



United States
Department of
Agriculture

Forest
Service

January 2010



Travel Analysis Process Report

Kaibab National Forest Williams Ranger District

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Contents

Introduction	1
Description of the General Process	1
Purpose and Objective	1
Travel Analysis Overview	2
Six Step Process.....	2
Travel Analysis Products	2
Step 1- Setting Up the Analysis	3
Scope and Objectives	3
Information Needs for Completing the Analysis.....	3
Available Information for Completing the Analysis.....	4
Data Gaps and Information Needs.....	4
Analysis Plan	4
Step 2- Describing the Situation.....	6
Project Area	6
Existing National Forest System (NFS) Roads	6
Existing Motorized Trails and Areas.....	8
Existing Laws, Regulations and Policies	8
Step 3- Identifying Issues.....	9
Impacts to Resources	10
Access and Management Issues	10
Road Maintenance and Availability of Funds	11
Step 4- Assessing Benefits, Problems and Risks	11
Analysis Process	12
Values.....	14
Recreation Opportunities	14
Range Access.....	15
Private and Permitted Uses Access.....	15
Fire/Fuels Access.....	15
Risks	15
Recreation Opportunity Spectrum and Scenery Management System.....	15
Wildlife	16

Damage to Soils, Watershed and Vegetation	20
Spread of Invasive Exotic Weeds	21
Damage to Heritage Resources.....	21
Step 5- Describing Opportunities and Setting Priorities	21
Opportunities	22
Recreation	22
Range Management.....	22
Fire/Fuels	23
Wildlife	24
Soils, Watershed and Vegetation.....	24
Invasive Exotic Weeds.....	24
Heritage Resources	24
Priorities.....	25
Step 6- Reporting	26
Key Findings	27
Issues.....	27
Recommended Road System	27
Projected Maintenance Costs	28
APPENDIX A: MAPS.....	29
APPENDIX B: ANALYSIS TABLES	45
Appendix C: Documentation for Travel Analysis Process.....	47
Appendix D: Definitions.....	66
Appendix E: References.....	68

Introduction

Travel analysis is an integrated ecological, social, and economic approach to transportation planning on the National Forest. Travel Analysis is a broad-scale analysis that encompasses an Administrative Unit (see Appendix D, Definitions), or portions thereof, including both existing and future roads. It will provide a comprehensive review of, and recommendations for motorized travel and the existing transportation system in accordance with the desired condition in the Forest Plan. Travel Analysis outcomes are a set of recommended changes to travel management direction and to the forest transportation system. Travel Analysis necessitates that broad-scale transportation issues be addressed in a public forum. Travel Analysis is not a NEPA (National Environmental Policy Act) or decision making process. Rather, travel analysis informs decisions relating to administration of the forest transportation system and helps to identify proposals for changes in travel management direction. Recommendations stemming from the analysis may be evaluated through project planning processes (i.e. NEPA) which will invite public participation in, disclose the environmental effects of, changes in the forest transportation system and/or travel management direction.

The key concept of the Travel Analysis is to focus on changes to:

- The forest transportation system; or
- Restrictions and prohibitions on motor vehicle use.

Travel Analysis requirements are described in the *Forest Service Manual (FSM) 7700 (Travel Management)*; specifically: *FSM 7710 (Travel Planning)*; *FSM 7731 (Road Operation)*; *FSM 7160 (Signs and Posters)*; *FSM 2350 (Motorized trails)*; *FSH 7709.56 (Transportation System Operations)*; *FSH 7709.59 (Road Operations)*; *EM-7100-15 (Sign and Poster Guidelines)*; and *FSH 2309.18 (Motorized Trail Operations)*. The Forest Service Manual – Transportation System direction can be found by using the following internet address: http://www.fs.fed.us/im/directives/dughtml/fsm_7000.html; see **7700 – Transportation System**.

Description of the General Process

Purpose and Objective

Travel Analysis helps to fulfill two major requirements of 36 CFR 212, subparts A and B:

1. To identify the minimum road system
2. To identify needed changes to the existing transportation system.

The objective of Travel Analysis is to provide Forest Service Line Officers with critical information to make well informed decisions related to the transportation system and travel management. Travel Analysis will not change or modify any existing NEPA decisions, but information generated by the analysis might cause Line Officers to reconsider previous decisions and, perhaps at some future date, revise previous decisions.

Travel Analysis Overview

Travel Analysis is intended to identify opportunities for the national forest transportation system to meet current or future management objectives, and to provide information that supports the integration of ecological, social, and economic concerns into future travel management decisions. Travel Analysis was previously completed for Maintenance Level 3-5 roads on the Kaibab National Forest (Forest Level Roads Analysis Report, 2003) and for Maintenance Level 1-2 roads on the Williams Ranger District (Williams Roads Analysis Process, 2006). The current analysis is informed by this earlier work and analyzes the existing transportation system on the District.

Travel Analysis is a six-step process that considers the landscape, site-specific conditions, and public input in identifying a set of relevant transportation-related issues and analysis questions (FS-643, *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System*). The process provides a set of possible road-related issues and analysis questions. Only those relevant questions and any additional suggestions or information needs and research findings that might apply to the project need to be addressed.

Six Step Process

The amount of time and effort spent on each step differs by the complexity of the issues, specific situations, and available information particular to the project.

- 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 Products

This Travel Analysis Process (TAP) Report is a product of the six step analysis process and documents the information and analyses used to identify opportunities for future national forest road and motorized trail systems. A map and table is included in the TAP that displays the existing road system and the needs and/or opportunities for each road (Appendix A, Map A-1; Appendix B, Table B-1, Existing Open and Table B-2, Existing Closed).

This TAP will help managers address questions on road and motorized trail access related to ecosystem health and sustainability; removal of forest products; recreation; social and cultural values; and administrative uses. It informs future management decisions on the merits and risks of constructing new roads and motorized trails; relocating, upgrading, or decommissioning existing roads and motorized trails; managing traffic; and enhancing, reducing, or discontinuing road and motorized trail maintenance. The analysis is based upon:

- Use of the best available scientific information;
- Social and economic costs and benefits of roads; and
- Contribution of existing and recommended roads and motorized trails to meeting land management objectives and desired conditions.

A Draft of the Travel Analysis Process report was prepared and made available for public review in May of 2008. The recommended open road system in the final TAP has been updated to incorporate the input the District received and reflect the most current GIS data

Step 1- Setting Up the Analysis

Scope and Objectives

There are multiple scales at which travel analysis may be conducted. Generally, travel analysis is conducted at broad-scales to inform decisions regarding implementing the minimum road system and decisions related to the designation of roads, trails, and areas for motor vehicle use. The scope of this analysis is the Williams Ranger District, Kaibab National Forest (KNF). Boundaries are indicated on maps included in Appendix A.

The objective of the analysis is to provide critical information for a road and motorized trail system that is safe and responsive to public needs and desires, conforms to the Forest Plan, is efficiently administered, minimizes negative ecological effects on the land, and takes into account travel management budgets. All existing National Forest system roads within the analysis area are included in this TAP. Some existing roads shown on maps (Appendix A) are not currently National Forest system roads (e.g. county roads; state or federal highways).

This TAP will:

- Identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the Forest Plan (36 CFR part 219).
- Identify roads under Forest Service jurisdiction that are no longer needed to meet forest resource management objectives and should therefore be closed, decommissioned or considered for other uses, such as for trails.
- Identify road and motorized trail related social, environmental and public safety risks.
- Identify site-specific priorities and opportunities for road and motorized trail improvements.
- Identify areas of special sensitivity and/or any unique resource values.

Information Needs for Completing the Analysis

- Accurate location and condition of all system roads within the analysis area. A complete inventory of unauthorized roads is not required.
- For each road include the following information:
 - Owner of the underlying land for each NFS road;
 - Any easement dedication to the FS (if applicable);
 - Any additional right-of-way required;
 - Maintenance jurisdiction for the road (FS, County, Local, State)
 - Soil, water resources, invasive species, environmental issues and biological communities.
 - Public access or recreational needs and desires in the area, including access for all landowners.
 - Best management practices for the area.

- Current forest plan and other management direction for the area.
- Agency objectives and priorities.
- State laws that regulate motor vehicle use on and off public roads.
- Applicable federal, state and local laws.
- Public and user group input.

Available Information for Completing the Analysis

1. Transportation System: 2007 GIS (Geographic Information System) coverage of the roads in the INFRA database (INFRA is the FS corporate database used by all units to store all transportation related data) and other NFS roads data, including a 2005 inventory of 220 miles of unauthorized roads.
2. Soil and Watershed: GIS coverage and soil unit descriptions.
3. Wildlife: GIS coverage of northern goshawk and Mexican spotted owl territories and nest areas. Information from field observations about other wildlife habitats and use (i.e. grasslands, riparian areas, migration corridors etc.).
4. Existing information regarding management of motor vehicle travel on the District: current management objectives for roads and motorized trails, recent motorized travel decisions and policy, travel restricted areas, and wilderness.
5. Land ownership: some information on easements and rights-of-way.
6. Recreation Opportunity Spectrum (ROS)/Scenery Management System (SMS) Guidebook and GIS coverage of designations.
7. Map of developed recreation sites and some information about current dispersed recreational use.
8. Heritage: GIS coverage of areas with complete heritage survey (42%). Information on potential site density/risk for unsurveyed areas. Documentation of many heritage sites in unsurveyed areas.
9. Information about traditional cultural use areas and concern from local tribes regarding access to those areas.
10. Noxious weeds and rare plants: GIS coverage of known locations.

Data Gaps and Information Needs

1. The Williams District roads database (INFRA) is not 100% accurate or complete at the time of this analysis. The data may have duplicate entries and missing or erroneous information. Efforts were made to clean the data using the best information available at the time of analysis. Data maintenance and management is an ongoing and iterative process and the Interdisciplinary Team (IDT) made every effort to use the most current data available.
2. Not all unauthorized roads are known or inventoried; the 2005 inventory was not complete and/or some unauthorized roads may have been created since the 2005 inventory.
3. Additional information is needed about agreements, easements and rights-of-way.
4. Northern goshawk GIS coverage is out-of-date; field verification is needed.
5. Field verification of some road locations and resource conditions is needed.

Analysis Plan

1. Review existing open roads system. Identify the minimum road system needed to provide access and perform key operations. Field verify.
2. Identify concerns regarding the existing system. Field verify.

3. Work with the public, other agencies, tribes, and other stakeholders to identify concerns and opportunities.
4. Consider input, management objectives, and affected resources in an interdisciplinary setting. Make site-specific road recommendations.
5. Check consistency with the KNF Forest Plan, Forest Service regulation and policy, Executive Orders, Arizona vehicle laws, and other applicable federal laws.
6. Identify additional issues, concerns and opportunities with internal resource staffs and continued public involvement.
7. Assess the risks and trade-offs of various scenarios.
8. Recommend changes to the road system based on the findings of this Travel Analysis.

An Interdisciplinary Team (IDT) was established to carry out this analysis. The IDT members are listed below:

Micah Grondin	ID Team Leader
Jacqueline Denk	Public Affairs
John O'Brien	Engineering
John Holmes	Timber
Neil Weintraub	Archaeology
Deirdre McLaughlin	Recreation
Holly Kleindienst	Fuels and Fire Management
Tom Mutz	Lands and Special Uses
Jeff Waters	Wildlife
Clare Hydock	Range
Karlynn Huling	Noxious Weeds, Rare Plants, Soils and Watershed

Other Team Members Included:

Martie Schramm	Williams District Ranger
Stephen Best	Former Williams District Ranger
Richard Stahn	Former Acting District Ranger
Charlotte Minor	Landscape Architect
Andrew Espinoza	Engineering Technician
Ron Tissaw	Engineering Technician
Joe Reinarz	Fire Management Officer
Steve Jenner	Lands and Minerals
Chip Ernst	Former NEPA Coordinator and ID Team Leader

Step 2- Describing the Situation

Project Area

The Williams Ranger District (District) is one of three ranger districts on the Kaibab National Forest. The district encompasses approximately 560,305 acres. The District is located in northern Arizona and bisected by Interstate 40; it surrounds the City of Williams (Appendix A, Map A-2). Motor vehicles are used to access and engage in a wide range of recreational activities, and are also used for administrative and commercial activities. Local residents make up a large percentage of the District's visitors; other visitors come from lower elevation areas (e.g., Phoenix, Las Vegas) to escape the summer heat.

At present, motorized vehicle travel is allowed off designated routes, except where specific Forest Orders or legislation exist. Currently, approximately 26,750 acres are closed to cross country travel by forest order or legislation; this includes Congressionally-designated wilderness areas (13,776 acres) and areas designated as "travel restricted" (Appendix A, Map A-3; Appendix B, Table B-3).

Existing National Forest System (NFS) Roads

NFS roads are defined as roads that are wholly or partly, within or adjacent to, and serving the National Forest System that the Forest Service determines necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. Further, these roads under the jurisdiction of the Forest Service, as opposed to those that are authorized by a legally documented right-of-way held by a State, county, or other local public road authority (36 CFR 212.1).

The district currently has approximately 1,460 miles of NFS roads open to public travel (Maintenance Levels 2-4). There are approximately 20 miles of closed NFS roads (Maintenance Level 1) and 220 miles of unauthorized routes. Maintenance levels, as defined in FSH 7709.58, are described as follows:

Level 1– Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year (as opposed to "seasonal" closures). Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate."

Roads receiving this level of maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at Level 1, they are closed to vehicular traffic but may be open and suitable for non-motorized uses (e.g. hiking).

Level 2– Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log hauling may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

Level 3 – Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are

typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

Level 4 – Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

Level 5 – Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage." There are no Level 5 roads on the District.

Decommissioned – The term decommissioned refers to a road that is no longer being managed as part of the NFS of roads. The road is closed to use; however, it may or may not be obliterated or otherwise physically closed.

The existing transportation system on the district is summarized in Table 2-1 and is described, in detail, in Appendix B, Tables B-1 and B-2,. As mentioned previously, errors in the INFRA database (duplicate road entries and inaccurate mileages) are continually being corrected; therefore, for the purposes of this analysis, GIS information will be used to calculate the length of roads on the district. Table 2-2 displays existing road densities.

Table 2-1. Existing NFS Road System (Miles)

Maintenance Level	NFS (system roads)	Unauthorized
Level 1	20	
Level 2	1330	220
Level 3	110	
Level 4	10	
Total = 1,700	1,470	220

Table 2-2. Existing Road Density

District (876 sq. mi.)	All Roads	Open NFS	Unauthorized
Miles/sq. mile	1,700/876= 1.9	1450/876= 1.7	220/876= .25

Existing Motorized Trails and Areas

The Williams Ranger District does not currently include any designated motorized trails or areas (those trails/areas restricted to vehicles 50 “or less). However, many of the Level 2 roads on the district offer challenging OHV riding opportunities and are frequently used as motorized trails. Also, portions of the “Great Western Trail” (a 3,000 mile backcountry travel route stretching from Canada to Mexico) utilize forest roads on the district. These roads are a combination of Level 2 and 3, and are managed according to the descriptions above.

Existing Laws, Regulations and Policies

Presidential Executive Orders:

Executive Order 11644 – Use of Off-road Vehicles on the Public Lands (1972)

Executive Order 11989 – Off-road Vehicles on Public Lands (1977)

Executive Order 13443 – Facilitation of Hunting Heritage and Wildlife Conservation (2007)

Forest Service Directives Pertaining to Roads and Trails:

Code of Federal Regulations – 36 CFR 212

Forest Service Manuals (FSM) – 2350: Recreation; 7700: Travel Management; 7710: Travel Planning

Forest Service Handbooks (FSH) – 7709.55, 10: Travel Planning; 7709.55, 20: Travel Analysis; 7709.55, 30: Engineering Analysis

FSM 7712.03

The KNF Land and Resource Management Plan as amended (Forest Plan) directs managers to “provide and manage a serviceable road transportation system that meets needs for public access, land management, resource protection, and user safety”. The Plan also directs managers to identify and obliterate unneeded roads.

Wet Weather Road Restrictions

In unusually wet years, when deep snow or saturated soils raise concerns for public safety or road and resource damage from motor vehicles, wet weather travel restrictions are implemented on the district by official Forest Order. Signs are used to inform forest visitors of travel restrictions and open routes. When these travel restrictions are in place, motorized travelers are required to stay on those designated routes until soils dry and the order is lifted. The Wet Weather travel system is displayed in Appendix A, Map A-4.

Arizona State OHV Laws

As of January 1, 2009, the state of Arizona began requiring that all Off Highway Vehicles (OHVs) have a valid Arizona Certificate of Title and license plate. Additionally, operators must purchase the annual OHV Decal to operate the vehicle within the state of Arizona. This decal must be attached to the license plate in the rear of the vehicle. The new law will apply to vehicles that:

- Are designed by the manufacturer primarily for travel over unimproved terrain, and,

- Have an unladen weight of 1,800 pounds or less.

If the vehicle will be used for travel on improved and maintained roads (i.e. Level 3 – 5), the vehicle must be registered for “street legal” use; requiring registration, insurance, proper equipment and operator licensing (class M or D).

In addition to licensing and registration requirements, the new law prohibits cross-country travel on public or private lands where such travel is prohibited by rule or regulation or, in the case of private lands, by proper posting (signs). This section of the state law captures the requirements of the Travel Management Rule, in that it restricts travel to roads, trails and areas designated as “open” to motor vehicle use by the appropriate land management agency. Further, the new law prohibits motor vehicle travel that causes damage to wildlife habitat, riparian areas, cultural or natural resources, property or improvements.

More information on Arizona State OHV laws, including proper equipment and regulations governing Non-Resident OHV operators can be found at:

www.azgfd.gov/outdoor_recreation/off_highway.shtml
www.azstateparks.gov

Step 3- Identifying Issues

Answers to the following questions helped to identify the most important road-related issues for the analysis area:

- What are the primary public issues and concerns related to roads and access?
- What are the primary management concerns (internal issues) related to roads and access?
- What are the primary legal constraints on roads and roads management?
- What additional information will be needed to better understand and define the key issues?
- What resources and skills are available to complete an effective analysis?
- What are the primary access needs?

Over a six month period, public individuals and representatives of various stakeholder groups, including Arizona Game and Fish Department, City of Williams, “Citizens for Road Input”, interested Native American Tribes, environmental groups, and OHV user groups provided feedback about system roads and recommended trails. A majority of the input was received as a result of the following public meetings:

- An Open House held in Williams on September 18, 2006.
- An Open House held in Williams on October 11, 2006.
- A Joint Forest Open House held in Phoenix on October 17, 2006 with the Coconino National Forest.
- A Town Hall meeting sponsored by the Williams City Council on January 18, 2007
- Two work sessions held on March 1, 2007.

The key issues identified by the IDT and the public can be classified into the broad descriptions below:

- the District's ability to efficiently administer and manage NFS lands;
- access (private lands, dispersed recreation, developed recreation sites and trailheads);
- permitted uses (ranching operations, utility maintenance, research, firewood, etc.);
- impacts to resources;
- road maintenance costs.

The following discussion describes these issues by summarizing them into Impacts, Management/Access, and the Road Maintenance costs.

Impacts to Resources

Heritage Resources: Some roads are directly impacting known resources. Some unauthorized roads provide direct access to these sensitive resources. Damage to sites may occur as a result of motorized vehicle use off of NFS roads.

Soils and Watershed: Some soil types are more susceptible to compaction and erosion than others, especially when the ground is wet. Vehicle travel on roads in these areas can cause ruts, leading to road damage, erosion, and sedimentation of water bodies. Vehicle travel off road in these areas can cause compaction, ruts, erosion, and sedimentation of water bodies.

Wildlife: There are areas that provide important habitat needs for different species, including elk, deer, antelope (foraging and fawning areas), and the northern goshawk and Mexican spotted owl. Habitat damage is occurring as a result of motorized vehicle use off of NFS roads.

Access and Management Issues

Fire Management: An adequate road system is needed to provide safe and prompt access to fire locations. For natural ignitions that are determined to be within the confines of management prescriptions and are to be managed for resource objectives, too many roads restrict fire growth.

Range Management: An adequate road system is needed to provide access to the various range allotments for the movement of livestock, range allotment administration, and access to improvements.

Recreation Management: Viewing scenery and touring along forest roads puts a high value on an open road system, especially those roads accessing developed recreation sites, trailheads, or points of interest. Roads provide access to dispersed camping areas and day use locations. OHV riding is a very popular activity on the District and ample opportunities should be provided. There is some concern that concentrating this use (road closures) could be detrimental to those experiences. Those roads that are used as part of the Great Western Trail are important links in the nation-wide system of backcountry travel routes.

Lands, Minerals and Special Use Management: Roads provide access to private lands, facilities and developments including a series of open quarries for mining flagstone rock.

Timber Management: Conventional timber sales require road access to the sale area to remove identified forest products. Permanent and temporary (used only while sale is active) roads are used to haul products from landing to main highways. Small sales, such as firewood cutting units, require access roads to stands of trees to facilitate direct loading of material by hand into a truck. The District has a large personal use fuelwood program; of particular concern to the public is the collection of dead and down juniper and oak.

Road Maintenance and Availability of Funds

The District has approximately 40% of all roads on the KNF, and could be expected to have available 40% of the KNF roads budget. The KNF usually receives about \$920,000 per year for road maintenance; forty percent of this would be \$368,000, or approximately 23% of the funds needed (\$1.5 million) for needed annual maintenance of the existing road system, as shown in Table 3-1.

