not affecting the surrounding properties. However, future construction or improvements could adversely affect them.

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

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

CH (3): How does road use and road management affect roads that constitute historic sites?

Continuing the present levels and types of public use and continuing routine maintenance will not affect the 87 roads identified as historic currently eligible for listing in the National Register of Historic Places. However, road improvements that change the road's prism, surface treatment, associated construction features (tunnels, bridges, culverts and other drainage features, etc.), or setting might affect the character of the historic roads and may damage or alter the features that contribute towards their NRHP listing.

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5.0 DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

5.1 Introduction

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

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

Benefits:

5.2 Criteria for Recreational Use Benefit

Recreational Use Benefit:

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

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

A High (H) rating was assigned to roads that are the primary access routes to developed recreation sites/facilities, or primary access routes to popular dispersed recreation areas, or the road has high value as a recreation experience.

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

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

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5.3 Criteria for Fire/Fuels Access Benefit

Fire/Fuels Access Benefit:

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

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

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

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

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

5.4 Criteria for Timber Access Benefit

Timber Access Benefit:

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

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

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

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

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

5.5 Criteria for Special Use Access Benefit

Special Use Access Benefit:

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

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

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

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

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

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

5.6 Criteria for Resource Management/Range Access Benefit

Resource Management Benefit:

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

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

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

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

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

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

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Risks:

5.7 Criteria for Watershed Risk

Watershed Risk:

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

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

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

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

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

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

5.8 Criteria for Wildlife Risk

Wildlife Risk:

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

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

- Habitat for federally listed species, including but not limited to: Mexican spotted owl habitat, greenback cutthroat trout habitat, and Preble's meadow jumping mouse habitat.
- Habitat for Regional Forester's Sensitive species, including but not limited to: Rocky Mountain bighorn sheep, Gunnison's prairie dog, northern goshawk, northern leopard frog, and white-tailed ptarmigan.
- Identified big game winter range (Management Area 5B)
- Calving and lambing areas
- Road density

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

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

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

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

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

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

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5.9 Criteria for Botany Risk

Botany Risk:

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

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

5.10 Criteria for Archaeology Risk

Archaeology Risk:

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

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

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

Most of National Forest System roads rated as low risk generally do not intersect or are not in proximity to a historic property listed in or eligible for listing in the National Register of Historic Places. In some cases the road was in proximity to a listed or eligible property, but public use or routine maintenance of the road, or new construction of all or a portion of the road would not affect the property. It should be noted that the Forest Service has not examined all or even most of the

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NFSRs for impinging historic properties and possible effects. Also, not all NFSR roads have been evaluated in terms of intrinsic historic significance. The analysis was done on the state of knowledge to date.

5.11 Criteria for Public Health & Safety / Financial Burden Risk

Public Health & Safety/Financial Burden

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

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

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

5.12 Road Management Opportunities and Priorities

The Total Benefit factors and Total Risk factors discussed above resulted in a total benefit/risk number for each road. The Total Benefit factors ranged from 0 to 10, and the Total Risk factors ranged from 0 to 11. Those roads with a Total Benefit factor greater than 3 represent high benefit roads, and those roads with a Total Risk factor greater than 4 represent high risk roads. Based on this analysis, each road was assigned to one of four road management categories as follows:

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

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

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

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

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

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

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6.0 TRAVEL ANALYSIS REPORT (TAR)

6.1 Key Findings

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

Travel Analysis Outcomes: Road Numbers		Minimum Road System		May not be Needed as Part of a Minimum Road System	
		High Benefit/ High Risk	High Benefit/Low Risk	Low Benefit/ High Risk	Low Benefit/Low Risk
Road Classification	Administrative Roads (Closed to Public Use) and ML1 (Closed to All Motor Vehicles)	**OBJ. ML1:** 114 **OBJ. ML2:** 111, 117, 522, 522.A, 529, 536 **OBJ. ML3:** 543	**OBJ. ML1:** 103, 115.A, 512, 512.A, 512.B, 514, 518.B, 528.C, 537 **OBJ. ML2:** 103, 103, , 117, 117.A, 117.B, 502.A, 530, 534, 535, 538, 548, 550.E, 554 **OBJ. ML3:** 110, 115, 115, 502.2, 531, 559	**OBJ. ML1:** 120.C, 221, 552 **OBJ. ML2:** 540	**OBJ. ML1**: 100.B, 109.A, 157, 47.B, 509, 510, 511, 516, 543.H, 550.A, 553, 554.A, 554.B **OBJ. ML2:** 125, 530.A, 530.B, 530.C, 543.J, 849
	Roads Open to all Vehicles	**OBJ. ML2:** 119, 120, 120.C, 121, 123, 123.A, 126, 503, 811, 811.B **OBJ. ML3:** 119, 119.B, 126, 502	**OBJ. ML2:** 101, 108, 108.A, 126.A, 348, 360.B, 506, 563, 565, 810, 811.A **OBJ. ML3:** 119.A, 120.2A, 120.2B, 126.B, 300.T, 502.B, 849.1A **OBJ. ML4:** 528.B	**OBJ. ML2:** 105	**OBJ. ML2:** 107, 809 **OBJ. ML3:** 300.U
	Roads Open to Licensed Vehicles	**OBJ. ML2**: 560 **OBJ. ML3:** 118.A, 118.B, 211, 300, 300, 513, 520, 533.B, 533.D, 533.E, 533.F, 533.G, 541, 543, 550, 550, 550, 550, 550	**OBJ. ML2**: 118.E, 514, 534, 543.G, 543.H, 545, 550.C, 550.D, 552, 554, 558 **OBJ. ML3**: 100.A, 109.B, 118.D, 125, 125.A, 211.J, 211.O, 300.O, 300.P, 300.PA, 300.Q, 47.A, 502.2, 507, 513.A, 516, 523, 528.D, 533.C, 533.I, 533.J, 543.F, 549, 550.B, 550.H, 553, 849, 849, 849.A **OBJ. ML4:** 528.A	**OBJ. ML2**: 102	**OBJ. ML2**: 126.C, 528.E, 528.F **OBJ. ML3:** 102, 102.A, 118.C, 300.M, 300.R, 300.S, 528.G
	Total Miles	117.61	94.52	11.04	22.72

Table 6-1. Summary of Roads by Benefit and Risk (Total Miles = 245.89)