Table 3-1. Annual Maintenance Budget Required for Existing Road System

Maintenance Level	Miles of Roads	Cost Per Mile (Annual) ¹	Total Maintenance Needs
1 - Basic Custodial Care (Closed)	20	\$107	\$2,140
2 – High Clearance Vehicles	1330	\$420	\$558,600
3 – Suitable for Passenger Cars	110	\$6,751	\$742,610
4 – Moderate Degree of User Comfort	10	\$9,851	\$98,510
Total	1,470		\$1,401,860

Step 4- Assessing Benefits, Problems and Risks

The purpose of this step is to:

- Assess the current transportation system and whether the goals, objectives, guidelines, suitability criteria, and established desired conditions described in the Forest Plan can be met.
- Recommend changes to the existing transportation system to better manage motor vehicle use on the district.

¹ Source: R3 Roads Deferred Annual Maintenance Summary; an 11 Forest average of annual maintenance costs.

The products of this step are:

- A description of the analysis process that will lead to suggested changes.
- Summary of evaluation criteria developed by resource specialists.

Analysis Process

The IDT used and interpreted relevant scientific literature to assess potential impacts of the existing and recommended road systems. Any assumptions made during the analysis and limitations of the information on which the analysis is based are described.

Initially, the IDT identified a preliminary system of roads that is needed for the administration and management of the National Forest. This system of roads was identified in the DRAFT TAP in Table B-4 (Appendix B). It is summarized in Table 4-2 (reproduced below) and shown in Map A-5. This road system was used as a starting point from which roads were added based on the risk/value assessment described below. Though it was originally labeled as a “Minimum Road System” in the Draft; it did not meet all of the criteria listed in 36 CFR 215 (such as public involvement) and served only as a starting point to identify the Minimum Road System needed for the variety of uses of the National Forest in the final TAP.

Table 4-1. Initial System of Roads for Administration and Management (reproduced from Draft TAP)

Maintenance Level	Miles of System Road
Level 2	522
Level 3	130
Level 4	13
TOTAL	665

The following values and risks were identified (Table 4-2); they incorporated the issues raised during Step 3 of this analysis and reflect the criteria for route designation in 36 CFR 212.55. Each route was evaluated for the identified values and risks. The principle use of the results of this analysis will be to inform future decision making related to the Williams RD transportation system.

Table 4-2. Risk or Value Analysis by Resource Area

ISSUE	Evaluated for Value	Evaluated for Risk
Recreation Management	X	
Range Management	X	
Special Uses	X	
ROS		X
Soils/Watershed		X
Wildlife		X
Heritage Resources		X

While fire and fuels management, vegetation management and mineral operations were important considerations made of the existing transportation system, they were not included in the detailed risk and value analysis summarized above. The values of an effective transportation system for fire and fuels management, and how they were incorporated into the analysis is discussed below. Transportation needs for vegetation management and mineral operations are generally handled through subsequent environmental analysis and/or permitting processes; therefore they are not specifically addressed in this analysis. However, the results of this analysis and any subsequent transportation management decisions will be used to inform future project activities (vegetation, minerals and others) on the district.

This analysis was done with a very “broad-brush” approach to identify routes requiring more detailed evaluation by the IDT and the public. If a road had unknown or hard to quantify resource values and/or risks, or if the road was deemed important through public input, further analysis of the road was done.

Route-by-route assessments were previously completed for Maintenance Level 3-5 roads on the KNF at the forest scale (Forest Level Roads Analysis Report, 2003) and for Maintenance Level 1-2 roads at the district scale (Williams Roads Analysis Process, 2006). Each of these analyses provided responses to questions from *FS-643, Roads Analysis: Informing Decisions about Managing the National Forest Transportation System*; these were shared with the IDT for consideration during this analysis which focuses on NFS roads. The full text of the questions and the 2006 response is included in Appendix C.

In most cases, the Geographic Information System (GIS) was used to find routes. In other cases, local resource knowledge was used with or without the aid of GIS. In each case the resource specialist was asked “How would you characterize value and/or risk using data we currently have on hand?”

Each route was evaluated by the IDT and a value and risk determination was assigned. If a specific value or risk did not apply to a specific route, no category was assigned. The routes were finally grouped into four categories:

- High value/High Risk
- High Value/Low Risk
- Low Value/Low Risk
- Low Value/High Risk

See Appendix B, Table B-1, for route-by-route evaluations.

The value-risk assessment then ranked roads based on risks (e.g., wildlife disturbance, impacts on heritage resources) and values (e.g., access to facilities and recreation opportunities). The following options are strategies that can be applied based on the assessment:

Low Risk/High Value: supports a change from currently closed (Maintenance Level 1) to an open National Forest System road; supports no change for currently opened roads.

Management Options: confirms road is needed and not posing resource impact risks; manage as an open system road.

Low Risk/Low Value: supports a variety of management actions, depending on the goals and objectives of a specific area or project.

Management Options: continue to manage as open NFS and implement mitigation measures, put in storage for future use (close) , or convert to a trail. Conversion could be moving the road down a maintenance level or converting the road to trail.

High Risk/High Value: supports the continued management as open system road, however, mitigation measures may be necessary.

Management Options: continue to manage as open system road with mitigation. Mitigations could include seasonal closures or additional resource protection measures.

High Risk/Low Value: strongly supports closing or decommissioning an existing open road or keeping currently closed roads closed.

Management Options: closure, decommissioning (removal from NFS system).

Values

Recreation Opportunities

There are approximately 1,450 miles of NFS roads on the district currently open to public travel. These roads provide access to developed recreation sites, trailheads, and points of interest. Viewing scenery and touring along forest roads are highly desired recreation activities on the district. Also, the roads provide access to dispersed camping areas and day-use locations, and are heavily used seasonally by hunters and woodcutters. As described previously, portions of the Great Western Trail are located on the district, contributing to the unique experience offered by this system.

The district has a sufficient number and distribution of roads that provide access to developed recreation sites, and opportunities for dispersed camping, scenic driving, and other recreation related activities. In fact, there is an abundance of roads when you calculate the total of NFS system and unauthorized routes. In many instances, there are parallel roads (both system roads and user created routes) within ¼- ½ mile of each other often going to the same location.

Safety considerations are critical when designating a system of forest roads, especially when taking into account recreational activities that occur adjacent to forest roads, such as dispersed camping. As outlined in 36 CFR 212.55, the designation of forest roads must account for:

- The speed, volume, composition and distribution of vehicle traffic;
- Potential conflicts between motor vehicle use and existing or proposed recreational uses;
- Potential conflicts between different classes of motor vehicles;
- The compatibility of motor vehicle uses with existing conditions in populated areas;
- Compatibility of vehicle class with road design (geometry and surface).

It is important to properly locate dispersed motorized campsites to mitigate safety concerns and to properly distribute dispersed motorized campsites so as to not compromise biological, archaeological, and watershed/soil resources.

The following criteria were evaluated for recreation based activities related to the transportation system on the District:

- Forest Plan direction and the influence of Recreation Opportunity Spectrum (ROS) and the Scenery Management System (SMS).
- Public safety, resource protection, user demand, economic and social impacts
- Providing ample, quality developed and dispersed recreation opportunities
- Compatibility of motorized and non-motorized recreation activities

Range Access

The road system should provide access to the various range allotments for the movement of livestock, range allotment administration, and access to improvements. An adequate road system is vital for efficient administration and management of permitted grazing allotments. Forest Service personnel must be able to monitor, inspect and evaluate range conditions on a regular basis to effectively administer existing grazing permits.

Grazing permittees need reasonable vehicular access within allotments to maintain existing range improvements (e.g. fences, water tanks) and to manage and care for permitted livestock. Care for livestock often includes transporting large trailers and truckloads of cattle and sheep on Forest Service roads. The current road system allows for rapid access to allotments to react to the numerous issues challenging the range program today.

Private and Permitted Uses Access

The road system provides access to many private lands, hydroelectric facilities, power lines, and other special use permit sites. Some roads are included in cost-share agreements. The District recognizes the need to provide access for a variety of uses. The permitted activities include outfitter guide routes, research sites, quarries, and corrals. Access to these sites is under a variety of permitting authorities.

Fire/Fuels Access

The District has an average of 60 to 100 wildfires every year. An adequate road system is necessary to allow firefighters to respond to fires, especially during peak fire season (May into July) when the risk of high intensity stand replacing fires is high. Minimizing response time minimizes the size of the burned area. This is especially true in the ponderosa pine forested areas where public and private resource values are higher, and fuel beds allow for rapid fire growth. In lower elevation pinyon/juniper fuel types, fires on the District typically exhibit minimal growth regardless of season, and response times to fires can be much longer without increasing risk to resource values.

The Fire/Fuels Value is not displayed in the tables in Appendix B; it was determined through a route-by-route assessment conducted by Fire personnel. High Value routes were indicated on maps and the IDT evaluated the selected routes against other resource Risks. Routes were determined to have High Value if they provided access to meet the District needs described below.

Risks

Recreation Opportunity Spectrum and Scenery Management System

The Forest Plan direction for the Recreation Opportunity Spectrum (ROS) related to motorized travel is to restrict motorized uses in semi-primitive non-motorized (SPNM) designated areas except for necessary minimal administrative activities, permitted activities, and emergency access needs, and to avoid new construction of permanent or temporary roads in SPNM areas unless required by valid

permitted activity; construct and maintain roads with SPNM classes to lowest maintenance level required for the intended use. Roads should be decommissioned when no longer needed.

The SPNM Risk Factor is a measure of the intersection of roads in areas designated as SPNM. The presence of a road indicates either a need to change the ROS class to a “roaded” condition or to remove the road to maintain the ROS designation.

The Forest Plan direction for the Scenery Management System (SMS) related to motorized travel is:

Recreation/Wilderness and scenic management coordination will be accomplished for all management activities, and where existing conditions do not meet mapped ROS or Scenic Integrity Objectives (SIO), design and implement projects to move the area toward desired conditions.

Wildlife

Considerations related to wildlife resources and the existing road system and motorized travel on the district are addressed in the Wildlife Risks. Problems, benefits, and risks of the existing road system and travel management policies are assessed, and opportunities to reduce risks are described. Any wildlife species potentially affected by motorized travel was considered, but the following focal species groups were given special consideration: animal species listed under the Endangered Species Act, Forest Service Sensitive species, Management Indicator Species, and migratory birds.

Threatened and Endangered Species

The Mexican spotted owl is the only animal species listed under the Endangered Species Act that is known to occur on the Williams Ranger District. There are six established Mexican spotted owl Protected Activity Centers (PACs) on the Williams District: two on Kendrick Mountain, one on Sitgreaves Mountain, one on Bill Williams Mountain, and two in Sycamore Canyon. There is also designated spotted owl Critical Habitat on the district. The California condor is listed under section 10(j) of the Endangered Species Act as an experimental, non-essential population, but it primarily occurs in the Grand Canyon, the Kaibab Plateau, the Vermillion Cliffs area, and in parts of southern Utah, and has not been occurring as far south as the Williams District. An attempt has been made recently to establish an experimental, non-essential population of black-footed ferrets on the state and private lands west of Valle, Arizona, northwest of the Williams District. There are no known substantial Gunnison's prairie dog complexes on the Williams District, though, so it is unlikely that any dispersing ferrets would occupy habitat on the district.

Sensitive Species

Animal species classified as Sensitive by the Southwestern Region of the Forest Service that are known to occur or that potentially occur on the district based on known range and presence of suitable habitat are northern leopard frog, bald eagle, American peregrine falcon, Merriam's shrew, spotted bat, Allen's lappet-browed bat, Townsend's big-eared bat, and Mogollon vole.

Management Indicator Species

Animal species identified as Management Indicator Species (MIS) by the Kaibab National Forest that are known or likely to occur on the Williams District are cinnamon teal, northern goshawk, wild turkey, Mexican spotted owl, hairy woodpecker, red-naped sapsucker, juniper titmouse, pygmy nuthatch, elk, mule deer, American pronghorn, red squirrel, and Abert's squirrel.

Migratory Birds

Because they can fly, migratory birds are less affected by roads and motorized travel than are terrestrial animals such as reptiles and mammals. Bird species most likely to be affected by roads and motorized travel are those that nest or forage on the ground. Bird species that nest on the ground or in low vegetation near the ground that are known to occur or that likely occur on the District include: killdeer, mourning dove, common nighthawk, common poorwill, spotted towhee, Brewer's sparrow, vesper sparrow, lark sparrow, dark-eyed junco, western meadowlark.

Risk Evaluation

Numerous papers have been published on the effects of roads and motorized travel on wildlife. The scientific literature documents a variety of negative effects of roads and motorized travel on wildlife (e.g., see literature reviews in Boyle and Samson 1985, Forman and Alexander 1998, Trombulak and Frissell 2000, Wisdom et al. 2000, Brown et al. 2001). It is not the objective of this report to summarize the vast amount of literature on this subject. The objective of this report is to 1) identify potential effects of motorized travel on wildlife species, 2) identify effects most likely to negatively affect wildlife species on the district (i.e., risks), and 3) describe opportunities for reducing risks to wildlife associated with motorized travel on the district.

For this assessment, motorized travel includes motorized travel on roads, cross-country motorized travel (including motorized big game retrieval), and motorized dispersed camping. Potential direct and indirect effects of roads and motorized travel that can have negative effects on wildlife include:

- habitat loss and fragmentation caused by roads,
- habitat degradation caused by cross-country motorized travel,
- barriers to animal movement caused by roads,
- animal mortality due to vehicle collisions,
- human disturbance of animals associated with motorized travel and dispersed camping? ,
- habitat degradation associated with the loss of logs and snags due to fuelwood harvesting near roads,
- habitat degradation associated with the spread of noxious weeds by motor vehicles.

The majority of the open system roads on the district (92%) are Maintenance Level 2. Level 2 roads are generally single lane roads or very narrow road templates and are not managed for passenger cars and therefore receive much less traffic than other highly traveled roads. These roads have fewer potential impacts to wildlife associated with them than do roads that are wider and carry higher traffic volumes and speeds. For example, it is rare to see dead animals along these Level 2 roads that have been killed by vehicle collisions. These roads also are unlikely to function as movement barriers for most vertebrate wildlife species on the district. Animals, including wild turkey, mule deer, elk, and pronghorn antelope, are frequently observed readily crossing these roads.

Motorized recreational use on the district has increased greatly during the past 10 years. Motorized dispersed camping has also increased, especially in certain popular areas such as near Dogtown Reservoir, Whitehorse Lake, and Coleman Lake. OHV use on the district has increased greatly, both on roads and cross-country. Cross-country OHV use to collect shed elk and deer antlers has increased greatly in recent years. Increasing motorized recreational use on the District has implications for wildlife. The primary effects are increased levels of disturbance to wildlife and increased areas of habitat degradation caused by impacts to vegetation and soils due to cross-country vehicle travel.

Human presence and various human activities can negatively affect the behavior and health of individual animals. Human activity can cause animals to shift movement or habitat use patterns, disrupt important breeding and parental care behaviors, and cause physiological stress. For the purposes of this report, all of these potential negative effects to animal behavior and health are referred to as human disturbance effects. Motorized travel provides people access to different parts of the national forest. Greater open road densities and levels of cross-country motorized travel are thus correlated with greater levels of potential human disturbance of wildlife.

For most of the focal species evaluated, key biological activities of mating, giving birth, and feeding are not concentrated in a few key areas, but are dispersed across available suitable habitats. Ponderosa pine forest and pinyon-juniper woodland are the most widespread habitat types on the district. Ponderosa pine forest covers approximately 217,000 or 39% of national forest lands on the district, and pinyon-juniper woodland covers approximately 215,000 acres, or 38% of the district. Grassland habitats are much less widespread (approximately 37,500 acres), especially large grasslands. Pronghorn antelope occur in open pinyon-juniper woodland and open ponderosa pine forest, but larger grasslands such as Garland Prairie and Government Prairie provide core pronghorn habitat that support relatively large pronghorn herds. Roads and motorized travel within Garland Prairie and Government Prairie were thus considered to present elevated risks of human disturbance to pronghorn antelope.

There are no perennial streams on the District. Streams and water developments (e.g. tanks) are ephemeral and most hold water only after there has been sufficient snowmelt or rain. There are a few perennial springs on the District (Big, Buck, East and West Elk, Hitt, Laws, LO, Lower and Upper McDermit, Rosilda, and Willow). During dry periods, water sources become critically important resources for wildlife on the Williams District. To reduce human disturbance to wildlife, Arizona state law prohibits camping within 1/4 mile of a natural water body or a man-made watering facility containing water in such a place that wildlife or domestic stock would be denied access to the only reasonably available water (Arizona Revised Statute 17-308).

Logs and snags serve important habitat functions for many wildlife species (Chambers and Germaine 2003). After an extensive review of the literature, Wisdom et al. (2000) included reduced densities of logs and snags as one of the negative effects of roads on wildlife habitat. Evaluating patterns of fine-scale forest conditions across the Interior Columbia Basin, Hann et al. (1997) found that roaded areas had lower densities of large-diameter trees, snags, and logs compared to unroaded areas. They concluded that this was because roaded areas had higher levels of fuelwood harvesting and commercial timber harvesting.

Although personal fuelwood harvesting is managed by permit and thus outside of the scope of the travel analysis, aspects of travel management may affect how personal fuelwood harvesting is managed on the district. Currently, a personal use fuelwood permit can be purchased that allows people to harvest dead and down wood and standing dead trees. Various restrictions on size and species of standing dead trees apply. Fuelwood can be harvested from Forest Service lands across most of the district outside of specified closure areas. Because cross-country motor vehicle travel is currently allowed (outside of the motor vehicle restricted areas), there is no maximum distance from the road from which motor vehicles can be used to access fuelwood. The current open road system and cross-country motorized travel facilitate widespread geographic distribution of fuelwood harvest across the district, both permitted (legal) fuelwood harvest and unauthorized (illegal) fuelwood harvest.

The Mexican spotted owl is listed as Threatened under the Endangered Species Act. There are six Mexican spotted owl Protected Activity Centers (PACs) that have been established on the district. The

existing road GIS layer was overlaid on the PAC layer to evaluate road density within PACs. No open roads overlap five of the six PACs (two PACs are located in the Sycamore Canyon Wilderness and two are located in the Kendrick Mountain Wilderness). A short 1/2-mile segment of Forest Road 111 overlaps the edge of the large 1,000-acre PAC on Bill Williams Mountain. This road accesses the fire lookout and communications equipment on the summit of Bill Williams Mountain.

Approximately 40 goshawk management areas have been established around documented goshawk nest sites on the Williams district. The nest sites for these management areas were found primarily during past project surveys and incidental detections. Goshawks can be difficult to detect (Boyce et al. 2006), and there are certainly additional goshawk territories on the district that have not been documented. Goshawks frequently change nest locations yearly, and these alternate nest sites can be located 1.5 miles from previously used nest sites (Reynolds et al. 2005). Human disturbance associated with roads and motorized travel is not listed as a threat for northern goshawks (NatureServe 2009), and human disturbance is not considered to be a potential limiting factor of goshawk populations (Reynolds et al. 2006). A number of the known goshawk nest sites on the Williams district are located in close proximity to Level 2 Forest roads, which are characterized by relatively low traffic volumes and speeds. Grubb et al. (1998) found that logging trucks passing approximately 500 meters from two active goshawk nests on the Kaibab Plateau did not cause discernible behavioral responses from individual goshawks at the nests.

Although most potential effects on wildlife are negative, roads and motorized travel play an important role in certain aspects of wildlife management. For example, fire has significant effects on wildlife habitat, and roads and motorized travel play an important role in fire management (discussed previously). High-severity wildfires can have substantial and long-lasting negative effects on wildlife habitat, and prescribed fire and wildland fire use can be used to improve wildlife habitat and achieve other ecological and natural resource management objectives. An adequate road system facilitates firefighter access to wildfires and increases firefighter safety. Roads are also used as control lines for wildfires, prescribed fires, and fires managed to meet resource objectives.

Noxious weed distributions are often associated with travel corridors such as roads and trails, and establishment of noxious weed populations generally has negative effects on wildlife habitat. Noxious weeds displace native plant species and alter ecosystem function (discussed in separate section).

The road system and motorized travel also play an important role in hunting on the district. Hunting is not only one of the most common recreational activities on the district, but the key tool used by Arizona Game and Fish Department (AGFD) to manage populations of game species. For example, AGFD manages elk population density through the harvest of cow elk, and cow elk harvest is determined through AGFD's management of antlerless elk hunts. Population management of elk is an important issue on the district because elk can have impacts on various forage and browse plant species, in addition to impacts on other natural resources such as wildlife and livestock water developments. Repeated browsing of young aspen stems by elk is currently having a substantial impact on aspen recruitment on the Williams district.

Hunters rely on a core system of NFS roads to access different parts of the district. The current road system provides extensive motorized access to different parts of the district. Many hunters rely on motorized dispersed camping during their hunt, and most big game hunters use a motor vehicle to retrieve harvested elk and deer. Currently, motorized dispersed camping and motorized big game retrieval are allowed across most of the district outside of the established motorized travel restricted

areas. Although many hunters consider motorized access beneficial, excessive disturbance from motor vehicles can detract from hunting and recreational experiences.

Damage to Soils, Watershed and Vegetation

The road system was analyzed by using GIS to view an overlay of the roads, drainages, and water bodies on the Terrestrial Ecosystem Survey soil map units. A list was generated of roads located on highly erodible soils or wetland soils (i.e. hydric soils), and of roads that follow drainages and cross drainages. Additional field assessment of individual roads may be needed to determine the degree of compaction, water interruption and redirection.

The district is covered by soils that formed mostly from basalt, rhyolite, and cinders. A few areas have soils that formed from sedimentary rocks such as limestone and sandstone. In general, soils contain a high amount of clay and silt. The majority of the soils are moderately to highly erodible by water. It is important to maintain as much vegetative cover as possible on these soils in order to prevent accelerated rates of erosion. Roads constructed or created on highly erodible soils will increase sheet, rill, and gully erosion, if they are not covered with asphalt or gravel and designed with adequate drainage systems. Gullies could destroy the road and/or lead to erosion and loss of vegetative productivity on adjoining lands. The erosion process is more severe on slopes that exceed 15 percent.

The majority of soils on the district have low bearing strength when wet. Ruts are easily created on soils and roads. The driving surface is damaged and may concentrate water flow that can create gullies on adjoining land. The Wet Weather Roads Policy will help reduce the damage to roads and soils on adjoining lands by restricting wet weather travel to improved roads with hard surfaces and adequate drainage.

The erodibility of the soils was assessed from the data in the KNF Terrestrial Ecosystem Survey. If the potential rate of erosion (i.e. rate of erosion with no soil cover) exceeds the tolerance rate (i.e. rate of erosion that will allow for soil productivity to be sustained), then the soil is rated as highly erodible. Observations of actual erosion may be obtained from field surveys.

Low bearing strength of the soils was assessed from the data in the KNF Terrestrial Ecosystem Survey. Current rutting may be assessed in field surveys later.

Wetlands are not very common on the district, so they are especially important as wildlife habitat. Wetlands also store and filter water that eventually fills aquifers, springs, and streams. Roads that cross wetland soils alter the hydrology, so that some areas are too dry or too wet to support healthy vegetation. Roads also provide opportunities for vehicles to disturb wildlife. Low standard roads through wetlands may be wet and impassable for long periods of time in the spring and summer.

Perennial streams are extremely rare on the district. Ephemeral drainages contribute water and sediment to perennial streams, lakes, earthen ponds, and wetlands. Non-surfaced roads and roads with poor drainage systems cause soil erosion. Sediment is transported to drainages during spring snowmelt and monsoon thunderstorms. Water quality in streams and water bodies is negatively affected by sediment. Earthen ponds and lakes may fill in with sediment and hold less water. Roads that follow drainages may contribute the most sediment. These roads may also be damaged by flooding and erosion.

The location of wetland soils and drainages was assessed from the data in the KNF Terrestrial Ecosystem Survey and from GIS maps. Further refinement may be obtained by field surveys at a later date.

Spread of Invasive Exotic Weeds

The presence of roads open to vehicle use increases the risk of spread of existing and new invasive exotic weeds to the forest and surrounding landscapes. The higher the assigned maintenance level, the higher the frequency of road maintenance and increased traffic increases the chances for spread of exotic invasive plants into new areas. Weeds may also be spread into new areas by vehicles traveling off NFS roads. Invasive or noxious weeds may displace the habitat of existing native species and alter ecosystem processes.

Damage to Heritage Resources

To assess road risk on heritage resources on the district, archaeologists first used the GIS system to create areas of “High” and “Low” risk. A model was developed and applied across the forest based on known site densities. Areas that were intensively surveyed and had more than 10 sites per square mile were considered high risk and those with less than that were considered low risk. Areas with sparse inventory information were considered high risk. Further analysis for travel management process revealed that the roads themselves had different risk levels. Many well maintained forest roads (including paved roads) transport users quickly through the Forest. While these roads may well pass through high site density areas, they pose little risk to heritage resources. Because of this, archaeologists re-tooled their process and felt it was more important to assess the risk of the user created roads that could be designated as open on the district. Thus, if a user created road passed through a high site density area, then it was considered to be a high risk to cultural resources. Archaeologists considered the road as low risk if it passed through an area with at least 25 percent heritage survey and the area contained a low site density. In this manner, heritage specialists worked with the IDT to conduct a road-by-road analysis with regard to heritage risk.

Step 5- Describing Opportunities and Setting Priorities

The purpose of this step is to:

- Compare the current transportation system with issues described in Step 4;
- Describe options for changing the existing transportation system that would achieve or more closely match KNF land management goals, objectives, guidelines, suitability criteria, and desired conditions.

The products of this step are:

- Recommended Minimum Road System Map (Appendix A, Map A-6).
- Site-specific risk/value assessment table (Appendix B, Table B-5, Recommended Open; Table B-6, Recommended Closed).

The travel analysis risk and value assessment was completed in a 2-step process. The IDT established the criteria and then worked in an interdisciplinary fashion to determine the need for change on a site-specific basis (see Step 4 for more information). During the “need for change” assessment, public comments were considered. The IDT is not making any decisions, but is identifying recommendations for district Travel Management. Implementation of these recommendations will require complete NEPA analysis prior to issuing Travel Management decisions.

To prepare this TAP, the IDT analyzed the extent and current condition of roads on NFS lands within the Williams Ranger District. The TAP compares the current condition to a desired condition to help identify the opportunities and need for change. It provides information to develop the KNF strategic intent for road management; that is, what may happen to balance the need to provide access to NFS lands with the need to minimize risk to public safety and damage to natural resources.

Opportunities

Recreation

A primary challenge with motorized travel on NFS lands is developing an effective and adequate transportation network of roads and trails that provide a quality recreation experience and sufficient administrative access, while providing for the safety of the user and the protection of watersheds, archaeological sites, wildlife habitat, and other resources.

Increased motorized use on the district is a direct reflection of the increased population in the southwest. More forest visitors are seeking dispersed camping activities, especially during the summer, holiday weekends and hunting seasons. Generally, sites in ponderosa pine stands, near open meadows and/or lakes, and that are large enough to accommodate several vehicles are most desirable to dispersed campers. The district has noted several roads that are frequented by dispersed campers.

In many cases, dispersed camping activities include the use of motorized equipment such as ATVs and UTVs (i.e. Polaris Ranger, etc.). The issue is there are no dedicated motorized trails or areas for this type of activity and subsequently users are creating their own routes. These user-created routes often negatively impact the environment and other forest visitor experiences, largely due to noise. Possible economic impact to the Williams community is an issue.

People visiting the Williams Ranger District often purchase camping supplies, food, gasoline and other goods in Williams or the surrounding area. Local hunting outfitter guides under special use permit with the FS rely on motorized access to the forest in order to provide their clients a quality hunting experience. A well designed motorized transportation system on the district will continue to benefit the local economy by providing opportunities for the local community and the tourist visiting the area.

A well designed and engineered motorized transportation system is important in protecting resources and in providing a safe and highly valued recreation experience on the district. Motorized trails could be developed to meet the demand for challenging riding opportunities, especially as this type of use continues to increase. Soils and other resource concerns on the District would not support the establishment of Motorized areas.

Range Management

As the road network on the district has increased from a few maintained roads to many roads, so has the dependency on those roads for the commercial and recreational activities on the forest. Range management and livestock grazing activities are certainly one of the many uses of the district that have grown dependent on the current road system to manage livestock operations to the intensity that is required today. Without these roads there is no doubt the cost of managing the range allotments would increase.

The benefits of NFS roads for grazing permittees include easy access to their livestock and to range improvements such as fences and waters. Roads have replaced stock driveways for transporting sheep and cattle to and from allotments. Undesirable consequences for a permittee may include disturbance to the herd and vandalism of range improvements by members of the public who have the same easy access to these sites.

Fire/Fuels

An adequate road system increases firefighter safety and improves fire suppression capability. Well maintained access roads allow emergency equipment to mobilize to an area at reasonable speeds without undue risk of having a vehicle accident en route. Rapid access to fires also allows firefighters to attack fires when they are small, when flame lengths are lower, and rates of spread are slower, thus reducing firefighter exposure.

The district has an active hazardous fuels reduction program which treats an increasing number of acres every year. The majority of the acres are treated with broadcast burning. In fiscal year 2007 the district burned 6,717 acres to meet forest targets. Existing roads of all levels are used whenever possible as fire control lines. This minimizes the amount of dozer line constructed, and the associated impacts on heritage and soil resources caused by the use of heavy equipment.

The district also has a progressive fire management program which lets fire managers allow some naturally ignited wildland fires to grow, restoring the role of fire to the ecosystem and meeting resource objectives. In FY '07 the district treated 435 acres with such fires. In FY '08 nearly 3000 acres were treated with these fires. In some cases, existing roads unduly restrict the growth of managed fires, minimizing the benefit that could be gained from these natural starts. In other cases, system roads have been convenient places to check and hold these fires to protect resources and/or curtail smoke production.

During peak fire season in the pine type, good access to within one mile of a fire provides timely response to most wildfires. From that distance, smaller fire engines often can work their way cross-country to access the fire edge. In urban interface areas, where private in-holdings and public lands meet, access to within 0.5 miles of good access roads is preferred; larger fire engines on the district carry one half mile or more of attack hose to plumb fires even when they can't access the fire's edge directly.

Currently, most of the district lands are within ½ mile of an open NFS road. All areas within the urban interface are within ½ mile of an existing road. All of the pine type is within one mile of an existing system road with the exceptions of Sitgreaves and Bixler Mountains where a low road density is desirable for other resource reasons. Outside the pine type, the center of Garland Prairie, as well as several areas in lower elevation pinyon/juniper country on the far north and the west side of the district, are 1-2 miles from an existing road. Only one area in the remote southwest portion of the District is between 2-4 miles from a system road. In this area fire occurrence is very low, and those fires that do occur remain at less than 1/10th of an acre with no suppression action taken.

The inclusion of the majority of existing NFS roads will adequately meet fire protection needs on this district. The inclusion of some unauthorized roads will not greatly increase or reduce fire response times. Existing NFS roads are generally of benefit to prescribed burning and WFU fire management as they provide good control lines without incurring the risks to resources associated with using heavy equipment to establish lines. Allowing most unauthorized roads to heal over, and curtailing increasing

road density, would be beneficial to managing WFU fires. Increased road density interrupts the continuity of the fuel bed, and limits the growth potential of these beneficial fires.

Wildlife

Because most effects of roads and motorized travel on wildlife are negative, there is an opportunity to reduce impacts to wildlife by reducing open road density and motorized cross-country travel on the district. Decreased open road density and decreased cross-country motorized travel would result in decreased levels of human disturbance because there would be more areas inaccessible to motor vehicle travel. In addition, decreased open road density and cross-country motorized travel would result in decreased risk of injury or mortality of individual animals due to vehicle collisions. Decreased open road density and cross-country motorized travel would result in increased habitat quality for a wide variety of wildlife species. Decreasing open road density in Garland Prairie and Government Prairie would be especially beneficial for pronghorn antelope and other grassland species because this would reduce potential human disturbance effects in these large core grassland habitats on the district.

Ensuring that district travel management policy is consistent with Arizona statute and prohibits dispersed camping within 1/4 mile of natural or man-made water developments containing water would reduce potential human disturbance at sites that are critically important to a wide variety of wildlife species, especially during extended dry periods.

Soils, Watershed and Vegetation

It is recommended that roads on highly erodible soils and slopes that exceed 15% be decommissioned unless they are considered necessary. Some roads located on highly erodible soils that are on slopes less than 15% should also be considered for decommissioning. When roads on highly erodible soils are retained in the NFS, monitoring is recommended to determine if engineering changes are needed to reduce runoff velocity and prevent erosion and road damage. It is also recommended that roads located on wetland soils or along drainages be decommissioned unless they are considered necessary. Options to improve roads include: surfacing (e.g. asphalt, gravel, or rock), raised road bed with ditches and culverts, road crowning, insloping and outsloping, water spreading ditches, and waterbars.

The prevalence of soils with low bearing strength makes it necessary to avoid driving on low standard and low maintenance roads when they are wet. Safe, sustainable travel is possible on roads on these soils when dry. The Wet Weather Roads system helps reduce damage to roads and soils on adjoining lands by restricting wet weather travel to improved roads with hard surfaces and adequate drainage.

Invasive Exotic Weeds

It is recommended that the NFS road density on the district be reduced in order to limit the opportunities for invasive exotic weeds to be introduced and spread, especially near sensitive areas such as wilderness, scenic areas, research natural areas, special wildlife habitats, or areas with rare plants. Decommission (obliterate and revegetate) unneeded roads in order to prevent invasive exotic weeds from becoming established.

Heritage Resources

During the past 30 years, KNF Heritage Resource specialists in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended, have intensively inventoried 238,232 of the District's 560,305 acres (42%). Archaeologists have identified 4634 cultural resources, listed 11 of them on the National Register of Historic Places, and declared 766 eligible for the National Register of Historic Places. The majority of the sites are considered unevaluated at this time. Due to the great number of

cultural resources on the District and the current condition of unmanaged cross country travel, many of the known and many more unknown sites are at risk.

In a policy statement drafted by the Forest Service in consultation with the Advisory Council on Historic Preservation, it was stated that any restriction of motorized travel to designated routes, and the prohibition of unmanaged cross-country travel will serve to protect historic properties across a broad landscape and that such a clearly designated system will “[p]rotect natural and cultural resources.” (Forest Service 2005)

In 2006, the Advisory Council, the Forest Service Region 3 and the State Historic Preservation Officers of New Mexico, Texas, Oklahoma and Arizona, in an appendix to the Programmatic Agreement agreed that the designation of a system of roads and trails, already open for motor vehicle use, will have little or no potential to affect historic properties (USDA Forest Service 2006).

Any unauthorized roads left as open in the transportation system, designated areas of dispersed camping (including corridors and site specific locations), and permitted cross-country travel will be subject to compliance with the National Historic Preservation Act of 1966, as amended.

Priorities

This Travel Analysis identifies management priorities to provide a transportation system that is managed and sustainable, and accommodates motorized travel consistent with the KNF Forest Plan as amended (11/2004). The Forest Plan contains the following relevant guidance:

- Protect and maintain wilderness character and quality by focusing administrative effort in heavily used areas and along wilderness boundaries (p. 12).
- Protect and enhance the scenic and aesthetic values (p. 17).
- Identify and protect areas that contain threatened, endangered, and sensitive species of plants and animals (p. 18).
- Provide and manage a serviceable road transportation system that meets needs for public access, land management, resource protection, and user safety (p. 19).
- Maintain soil productivity and watershed condition. Protect wetlands and floodplains (p. 19, 50, 53).
- Manage specially designated areas according to the enabling orders and protect their special qualities (p. 20).
- Prevent any new noxious or invasive weed species from becoming established (p. 20).
- Road or trail building in Mexican spotted owl protected activity centers should be avoided (p. 23)
- In goshawk nest areas, manage road densities at the lowest level possible to minimize disturbance (p. 23).
- Provide integration and coordination for transportation in land and resource management planning and with other Federal, State, County, and other local transportation authorities (p. 51, 54)
- Identify and obliterate unneeded roads (p. 51, 54).

Management priorities are:

- Roads that pass through erodible or sensitive soils with potential impacts to watersheds or wetlands.
- Roads that are redundant (open roads are nearby) or serve no particular purpose.
- Roads with either no legal access or known rights-of-way.
- Roads in poor condition with deep gullies or ruts.
- Protection of heritage resources.
- Protection of wilderness values, particularly the prevention of noxious weeds and the reduction of motorized noise.
- Wildlife concerns, particularly impacts to antelope fawning habitat and motorized disturbance around wildlife waters.
- Areas where unmanaged ingress/egress, or roadside parking, represents a safety issue because of travel speed and/or sight distance;
- Areas with a history of flash flooding;
- Proximity to public shooting ranges;
- When or where such use may increase the risk of adverse affects on adjacent values (e.g., areas with dangerous fuel conditions down slope/upwind of a community in the wildland-urban interface).
- Conflicts between motor vehicle use and existing or proposed recreational uses.
- Conflicts between difference classes of motor vehicle uses.
- Actions that move toward the KNF Forest Plan desired conditions for recreation opportunities and scenery management.
- Monitoring the effects of motor vehicle use on designated roads and trails and in designated areas consistent with the KNF Forest Plan.

Step 6- Reporting

The purpose of this step is to report the key findings of the analysis.

The product of this step is a list of recommended changes to the existing district transportation system. Considering the site specific analysis of issues, risks and benefits, opportunities and priorities (i.e. steps 3-5), the IDT has recommended a transportation system of approximately 1,525 miles of roads on the Williams Ranger District (Levels 1-4). A summary of the recommended road system mileage by road maintenance level can be found in Table 5-1 below. Recall that Maintenance Level 1 roads (400 miles) are not open for public use; therefore, the total mileage of roads available for public motorized use is 1,125. The recommended system reduces roads open for public motorized use by approximately 22% (considering the additions listed below). The road system recommended in Table B-5 identifies the Minimum Road System required to meet the administrative needs of the District while considering the input received during public involvement activities (outlined in Step 3).

In order to establish the recommended Minimum Road System, the following changes to the existing transportation system are recommended:

- Close approximately 380 miles of existing NFS roads; these roads are shown on Map A-7 (Appendix A) and listed in Table B-6 (Appendix B). These listed roads will be moved to Maintenance Level 1 – Closed to public use.

- Add approximately 40 miles of NFS roads that are currently closed (ML-1; 2 miles) or decommissioned (38 miles) to the District open road system (Table B-5). These roads would be managed as Maintenance Level 2 roads.
- Add approximately 15 miles of unauthorized, user created routes to the District open road system. These roads would be managed at Maintenance Level 2. The remaining 220 miles of known unauthorized roads (and all those unknown) would be closed to public use. Monitor these closed roads for continued use and/or resource damage. If evidence of persistent use or resource damage is found, physical closure, obliteration or other mitigation measures may become necessary.

For maps detailing the recommended transportation system refer to Appendix A, Maps A-6 (Recommended Open) and A-7 (Recommended Closed). For road specific information, refer to Appendix B, Tables B-5 (Recommended Minimum Road System) and B-6 (Roads Recommended for Closure).

This report and more detailed maps are available to the public on the KNF website:

<http://fs.usda.gov/goto/kaibab/projects> (scroll to “Williams Travel Management”). The IDT recommendations in this report will support future travel management related decisions. Further public involvement and coordination with stakeholders will occur in the NEPA phase, identifying issues and developing alternatives as necessary.

Key Findings

The results of the value and risk assessment are detailed in Appendix B, Tables B-1 and B-2. Table B-1 displays the existing NFS open road system recorded in INFRA; Table B-2 displays existing closed and decommissioned roads included in this analysis. Although any or all roads could be changed, the assessment assists the district in prioritizing them. Low Value/High Risk roads are the first priority in identifying need for change. This Transportation Analysis Plan recommends that the Williams Ranger District take the following actions to address key issues identified in Step 3:

Issues

- Efficiently administer and manage NFS lands.
- Provide motorized access to dispersed recreation, developed recreation sites and trailheads, permitted uses, and private lands (if no other access is available).
- Reduce impacts to resources.
- Reduce road maintenance costs.

Recommended Road System

Table 5-1. Existing and Recommended Minimum Road System²

Maintenance Level	NFS	
	Existing	Recommended
Level 1 (closed)	20	400
Level 2	1330	1005
Level 3	110	110
Level 4	10	10
Totals (Open Roads)	1,450	1,125

Table 5-2. Road Density of the Recommended Minimum Road System²

District (876 sq. mi.)	All Roads	Open NFS	Closed NFS
Miles/ mile ²	1,525/876= 1.7	1,125/876= 1.3	400/876= .5

Projected Maintenance Costs:

Any reduction in the number of miles of road would make the system more affordable. However, a completely affordable road system may not meet all of the objectives of even a minimum road system (i.e., access for administration, utilization, and protection of NFS lands). The minimum transportation system that meets resource and management objectives is recommended above; it reduces the current open road system by 22% with a net change of 325 miles of NFS roads to Maintenance Level 1. The recommended system reduces maintenance funding needs by \$95,840 or approximately 7%.

Tables 5-1, 5-2, and 5-3 show the recommended transportation system, road density and budget needs.