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

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6.2 Recommendations

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

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

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

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

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

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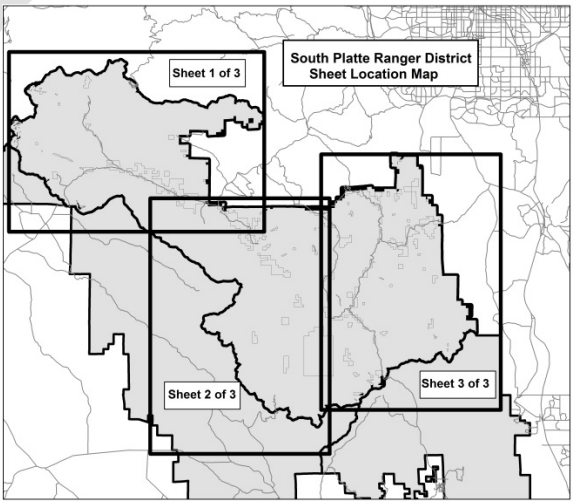
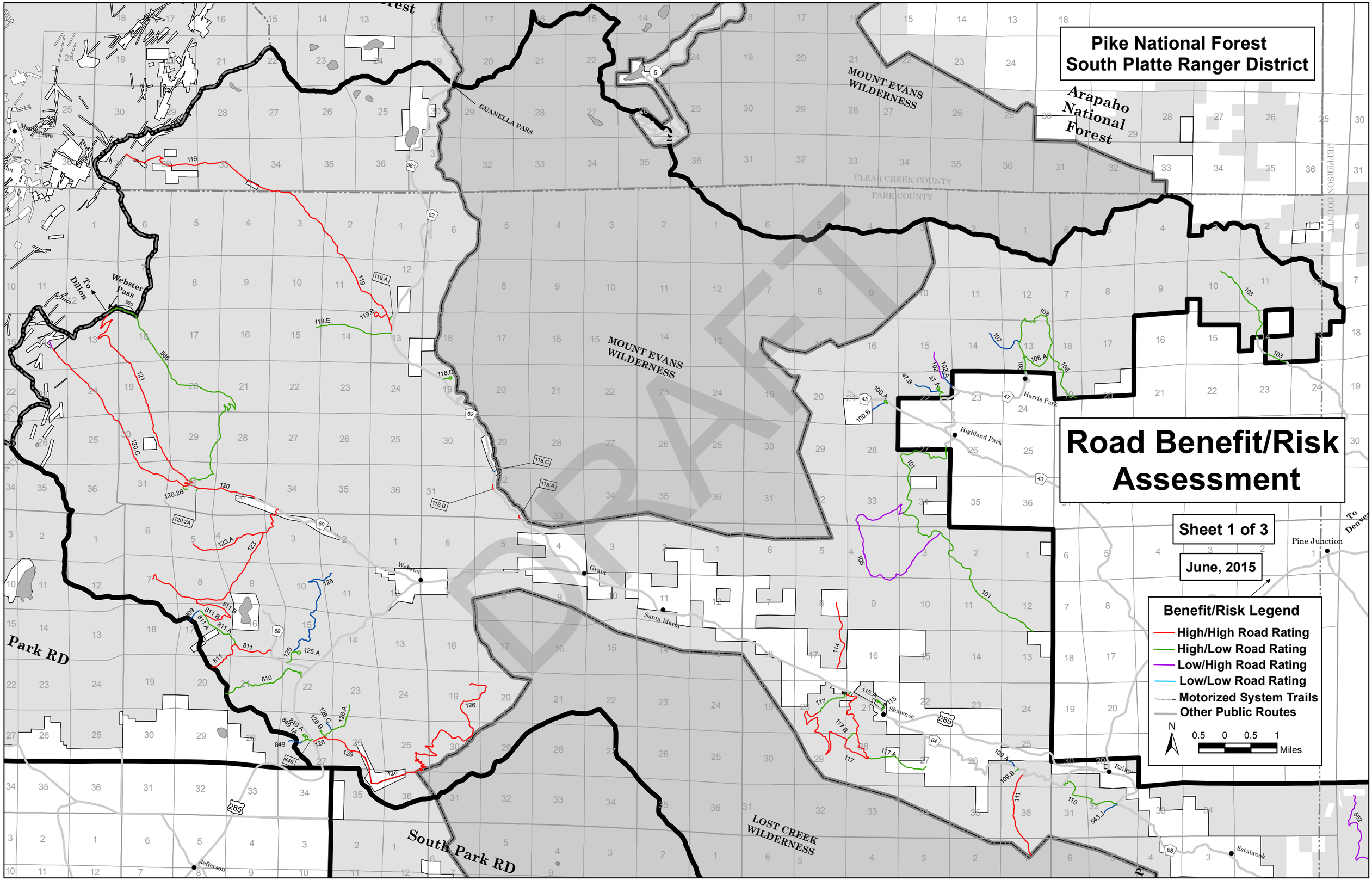
6.3 Travel Analysis Report (TAR) Map

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




Pike National Forest
South Platte Ranger District
Road Benefit/Risk Assessment
Sheet 1 of 3
June, 2015
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0.5 0 0.5 1
Miles
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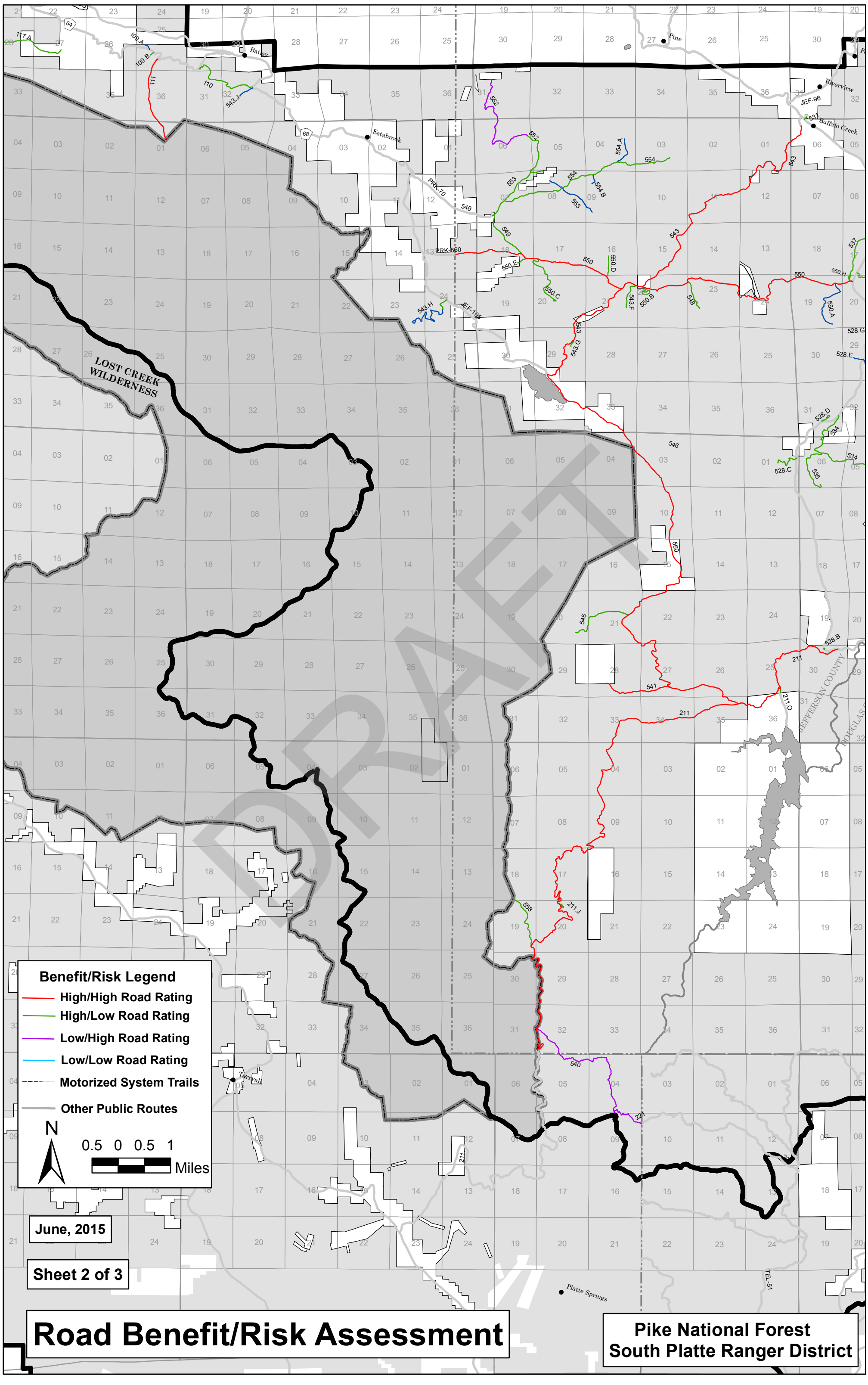
MOUNT EVANS WILDERNESS
LOST CREEK WILDERNESS
Arapaho National Forest
CLEAR CREEK COUNTY
PARK COUNTY
JEFFERSON COUNTY
GUANELLA PASS
Webster Pass
To Dillon
To Denver
Park RD
South Park RD
Webster
Grant
Santa Maria
Shawnee
Harris Park
Highland Park
Pine Junction
Bailey
Estabrook
Jefferson


Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0.5 0 0.5 1
Miles
June, 2015
Sheet 2 of 3
Road Benefit/Risk Assessment
Pike National Forest
South Platte Ranger District
LOST CREEK WILDERNESS
Bailey
Pine
Riverview
Buffalo Creek
Estabrook
Platte Springs
JEFFERSON COUNTY
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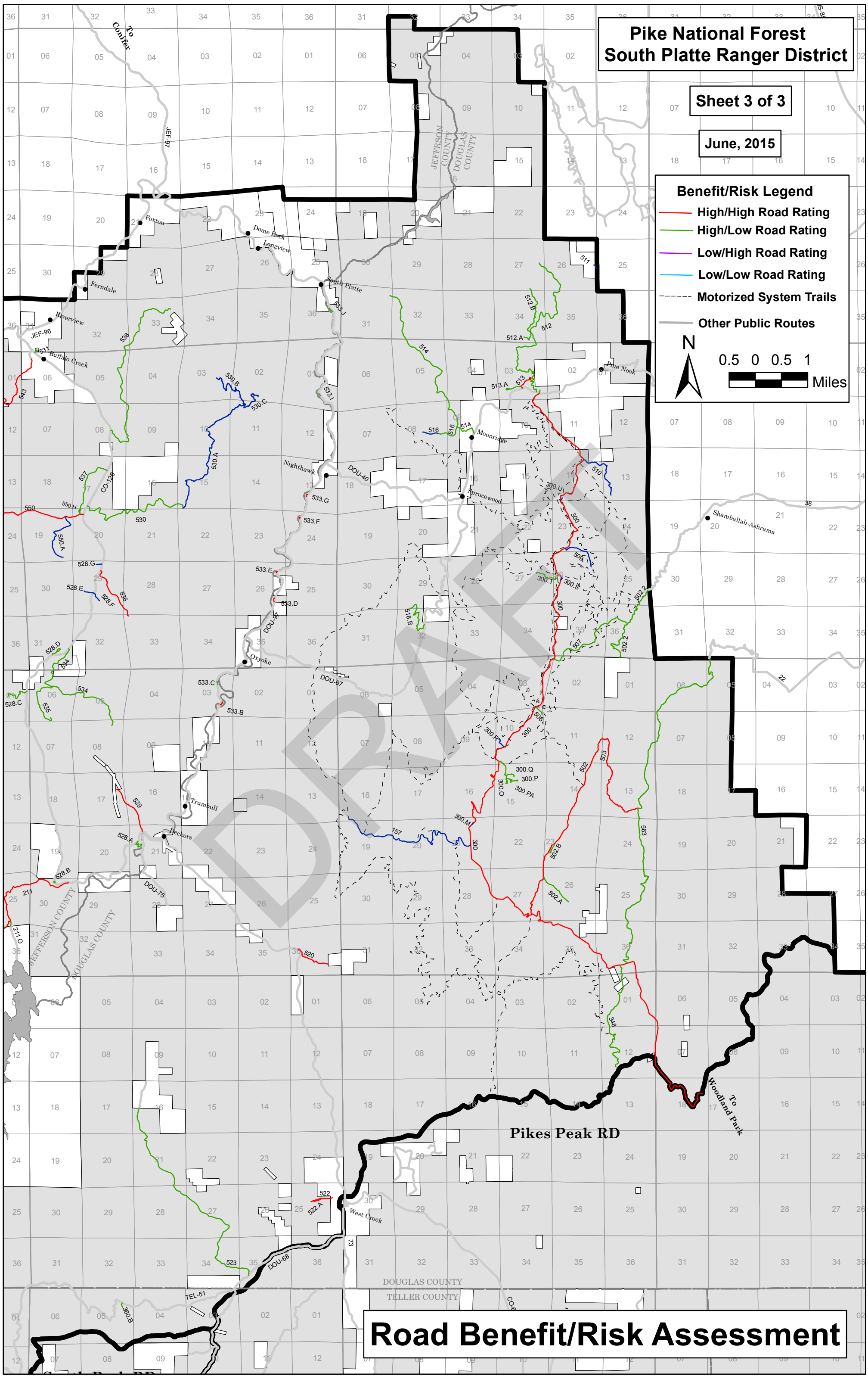
Pike National Forest
South Platte Ranger District
Sheet 3 of 3
June, 2015
Benefit/Risk Legend
High/High Road Rating
High/Low Road Rating
Low/High Road Rating
Low/Low Road Rating
Motorized System Trails
Other Public Routes
N
0.5 0 0.5 1
Miles
To Conifer
JEF-97
JEFFERSON COUNTY
DOUGLAS COUNTY
Foxton
Dome Rock
Longview
Ferndale
South Platte
Riverview
JEF-96
Buffalo Creek
Pine Nook
Moonridge
Nighthawk
DOU-40
Sprucewood
Shamballah-Ashrama
CO-126
DOU-97
Oxyoke
DOU-67
Trumbull
Deckers
DOU-75
Pikes Peak RD
To Woodland Park
West Creek
DOU-68
TEL-51
DOUGLAS COUNTY
TELLER COUNTY
DRAFT
Road Benefit/Risk Assessment

Appendix A. Final TAP Matrix Table

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

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TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
SOUTH PLATTE RANGER DISTRICT								High, Moderate, or Low (2/H, 1/M, 0/L)										High, Moderate, or Low													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION MILES)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE)	ANNUAL MAINT COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		TIMBER ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT/RANGE ACCESS		WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low		WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low		BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low		ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low		FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low		Total Benefit Score (0-10) If score is >3, then rating = H	Total Risk Score (0-11) If score is >4, then rating = H	Combined Rating (H/H, H/L, L/H, L/L)	COMMENTS/RECOMMENDATIONS
100.A	DEER CREEK CG	0-0.20	0.20	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	1	M	1	M	0	L	0	L	1	M	4	3	H/L	Rec Site Access, LVO
100.B	ROYAL	0-0.30	0.30	1	NAT	S	***	0	L	1	M	0	L	2	H	0	L	1	M	1	M	0	L	1	M	1	M	3	4	L/L	OP ML1, SUP, Recommend changing to a SUP only Road
101	CROW CR	0.30-7.02	6.72	2	NAT	SE	***	0	L	2	H	2	H	0	L	1	M	1	M	1	M	0	L	1	M	0	L	5	3	H/L	Seasonal Rd, Recommend eliminating public access at S. intx with 105, MP 4.03, and keeping as an Admin road
102	ELK CREEK	0.11-0.40	0.29	3	NAT	R	***	1	M	0	L	1	M	0	L	0	L	1	M	1	M	0	L	0	L	1	M	2	3	L/L	Rec Site Access, LVO
102	ELK CREEK	0.40-0.95	0.55	2	NAT	R	***	1	M	0	L	1	M	0	L	0	L	1	M	1	M	0	L	1	M	2	H	2	5	L/H	Rec Site Access, LVO
102.A	CAMP ROSALIE	0-0.14	0.14	3	NAT		***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	LVO, Maintained by SUP holder
103	SHADOW MOUNTAIN	0-0.44	0.44	2	NAT	A	***	2	H	2	H	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	9	0	H/L	Admin Rd, Maintained by State Parks
103	SHADOW MOUNTAIN	0.82-2.13	1.31	2	NAT	A	***	0	L	2	H	1	M	0	L	1	M	1	M	1	M	0	L	0	L	0	L	4	2	H/L	Admin Rd
103	SHADOW MOUNTAIN	2.13-2.53	0.40	1	NAT		***	0	L	2	H	1	M	0	L	1	M	1	M	1	M	0	L	0	L	0	L	4	2	H/L	OP ML1, Recommend converting to Admin/Non-motorized trail
105	SLAUGHTERHOUSE	0-4.44	4.44	2	NAT	SE	***	2	H	0	L	0	L	1	M	0	L	3	H	2	H	0	L	1	M	2	H	3	8	L/H	Seasonal Rd
107	LIMBER PINE	0-0.83	0.83	2	NAT	SE	***	1	M	1	M	1	M	0	L	0	L	1	M	1	M	0	L	1	M	0	L	3	3	L/L	Seasonal Rd
108	HARRIS PARK	0-3.69	3.69	2	NAT	SE	***	2	H	2	H	2	H	1	M	1	M	1	M	1	M	0	L	1	M	1	M	8	4	H/L	Seasonal Rd
108.A	HARRIS PARK CUTOFF	0-0.76	0.76	2	NAT	SE	***	2	H	2	H	2	H	1	M	1	M	1	M	1	M	0	L	1	M	1	M	8	4	H/L	Seasonal Rd
109.A	LESLIE DEAL	0-0.20	0.20	1	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	1	L/L	OP ML1
109.B	BROOKSIDE/PAYNE GULCH TH	0-0.10	0.10	3	NAT	R	***	2	H	0	L	1	M	1	M	0	L	1	M	0	L	0	L	0	L	1	M	4	2	H/L	Rec Site Access, LVO
110	HAPPY TOP	0-1.50	1.50	3	NAT	A,S,R	***	0	L	2	H	2	H	2	H	0	L	1	M	1	M	0	L	1	M	0	L	6	3	H/L	Rec Site Access, Admin Rd, SUP, Maintained by SUP holder
111	PAYNE GULCH	0-1.70	1.70	2	NAT	A,S,R	***	0	L	2	H	0	L	2	H	0	L	3	H	2	H	0	L	1	M	0	L	4	6	H/H	Rec Site Access, Admin Rd, SUP, Maintained by SUP holder
114	WILLOW CREEK	0.80-2.18	1.38	1	NAT	S	***	0	L	1	M	1	M	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	OP ML1, SUP, Maintained by SUP holder
115	AG RANCH	0-0.20	0.20	3	AC	A	***	0	L	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	1	M	2	H	2	3	H/L	Admin Rd
115	AG RANCH	0.20-0.40	0.20	3	AGG	A	***	0	L	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	1	M	1	M	2	2	H/L	Admin Rd
115.A	AG RANCH SPUR	0-0.24	0.24	1	NAT		***	0	L	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	1	M	1	M	2	2	H/L	OP ML1, recommend changing to ML2 Admin road
117	UPPER AG	0-0.84	0.84	2	AC	A	***	0	L	1	M	1	M	2	H	2	HH	1	M	1	M	0	L	0	L	1	M	6	3	H/L	Admin Rd
117	UPPER AG	0.84-5.98	5.14	2	NAT	A	***	0	L	1	M	1	M	2	H	2	HH	1	M	1	M	0	L	2	H	1	M	6	5	H/H	Admin Rd
117.A	UPPER AG SPUR	0-1.24	1.24	2	NAT	A	***	0	L	1	M	1	M	2	H	0	L	1	M	1	M	0	L	0	L	0	L	4	2	H/L	Admin Rd
117.B	117.B	0-0.22	0.22	2	NAT	A	***	0	L	1	M	1	M	2	H	2	HH	1	M	0	L	0	L	1	M	0	L	6	2	H/L	Admin Rd
118.A	GENEVA CREEK PG	0-0.07	0.07	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	0	L	0	L	0	L	2	H	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
118.B	WHITESIDE PG	0-0.10	0.10	3	NAT		***	2	H	0	L	0	L	2	H	0	L	3	H	0	L	0	L	0	L	2	H	4	5	H/H	LVO, Maintained by Concessionaire
118.C	THREEMILE CR TRHD	0-0.02	0.02	3	NAT		***	0	L	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	0	3	L/L	LVO, Recommend Decommissioning
118.D	BURNING BEAR CG	0-0.29	0.29	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	Rec Site Access, LVO, Maintained by Concessionaire
118.E	BUNO GULCH	0-1.50	1.50	2	NAT		***	2	H	1	M	1	M	2	H	1	M	1	M	1	M	0	L	1	M	1	M	7	4	H/L	LVO
119	UPPER GENEVA	0-0.40	0.40	3	AGG	R	***	2	H	1	M	1	M	2	H	1	M	3	H	2	H	1	M	0	L	2	H	7	8	H/H	Rec Site Access
119	UPPER GENEVA	0.40-7.19	6.79	2	NAT	R	***	2	H	1	M	1	M	2	H	1	M	3	H	2	H	2	H	2	H	1	M	7	10	H/H	Rec Site Access
119.A	DUCK CREEK PG	0-0.10	0.10	3	AGG		***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	2	H	4	3	H/L	
119.B	GENEVA PARK CG	0-0.46	0.46	3	NAT	R	***	2	H	0	L	1	M	2	H	0	L	1	M	1	M	2	H	0	L	1	M	5	5	H/H	Rec Site Access
120	HALL VALLEY	0-1.44	1.44	2	NAT	R	***	2	H	2	H	2	H	2	H	1	M	1	M	2	H	0	L	1	M	1	M	9	5	H/H	Rec Site Access
120.2A	HANDCART CG	0-0.10	0.10	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	Rec Site Access, Maintained by Concessionaire
120.2B	HALL VALLEY CG	0-0.15	0.15	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Rec Site Access, Maintained by Concessionaire
120.C	UPPER HALL VALLEY	0-3.91	3.91	2	NAT	R	***	2	H	1	M	1	M	1	M	0	L	3	H	2	H	1	M	2	H	0	L	5	8	H/H	Rec Site Access
120.C	UPPER HALL VALLEY	3.91-4.06	0.15	1	NAT	R	***	0	L	0	L	0	L	0	L	0	L	1	M	1	M	1	M	2	H	0	L	0	5	L/H	Rec Site Access, OP ML1
121	HANDCART GULCH	0-5.00	5.00	2	NAT		***	2	H	1	M	0	L	2	H	0	L	3	H	2	H	1	M	1	M	1	M	5	8	H/H	
123	BEAVER CREEK	0-4.00	4.00	2	NAT		***	2	H	1	M	1	M	2	H	0	L	3	H	2	H	0	L	1	M	1	M	6	7	H/H	
123.A	NORTH BEAVER	0-1.55	1.55	2	NAT		***	2	H	1	M	1	M	2	H	0	L	3	H	2	H	0	L	1	M	1	M	6	7	H/H	
125	TIMBER LINE	0-0.30	0.30	3	NAT	R	***	2	H	1	M	1	M	2	H	0	L	0	L	1	M	0	L	0	L	1	M	6	2	H/L	Rec Site Access, LVO
125	TIMBER LINE	0.30-2.87	2.57	2	NAT	A	***	0	L	1	M	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	Admin Rd