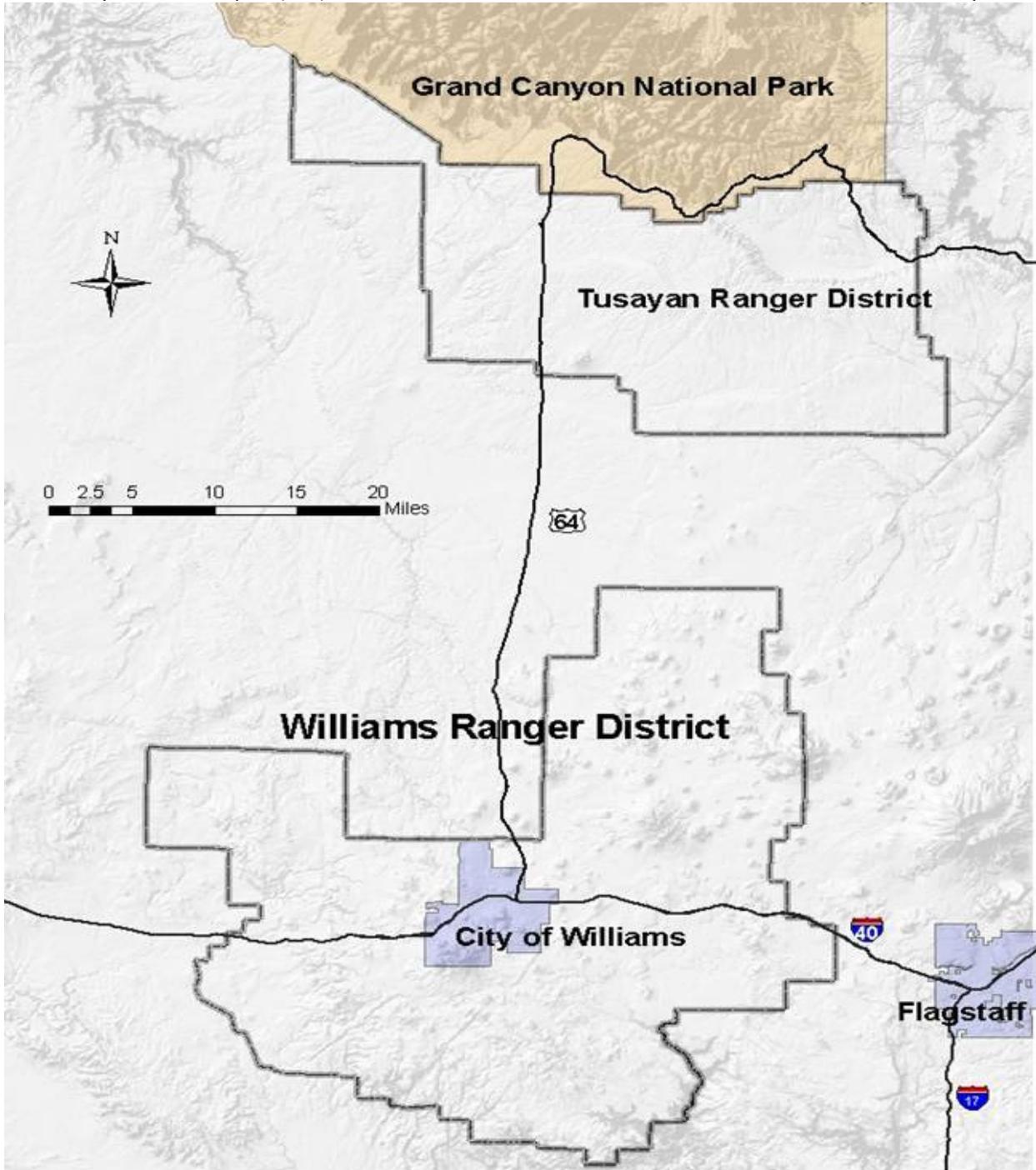
Table 5-3. Maintenance Cost Comparison of Existing and Recommended Minimum Road Systems³

Maintenance		Existing System		Recommended System	
Level	Cost per mile	Mileage	Total Cost	Mileage	Total Cost
1	\$107	20	\$2,140	400	\$42,800
2	\$420	1330	\$558,600	1005	\$422,100
3	\$6,751	110	\$742,610	110	\$742,610
4	\$9,851	10	\$98,510	10	\$98,510
TOTALS		1,470	\$1,401,860	1,525	\$1,306,020

² For discussion purposes, the road mileages in the tables above have been rounded; data table in Appendix B show actual values.

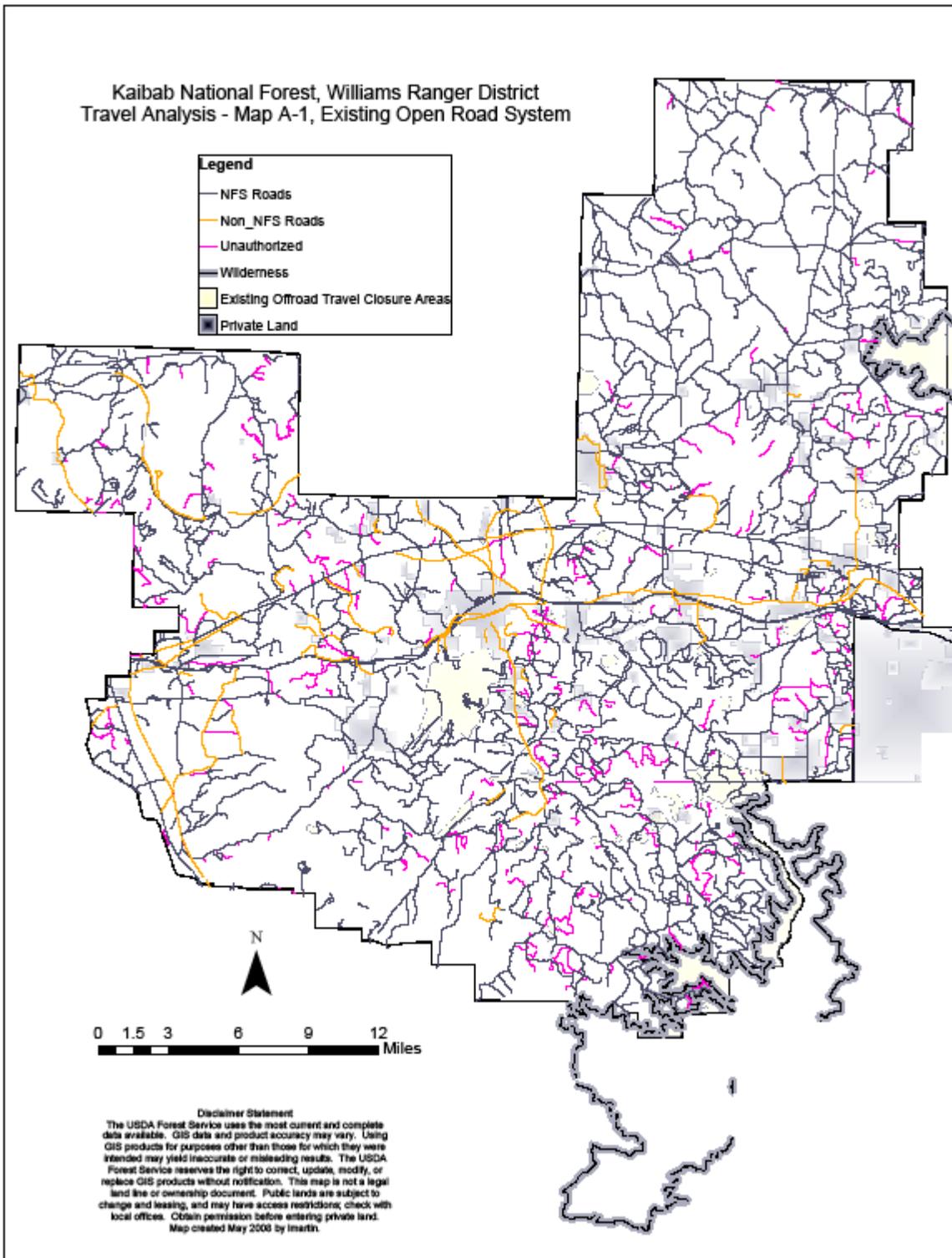
APPENDIX A: MAPS

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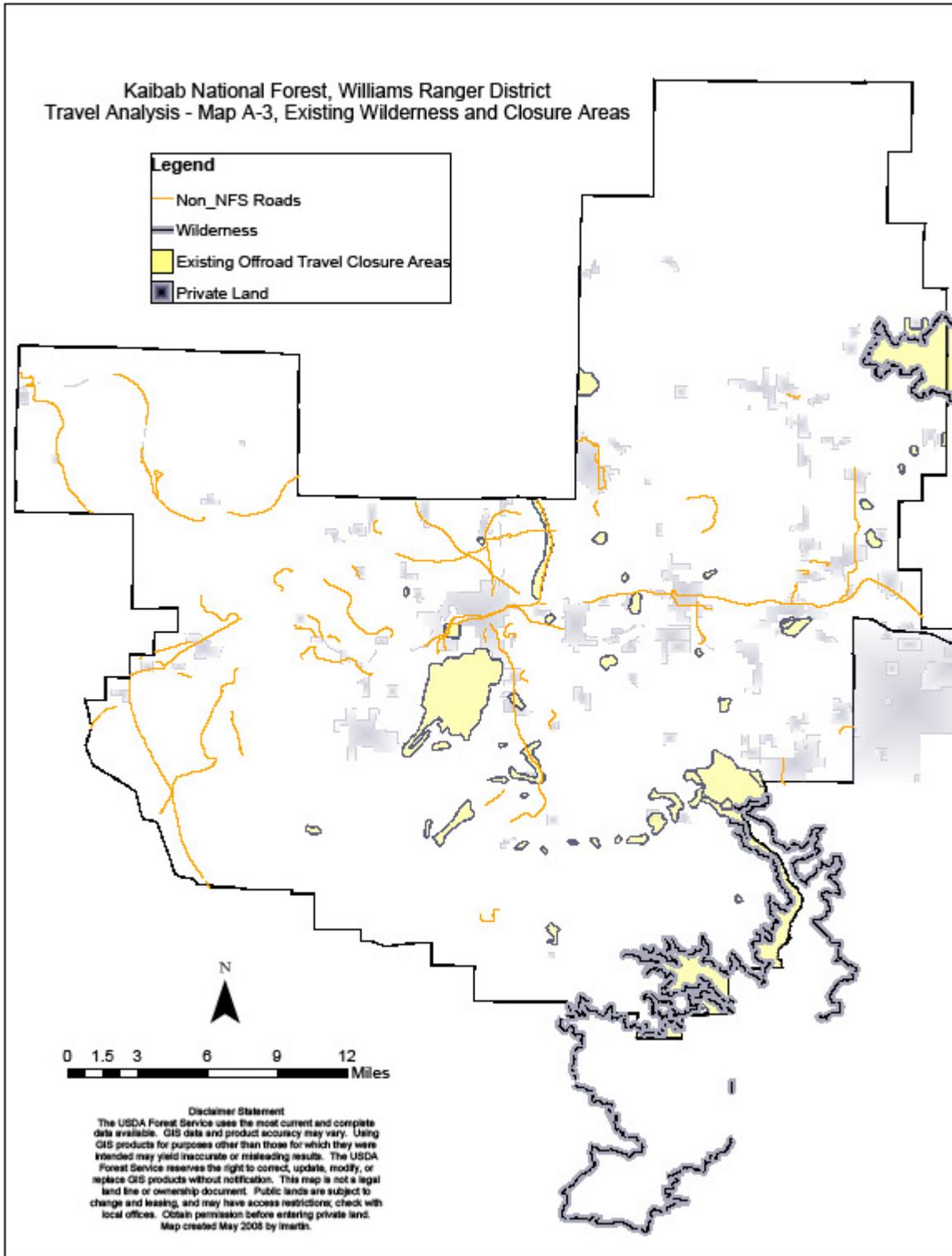


Vicinity Map of Williams Ranger District (Map A-2)

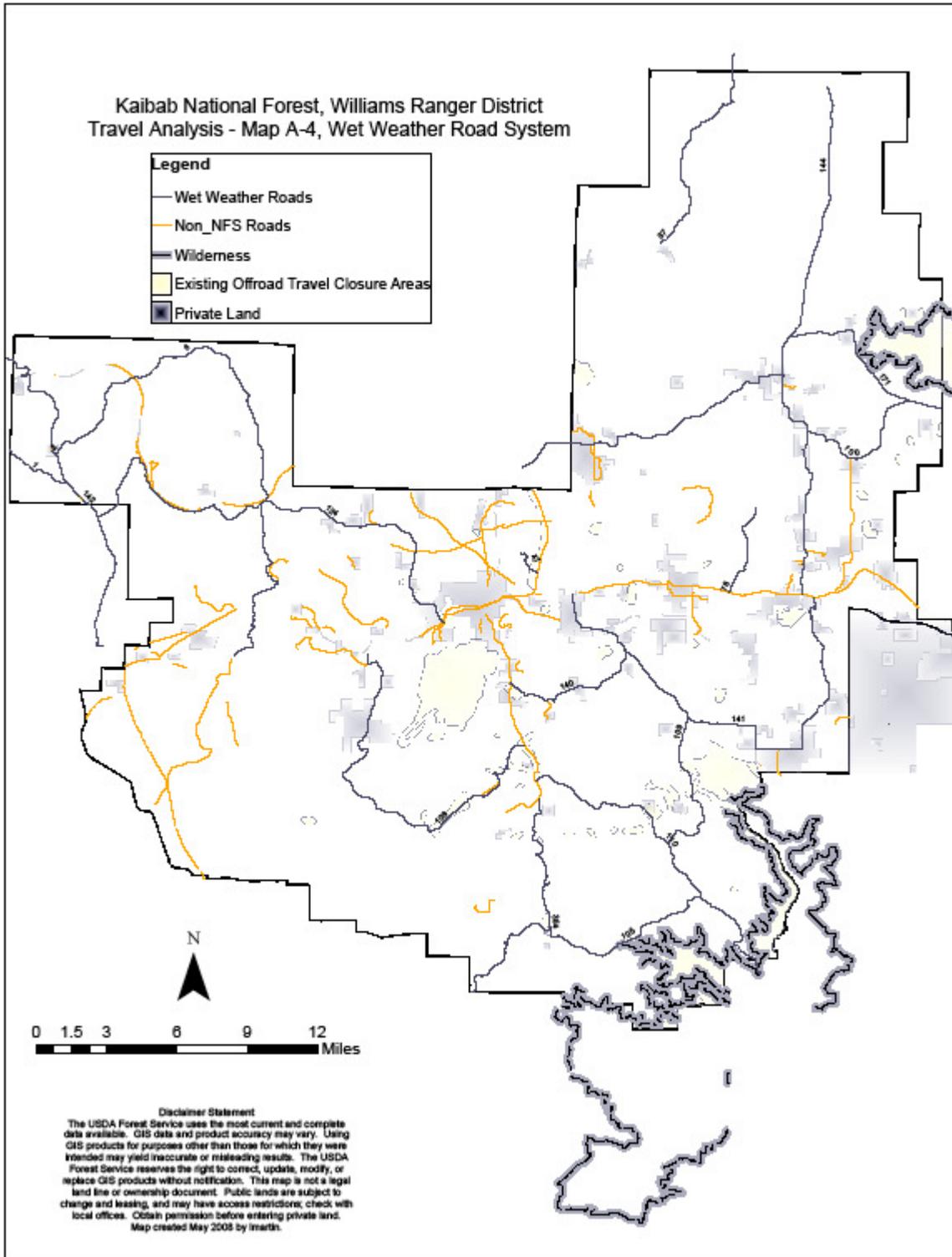
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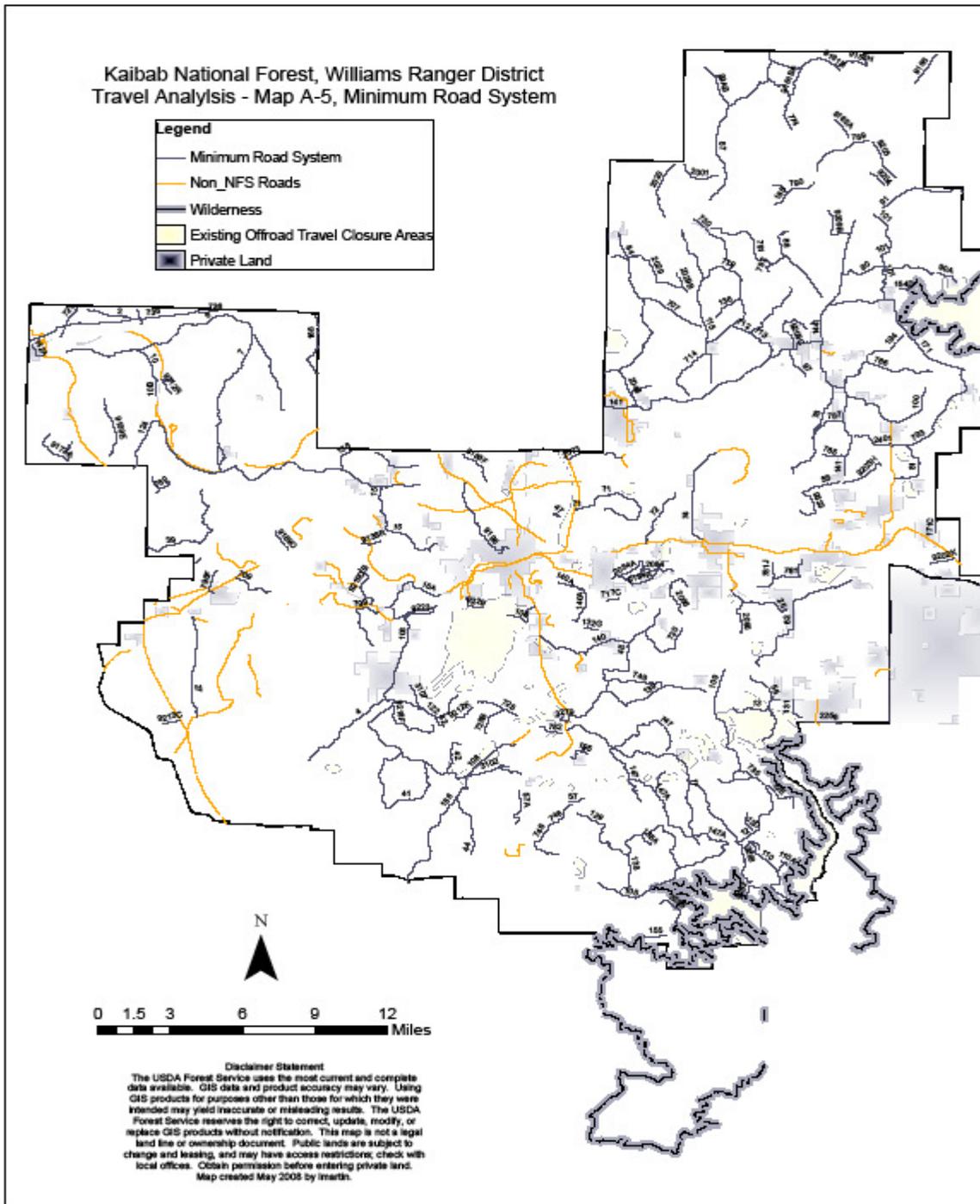
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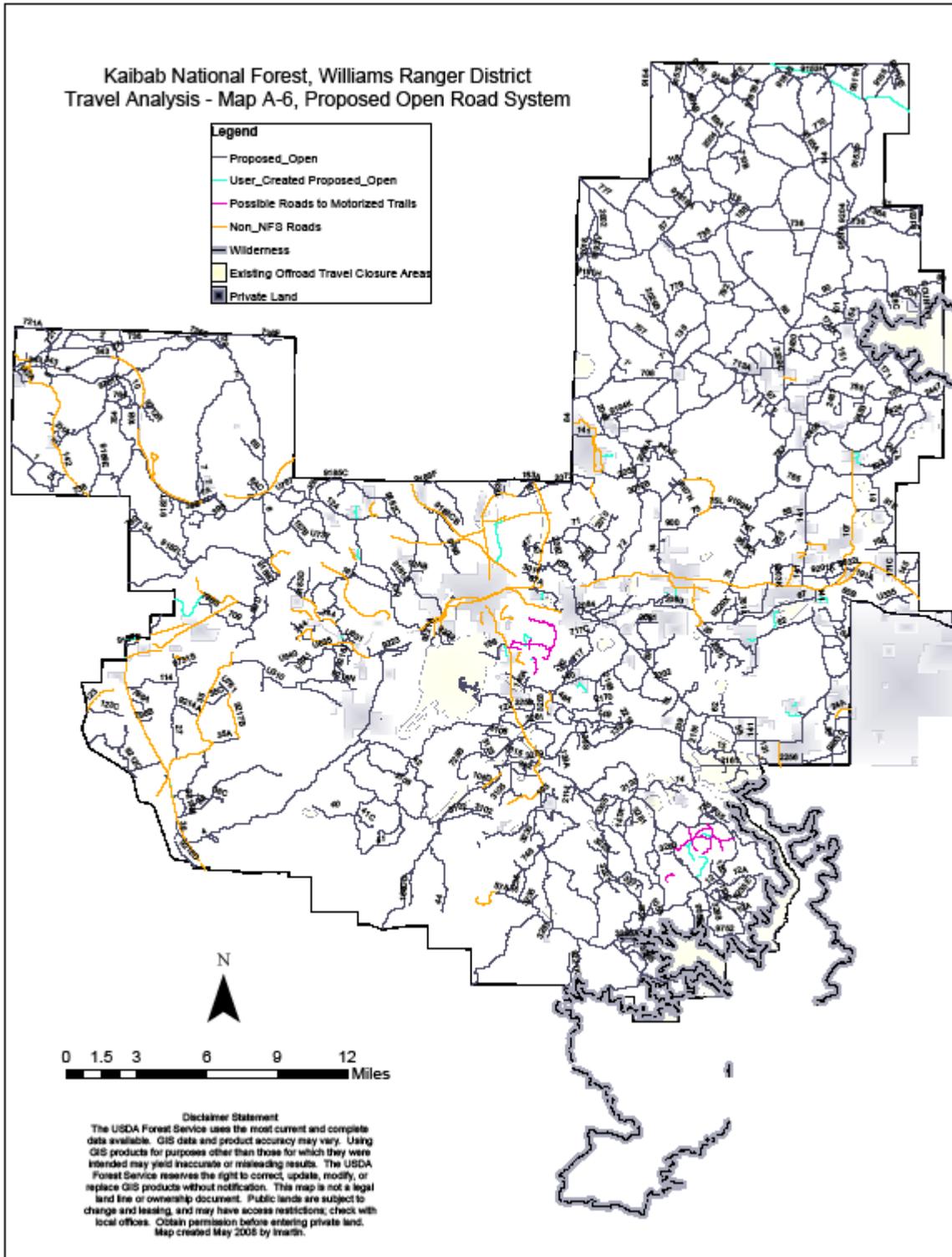