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
SOUTH PLATTE RANGER DISTRICT								High, Moderate, or Low (2/H, 1/M, 0/L)										High, Moderate, or Low													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION MILES)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE)	ANNUAL MAINT COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		TIMBER ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT/RANGE ACCESS		WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low		WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low		BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low		ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low		FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low		Total Benefit Score (0-10) If score is >3, then rating = H	Total Risk Score (0-11) If score is >4, then rating = H	Combined Rating (H/H, H/L, L/H, L/L)	COMMENTS/RECOMMENDATIONS
125.A	TIMBER LINE CG	0-0.24	0.24	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	1	M	0	L	1	M	0	L	4	2	H/L	Rec Site Access, LVO, Maintained by Concessionaire, Recommend adding existing second loop w/i CG
126	TWIN CONES	0-1.00	1.00	3	NAT	R, SE	***	2	H	1	M	1	M	2	H	2	H	0	L	2	H	0	L	2	H	2	H	8	6	H/H	Rec Site Access, Seasonal Rd
126	TWIN CONES	1.00-7.37	6.37	2	NAT	R, SE	***	2	H	1	M	0	L	2	H	2	H	3	H	2	H	0	L	1	M	2	H	7	8	H/H	Rec Site Access, Seasonal Rd, Recommend eliminating public access w/i 3A ; from MP 5.13 to 7.37; keep as admin road
126.A	KENOSHA CREEK	0-0.90	0.90	2	NAT		***	2	H	0	L	1	M	2	H	0	L	0	L	1	M	0	L	1	M	0	L	5	2	H/L	Recommend decommissioning from intx with 126.C to end, Recommend seasonal closure
126.B	KENOSHA PASS EAST CG	0-0.20	0.20	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Maintained by Concessionaire
126.C	KENOSHA CREEK SPUR	0-0.21	0.21	2	NAT	R	***	2	H	0	L	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	Rec Site Access, LVO, Recommend looping 126.C back into 126.A, Recommend seasonal closure
157	SUGAR CREEK T.S.	0-3.56	3.56	1	NAT		***	0	L	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	OP ML1, Recommend decommissioning (leave trail as is)
211	MATUKAT	8.70-24.55	15.85	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	0	L	2	H	2	H	10	9	H/H	LVO
211.J	GOOSE CREEK CG	0-0.30	0.30	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	1	M	1	M	0	L	0	L	0	L	4	2	H/L	Rec Site Access, LVO, Maintained by Concessionaire
211.O	CHEESMAN	0-0.08	0.08	3	NAT		***	2	H	0	L	0	L	2	HH	0	L	3	H	0	L	0	L	1	M	0	L	4	4	H/L	LVO, Maintained by SUP holder
221	LONGWATER	3.93-4.63	0.40	1	NAT		***	2	H	0	L	0	L	0	L	0	L	3	HH	2	H	0	L	1	M	0	L	2	6	L/H	OP ML1, Recommend granting esmt to Park County for their management; decommission it if County won't take it
300	RAMPART RANGE	36.49-38.30	1.81	3	NAT	R, SE	***	2	H	2	H	2	H	2	H	2	H	1	M	2	H	1	M	1	M	2	H	10	7	H/H	Rec Site Access, Seasonal Rd, LVO
300	RAMPART RANGE	38.30-56.67	18.37	3	AGG	R, SE	***	2	H	2	H	2	H	2	H	2	H	1	M	2	H	1	M	1	M	2	H	10	7	H/H	Rec Site Access, Seasonal Rd, LVO
300.M	TOPAZ POINT PG	0-0.05	0.05	3	NAT	R	***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Rec Site Access, LVO, Recommend seasonal closure to match special designation of NFSR 300
300.O	DEVILS HEAD TH/CG	0-0.65	0.65	3	NAT	R, SE	***	2	H	2	HH	1	M	2	H	1	M	0	L	0	L	0	L	1	M	2	H	8	3	H/L	Rec Site Access, Seasonal Rd, LVO
300.P	DEVILS HEAD CG	0-0.38	0.38	3	NAT	R, SE	***	2	H	0	L	1	M	2	H	0	L	1	M	0	L	0	L	1	M	0	L	5	2	H/L	Rec Site Access, Seasonal Rd, LVO, Maintained by Concessionaire
300.PA	DEVILS HEAD CG SPUR	0-0.03	0.03	3	NAT	R, SE	***	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	1	M	0	L	4	2	H/L	Rec Site Access, Seasonal Rd, LVO, Maintained by Concessionaire
300.Q	DEVILS HEAD CG	0-0.20	0.20	3	NAT	R, SE	***	2	H	0	L	1	M	2	H	0	L	0	L	0	L	0	L	1	M	0	L	5	1	H/L	Rec Site Access, Seasonal Rd, LVO, Maintained by Concessionaire
300.R	CABIN RIDGE PG	0-0.25	0.25	3	NAT	R, SE	***	2	H	0	L	1	M	0	L	0	L	0	L	0	L	0	L	1	M	1	M	3	2	L/L	Rec Site Access, Seasonal Rd, LVO
300.S	FLAT ROCKS OVERLOOK	0-0.10	0.10	3	NAT	R, SE	***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	L/L	Rec Site Access, Seasonal Rd, LVO
300.T	FLAT ROCK CG	0-0.55	0.55	3	NAT	R, SE	***	2	H	0	L	1	M	2	H	0	L	0	L	0	L	0	L	1	M	0	L	5	1	H/L	Rec Site Access, Seasonal Rd, Maintained by Concessionaire
300.U	SUNSET POINT	0-0.06	0.06	3	NAT	R, SE	***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	L/L	Rec Site Access, Seasonal Rd
348	LONG HOLLOW	6.86-9.68	2.82	2	NAT	SE	***	2	H	2	H	1	M	0	L	1	M	1	M	1	M	0	L	1	M	1	M	6	4	H/L	Seasonal Rd
360.B	TURKEY ROCK	0-0.10	0.10	2	NAT		***	2	H	0	L	2	H	2	H	0	L	0	L	0	L	0	L	1	M	0	L	6	1	H/L	
47.A	MERIDIAN CG	0.01-0.47	0.46	3	NAT	R	***	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Rec Site Access, LVO, Maintained by Concessionaire
47.B	MERIDIAN T.S.	0-0.55	0.55	1	NAT		***	0	L	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	1	1	L/L	OP ML1, Recommend decommissioning
502	JACKSON CREEK SOUTH	0-4.00	4.00	3	NAT	R, SE	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	1	M	1	M	2	H	10	9	H/H	Rec Site Access, Seasonal Rd
502.2	JACKSON CREEK NORTH	1.80-2.73	0.93	3	NAT	SE	***	2	H	2	H	1	M	2	H	1	M	1	M	1	M	0	L	1	M	1	M	8	4	H/L	Seasonal Rd, LVO
502.2	JACKSON CREEK NORTH	2.73-3.82	1.09	3	NAT	A,S	***	0	L	2	H	1	M	2	H	0	L	1	M	1	M	0	L	1	M	0	L	5	3	H/L	Admin Rd, SUP, Maintained by SUP holder
502.A	JACKSON CREEK SH GROUP	0-0.70	0.70	2	NAT	A,S	***	0	L	1	M	1	M	2	HH	1	M	1	M	2	H	0	L	1	M	0	L	5	4	H/L	Admin Rd, SUP, Maintained by SUP holder
502.B	JACKSON CREEK CG	0-0.30	0.30	3	NAT	S,SE	***	0	L	0	L	1	M	2	HH	0	L	1	M	1	M	0	L	1	M	0	L	3	3	H/L	OP ML2, SUP, Seasonal Rd, Maintained by SUP holder
503	WATSON PARK	0-2.00	2.00	2	NAT	SE	***	2	H	2	H	1	M	0	L	1	M	3	H	1	M	0	L	1	M	1	M	6	6	H/H	
506	DUTCH FRED	0-0.20	0.20	2	NAT	R	***	2	H	0	L	1	M	2	H	0	L	1	M	0	L	0	L	1	M	1	M	5	3	H/L	Rec Site Access
507	RIM	0-2.02	2.02	3	NAT	R, SE	***	2	H	2	H	2	H	1	M	1	M	1	M	1	M	0	L	1	M	1	M	8	4	H/L	Rec Site Access, Seasonal Rd, LVO
509	SHELIN	0-0.78	0.78	1	NAT		***	0	L	0	L	1	M	0	L	0	L	1	M	1	M	0	L	1	M	0	L	1	3	L/L	OP ML1, Recommend decommissioning
510	ELEPHANT ROCK	0-1.20	1.20	1	NAT		***	0	L	1	M	1	M	0	L	0	L	1	M	1	M	0	L	1	M	0	L	2	3	L/L	OP ML1, Recommend decommissioning
511	ROXBOROUGH	0-0.10	0.10	1	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	H	0	L	0	3	L/L	OP ML1, Recommend decommissioning
512	DUMP	0-4.53	4.53	1	NAT	A	***	0	L	2	H	2	H	2	H	1	M	0	L	1	M	0	L	2	H	0	L	7	3	H/L	Admin Rd, Recommend changing to ML2 Admin
512.A	STEVENS GULCH	0-0.30	0.30	1	NAT		***	0	L	1	M	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	OP ML1, Recommend changing to ML2 Admin
512.B	POWERLINE	0-1.02	1.02	1	NAT		***	0	L	1	M	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	OP ML1, Recommend changing to ML2 Admin
513	INDIAN CREEK CG	0-0.40	0.40	3	NAT	R	***	2	H	0	L	1	M	2	H	0	L	1	M	1	M	0	L	2	H	1	M	5	5	H/H	Rec Site Access, LVO, Recommend adding existing loop as an NFSR