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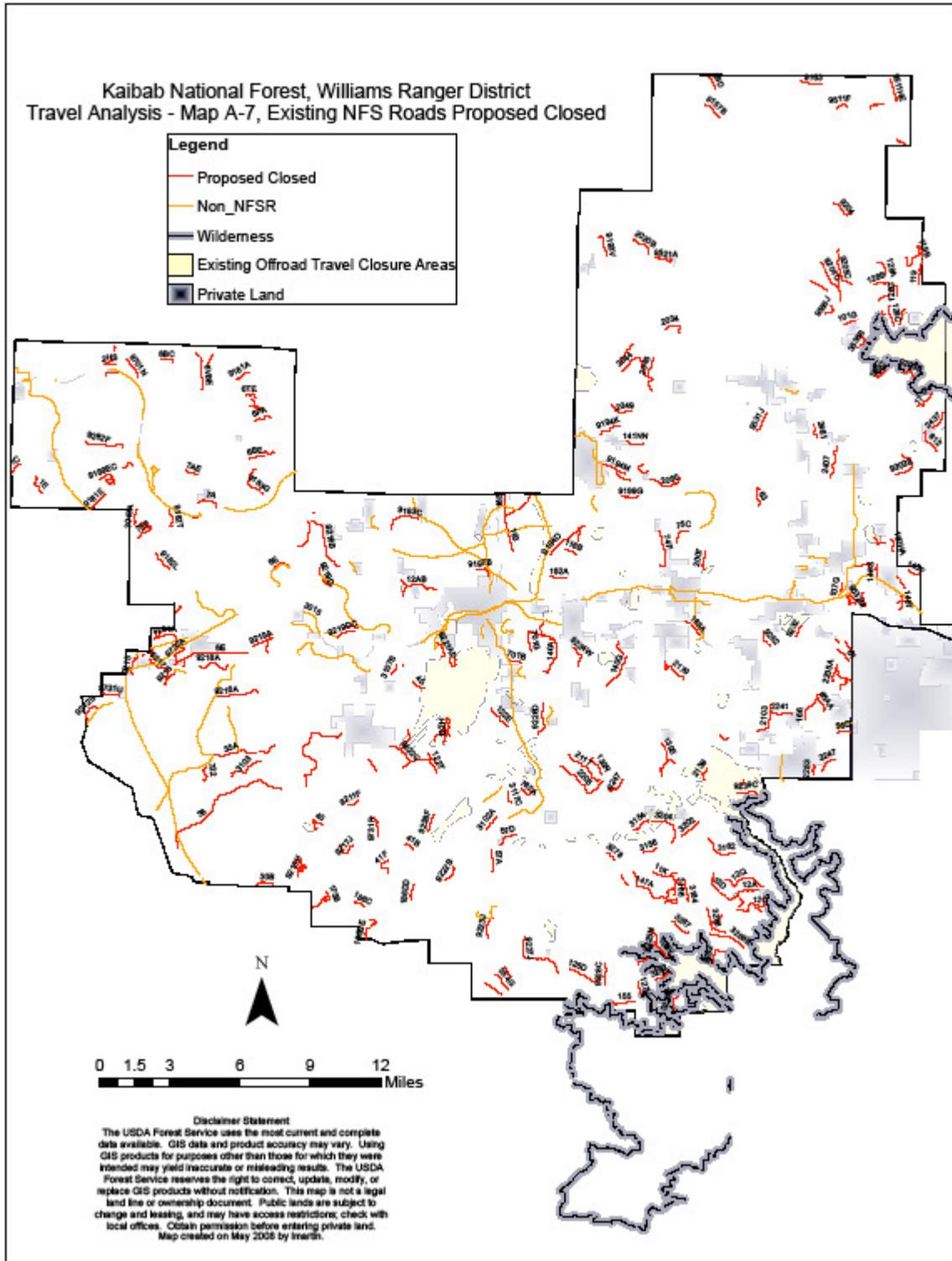


**This “minimum” road system was the initial system initially identified by the planning team for administrative and management needs. The proposed minimum system can be found in Map A-6 and Table B-5.

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APPENDIX B: ANALYSIS TABLES

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Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE LEVEL	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
1	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.03
100	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	4.17
100A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.31
101	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	4.68
101G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.53
102	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	2.885
102A	LOW	LOW	HIGH		LOW	LOW	LOW	Level 2	0.58
102D	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.2
102J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.79
102K	LOW	LOW	HIGH		LOW	LOW	LOW	Level 2	0.09
102M	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.38
105	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 2	7.77
105A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.46
105B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.32
105FA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
105R	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.47
105RA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.14
105V	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.86
107	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	3
107B	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	0.15
107G	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.55
107H	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.32
107J	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.4
107L	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.51
108AA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.19
108D	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
108E	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.21
108FF	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.37
109A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.187
109B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.16
10A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.11
10AB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.06
10AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.23
10B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.34
10C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.138
11	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.323
110	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	0.7
110A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.06
110B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
110C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.98
110D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.14
110E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.99
111	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	6.592
111B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.95
112	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.78
113	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.5
114	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.79
114A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
114B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.31
114C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.52
115	HIGH	HIGH	HIGH	LOW	HIGH	LOW	LOW	Level 2	1.99
116A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.681
116B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.61
118	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	12.202
119	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.78
119B	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	1.72

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
11D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
11E	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.6
11H	LOW	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.06
11K	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.85
11M	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.31
11N	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.27
11P	LOW	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.21
120	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.59
121	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.4
122	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	4.05
122A	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
122AB	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
122AC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.34
122C	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.54
122DD	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.17
122E	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.195
122EA	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.3
122F	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.963
122G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.438
122H	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.31
122N	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.28
122NA	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.21
122NB	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.3
122P	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
122QA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.78
122R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.433
122S	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.88
122T	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.96
122TA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.21
122TC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.47
122V	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.53
123A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.38
123B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.09
123C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.72
123CD	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.21
1242B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.44
1242C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.5
124B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.24
124D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.23
124E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.6
124EA	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.19
124EB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.17
124EC	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.13
124ED	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.18
124F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
124G	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.12
124J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.2
124K	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
124L	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
124M	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
124R	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.09
124T	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.19
124U	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.86
124V	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.09
124W	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.34
124ZA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
125	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.7
125C	HIGH	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	0.16
125D	HIGH	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	1.56
126DA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.36
127	HIGH	HIGH	HIGH	LOW	HIGH	HIGH	LOW	Level 2	5.89
127A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.27
127AA	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.17
127BC	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.55
127EE	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.51
127HH	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.34
127T	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.17
127V	HIGH	HIGH	LOW	LOW	HIGH	LOW	LOW	Level 2	0.56
128	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.8
128B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.959
128CG	LOW	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.23
128EA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
128G	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.47
128J	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.67
128R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
129	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.82
12A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.92
12AB	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	1.5
12BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.467
12C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.67
12CC	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.82
12D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.12
12E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.4
12F	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.7
12J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.863
12M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.51
12P	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.28
12Q	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.05
12R	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.26
13	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
130	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.3
131B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.2
131C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.05
134	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	3.4
136	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.19
138	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.01
138A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.73
138B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
139	HIGH	HIGH	LOW		LOW	HIGH	LOW	Level 2	7.5
139A	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
139B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	2.22
139C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
139E	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	0.91
139R	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.31
139S	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
140	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 2	4.7
140A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	5.99
140B	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.83
140C	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.18
140G	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	1.67
140GB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.45
140H	LOW	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.15

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE	ROAD
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife	LEVEL	LENGTH
140HA	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.08
140S	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.24
141B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.18
141CC	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
141DD	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.38
141F	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.35
141GG	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.21
141JJ	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.05
141KK	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
141NN	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.84
141VV	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
142A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.85
142BC	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.09
142D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.07
142E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.44
142F	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
142G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.06
145	HIGH	LOW	HIGH		LOW	LOW	HIGH	Level 2	1.663
145C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.463
145D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.23
145F	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.63
145F	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.63
145G	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.38
145H	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.19
145V	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.2
146A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
146P	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.93
146S	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.65
146T	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.79
146V	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.76
146W	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.49
147	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	7.5
147A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.6
147AB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.15
147C	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.55
14A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.47
15	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.87
150	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.78
151	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.001
151A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3
151B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.16
152	HIGH	LOW	HIGH		LOW	HIGH	HIGH	Level 2	2.2
152A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.8
154	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.82
154D	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.55
155	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.011
156	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.14
157B	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.88
159	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	4.08
160A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.47
160HA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.66
160HB	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.67
160HC	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.67
160HD	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.22
160J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.16
161A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.12

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife	LEVEL	
163	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.589
163A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.86
165A	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.88
166	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.43
166A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.18
167A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.33
168	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	10.12
16A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.16
171AA	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.38
171BB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.1
171C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.5
171E	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.32
173AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
173C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.12
173D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.15
175B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.56
175C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
175D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.26
18	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.88
180A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
182A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.341
186	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	13.7
186AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
186AB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
186AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.83
186AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.83
186AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.83
186AD	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.21
186AF	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
186BA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14
186BB	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.32
186BC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.22
186BD	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.22
186BE	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
186C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.61
186DD	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.65
186E	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.44
188	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	0.9
190	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.412
190A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
190B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
190C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.71
191A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.82
191BA	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.13
191BB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
194	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 2	4.2
195	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.66
1C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.6
1D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.04
1E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.93
1EA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.28
1F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.24
1G	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.18
1H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.33
1HB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
2	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	8.02

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife	LEVEL	
2001	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.44
2002	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	3.09
2003	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.44
2004	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.63
2007	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.84
2010	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.96
2010A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.38
2018	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	3.28
2019	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.38
2020	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
2020A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.11
2020B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.39
2021	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.44
2029	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	4.09
2029A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.54
2029B	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.74
2029C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.55
203	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.06
2034	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	1.08
2044	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
2045	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.87
2046	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
2048	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.81
2049	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.27
2056	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.81
2056A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.23
2057	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.49
2058	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.241
2058A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.99
2059	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.59
2060	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.63
2069	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.23
2072	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.98
2072A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
2072B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.42
2073	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.56
2073A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
2074A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.3
2075	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.48
2076AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.34
2076AB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.56
2079	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.03
2080	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1
2081	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.62
2082	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.962
2084	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.94
2084A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.78
2084B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.39
2084C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.05
2084D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.05
2084E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.54
2084F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.26
2084FA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.1
2084H	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.42
2084J	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.24
2086	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.67

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		ROS	RISKS			MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses		Heritage	S/Water	Wildlife		
2086D	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
2087	LOW	LOW	HIGH		LOW	LOW	HIGH	Level 2	1.28
2091	HIGH	LOW	HIGH		LOW	HIGH	HIGH	Level 2	1.3
2091A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.45
2091C	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.16
2095	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	1.9
2096	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	1.75
2099	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.21
2100	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.6
2102	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.86
2103	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.54
2107A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
2109	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.68
2109A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.19
2109B	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.15
2111	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
2113A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.53
2117	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.39
2120	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
2129	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.33
2130	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	1.46
2131	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.8
2132	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.23
2139	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
2141	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.37
2142	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.83
2143	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.48
2151	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	1.57
2161	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.49
2163	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.26
2164	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.73
2166	LOW	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.3
2168	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.41
2170	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.78
2178	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.49
2179	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.61
2183	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.91
2184	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.64
2185	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.89
2185A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.85
2185B	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.21
2185C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.32
2185D	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.16
2188	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.66
2191	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.75
2193	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.39
2194	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.07
2198	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	1.79
2202	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.34
2204	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.43
2205	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.84
2208	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.17
2209	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.82
2210	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.52
2210A	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.31
2214	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.32

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE LEVEL	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
2215	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.5
2218	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.34
2220	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	2.87
2229	LOW	LOW	LOW	LOW	LOW	LOW	HIGH	Level 2	0.73
2234A	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.1
2235	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.49
2235A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.77
2235B	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.76
2235C	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.3
2235D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.96
2238	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.16
2239	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.376
2241	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.6
2245	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.44
2247	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.85
2248	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.45
2250	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.11
2253	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.59
2254	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.045
2256	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1
24	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	4.146
2401	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.96
2403	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.38
2406	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.05
2407	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.2
2414	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.59
2414A	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.45
2424	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.3
2427	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.26
2437	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.81
2447	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	1.45
2449	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.84
2453	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.77
2454	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.26
2460	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.53
2461	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.69
2463	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.24
2467	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.25
2473	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.31
2478	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.43
2480	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.46
24B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.64
24C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.28
25	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	3.4
25C	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.04
27	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.71
2801	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	1.46
2A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.71
2B	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.22
2HA	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.66
2HC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.22
2HD	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.04
2HE	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.17
2HG	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
2HL	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.45
2HM	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.12

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE LEVEL	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
2HN	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.42
2HS	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.53
2HU	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
2HW	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.45
3002	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.88
3002A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.69
3002B	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.33
3002BA	LOW	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.06
3010	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
3010A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
3012	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.39
3014	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.71
3015	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.21
3015D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.12
3099	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.75
30A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.76
30B	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	0.86
30E	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
3100	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.21
3100A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
3101A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.77
3102	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.98
3102A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.68
3103	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.963
3105	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.97
3105A	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.65
3106	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.57
3107B	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.55
3107B	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.55
3108	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
3108A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.23
3108B	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14
3108C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
3109	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.39
3110	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
3110A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.17
3114A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
3115	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.37
3116	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
3117	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.88
3117C	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.56
3154	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
3156	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.66
3162	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.56
3164	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.68
3165	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36
3166	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.99
3200	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.28
3202	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.34
3204	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.75
3206A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.16
3209C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.444
3221	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.81
3225	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
3230	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	2.13
3232	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.1

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
3235	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.5
3236	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.47
3251	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
3255A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.47
3258	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.64
3259	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.84
3261	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.81
3262	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.78
3265	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.74
3267	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.44
3268	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.39
3268A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
3268B	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.71
3269C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.66
3271	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.23
3273	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.82
3273A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.11
3276	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.87
3278	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.55
3279	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
3281	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.56
3283	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.47
3287	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
3287A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.41
3292	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.56
3296	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.8
3297	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36
343	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.26
35	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.27
354	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	5.717
354G	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.14
354H	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.56
35A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.72
35C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
35D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
36	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
36B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.272
38	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	6.26
38A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.42
38C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
39	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	6.98
39A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.62
39B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.321
39BA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.28
39BC	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.32
39BD	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.19
4	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.91
40	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.8
41	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	6.409
41B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.52
41C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.14
41D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
41E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
41F	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.08
42	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.74
42	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.74

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
42A	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.23
4360	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.36
44	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.39
44A	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.18
45	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.18
45C	LOW	LOW	LOW	LOW	LOW	LOW	HIGH	Level 2	0.16
45D	LOW	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.23
45E	LOW	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.41
48	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	3.7
48A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.476
48B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.005
48C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.884
4H	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.92
54	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.33
56	HIGH	HIGH	LOW		HIGH	HIGH	HIGH	Level 2	4
56C	LOW	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	0.45
56D	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.54
57	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.24
57A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.22
57D	LOW	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	1.36
58	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.99
58G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.32
59	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	2.72
59A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
59B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.81
62A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.08
63	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.27
63A	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.47
64	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.76
64AA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.53
64C	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.42
65	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	6.21
65A	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.92
65AA	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.67
65B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.52
6AB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.14
6AC	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.59
6AH	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.09
6BA	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.09
6BC	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.57
6BE	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.74
6BF	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.44
6BH	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.1
6BJ	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.34
6BK	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
6DA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
6EA	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	0.55
6EC	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.17
6F	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.06
6H	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.27
6LA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.09
6NB	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.42
6NC	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.14
6PA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.19
6PB	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.07
6PC	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.17

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
6TA	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.2
6TB	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.63
6TC	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.54
6TD	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.46
6TE	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.6
6VBE	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.77
7	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.78
701	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.18
701B	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.6
701BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.06
701G	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.39
707	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.3
708	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.01
709	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.02
71	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.472
710B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.27
712	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	3.98
713	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.8
713A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.41
714	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.94
715	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	4.46
715A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.37
715B	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.25
715D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.17
715E	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	3.11
716	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.082
716C	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.21
716K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
717C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.53
717CA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.23
717D	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.19
71A	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.12
71B	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.64
72	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	2.84
720	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	2.84
721	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.17
721A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	2.15
721B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.5
722	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
722A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.04
722D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.53
727B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.55
728	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.35
7280	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.21
728B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.395
728B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.395
728E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
729	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	3.07
730	HIGH	HIGH	HIGH	LOW	HIGH	HIGH	LOW	Level 2	2.3
730A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.28
736	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	41.6
736A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.31
736BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
736C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.24
736CA	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.11
736E	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.13

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE LEVEL	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
736P	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.34
74	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	4.7
745	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.48
746	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.92
746K	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.67
747	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.6
749	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	2.69
749B	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.96
749C	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.25
74A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.513
74AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.38
74AB	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
74AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.61
74AE	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.2
74AF	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.585
74BA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.17
74F	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.76
74L	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.56
754	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.77
75C	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.91
75L	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.715
76	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	9.11
764AA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.19
76BB	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.34
76CC	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.62
76G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.7
76GG	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.46
76H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.2
76S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.38
76T	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.37
774	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.91
777	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.6
778	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.69
779	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.7
780	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.38
781	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.18
781J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
782	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
782A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.71
785	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.48
787	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.84
787B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.7
789	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	4.83
789A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.02
789B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.18
789CA	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.1
790	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.1
791	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	4.444
792	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	0.95
793	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.58
793C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.51
796A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.97
796B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.25
796E	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS				MAINTENANCE	ROAD LENGTH
	Range	REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife	LEVEL	
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
796G	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.79
796K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
796L	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.21
797	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 2	1.1
797B	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.68
798	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	4.33
799	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	3.43
7A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.835
7AA	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.08
7AB	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
7AC	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
7AE	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.58
804B	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.27
81	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	2.76
812	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	1.642
81A	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.95
81AA	HIGH	LOW	HIGH	LOW	LOW	HIGH	LOW	Level 2	0.25
81AB	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.07
81B	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.934
8523	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.21
87	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	10.2
87A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.14
88	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.682
8850	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.35
89	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.35
89A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.28
89AA	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.1
89AB	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.13
89C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.66
89D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.79
89G	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.1
89HB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
89J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.1
89K	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.02
90	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	Level 2	7.194
900	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.44
9023Q	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.74
9044S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	3.68
905E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.49
90A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.09
90JA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.232
90N	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
90P	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.37
91	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.12
9101V	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
9113	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
9131BC	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.14
9138R	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.97
9151	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.31
9153	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.5
9153D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
9153G	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.22
9153H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.56
9153HA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
9153HB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.92

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE	ROAD
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife	LEVEL	LENGTH
9153HC	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.69
9153M	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.5
9153P	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.76
9153PA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.05
9153V	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	0.8
9153W	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.814
9153Y	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.05
9154	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.992
9155	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.54
9157B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.89
9161B	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	5.6
9161BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.5
9161C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.575
9161C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.575
9162	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.45
9163	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.52
9163A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
9164A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.31
9164AA	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
9165A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.37
9166	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.74
9166	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.74
9168A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.46
9171	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.37
9172A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.96
9174	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
9177A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.12
9181	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.74
9181A	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.67
9181AA	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.41
9181D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.79
9181E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
9181EA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.45
9181F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.2
9182C	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.88
9182H	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.75
9182L	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.491
9182R	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.49
9182T	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.71
9183B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
9183C	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.7
9183CA	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.37
9183CB	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.79
9183CB	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.79
9183CC	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.13
9183D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.43
9183G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.52
9183L	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.009
9183S	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.69
9183W	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.5
9183X	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.705
9183Y	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.2
9184B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.8
9185C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.74
9185CA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.85
9185E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.03

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
9186DA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.05
9187B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
9187BA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
9187D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.09
9187E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.7
9188B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.88
9188EB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.02
9188F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.07
9189D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.14
9189DA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.31
9189DB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
9189E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.44
9189EA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	3.44
9189EC	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.37
9189EF	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.67
9189EH	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
9189F	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.67
9189FA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.57
9191H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.86
9191HA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
9191K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.85
9191KA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.34
9191R	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.58
9191S	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.33
9191SA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36
9191U	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.75
9192E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.77
9193V	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	1.51
9194D	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	2.13
9194E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
9194K	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.71
9194M	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.8
9194MA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.143
9194R	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.3
9194U	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.14
9194W	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.11
9196	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.38
9196MA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.25
9197A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.41
9197B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.86
9197J	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.53
9197M	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.22
9197MB	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.12
9197N	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.87
9197T	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.66
9198E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.88
9198U	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.74
9198UA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.77
9198UB	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
9199G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.74
9199J	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.23
9199M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.17
9201A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.08
9201BA	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.313
9201BB	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.15
9201G	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.73

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
9201K	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.94
9202D	HIGH	LOW	LOW			HIGH	LOW	Level 2	0.47
9202E	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	1.55
9202K	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.538
9203H	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.45
9203K	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.06
9204	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.8
9204C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2
9204D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.26
9204K	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.97
9205	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.85
9205C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2
9205H	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.46
9206G	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.11
9206G	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.11
9206GA	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.22
9206J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.96
9207J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.35
9207K	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.76
9208C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.57
9209B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.01
9209F	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.07
9209G	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
9211B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.31
9211BD	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.88
9211F	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.55
9212B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.17
9212C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.78
9212F	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	3.58
9212J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.37
9212JB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
9212K	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.54
9212KA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.45
9212L	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.31
9213C	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.77
9213D	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	1.12
9214A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.2
9214E	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.34
9214H	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.45
9215	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.74
9215A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.64
9215H	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.62
9215HA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.28
9215K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.23
9215M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.06
9216	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.8
9216A	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	2.82
9216E	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	2.37
9216J	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.78
9216L	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.37
9216LA	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.29
9216N	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.69
9217	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.24
9217E	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.57
9217EC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
9217J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.322