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
SOUTH PLATTE RANGER DISTRICT								High, Moderate, or Low (2/H, 1/M, 0/L)										High, Moderate, or Low													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION MILES)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE)	ANNUAL MAINT COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		TIMBER ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT/RANGE ACCESS		WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low		WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low		BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low		ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low		FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low		Total Benefit Score (0-10) If score is >3, then rating = H	Total Risk Score (0-11) If score is >4, then rating = H	Combined Rating (H/H, H/L, L/H, L/L)	COMMENTS/RECOMMENDATIONS
513.A	INDIAN CREEK EQUESTRIAN	0-0.39	0.39	3	AGG	R	***	2	H	0	L	1	M	2	H	0	L	1	M	1	M	0	L	1	M	0	L	5	3	H/L	Rec Site Access, LVO, Maintained by Concessionaire
514	RUSSELL RIDGE	0-0.50	0.50	2	NAT		***	2	H	2	H	2	H	2	H	1	M	0	L	0	L	0	L	1	M	2	H	9	3	H/L	LVO
514	RUSSELL RIDGE	0.50-3.91	3.41	1	NAT		***	0	L	2	H	2	H	0	L	1	M	1	M	1	M	0	L	1	M	0	L	5	3	H/L	OP ML1, Recommend changing to ML2 Admin
516	ARCHERY RANGE	0-0.50	0.50	3	NAT		***	0	L	1	M	2	H	2	H	0	L	0	L	0	L	0	L	1	M	0	L	5	1	H/L	LVO, Recommend changing to ML2 Admin
516	ARCHERY RANGE	0.50-0.80	0.30	1	NAT		***	0	L	1	M	2	H	0	L	0	L	0	L	0	L	0	L	1	M	0	L	3	1	L/L	OP ML1
518.B	NODDLE	0-2.00	2.00	1	NAT		***	0	L	2	H	2	H	0	L	1	M	1	M	0	L	0	L	1	M	0	L	5	2	H/L	OP ML1
520	NORTH RAINBOW FALLS	0-0.73	0.73	3	NAT	S	***	0	L	2	H	1	M	2	HH	1	M	3	H	2	H	0	L	1	M	0	L	6	6	H/H	LVO, SUP
522	BELL ROCK SH	0.21-0.63	0.42	2	NAT	A,S	***	0	L	1	M	1	M	2	HH	0	L	3	H	1	M	0	L	1	M	0	L	4	5	H/H	Admin Rd, SUP, Maintained by SUP holder
522.A	BELL ROCK SPUR	0-0.16	0.16	2	NAT	A,S	***	0	L	1	M	1	M	2	HH	0	L	3	H	1	M	0	L	1	M	0	L	4	5	H/H	Admin Rd, SUP, Maintained by SUP holder
523	NINE-J	0-4.80	4.80	3	NAT		***	2	H	2	H	2	HH	2	H	2	H	1	M	1	M	0	L	1	M	0	L	10	3	H/L	LVO
528.A	LONE ROCK CG	0-0.32	0.32	4	AC	R	***	2	H	0	L	1	M	2	H	0	L	1	M	1	M	0	L	0	L	2	H	5	4	H/L	Rec Site Access, LVO
528.B	CHEESMAN TH	0-0.10	0.10	4	AC	R	***	2	H	0	L	0	L	2	H	0	L	1	M	1	M	0	L	1	M	2	H	4	5	H/L	Rec Site Access, Recommend removing this parking area from the Roads database and adding it as a parking area, open to licensed vehicles only
528.C	SIXMILE	0-0.61	0.61	1	NAT		***	0	L	1	M	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	5	0	H/L	OP ML1, Recommend changing to ML2 Admin
528.D	KELSEY CG	0-0.30	0.30	3	AC	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	H	4	2	H/L	Rec Site Access, LVO
528.E	GUNBARREL WEST	0-0.20	0.20	2	NAT		***	2	H	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	L/L	LVO
528.F	GUNBARREL EAST	0-0.20	0.20	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	L/L	LVO
528.G	KELSEY GRAVEL PIT	0-0.11	0.11	3	NAT		***	2	H	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	2	H	2	4	L/L	LVO
529	LAZY GULCH	0-1.03	1.03	2	NAT	A,S	***	0	L	1	M	1	M	2	H	1	M	3	H	2	H	0	L	1	M	0	L	5	6	H/H	Admin Rd, SUP, Maintained by SUP holder
530	SPRING CREEK	0-2.72	2.72	2	NAT	A	***	0	L	2	H	2	H	2	H	2	H	0	L	0	L	0	L	1	M	0	L	8	1	H/L	Admin Rd
530.A	SPRING CREEK MINES	0-3.50	3.50	2	NAT	A	***	0	L	1	M	2	H	0	L	0	L	0	L	0	L	0	L	1	M	0	L	3	1	L/L	Admin Rd
530.B	MINE A	0-1.40	1.40	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Admin Rd
530.C	MINE B	0-0.34	0.34	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	Admin Rd
531	BUFFALO CREEK W.C.	0-0.20	0.20	3	NAT	A	***	0	L	2	H	0	L	0	L	2	H	1	M	0	L	0	L	1	M	1	M	4	3	H/L	Admin Rd
533.B	BRIDGE CROSSING PG	0-0.10	0.10	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
533.C	PLATTE RIVER CG	0-0.10	0.10	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	1	M	2	H	0	L	1	M	0	L	4	4	H/L	Rec Site Access, LVO, Maintained by Concessionaire
533.D	OUZEL CG	0-0.10	0.10	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
533.E	SCRAGGY VIEW PG	0-0.05	0.05	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
533.F	WILLOW BEND PG	0-0.05	0.05	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
533.G	OSPREY CG	0-0.10	0.10	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	Rec Site Access, LVO, Maintained by Concessionaire
533.I	CHUTES PARKING	0-0.05	0.05	3	NAT		***	2	H	0	L	0	L	2	H	0	L	1	M	1	M	0	L	0	L	0	L	4	2	H/L	LVO
533.J	COLORADO TRAIL PRKNG	0-0.10	0.10	3	NAT	R	***	2	HH	0	L	0	L	2	H	0	L	3	H	1	M	0	L	0	L	0	L	4	4	H/L	Rec Site Access, LVO
534	FLAT SALOON	0-1.06	1.06	2	NAT		***	2	H	1	M	2	H	2	H	1	M	0	L	0	L	0	L	0	L	0	L	8	0	H/L	LVO
534	FLAT SALOON	1.06-2.85	1.79	2	NAT	A	***	0	L	1	M	2	H	2	H	1	M	1	M	1	M	0	L	0	L	0	L	6	2	H/L	Admin Rd
535	BRUSH CREEK	0-1.10	1.10	2	NAT	A	***	0	L	1	M	2	H	0	L	1	M	0	L	0	L	0	L	2	H	0	L	4	2	H/L	Admin Rd
536	KELSEY CREEK	0-1.15	1.15	2	NAT	A	***	0	L	1	M	2	H	0	L	1	M	3	H	1	M	0	L	1	M	0	L	4	5	H/H	Admin Rd
537	WAGON ROAD	0-1.13	1.13	1	NAT		***	0	L	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	OP ML1, Recommend changing to ML2 Admin
538	RALEIGH PEAK	0-4.00	4.00	2	NAT	A,S	***	0	L	2	H	2	H	2	HH	2	H	1	M	0	L	0	L	0	L	0	L	8	1	H/L	Admin Rd, SUP, Maintained by SUP holder
540	CORRAL CREEK	0-3.05	3.05	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	3	H	2	H	0	L	2	H	0	L	1	7	L/H	Admin Rd, Recommend granting esmts to Park and Jefferson Counties for their management; decommission it if Counties won't take it
541	FLYING J	0-1.36	1.36	3	NAT		***	2	H	2	H	2	H	2	H	0	L	3	H	1	M	0	L	2	H	0	L	8	6	H/H	LVO, Schedule A Rd
543	WELLINGTON LAKE	0.20-5.68	5.48	3	NAT	A	***	0	L	2	H	2	H	2	H	2	H	3	H	1	M	0	L	2	H	0	L	8	6	H/H	Admin Rd
543	WELLINGTON LAKE	5.68-8.38	2.70	3	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	0	L	1	M	0	L	10	6	H/H	Rec Site Access, LVO, Schedule A Rd
543.F	MEADOWS GROUP CG	0-0.55	0.55	3	NAT	R	***	2	H	0	L	1	M	2	H	1	M	1	M	1	M	0	L	0	L	2	H	6	4	H/L	Rec Site Access, LVO
543.G	GREEN MTN CG	0-0.15	0.15	2	NAT	R	***	2	H	0	L	1	M	2	H	0	L	3	H	1	M	0	L	0	L	0	L	5	4	H/L	Rec Site Access, LVO
543.H	ROLLING CREEK TRHD	0-0.26	0.26	2	NAT	R	***	2	H	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	6	1	H/L	Rec Site Access, LVO
543.H	ROLLING CREEK TRHD	0.26-1.83	1.57	1	NAT		***	0	L	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	OP ML1, Recommend decommissioning
543.J	CORBIN GULCH WC	0-0.30	0.30	3	NAT	A	***	0	L	1	M	2	H	0	L	0	L	1	M	1	M	0	L	1	M	0	L	3	3	L/L	Admin Rd

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
SOUTH PLATTE RANGER DISTRICT								High, Moderate, or Low (2/H, 1/M, 0/L)										High, Moderate, or Low													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION MILES)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC SITE/SEASONAL RD (A,S,R,SE)	ANNUAL MAINT COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		TIMBER ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT/RANGE ACCESS		WATERSHED RISK 3/H=High, 1/M=Moderate, 0/L=Low		WILDLIFE RISK 2/H=High, 1/M=Moderate, 0/L=Low		BOTANY RISK 2/H=High, 1/M=Moderate, 0/L=Low		ARCHAEOLOGY RISK 2/H=High, 1/M=Moderate, 0/L=Low		FINANCIAL BURDEN/ PUBLIC HEALTH & SAFETY 2/H=High, 1/M=Moderate, 0/L=Low		Total Benefit Score (0-10) If score is >3, then rating = H	Total Risk Score (0-11) If score is >4, then rating = H	Combined Rating (H/H, H/L, L/H, L/L)	COMMENTS/RECOMMENDATIONS
545	WIGWAM TRAILHEAD	0-1.32	1.32	2	NAT	R	***	2	H	1	M	2	H	2	H	2	H	0	L	1	M	0	L	1	M	0	L	9	2	H/L	Rec Site Access, LVO
548	TRAMWAY	0-0.60	0.60	2	NAT	A,S	***	0	L	1	M	0	L	2	HH	0	L	1	M	1	M	0	L	1	M	0	L	3	3	H/L	Admin Rd, SUP, Maintained by SUP holder
549	ECHO VALLEY	0-1.01	1.01	3	NAT		***	2	H	2	H	2	H	2	H	1	M	0	L	0	L	0	L	1	M	1	M	9	2	H/L	LVO, Schedule A RD
550	REDSKIN	0-0.03	0.03	3	AC	R, SE	***	2	H	2	H	2	HH	2	H	2	H	3	H	1	M	0	L	1	M	1	M	10	6	H/H	Rec Site Access, Seasonal Rd, LVO, Schedule A Rd
550	REDSKIN	0.03-2.25	2.22	3	NAT	R, SE	***	2	H	2	H	2	HH	2	H	2	H	3	H	1	M	0	L	1	M	1	M	10	6	H/H	Rec Site Access, Seasonal Rd, LVO, Schedule A Rd
550	REDSKIN	2.25-2.40	0.15	3	AGG	R, SE	***	2	H	2	H	2	HH	2	H	2	H	3	H	1	M	0	L	1	M	1	M	10	6	H/H	Rec Site Access, Seasonal Rd, LVO, Schedule A Rd
550	REDSKIN	2.40-8.15	5.75	3	NAT	R, SE	***	2	H	2	H	2	HH	2	H	2	H	3	H	1	M	0	L	1	M	1	M	10	6	H/H	Rec Site Access, Seasonal Rd, LVO, Schedule A Rd
550	REDSKIN	8.15-8.87	0.72	3	AGG	R, SE	***	2	H	2	H	2	HH	2	H	2	H	3	H	1	M	0	L	0	L	1	M	10	5	H/H	Rec Site Access, Seasonal Rd, LVO, Schedule A Rd
550.A	WAGON TONGUE	0-1.20	1.20	1	NAT	A	***	0	L	1	M	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	OP ML2, Admin Rd, Recommend changing Objective ML to ML2 Admin
550.B	BUFFALO CREEK CG	0-0.50	0.50	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	4	1	H/L	Rec Site Access, LVO, Maintained by Concessionaire
550.C	RIFLE RANGE	0-1.34	1.34	2	NAT	S	***	2	H	1	M	2	H	2	H	0	L	1	M	1	M	0	L	0	L	0	L	7	2	H/L	SUP, LVO, Maintained by SUP holder
550.D	GASHOUSE	0-0.42	0.42	2	NAT	R	***	2	H	0	L	2	H	2	H	2	H	1	M	1	M	0	L	1	M	0	L	8	3	H/L	Rec Site Access, LVO
550.E	HACKATHORN	0-0.20	0.20	2	NAT	A,S	***	0	L	0	L	2	H	2	H	0	L	1	M	0	L	0	L	0	L	0	L	4	1	H/L	Admin Rd, SUP
550.H	LITTLE SCRAGGY TH	0-0.20	0.20	3	NAT	R	***	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Rec Site Access, LVO, Maintained by Concessionaire
552	CROSSONS	0-0.92	0.92	2	NAT	R	***	2	H	1	M	2	H	0	L	0	L	1	M	0	L	0	L	1	M	0	L	5	2	H/L	Rec Site Access, LVO
552	CROSSONS	0.92-3.37	2.45	1	NAT		***	0	L	0	L	1	M	0	L	0	L	3	H	1	M	0	L	1	M	0	L	1	5	L/H	OP ML1, Recommend decommissioning
553	EOS MILL	0-1.40	1.40	3	NAT		***	2	H	1	M	2	H	0	L	1	M	1	M	1	M	0	L	1	M	0	L	6	3	H/L	LVO, Schedule A Rd
553	EOS MILL	1.64-2.74	1.10	1	NAT		***	0	L	0	L	2	H	0	L	1	M	1	M	1	M	0	L	1	M	0	L	3	3	L/L	OP ML1
554	MILLER GULCH	0-0.20	0.20	2	NAT		***	2	H	1	M	2	H	2	H	2	H	0	L	1	M	0	L	0	L	0	L	9	1	H/L	LVO
554	MILLER GULCH	0.20-3.53	3.33	2	NAT	A	***	0	L	1	M	2	H	2	H	2	H	1	M	1	M	0	L	0	L	0	L	7	2	H/L	Admin Rd
554.A	DOE SPRINGS	0-0.56	0.56	1	NAT		***	0	L	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	1	L/L	OP ML1, Recommend decommissioning
554.B	TOOTHPICK ALLEY	0-0.25	0.25	1	NAT		***	0	L	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	0	2	L/L	OP ML1, Recommend decommissioning
558	GOOSE CR TRAILHEAD	0-1.20	1.20	2	NAT	R	***	2	H	1	M	2	H	2	H	0	L	1	M	1	M	0	L	0	L	0	L	7	2	H/L	Rec Site Access, LVO
559	INDIAN CREEK WC	0-0.10	0.10	3	NAT	A	***	0	L	2	H	0	L	0	L	2	HH	1	M	0	L	0	L	0	L	0	L	4	1	H/L	Admin Rd
560	STONEY PASS	0-10.63	10.63	2	NAT	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	0	L	2	H	1	M	10	8	H/H	Rec Site Access, LVO, Schedule A Rd
563	DAKAN MTN	0-7.78	7.78	2	NAT	SE	***	2	H	2	H	2	H	0	L	2	H	1	M	1	M	0	L	0	L	0	L	8	2	H/L	Seasonal Rd
565	RED CONE	0-6.08	6.08	2	NAT		***	2	H	0	L	0	L	2	H	1	M	1	M	1	M	0	L	0	L	0	L	5	2	H/L	Recommend conversion to full-sized trail
809	WAHL	3.10-3.37	0.27	2	NAT		***	2	H	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	2	2	L/L	Need to coordinate with South Park district
810	GUERNSEY	0-1.85	1.85	2	NAT		***	2	H	2	H	2	H	0	L	1	M	1	M	1	M	0	L	2	H	0	L	7	4	H/L	
811	T-PIT	0-1.54	1.54	2	NAT		***	2	H	2	H	2	H	0	L	1	M	3	H	1	M	0	L	2	H	1	M	7	7	H/H	
811.A	LININGER DITCH	0-0.97	0.97	2	NAT		***	2	H	2	H	2	H	2	H	1	M	1	M	1	M	0	L	0	L	0	L	9	2	H/L	
811.B	LININGER CUTOFF	0-1.40	1.40	2	NAT		***	2	H	2	H	2	H	2	H	1	M	3	H	2	H	0	L	0	L	0	L	9	5	H/H	
849	WELL	0-0.01	0.01	3	AC	R	***	2	H	2	H	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	8	1	H/L	Rec Site Access, LVO, Maintained by State
849	WELL	0.01-0.13	0.12	3	NAT	R	***	2	H	2	H	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	8	1	H/L	Rec Site Access, LVO, Maintained by Concessionaire
849	WELL	0.13-0.34	0.21	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	1	M	1	M	0	L	0	L	0	L	0	2	L/L	Admin Rd
849.1A	HANDPUMP ACCESS SPUR	0-0.03	0.03	3	NAT		***	2	H	0	L	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	6	1	H/L	Maintained by Concessionaire
849.A	KENOSHA PASS CG	0-0.30	0.30	3	NAT	R	***	2	H	0	L	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	6	1	H/L	Rec Site Access, LVO, Maintained by Concessionaire
			245.89																												

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

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

Appendix B. Public Comments:

On _____, 2015 the Forest Service posted a draft TAP for the South Platte Ranger District on the PSICC webpage seeking public comments. During the 30 day comment period that ended on _____, 2015, the agency received a total of _____ electronic messages in response to the posted draft TAP. Following are the comments from those individuals/organizations, along with Forest Service responses. Some responses resulted in changes to the draft report, matrix table and maps.

1. *Comment.*

   Response.

2. *Comment.*

   Response.

DRAFT