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
9218A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.6
9218F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.29
9219A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.6
9219AB	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.3
9219B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.636
9219BB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
9219BC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.153
9219D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.75
9219DB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.446
9219DC	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.24
9219DD	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.75
9219G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.06
9219GA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
9221	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.3
9221A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.21
9221AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.12
9221AB	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.34
9221AC	LOW	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.26
9221K	HIGH	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	0.9
9222B	LOW	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	0.78
9222H	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.19
9222Q	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
9222X	LOW	LOW	HIGH		LOW	LOW	LOW	Level 2	0.34
9223J	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.14
9223JA	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.61
9223W	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.734
9224J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.74
9224W	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.59
9225N	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.86
9225W	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.52
9226C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.57
9226D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.29
9226J	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.88
9226Q	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.36
9226Y	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.15
9227	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.96
9227D	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.75
9227J	HIGH	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	3.584
9227K	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.15
9228C	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.04
9228F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.95
9228H	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.23
9228K	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	0.67
9228P	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.39
9228V	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.22
9228W	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.9
9228WA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.18
9228X	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.69
9229	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.35
9229A	LOW	LOW	LOW		HIGH	HIGH	HIGH	Level 2	0.89
9229X	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.12
9232	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.58
9232C	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.11
9232W	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.32
9233C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.6
9233G	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.98

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
9234D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
9235E	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.44
9236D	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.4
9236F	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.15
9237C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.23
9239C	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	1.12
9245B	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	1.029
9247	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.21
9252	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.82
9282F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.29
9499L	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
9503	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.3
9503A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.16
9511B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
9511E	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.43
9511F	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.61
9511H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.85
9511HA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.36
9511HB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
9511HC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.05
9511HD	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.05
9511HE	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.79
9521A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.98
9521H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.17
9521I	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.29
9521P	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.42
9521S	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.56
9521Y	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.823
9531A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.82
9531D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.22
9531E	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.58
9531I	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.86
9531J	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.48
9531JA	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.32
9531JB	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.15
9531L	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.95
9531R	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.25
9531UB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.39
9532F	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	1.58
9532H	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.55
9532J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.81
9532K	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.31
9532L	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
9532M	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.87
9532N	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.36
9532R	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.31
9533	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.95
9534A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.97
9534E	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.55
9534J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.15
9536A	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.45
9536K	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.9
9536M	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.73
9536N	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
9541B	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.82
9541D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.17

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	VALUES			RISKS			MAINTENANCE LEVEL	ROAD LENGTH	
	Range	REC	Sp_Uses	ROS	Heritage	S/Water			Wildlife
9541F	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.1
9541H	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.18
9541R	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.16
9586J	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.71
9611J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.38
9611JA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
97	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.44
9701A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
9701B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.428
9701G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
9701H	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.71
9701K	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.68
9701N	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.22
9701T	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.53
9701U	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.52
9711A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.472
9711B	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.11
9711CA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
9711CB	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.05
9711D	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.06
9711F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.73
9711FA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.092
9711H	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.33
9711Q	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
9711R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.15
9711S	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.95
9711V	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.33
9712	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.81
9712C	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.16
9712E	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
9712F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.68
9712N	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
9712R	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.83
9712RA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.18
9712V	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.89
9713A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.19
9713AA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
9713AA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
9713AB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.19
9713AE	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.32
9713AF	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.48
9713B	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.17
9722A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.83
9722AB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.125
9731A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.63
9731AB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.08
9731B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.68
9731B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.68
9731BA	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.58
9731BB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.19
9731BC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
9731C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.04
9731R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1
9731S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.9143
9731T	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.63
9731U	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.57

Table B-1 Risk / Value Analysis of Existing Roads

ROAD NUMBER	Range	VALUES		RISKS				MAINTENANCE LEVEL	ROAD LENGTH
		REC	Sp_Uses	ROS	Heritage	S/Water	Wildlife		
9731UB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.18
9744	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.2
9744A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.31
9744D	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36
9744F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.56
9752	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.57
97LL	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
9822C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.7
NFS7	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.02
NFS9	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.86
NFS9	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.86
priv32	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.97
Total - Maintenance Level 2									1325.9
105	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 3	0.5
105D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 3	0.3
106	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	1.9
108	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	18.56
109	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	7.36
110	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	7.46
12	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	4.95
131	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 3	0.67
132	HIGH	HIGH	LOW		LOW	HIGH	LOW	Level 3	1.43
132-A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.39
132-B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.48
132-C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.28
132D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.07
132F	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.09
132G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.57
140	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 3	2.5
144	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	6.1
171	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	Level 3	8.477
173B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 3	0.22
354	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	7.127
49A	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 3	0.44
49B	LOW	HIGH	LOW		LOW	LOW	LOW	Level 3	0.3
6	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	24.209
74G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.3
786	HIGH	HIGH	LOW		HIGH	LOW	LOW	Level 3	3.03
84	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 3	9.58
Total - Maintenance Level 3									107.293
103	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 4	0.57
103A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 4	0.09
47	HIGH	HIGH	HIGH		LOW	LOW	LOW	Level 4	3.61
735	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 4	3.31
Total - Maintenance Level 4									7.58

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
106D	106	DEAD END	Level 1 - (Closed)	1.08
765J	765	Dead End	Level 1 - (Closed)	0.30
9223BB	4030465	DEAD END	Level 1 - (Closed)	0.27
9223BA	4030465	DEAD END	Level 1 - (Closed)	0.10
6PB	4020572	DEAD END	Level 1 - (Closed)	0.07
9229B	9229	DEAD END	Level 1 - (Closed)	0.31
212BB	212B	Dead End	Level 1 - (Closed)	0.14
128P	128	90	Level 1 - (Closed)	0.15
9223B	4030460	4030464	Level 1 - (Closed)	0.50
38	4	798	Level 1 - (Closed)	5.83
9188B	124	124	Level 1 - (Closed)	1.88
641S	641	Dead End	Level 1 - (Closed)	1.23
128A	128	128E	Level 1 - (Closed)	0.84
765L	765	Dead End	Level 1 - (Closed)	0.10
2234	141	U522	Level 1 - (Closed)	0.37
167B	167	I-40	Level 1 - (Closed)	0.32
3117B	7300605	DEAD END	Level 1 - (Closed)	0.47
488N	488E	488L	Level 1 - (Closed)	0.21
2286	3268	DEAD END	Level 1 - (Closed)	0.48
9224P	126	FOREST BDY. (PRESCOTT N.F.)	Level 1 - (Closed)	0.59
9219BD	89	DEAD END	Level 1 - (Closed)	0.16
4135	758P	Dead End	Level 1 - (Closed)	0.17
762A	762	Dead End	Level 1 - (Closed)	0.45
62	141	SHULTZ LAKE	Level 1 - (Closed)	0.00
2769	7300130	DEAD END	Level 1 - (Closed)	0.31
2487	786	DEAD END	Level 1 - (Closed)	1.59
2421	2422	DEAD END	Level 1 - (Closed)	0.20
3306	110	147A	Level 1 - (Closed)	1.55
45A	45	DEAD END	Level 1 - (Closed)	0.78
Grand Total - Level 1 (Closed)				20.46
715EB	715E	DEAD END	Decommissioned	0.47
716D	716	DEAD END	Decommissioned	0.25
9206L	144	DEAD END	Decommissioned	0.14
87B	87	2001	Decommissioned	0.74
9231E	127	DEAD END	Decommissioned	0.29
35CA	35C	35C	Decommissioned	0.26
9219BA	9219b	Dead End	Decommissioned	0.68
9511EA	144	DEAD END	Decommissioned	0.13
9192C	124A	DEAD END	Decommissioned	0.13
126E	7370962	DEAD END	Decommissioned	0.23
127CP	7370315	DEAD END	Decommissioned	0.16
9151A	118	DEAD END	Decommissioned	0.34
122M	122	DEAD END	Decommissioned	0.23
9531I	97	DEAD END	Decommissioned	0.85
9701M	4020455	DEAD END	Decommissioned	0.18
716B	6410577	DEAD END	Decommissioned	0.23
9188D	6	745	Decommissioned	0.74
9191F	714	DEAD END	Decommissioned	1.39
9196C	16	DEAD END	Decommissioned	0.98
9202R	90B	DEAD END	Decommissioned	0.80
9212A	8900210	8900210	Decommissioned	0.46
2051	135	712	Decommissioned	1.25
3244C	7370620	DEAD END	Decommissioned	0.49
3269	127	DEAD END	Decommissioned	0.21
2416	1710751	DEAD END	Decommissioned	0.20
736FB	119A	9209	Decommissioned	0.10
124N	124	4000800-PIPELINE	Decommissioned	0.91
14B	14	14	Decommissioned	0.27
18B	4050230	DEAD END	Decommissioned	0.06
746E	746	DEAD END	Decommissioned	0.31
2037	779	DEAD END	Decommissioned	0.44
9217EA	9217E	DEAD END at I-40	Decommissioned	0.26
105RB	7370952	DEAD END	Decommissioned	0.18
105T	105	DEAD END	Decommissioned	0.29
9189C	124	4000800-PIPELINE	Decommissioned	0.68
6BB	6B	DEAD END	Decommissioned	0.55
108EE	108	9218G	Decommissioned	0.60
701E	7300108	DEAD END	Decommissioned	0.36
9228G	3209	3209	Decommissioned	0.63
102GA	102	DE	Decommissioned	0.20
3153	7370647	DEAD END	Decommissioned	0.26
2407	2401	2406	Decommissioned	1.43

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
11G	11C	3156	Decommissioned	1.06
9223WA	9223W	140A	Decommissioned	0.58
122BA	122B	122B	Decommissioned	0.32
122C	122	7300222	Decommissioned	0.14
2022	2020	2020	Decommissioned	0.60
2413	1710751	DEAD END	Decommissioned	0.96
3221A	7370633	7370635	Decommissioned	0.23
3294	3244C	DEAD END	Decommissioned	0.23
730C	115	730	Decommissioned	0.18
745AA	745	DEAD END	Decommissioned	0.37
9209	6400160	DEAD END	Decommissioned	1.03
128Q	4080930	DEAD END	Decommissioned	0.23
104B	104	DEAD END	Decommissioned	0.58
796C	796-PIPELINE	DEAD END	Decommissioned	1.59
9205A	4080911	4080930	Decommissioned	2.68
2446	786	DEAD END	Decommissioned	0.28
9228S	7350752	DEAD END	Decommissioned	0.90
58H	4000800-PIPELINE	58	Decommissioned	0.46
6KA	6	DEAD END	Decommissioned	0.30
74LA	74	DEAD END	Decommissioned	0.17
9531IC	9531I	Dead End	Decommissioned	0.26
2122A	3123a	DEAD END	Decommissioned	0.23
2423	134	2427	Decommissioned	1.47
36A	4	DEAD END	Decommissioned	0.56
41A	41	9217J	Decommissioned	0.87
144B	144	171	Decommissioned	0.21
2054B	6410262	DEAD END	Decommissioned	0.15
9186	6	DEAD END	Decommissioned	0.52
119BB	6400180	DEAD END	Decommissioned	0.17
138C	138	DEAD END	Decommissioned	0.10
127J	127	DEAD END	Decommissioned	0.44
3234	746	DEAD END	Decommissioned	0.42
9198B	9196	DEAD END	Decommissioned	1.16
6AA	6	4000826	Decommissioned	0.16
9217EB	9217E	DEAD END at I-40	Decommissioned	0.29
18C	4050230	DEAD END	Decommissioned	0.08
9531T	90A	128C	Decommissioned	1.12
3536B	171	171	Decommissioned	0.93
171A	0001710	DEAD END	Decommissioned	1.42
74AD	74	74A	Decommissioned	0.09
9197	9188F	4060249	Decommissioned	1.55
126A	126	DEAD END	Decommissioned	0.82
736N	736	TANK	Decommissioned	0.24
89B	US-180	DEAD END	Decommissioned	7.56
9711X	745	DEAD END	Decommissioned	0.18
9713AD	9713A	DEAD END	Decommissioned	0.20
9713D	4020122	4020100	Decommissioned	0.30
9511	1800300	1800350	Decommissioned	0.35
9521B	75	4000800	Decommissioned	0.82
9531UA	1710614	DEAD END	Decommissioned	0.13
9531UC	1710617	DEAD END	Decommissioned	0.12
9636V	4080435	144	Decommissioned	0.71
9225S	7350720	DEAD END	Decommissioned	0.14
9236	7350775	DEAD END	Decommissioned	0.47
9211BA	9211B	LOOP	Decommissioned	2.60
90BC	4080987	DEAD END	Decommissioned	0.24
90FA	4080933	4080950	Decommissioned	0.11
90J	4080910	DEAD END	Decommissioned	0.18
90MA	90M	DEAD END	Decommissioned	0.62
90MC	90MA	DEAD END	Decommissioned	0.06
9218E	108	DEAD END	Decommissioned	0.30
2400B	2400	DEAD END	Decommissioned	0.19
9188BA	9188BB	4060706	Decommissioned	0.31
9188BB	124	DEAD END	Decommissioned	0.55
9188EA	124	DE	Decommissioned	0.07
9189EB	4020310	DEAD END	Decommissioned	0.30
7AD	7	7AE	Decommissioned	0.34
89	87	118	Decommissioned	5.65
9215S	AZ-89A	RAILROAD TRACKS	Decommissioned	0.38
749A	749	DEAD END	Decommissioned	1.78
709BB	709	709	Decommissioned	0.25
58E	4080464	DEAD END	Decommissioned	0.62
6CA	4020500	DEAD END	Decommissioned	0.49

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
6CB	4020568	DEAD END LOOP	Decommissioned	0.17
6D	6	DEAD END	Decommissioned	0.94
41BD	4030560	DEAD END	Decommissioned	0.67
6GA	6	DEAD END	Decommissioned	0.33
6MB	6	DEAD END	Decommissioned	0.52
3256	126	126	Decommissioned	1.05
25D	4050540	DEAD END	Decommissioned	0.14
124C	113	4060721	Decommissioned	0.70
3123A	728	DEAD END	Decommissioned	0.45
3237	7370622	DEAD END	Decommissioned	0.73
3244	354	7370626	Decommissioned	1.84
2217	749	DEAD END	Decommissioned	0.61
2471	1710710	DEAD END	Decommissioned	0.58
2087A	4050523	4050523	Decommissioned	0.46
2108	4090004	DEAD END	Decommissioned	0.41
157A	157	9187D	Decommissioned	0.20
186D	186	DEAD END	Decommissioned	0.17
122HA	7300231	DEAD END	Decommissioned	0.19
122AD	122	DEAD END	Decommissioned	0.13
12FA	7350790	7350787	Decommissioned	0.44
101F	4080911	DEAD END	Decommissioned	0.14
105FB	7370990	DEAD END	Decommissioned	0.21
108JJ	4030555	DEAD END	Decommissioned	0.66
119BD	6400180	DEAD END	Decommissioned	0.21
9711E	9185E	9711NA	Decommissioned	1.08
7B	7AG	7	Decommissioned	0.15
141SS	141	DEAD END	Decommissioned	0.44
9191T	730	730	Decommissioned	0.66
736FA	9209	DEAD END	Decommissioned	0.17
2404	2400	DEAD END	Decommissioned	0.30
2033	136	115	Decommissioned	0.87
3227S	11	DEAD END	Decommissioned	0.56
3234A	3234	746k	Decommissioned	0.21
3236A	3236	746	Decommissioned	0.62
38BB	38	798	Decommissioned	2.51
9212KB	9212KA	DEAD END	Decommissioned	0.20
9193A	16	DEAD END	Decommissioned	0.43
9194	163	DEAD END	Decommissioned	1.59
9196M	6410528	6410529	Decommissioned	0.74
9208J	4066860	DEAD END	Decommissioned	0.99
9209KB	4080470	DEAD END	Decommissioned	0.29
9211BB	9211B	9211BC	Decommissioned	0.10
9211BF	9211BE	9211BE	Decommissioned	0.50
9189EG	4020310	4020313	Decommissioned	0.70
9192A	163	DEAD END	Decommissioned	0.42
9192D	4000905-PIPELINE	DEAD END	Decommissioned	0.51
9181B	4000831	DEAD END	Decommissioned	0.50
76AA	76	DEAD END	Decommissioned	0.33
76DD	76	DEAD END	Decommissioned	0.34
779B	779	DEAD END	Decommissioned	0.36
796AC	796-PIPELINE	DEAD END	Decommissioned	0.28
126AD	7370322	7370325	Decommissioned	0.23
127BK	7370955	7370957	Decommissioned	0.38
127JJ	7370981	7370970	Decommissioned	0.63
128CC	4080979	DEAD END	Decommissioned	0.35
128E	4080930	4080947	Decommissioned	0.37
129D	129	DEAD END	Decommissioned	0.32
9153B	118	1800326	Decommissioned	1.47
128F	4080940	DEAD END	Decommissioned	0.51
57DD	57	57G	Decommissioned	0.22
9191A	9188F	DEAD END	Decommissioned	0.25
128FA	4080930	DEAD END	Decommissioned	0.19
2014B	4080923	DEAD END	Decommissioned	0.45
2242A	4090015	4090015	Decommissioned	0.44
9197I	2045	Dead end	Decommissioned	0.67
9Q	4080910	DEAD END	Decommissioned	0.35
9229K	127	DEAD END	Decommissioned	0.58
1287RA	4080930	4080948	Decommissioned	0.17
128FB	4080941	DEAD END	Decommissioned	0.24
9155BB	87	1800389	Decommissioned	0.74
9182B	4020534	DEAD END	Decommissioned	0.12
13B	13	DE	Decommissioned	0.14
9216K	3018	DEAD END	Decommissioned	1.71

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
122DA	122D	DEAD END	Decommissioned	0.38
144A	144	DEAD END	Decommissioned	0.57
2121	139	4050235	Decommissioned	1.65
2450	1710743	DEAD END	Decommissioned	0.65
34DA	34D	9182I	Decommissioned	0.08
34E	34	34D	Decommissioned	0.15
39C	39	DEAD END	Decommissioned	0.21
722C	722	DEAD END	Decommissioned	0.37
716L	6410571	DEAD END	Decommissioned	0.10
9209KA	4080470	DEAD END	Decommissioned	0.80
2107	4050200	DEAD END	Decommissioned	0.23
9183YA	9183Y	DEAD END	Decommissioned	0.94
127CE	7370310	DEAD END	Decommissioned	0.44
9217BB	9217BA	DEAD END	Decommissioned	0.20
9531U	1710612	DEAD END	Decommissioned	0.49
787C	787	DEAD END	Decommissioned	0.39
9216KA	9216K	35A	Decommissioned	0.14
9229V	14	DEAD END	Decommissioned	0.27
2472	1710705	DEAD END	Decommissioned	0.23
2222	2220	DEAD END	Decommissioned	0.46
2042	115	730	Decommissioned	0.93
119AA	6400170	DEAD END	Decommissioned	0.43
141V	141	DEAD END	Decommissioned	0.30
64A	141	65	Decommissioned	1.60
186A	186	DEAD END	Decommissioned	1.35
9189B	113	4060245	Decommissioned	2.29
9237CA	4090344	DEAD END	Decommissioned	0.08
9531IA	9531I	DEAD END	Decommissioned	0.33
736D	736	736	Decommissioned	0.20
90BG	4080986	DEAD END	Decommissioned	0.25
9183V	124	9184B	Decommissioned	0.60
2224	7300161	DEAD END	Decommissioned	0.42
2261	779	DEAD END	Decommissioned	1.18
30C	30B	9731W	Decommissioned	0.58
41CA	41C	DEAD END	Decommissioned	0.18
111D	111	111B	Decommissioned	1.59
9216AB	4000958	DEAD END	Decommissioned	0.41
133	141	DEAD END	Decommissioned	0.44
9153C	87	1800310	Decommissioned	1.18
9223A	9223B	DEAD END	Decommissioned	0.13
2044	707	84	Decommissioned	0.54
9531JB	9531J	DEAD END	Decommissioned	0.14
9198E	707	2044	Decommissioned	0.39
2242	2241	DEAD END	Decommissioned	1.19
736B	736	736C	Decommissioned	0.46
141A	141	9208C	Decommissioned	0.15
15B	15	124	Decommissioned	0.56
51A	57A	DEAD END	Decommissioned	1.49
736CB	736CA	736	Decommissioned	0.24
9712MA	9712M	9712M	Decommissioned	0.27
9731UA	8900302	DEAD END	Decommissioned	0.27
9532C	104	DEAD END	Decommissioned	0.49
9701R	4020500	DEAD END	Decommissioned	0.54
9223U	7370600	129	Decommissioned	2.15
9247A	7350414	DEAD END	Decommissioned	0.58
9247B	7350414	DEAD END	Decommissioned	0.43
90BJ	4080991	DEAD END	Decommissioned	0.16
9156B	87	DEAD END	Decommissioned	0.75
728A	730	DEAD END	Decommissioned	0.21
4371	4066860	DEAD END	Decommissioned	0.30
57AC	57	57A	Decommissioned	0.43
6DB	4020565	DEAD END	Decommissioned	0.07
6FA	4020588	DEAD END	Decommissioned	0.37
6MA	4020580	DEAD END	Decommissioned	0.18
35B	35	DEAD END	Decommissioned	0.56
2122	2122a	DEAD END	Decommissioned	0.36
2165	140	DEAD END	Decommissioned	0.46
2412	1710751	DEAD END	Decommissioned	0.52
2066	4000905-PIPELINE	4000800-PIPELINE	Decommissioned	1.15
9226A	105	105C	Decommissioned	0.18
2014	4080930	DEAD END	Decommissioned	0.45
171F	171	DEAD END	Decommissioned	0.36
147D	147	147	Decommissioned	0.29

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
104	76	DEAD END	Decommissioned	1.33
118A	1800317	DEAD END	Decommissioned	0.41
122SA	7300235	DEAD END	Decommissioned	0.45
135	730	88	Decommissioned	3.20
110AA	110A	DEAD END	Decommissioned	0.29
2470	1710711	DEAD END	Decommissioned	0.30
34B	34	DEAD END	Decommissioned	0.18
746F	746	DEAD END	Decommissioned	0.19
796D	8900306-PIPELINE	DEAD END-COUNTY LINE	Decommissioned	0.25
128N	90	DEAD END	Decommissioned	0.42
9198A	9198	DEAD END	Decommissioned	0.17
9211E	167	130	Decommissioned	1.16
710A	710	DEAD END	Decommissioned	0.52
128DB	128D	DEAD END	Decommissioned	0.13
128JD	4080956	DEAD END	Decommissioned	0.24
9131EA	4000831	DEAD ENDS	Decommissioned	0.65
10	6	161	Decommissioned	1.85
139N	139	DEAD END	Decommissioned	0.73
38AA	38	DEAD END	Decommissioned	0.24
119AB	6400170	DEAD END	Decommissioned	0.25
122W	122x	DEAD END	Decommissioned	0.57
123CA	8900207	DEAD END	Decommissioned	0.25
123CC	8900207	DEAD END	Decommissioned	0.06
9212	8900210	DEAD END	Decommissioned	0.64
9219H	41	DEAD END	Decommissioned	3.57
9226S	7350720	7350723	Decommissioned	0.80
9701J	4060480	4020520	Decommissioned	1.04
127GG	7370955	DEAD END	Decommissioned	0.39
122DB	122D	DEAD END	Decommissioned	0.34
142BB	0004020	DEAD END	Decommissioned	0.34
2415	1710750	DEAD END	Decommissioned	0.40
57E	57D	DEAD END	Decommissioned	0.29
6JA	6	DEAD END	Decommissioned	0.15
6S	4020500	DEAD END	Decommissioned	0.30
89E	89	89	Decommissioned	0.50
87AA	87	DEAD END	Decommissioned	0.39
716E	716	716D	Decommissioned	0.35
764	2	10	Decommissioned	1.70
9201C	4080435	DEAD END	Decommissioned	0.60
160AA	160-PIPELINE	DEAD END	Decommissioned	0.59
126B	7370322	DEAD END	Decommissioned	0.30
128JE	4080956	4080952	Decommissioned	0.16
2477	2473	DEAD END	Decommissioned	0.23
9218FA	108	4030442	Decommissioned	1.17
9701P	4020500	DEAD END	Decommissioned	0.98
9211BC	9211B	9211BB	Decommissioned	0.10
12H	7350775	DEAD END	Decommissioned	0.87
122X	122	DEAD END	Decommissioned	0.81
12AA	7350785	7350791	Decommissioned	0.63
9214B	9216R	9216KB	Decommissioned	0.26
9217F	4030525	DEAD END	Decommissioned	0.64
9701L	4060480	4020500	Decommissioned	1.16
6BD	4020500	4020545	Decommissioned	0.44
76FF	76	DEAD END	Decommissioned	0.35
9183M	124	DEAD END	Decommissioned	1.02
2HF	4020520	4020512	Decommissioned	0.38
34A	34	4020118	Decommissioned	0.33
34C	9711N	9711E	Decommissioned	0.18
161AA	161	DEAD END	Decommissioned	0.11
6AA	6	4000826	Decommissioned	0.16
2071	74	DEAD END	Decommissioned	0.77
9255EB	4030429	DEAD END	Decommissioned	0.10
9506	87	118	Decommissioned	0.75
9531IB	9531I	DEAD END	Decommissioned	0.60
9219J	9219H	41	Decommissioned	1.17
9222R	7350767	DEAD END	Decommissioned	1.25
90MB	4080964	DEAD END	Decommissioned	0.12
9186C	4060480	4060444	Decommissioned	0.66
89DA	89D	DEAD END	Decommissioned	0.39
9012	4080910	DEAD END	Decommissioned	0.54
746G	746	746	Decommissioned	0.50
701D	7300108	DEAD END	Decommissioned	0.56
701H	7300108	DEAD END	Decommissioned	0.39

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
57B	57	57G	Decommissioned	1.23
3AA	39A	39B	Decommissioned	0.23
41BB	9217J	DEAD END	Decommissioned	0.74
2734	141	DEAD END	Decommissioned	1.54
2HR	4060459	DEAD END	Decommissioned	0.13
3108D	3108	3108	Decommissioned	0.27
3117A	7300605	DEAD END	Decommissioned	0.30
3244A	354	7370628	Decommissioned	0.94
2456	2457	DEAD END	Decommissioned	0.40
2004A	1800331	DEAD END	Decommissioned	0.79
9226A	105	105C	Decommissioned	0.18
160B	160	Dead End	Decommissioned	0.37
122DC	122	122D	Decommissioned	0.17
122SB	7300235	7300142	Decommissioned	0.23
122SC	7300293	DEAD END	Decommissioned	0.15
122U	122	DEAD END	Decommissioned	0.47
124AB	124A	DEAD END	Decommissioned	0.46
101HA	4080913	90	Decommissioned	1.20
9731W	35A	Dead End	Decommissioned	0.30
2400A	2400	796	Decommissioned	0.29
787	141	76	Decommissioned	1.23
796DD	796CC	Dead End	Decommissioned	0.20
9123L	74	DEAD END	Decommissioned	0.70
127CG	7370317	DEAD END	Decommissioned	0.10
9212JC	8900212	DEAD END	Decommissioned	0.40
9213DA	4	DEAD END	Decommissioned	0.23
9198EA	707	9198E	Decommissioned	0.43
9202F	100	DEAD END	Decommissioned	0.68
9211D	4	DEAD END	Decommissioned	0.96
76F	4066860	DEAD END	Decommissioned	0.36
797A	16	DEAD END	Decommissioned	0.33
9534G	4066855	DEAD END	Decommissioned	0.34
127BB	7370970	DEAD END	Decommissioned	0.54
127LL	127	7370977	Decommissioned	0.09
127R	127	7370310	Decommissioned	0.42
128CB	4080979	DEAD END	Decommissioned	0.23
128JC	4080960	4080952	Decommissioned	0.68
9153F	89	89	Decommissioned	0.08
9155BA	1800381	DEAD END	Decommissioned	0.18
9711N	75L	34A	Decommissioned	1.07
155	127	Bar Cross Cabin	Decommissioned	0.59
122EB	122	122E	Decommissioned	1.04
173AB	73	DEAD END	Decommissioned	0.88
796J	796-PIPELINE	DEAD END	Decommissioned	0.32
745AB	745AA	DEAD END	Decommissioned	0.07
128DA	128D	Dead End	Decommissioned	0.30
58F	4080466	DEAD END	Decommissioned	0.19
9218G	41	41	Decommissioned	2.27
804A	804	805	Decommissioned	0.06
9194J	141	DEAD END	Decommissioned	0.38
9153BB	87	1800324	Decommissioned	0.31
789BA	9164AC	9164AC	Decommissioned	0.10
9521K	141	DEAD END	Decommissioned	0.55
701J	7300108	DEAD END	Decommissioned	0.16
793D	1710750	DEAD END	Decommissioned	0.89
9203KA	4066855	DEAD END	Decommissioned	0.31
154CA	1710623	DEAD END	Decommissioned	0.10
108BB	108	DEAD END	Decommissioned	0.38
75A	75	DEAD END	Decommissioned	0.40
9701C	0004020	4020500	Decommissioned	0.80
9713AC	9713A	9713A	Decommissioned	0.19
79BB	4000905-PIPELINE	DEAD END	Decommissioned	0.17
90RA	4080910	DEAD END	Decommissioned	0.41
90U	4080910	COCONINO N.F. RD.	Decommissioned	0.36
3015B	3015	DEAD END	Decommissioned	0.64
3287AA	7350721	DEAD END	Decommissioned	0.13
14C	14	14	Decommissioned	0.93
154H	1710621	DEAD END	Decommissioned	0.25
127N	127	DEAD END	Decommissioned	0.48
3123	728	2122	Decommissioned	0.70
9188	6	DE	Decommissioned	0.79
9194S	9194B	DEAD END	Decommissioned	0.44
157	9217	9216	Decommissioned	0.43

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
9531LA	9531L	DEAD END	Decommissioned	0.20
9221N	7370322	DEAD END	Decommissioned	0.48
9222T	7350745	DEAD END	Decommissioned	0.16
9184C	124	4060284	Decommissioned	1.53
9188BD	9188BB	DEAD END	Decommissioned	0.11
9189EA	4020310	DEAD END	Decommissioned	0.31
704	74	DEAD END	Decommissioned	0.51
716J	716	DEAD END	Decommissioned	0.60
4361	764	DEAD END	Decommissioned	0.19
9218E	108	DEAD END	Decommissioned	0.30
796AA	796-PIPELINE	DEAD END	Decommissioned	0.60
3205	14	DEAD END	Decommissioned	0.41
2053A	2220	DEAD END	Decommissioned	0.65
2091B	4050524	4050523	Decommissioned	1.11
9198	9197	9197	Decommissioned	0.55
9198	9197	9197	Decommissioned	0.55
2009	122	DEAD END	Decommissioned	0.47
2014A	4080923	DEAD END	Decommissioned	0.41
171FF	171	DEAD END	Decommissioned	0.26
124AA	124A	39	Decommissioned	0.52
124H	124	4060223	Decommissioned	0.45
142AA	142	9701B	Decommissioned	0.40
101GA	1710612	1710614	Decommissioned	0.17
119BA	6400180	DEAD END	Decommissioned	0.17
11A	110	105	Decommissioned	1.10
9712Y	9712V	9701N	Decommissioned	2.93
122VA	DEAD END	DEAN END	Decommissioned	0.93
812B	1710781	1710782	Decommissioned	0.19
57BA	57B	3230	Decommissioned	0.33
90BH	4080986	DEAD END	Decommissioned	0.24
6SA	6	DEAD END	Decommissioned	0.51
701GA	7300099	DEAD END	Decommissioned	0.24
35BA	35B	9216A	Decommissioned	0.63
9197F	6400110	6400110	Decommissioned	0.97
9199K	74A	DEAD END	Decommissioned	0.14
9202EA	9202E	DEAD END	Decommissioned	0.45
9211DA	9211D	DEAD END	Decommissioned	0.38
796AB	796-PIPELINE	DEAD END	Decommissioned	0.49
126AB	7370325	DEAD END	Decommissioned	0.06
126D	126	DEAD END	Decommissioned	0.89
159A	159	Private Property	Decommissioned	0.40
2078	72	DEAD END	Decommissioned	0.45
9711W	9711v	DEAD END	Decommissioned	0.47
9532A	787	DEAD END	Decommissioned	0.53
9183BA	4060470	DEAD END	Decommissioned	0.19
2107A	4050231	DEAD END	Decommissioned	0.14
6GB	4020585	DEAD END	Decommissioned	0.04
709AA	709	DEAD END	Decommissioned	0.17
9202J	9095Z	9091Z	Decommissioned	0.67
9153BA	87	1800327	Decommissioned	0.49
746H	746	DEAD END	Decommissioned	0.14
127CB	7370310	DEAD END	Decommissioned	0.18
9534	HWY66	DEAD END	Decommissioned	1.33
90BK	4080994	DEAD END	Decommissioned	0.19
90G	90	DEAD END	Decommissioned	0.36
9731MA	709	160-PIPELINE	Decommissioned	0.59
9531G	9204C	90JA	Decommissioned	0.56
9209K	144	4066858	Decommissioned	1.70
700	700A	DEAD END	Decommissioned	0.53
2243	4090015	DEAD END	Decommissioned	0.47
104A	9532B	DEAD END	Decommissioned	0.23
108C	108B	DEAD END	Decommissioned	0.21
108CC	108	DEAD END	Decommissioned	0.47
9197MA	4000065	4000065	Decommissioned	0.62
9532B	104	DEAD END	Decommissioned	0.56
89H	1800310	1800317	Decommissioned	0.10
9184	4060455	4060455	Decommissioned	0.21
160C	160	Dead End	Decommissioned	0.27
1EC	1E	DEAD END	Decommissioned	0.12
9236E	12A	DEAD END	Decommissioned	0.25
9229M	155	DEAD END	Decommissioned	1.90
9711EB	4020520	DEAD END	Decommissioned	1.13
141AA	141	165	Decommissioned	1.54

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
2073	HWY 64	2075	Decommissioned	0.98
9215B	9216KB	DEAD END	Decommissioned	0.79
9181EA	124	DEAD END	Decommissioned	0.45
9711BA	764	DEAD END	Decommissioned	0.77
9711HA	4060480	DEAD END	Decommissioned	0.18
9711U	9182T	DEAD END	Decommissioned	0.11
9532	4066866	DEAD END	Decommissioned	0.11
9701	0004020	DEAD END	Decommissioned	0.39
9701F	9701N	BEYOND FOREST BOUNDARY	Decommissioned	2.16
90RB	4080984	DEAD END	Decommissioned	0.15
127MA	127	DEAD END	Decommissioned	0.34
812A	1710781	1710783	Decommissioned	0.97
714C	714	6410236	Decommissioned	0.69
62	141	SHULTZ LAKE	Decommissioned	1.57
6RA	6	DEAD END	Decommissioned	0.20
3282	110	DEAD END	Decommissioned	0.18
4186A	6	7	Decommissioned	1.57
3160	7350756	DEAD END	Decommissioned	0.25
3255	105	125	Decommissioned	0.80
9203B	1710630	DEAD END	Decommissioned	0.72
9221	121	11th St.	Decommissioned	0.85
2240	141	4090011	Decommissioned	0.24
2476	2473	DEAD END	Decommissioned	0.48
2096A	4050541	DEAD END	Decommissioned	0.24
2110	4050210	DEAD END	Decommissioned	0.36
158A	158	DEAD END-FOREST BOUNDARY	Decommissioned	0.43
18A	4050230	DEAD END	Decommissioned	0.05
122CA	7300222	DEAD END	Decommissioned	0.08
105U	7370986	DEAD END	Decommissioned	0.14
108A	108	DEAD END	Decommissioned	0.55
15A	15	15	Decommissioned	1.40
1225E	122Q	122S	Decommissioned	1.02
136AA	136	DEAD END	Decommissioned	0.16
9223N	105	DEAD END/9225N	Decommissioned	0.63
38B	38	DEAD END	Decommissioned	0.69
724R	113	4060228	Decommissioned	0.43
128JA	4080952	4080910	Decommissioned	0.51
127U	127	127	Decommissioned	0.30
9193B	7300190	DEAD END	Decommissioned	0.34
9188E	124	LP	Decommissioned	0.58
58A	4080464	DEAD END	Decommissioned	0.55
127CA	127	DEAD END	Decommissioned	0.12
127L	127	DEAD END	Decommissioned	0.24
127M	126	127	Decommissioned	0.35
128H	4080930	DEAD END	Decommissioned	1.10
12B	735	DEAD END	Decommissioned	0.88
4A	4	4	Decommissioned	1.16
100D	100	DEAD END	Decommissioned	0.09
9188A	9188	9188	Decommissioned	0.13
2220B	6410268	DEAD END	Decommissioned	0.52
9201J	9208I	9208I	Decommissioned	0.97
2419	1710751	DEAD END	Decommissioned	0.34
173A	73	Dead End	Decommissioned	0.27
122VB	122va	DEAD END	Decommissioned	0.28
9531	9531A	DEAD END	Decommissioned	0.63
9521M	4000060	DEAD END	Decommissioned	0.30
2546	2480	DEAD END	Decommissioned	0.18
3111	3110	DEAD END	Decommissioned	0.57
3244B	7370622	DEAD END	Decommissioned	1.14
47B	42	DEAD END	Decommissioned	0.55
160AB	160AA	DEAD END	Decommissioned	0.21
9224K	127	DEAD END	Decommissioned	0.57
90M	90	Beyond Forest Boundary	Decommissioned	0.73
4359	764	DEAD END	Decommissioned	0.48
9217B	35A	DE	Decommissioned	1.44
9211A	9183Y	160-PIPELINE	Decommissioned	1.11
89HC	1800317	DEAD END	Decommissioned	0.26
90BL	4080986	DEAD END	Decommissioned	0.40
720A	720	DEAD END	Decommissioned	0.23
797BA	797B	163	Decommissioned	0.25
9531F	101	DEAD END	Decommissioned	0.44
2417	100	DEAD END	Decommissioned	0.36
2420	1710751	DEAD END	Decommissioned	0.43

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
2433	1710751	DEAD END	Decommissioned	0.61
2451	2450	DEAD END	Decommissioned	0.27
3275	109	DEAD END	Decommissioned	0.41
2213	139	DEAD END	Decommissioned	0.26
103B	103	121	Decommissioned	0.35
9189EJ	124	124	Decommissioned	0.57
9511FA	144	DEAD END	Decommissioned	0.18
89AC	87	89	Decommissioned	0.71
89HD	1800317	1800317	Decommissioned	0.15
3155	7350742	DEAD END	Decommissioned	0.33
6W	6	736E	Decommissioned	1.53
128CD	4080970	4080969	Decommissioned	0.21
9181DA	9181D	15	Decommissioned	0.43
119A	119	Dead End	Decommissioned	0.24
9712S	4060450	4060451	Decommissioned	0.23
9713AG	9713A	DEAD END	Decommissioned	0.05
9255E	122	DEAD END	Decommissioned	0.56
108DD	108	Dead End	Decommissioned	0.62
9224G	41B	DEAD END	Decommissioned	0.80
9225EB	7300242	DEAD END	Decommissioned	0.21
9226M	7370995	7370993	Decommissioned	0.54
9219DA	9219D	3015	Decommissioned	0.34
9221KA	9221k	DEAD END	Decommissioned	0.12
90BM	4080986	4080999	Decommissioned	0.11
90BN	4080986	TRAIL	Decommissioned	0.55
90S	4080910	DEAD END	Decommissioned	0.30
9183FA	4060473	DEAD END	Decommissioned	0.12
9189EE	4020313	DEAD END	Decommissioned	0.12
717	141	140	Decommissioned	3.30
717B	4050200	DEAD END	Decommissioned	0.45
796AD	AZ-64WC	796	Decommissioned	0.38
9217A	35C	9216KB	Decommissioned	1.73
89DB	89DA	DEAD END	Decommissioned	0.25
89DC	89DA	1800300	Decommissioned	0.64
715C	715	DEAD END	Decommissioned	0.19
716A	716	DEAD END	Decommissioned	0.45
716F	716E	716E	Decommissioned	0.25
466	4020235	4060465	Decommissioned	0.29
41BC	9217J	DEAD END	Decommissioned	1.40
700A	167	DEAD END	Decommissioned	0.98
3273B	7370642	7370642	Decommissioned	0.60
38CC	9217F	38	Decommissioned	0.15
30F	30E	DEAD END	Decommissioned	0.26
3104B	7300612	DEAD END	Decommissioned	0.12
2223	713	DEAD END	Decommissioned	0.34
2455	1710743	DEAD END	Decommissioned	0.42
2475	2473	DEAD END	Decommissioned	0.49
2067	2007	DEAD END	Decommissioned	1.20
9744C	175B	175C	Decommissioned	0.24
159C	4090003	DEAD END	Decommissioned	0.22
171D	171	DEAD END	Decommissioned	0.32
122TB	122T	DEAD END	Decommissioned	0.06
125B	125	DEAD END	Decommissioned	0.15
2402	2403	DEAD END	Decommissioned	0.57
139BA	7300151	DEAD END	Decommissioned	0.31
90BR	4080989	DEAD END	Decommissioned	0.18
9188BE	FOREST BOUNDARY	DEAD END	Decommissioned	0.21
3166A	7370661	DEAD END	Decommissioned	0.24
6FB	4020589	DEAD END	Decommissioned	0.33
127WA	7370979	DEAD END	Decommissioned	0.29
128M	4080930	DEAD END	Decommissioned	0.19
9182Y	4020595	DEAD END	Decommissioned	1.00
9216EA	9216E	DEAD END	Decommissioned	0.10
9186D	9187D	9187D	Decommissioned	1.42
34	142	39	Decommissioned	4.85
787A	787	DEAD END	Decommissioned	0.47
9131BD	6E	DEAD END	Decommissioned	0.05
9171A	142	DEAD END	Decommissioned	0.37
127CF	7370317	DEAD END	Decommissioned	0.10
128D	128C	DEAD END	Decommissioned	0.32
128JB	4080953	DEAD END	Decommissioned	0.22
9155B	87	DEAD END	Decommissioned	0.99
9164AC	9164A	789	Decommissioned	3.14

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
2206	6410284	DEAD END	Decommissioned	0.19
9217BA	35A	DEAD END	Decommissioned	0.47
9226AB	105	105	Decommissioned	0.36
9153N	9204	9163A	Decommissioned	0.64
9711NA	9711N	DEAD END	Decommissioned	0.19
127W	127	7370977	Decommissioned	0.15
9155BC	1800396	DEAD END	Decommissioned	0.05
9712M	39	DEAD END	Decommissioned	1.95
9506A	118	1800389	Decommissioned	0.30
9194B	161	DEAD END	Decommissioned	0.80
90BD	4080987	DEAD END	Decommissioned	0.13
2422	134	Dead End	Decommissioned	0.37
9255EC	4030429	4030429	Decommissioned	0.20
747A	110	7350414	Decommissioned	0.83
804	7300225	7300222	Decommissioned	0.45
9197Y	779	DEAD END	Decommissioned	0.30
9202B	1710621	DEAD END	Decommissioned	0.46
3104	COC-73	DEAD END	Decommissioned	0.55
3215	147	7370600	Decommissioned	1.28
700C	7300196	DEAD END	Decommissioned	0.13
730F	730	2054	Decommissioned	0.58
105JA	7370950	DEAD END	Decommissioned	0.12
122K	7300235	DEAD END	Decommissioned	0.27
9189ED	4020313	DEAD END	Decommissioned	0.15
9228E	728b	DEAD END	Decommissioned	1.20
57AB	57	57A	Decommissioned	1.01
90BF	4080986	DEAD END	Decommissioned	0.52
2220A	6410291	DEAD END	Decommissioned	0.68
2452	1710744	DEAD END	Decommissioned	0.30
119BC	6400180	DEAD END	Decommissioned	0.22
122AA	122	7300396	Decommissioned	0.59
122L	7300235	DEAD END	Decommissioned	0.30
9161BC	1800330	1800425	Decommissioned	0.50
9198BA	9198B	9198B	Decommissioned	0.12
3015A	3015B	3015B	Decommissioned	0.09
9236FA	110	DEAD END	Decommissioned	0.25
160E	160	DE	Decommissioned	0.10
9711XA	745	DEAD END	Decommissioned	0.30
9712K	39	DEAD END	Decommissioned	0.13
9731Y	40	DEAD END	Decommissioned	0.20
9521N	75	DEAD END	Decommissioned	0.65
9531LB	9531L	DEAD END	Decommissioned	0.23
9219E	108	DEAD END	Decommissioned	1.19
9183F	9282F	754	Decommissioned	0.70
9188BC	9188BB	DEAD END	Decommissioned	0.15
9189BA	9189B	DEAD END	Decommissioned	0.17
736BB	736	736BC	Decommissioned	0.73
4358	764	DEAD END	Decommissioned	0.19
9188A	9188	9188	Decommissioned	0.13
6C	6	DEAD END	Decommissioned	0.50
3008	39B	Dead End	Decommissioned	0.28
3015C	3015	796-PIPELINE	Decommissioned	0.07
2167	720	DEAD END	Decommissioned	0.72
2241A	4090013	DEAD END	Decommissioned	0.17
2400	796CC	DEAD END	Decommissioned	1.12
3112	3110	DEAD END	Decommissioned	0.38
2054	141	DEAD END	Decommissioned	1.51
2014C	4080923	DEAD END	Decommissioned	0.13
154G	1710621	DEAD END	Decommissioned	0.30
171DD	171	DEAD END	Decommissioned	0.85
122D	122	DEAD END	Decommissioned	0.76
123CB	8900223	DEAD END	Decommissioned	0.14
143A	4066850	DEAD END	Decommissioned	0.58
9182W	7	161	Decommissioned	1.33
746AJ	746	DEAD END	Decommissioned	0.48
1417	141	DEAD END	Decommissioned	0.44
9183DA	9183D	3015	Decommissioned	0.24
3254	105	DEAD END	Decommissioned	0.39
3270	105	DEAD END	Decommissioned	1.85
9217C	9216KB	DE	Decommissioned	2.78
6CC	6	Dead End	Decommissioned	0.15
715EA	715E	DE	Decommissioned	0.23
127BD	7370970	DEAD END	Decommissioned	0.25

Table B-2 Existing Maint. Level 1 and Decommissioned Roads

ROAD NUMBER	Begin	End	Status	Road Length
9203C	4080913	DEAD END	Decommissioned	0.33
9206N	135	DEAD END	Decommissioned	0.72
9191J	141	DEAD END	Decommissioned	0.53
9161BB	9161B	DEAD END	Decommissioned	1.23
87EA	87E	loop	Decommissioned	0.36
128K	90	4080938	Decommissioned	0.94
122B	111	DEAD END	Decommissioned	0.51
2418	1710759	DEAD END	Decommissioned	0.17
9221AB	9221A	9229	Decommissioned	0.65
9216K	3018	DEAD END	Decommissioned	1.71
2553	2473	DEAD END	Decommissioned	0.45
3106A	108	3106A	Decommissioned	1.55
57F	57	DEAD END	Decommissioned	0.16
Grand Total - Decommissioned				396.37

Table B-3 Existing Motorized Travel Restricted Areas

Name of Closure	Acres	Reason for Restriction	Restricted Vehicle Type
Tule Basin	60	Wetland	All
Sycamore Canyon	7,125	Wilderness	All
Thumb Flat	40	Sensitive Soil and Vegetation	All except Snow
Big Pine Flat	171	Sensitive Soil and Vegetation	All except Snow
Turkey Flat	42	Wetland	All
Little Pine Flat	54	Sensitive Soil and Vegetation	All except Snow
Stewart Springs	14	Wetland	All
Kunde Flat	101	Sensitive Soil and Vegetation	All except Snow
MC Flat	179	Wetland	All
Jackass Flat	108	Sensitive Soil and Vegetation	All except Snow
Holden Lake	185	Wetland	All
Three Mile Lake	23	Wetland	All
Highway 64 North	376	Sensitive Visual Corridor	All
Pouquette Hill	278	Sensitive Soil	All
Bill Williams Mountain	5,605	Sensitive Soil	All except Snow
Cedar Mountain	772	Sensitive Soil	All
Kendrick Mountain	6,651	Wilderness	All
Bull Basin	365	Protect Wilderness Values	All
Antelope Hills	100	Sensitive Soil and Vegetation	All
Government Knolls	519	Sensitive Soil and Vegetation	All
Klostermeyer Hill	143	Sensitive Soil	All
Duck Lake	124	Wetland	All
Dry Lake	52	Wetland	All
Davenport Lake	198	Wetland	All
Depot Lake	40	Wetland	All
Camp Clover Admin Site	190	Protect Facilities	All
Davenport Hill	503	Sensitive Soil	All
Mineral Lake	60	Wetland	All
Scholz Lake	418	Wetland	All
LO and Dow Springs	50	Sensitive Soil and Vegetation	All except Snow
Sycamore Trail System	134	Sensitive Vegetation	All
Double Tanks	54	Wetland	All
Pomeroy Tanks	137	Unique Geology	All
Willow Springs	110	Wetland	All
Sunflower Flat	269	Wetland	All
JD Flat	117	Wetland	All
Hitt Springs	74	Wetland	All
Holloway Flat	38	Sensitive Soil and Vegetation	All except Snow
Gobbler Springs	39	Wetland	All
Barney Flat	469	Sensitive Soil and Vegetation	All except Snow
Coleman Lake	158	Wetland	All
Twin Springs	38	Wetland	All
Cougar Park	108	Sensitive Soil and Vegetation	All except Snow
Sevier Flat	149	Sensitive Soil and Vegetation	All except Snow
Garland Prairie RNA	300	Research Natural Area	All
Total Acres	26,740		

Table B-4 Initial Road System Needed for Admin and Management

Road Number	Begin	End	Maintenance Level	Road Length (mi.)
10	6	161	2 - HIGH CLEARANCE VEHICLES	1.85
100	141	171	2 - HIGH CLEARANCE VEHICLES	6.65
101	90	171	2 - HIGH CLEARANCE VEHICLES	4.65
105	110	354	2 - HIGH CLEARANCE VEHICLES	8.26
108D	108	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.48
10B	4060440	4060480	2 - HIGH CLEARANCE VEHICLES	1.00
11	110	105	2 - HIGH CLEARANCE VEHICLES	4.32
110A	7350701	7350797	2 - HIGH CLEARANCE VEHICLES	0.98
110E	110	110	2 - HIGH CLEARANCE VEHICLES	0.99
114	HWY 89	35	2 - HIGH CLEARANCE VEHICLES	4.74
122	73	108	2 - HIGH CLEARANCE VEHICLES	8.44
129	354	138	2 - HIGH CLEARANCE VEHICLES	3.82
12D	12	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.12
12E	7350700	DEAD END	2 - HIGH CLEARANCE VEHICLES	3.26
13	109	141	2 - HIGH CLEARANCE VEHICLES	3.60
136	118	730	2 - HIGH CLEARANCE VEHICLES	2.19
138	105	105	2 - HIGH CLEARANCE VEHICLES	7.08
138A	138	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.73
139	73	109	2 - HIGH CLEARANCE VEHICLES	7.39
140A	140	700	2 - HIGH CLEARANCE VEHICLES	6.01
142A	0004020	4020440	2 - HIGH CLEARANCE VEHICLES	0.85
146V	66	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	0.77
147	0007350	0007370	2 - HIGH CLEARANCE VEHICLES	5.13
147A	147	110	2 - HIGH CLEARANCE VEHICLES	4.94
15	124	124	2 - HIGH CLEARANCE VEHICLES	4.93
154D	1710621	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.55
155	127	Bar Cross Cabin	2 - HIGH CLEARANCE VEHICLES	3.74
158	168	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.60
15A	15	15	2 - HIGH CLEARANCE VEHICLES	2.71
168	9183L	Dead End	2 - HIGH CLEARANCE VEHICLES	9.96
171C	66	OFF FOREST	2 - HIGH CLEARANCE VEHICLES	1.48
186	108	PRESCOTT N.F.	2 - HIGH CLEARANCE VEHICLES	13.69
188	6400160	790	2 - HIGH CLEARANCE VEHICLES	0.90
194	141	171	2 - HIGH CLEARANCE VEHICLES	4.07
195	0000354	DEAD END TOP OF SUMMIT MT.	2 - HIGH CLEARANCE VEHICLES	1.66
2	142	9174	2 - HIGH CLEARANCE VEHICLES	7.99
2001	118	87	2 - HIGH CLEARANCE VEHICLES	2.47
2020	118	118	2 - HIGH CLEARANCE VEHICLES	3.84
2029	84	6410250	2 - HIGH CLEARANCE VEHICLES	3.53
2029B	6410256	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.74
2048	84	141	2 - HIGH CLEARANCE VEHICLES	1.81
2073	HWY 64	2075	2 - HIGH CLEARANCE VEHICLES	2.54
2084	4050141	4050512	2 - HIGH CLEARANCE VEHICLES	4.15
2084A	4050500	4050500	2 - HIGH CLEARANCE VEHICLES	1.78
2086	102	4050524	2 - HIGH CLEARANCE VEHICLES	2.67
2096	4050540	4050548	2 - HIGH CLEARANCE VEHICLES	1.75
2163	717	140G	2 - HIGH CLEARANCE VEHICLES	1.26
2256	527	4090336	2 - HIGH CLEARANCE VEHICLES	1.00
2401	107	144	2 - HIGH CLEARANCE VEHICLES	1.80
25	4050520	62	2 - HIGH CLEARANCE VEHICLES	3.41
27	I-40	35	2 - HIGH CLEARANCE VEHICLES	4.83
3002	4020522	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	1.31
3010	FOREST BOUNDAR	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.63
3102	186	DEAD END	2 - HIGH CLEARANCE VEHICLES	2.56
3209C	141	144	2 - HIGH CLEARANCE VEHICLES	1.44
3265	127	127	2 - HIGH CLEARANCE VEHICLES	1.75
3268	110	7350735	2 - HIGH CLEARANCE VEHICLES	2.39
3279	73	7300615	2 - HIGH CLEARANCE VEHICLES	0.60
354	Coc-73	PRESCOTT N.F.	2 - HIGH CLEARANCE VEHICLES	15.07
39	142	124	2 - HIGH CLEARANCE VEHICLES	8.12
4	HWY 89	0004030	2 - HIGH CLEARANCE VEHICLES	10.63
41	108	108	2 - HIGH CLEARANCE VEHICLES	6.79
42	122	9212K	2 - HIGH CLEARANCE VEHICLES	0.76
42	122	9212K	2 - HIGH CLEARANCE VEHICLES	1.88
44	186	73	2 - HIGH CLEARANCE VEHICLES	3.40
45	108	DEAD END	2 - HIGH CLEARANCE VEHICLES	5.17
48	139	140	2 - HIGH CLEARANCE VEHICLES	3.71
56	141	TRAILHEAD	2 - HIGH CLEARANCE VEHICLES	3.94
57	Coc-73	354	2 - HIGH CLEARANCE VEHICLES	8.55

Table B-4 Initial Road System Needed for Admin and Management

Road Number	Begin	End	Maintenance Level	Road Length (mi.)
57A	57	746	2 - HIGH CLEARANCE VEHICLES	4.24
58	796	priv61	2 - HIGH CLEARANCE VEHICLES	1.81
7	124	6	2 - HIGH CLEARANCE VEHICLES	6.81
707	730	84	2 - HIGH CLEARANCE VEHICLES	3.18
709	4000850	4000800-PIPELINE	2 - HIGH CLEARANCE VEHICLES	2.07
71	AZ 64	116A	2 - HIGH CLEARANCE VEHICLES	5.48
712	730	6410280	2 - HIGH CLEARANCE VEHICLES	3.98
713	712	141	2 - HIGH CLEARANCE VEHICLES	1.78
714	141	708	2 - HIGH CLEARANCE VEHICLES	2.94
717C	4000205	4050200	2 - HIGH CLEARANCE VEHICLES	0.53
72	0004066	4000905-PIPELINE	2 - HIGH CLEARANCE VEHICLES	2.85
720	141	140	2 - HIGH CLEARANCE VEHICLES	2.84
721	142	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	4.19
728	4030402	DEAD END	2 - HIGH CLEARANCE VEHICLES	3.33
728B	4030401	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.05
728B	4030401	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.52
730	141	736	2 - HIGH CLEARANCE VEHICLES	9.99
736	West F. BDY	East F. BDY	2 - HIGH CLEARANCE VEHICLES	38.52
746	354	354	2 - HIGH CLEARANCE VEHICLES	4.93
747	110	110	2 - HIGH CLEARANCE VEHICLES	4.45
749	139	48 POQUETTE HOMESTEAD RD.	2 - HIGH CLEARANCE VEHICLES	2.69
76	0004066	144	2 - HIGH CLEARANCE VEHICLES	9.11
774	710	87	2 - HIGH CLEARANCE VEHICLES	3.30
779	115	730	2 - HIGH CLEARANCE VEHICLES	1.57
780	4020111	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.51
781J	0000040	4050515	2 - HIGH CLEARANCE VEHICLES	0.69
782	73	7300605	2 - HIGH CLEARANCE VEHICLES	1.28
785	141	76	2 - HIGH CLEARANCE VEHICLES	1.48
787	141	76	2 - HIGH CLEARANCE VEHICLES	2.07
789	736	144	2 - HIGH CLEARANCE VEHICLES	4.84
790	118	789	2 - HIGH CLEARANCE VEHICLES	2.19
791	791	736	2 - HIGH CLEARANCE VEHICLES	4.45
792	88	135	2 - HIGH CLEARANCE VEHICLES	0.96
793	4066870	0001710	2 - HIGH CLEARANCE VEHICLES	5.58
799	4030506	4030520	2 - HIGH CLEARANCE VEHICLES	3.43
81	107	1710750	2 - HIGH CLEARANCE VEHICLES	2.76
87	US 180	736	2 - HIGH CLEARANCE VEHICLES	10.19
88	144	RED HILL LOOKOUT	2 - HIGH CLEARANCE VEHICLES	4.68
89AB	89B	87	2 - HIGH CLEARANCE VEHICLES	1.57
90	144	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	8.41
90A	9080910	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.10
91	6400160	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	4.13
9138R	9219D	15A	2 - HIGH CLEARANCE VEHICLES	0.95
9153	87	89C	2 - HIGH CLEARANCE VEHICLES	3.01
9153H	180	1800350	2 - HIGH CLEARANCE VEHICLES	1.52
9161B	87	710	2 - HIGH CLEARANCE VEHICLES	5.59
9161BA	9161B	774	2 - HIGH CLEARANCE VEHICLES	1.49
9165A	4080402	4080405	2 - HIGH CLEARANCE VEHICLES	1.37
9166	180	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	1.74
9166	180	FOREST BOUNDARY	2 - HIGH CLEARANCE VEHICLES	3.73
9172A	4020215	4020215	2 - HIGH CLEARANCE VEHICLES	2.86
9188F	161	4060245	2 - HIGH CLEARANCE VEHICLES	3.06
9189D	4000800-PIPELINE	R.R. TRACKS	2 - HIGH CLEARANCE VEHICLES	1.14
9189E	142	2	2 - HIGH CLEARANCE VEHICLES	3.34
9189EA	142	2	2 - HIGH CLEARANCE VEHICLES	0.10
9189EC	9189E	9189EJ	2 - HIGH CLEARANCE VEHICLES	1.36
9191H	84	6410215	2 - HIGH CLEARANCE VEHICLES	0.82
9194K	2048	DEAD END	2 - HIGH CLEARANCE VEHICLES	2.66
9194R	4050500	DEAD END	2 - HIGH CLEARANCE VEHICLES	2.31
9196	4000101	9183CB	2 - HIGH CLEARANCE VEHICLES	4.37
9202K	HWY 66	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.72
9203H	144	107	2 - HIGH CLEARANCE VEHICLES	2.45
9204	144	91	2 - HIGH CLEARANCE VEHICLES	1.80
9205	144	4080905	2 - HIGH CLEARANCE VEHICLES	2.84
9208C	6410141	6410297	2 - HIGH CLEARANCE VEHICLES	2.57
9209B	6400160	144	2 - HIGH CLEARANCE VEHICLES	2.01
9212K	4030420	DEAD END	2 - HIGH CLEARANCE VEHICLES	2.76
9213C	HWY 89	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.76
9217E	108	I-40	2 - HIGH CLEARANCE VEHICLES	1.56

Table B-4 Initial Road System Needed for Admin and Management

Road Number	Begin	End	Maintenance Level	Road Length (mi.)
9218F	7300241	108	2 - HIGH CLEARANCE VEHICLES	3.37
9219DB	4030599	4000619	2 - HIGH CLEARANCE VEHICLES	2.44
9223	45	OLD 66	2 - HIGH CLEARANCE VEHICLES	1.53
9229	4000989	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.34
9533	4066850	4000800-PIPELINE	2 - HIGH CLEARANCE VEHICLES	2.89
97	144	6410141	2 - HIGH CLEARANCE VEHICLES	2.43
9711Q	4020101	4020107	2 - HIGH CLEARANCE VEHICLES	0.64
9712R	4060451	DEAD END	2 - HIGH CLEARANCE VEHICLES	0.83
9712V	4060440	4060455	2 - HIGH CLEARANCE VEHICLES	0.89
9731AB	4000800-PIPELINE	DEAD END	2 - HIGH CLEARANCE VEHICLES	2.63
9752	7350701	DEAD END	2 - HIGH CLEARANCE VEHICLES	1.56
Grand Total - Level 2 Roads				521.70
106	73	WILLIAMS SKI AREA	3 - SUITABLE FOR PASSENGER CARS	1.85
108	I-40	COC-73 (OLD 173)	3 - SUITABLE FOR PASSENGER CARS	18.76
109	RD141	RD110	3 - SUITABLE FOR PASSENGER CARS	7.36
110	COC-73	DE (sycamore point overlook)	3 - SUITABLE FOR PASSENGER CARS	15.61
115	730	736	3 - SUITABLE FOR PASSENGER CARS	5.62
12	109	110	3 - SUITABLE FOR PASSENGER CARS	4.99
124	I-40	142	3 - SUITABLE FOR PASSENGER CARS	22.82
131	141	527	3 - SUITABLE FOR PASSENGER CARS	1.95
132	140	CAMPGROUND LOOPS	3 - SUITABLE FOR PASSENGER CARS	1.36
132G	132	DEAD END	3 - SUITABLE FOR PASSENGER CARS	0.59
140	73	141	3 - SUITABLE FOR PASSENGER CARS	6.72
144	141	0000018 (HWY 180)	3 - SUITABLE FOR PASSENGER CARS	12.91
171	144	EAST FOREST BOUNDARY	3 - SUITABLE FOR PASSENGER CARS	8.37
49A	49	DEAD END	3 - SUITABLE FOR PASSENGER CARS	0.33
6	I-40	721	3 - SUITABLE FOR PASSENGER CARS	24.80
62	141	SHULTZ LAKE	3 - SUITABLE FOR PASSENGER CARS	7.30
781	OLD 66	120	3 - SUITABLE FOR PASSENGER CARS	4.47
786	100	194	3 - SUITABLE FOR PASSENGER CARS	3.04
84	141	736	3 - SUITABLE FOR PASSENGER CARS	9.58
Grand Total - Level 3 Roads				158.43
141	I - 40	SR64-WC	4 - MODERATE DEGREE OF USER COMFORT	45.23
47	HWY 64	KAIBAB LAKE C.G.	4 - MODERATE DEGREE OF USER COMFORT	1.97
735	109	CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	2.90
74	HWY 66	141	4 - MODERATE DEGREE OF USER COMFORT	7.53
Grand Total - Level 4 Roads				57.63

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
		VALUES				RISKS			
1	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.03
100	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	4.17
100A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.31
101	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	4.68
102	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	2.885
102D	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.2
102K	LOW	LOW	HIGH		LOW	LOW	LOW	Level 2	0.09
105	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 2	7.77
105A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.46
105RA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.14
107	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	3
107B	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	0.15
107J	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.4
107L	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.51
108AA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.19
108D	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
108E	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.21
109A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.187
10B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.34
11	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.323
110	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	0.7
110A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.06
110C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.98
110E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.99
111	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	6.592
111B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.95
112	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.78
113	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.5
114	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.79
114A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
114B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.31
114C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.52
115	HIGH	HIGH	HIGH	LOW	HIGH	LOW	LOW	Level 2	1.99
116A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.681
118	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	12.202
11D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
11H	LOW	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.06
11M	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.31
11P	LOW	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.21
120	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.59
121	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.4
122	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	4.05
122AB	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
122C	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.54
122EA	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.3
122F	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.963
122N	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.28
122NA	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.21
122R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.433
122S	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.88
122V	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.53
123C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.72
1242C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.5
124D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.23
124E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.6
124L	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
124M	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
124T	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.19
124U	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.86
124V	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.09
124ZA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14
125	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.7
127	HIGH	HIGH	HIGH	LOW	HIGH	HIGH	LOW	Level 2	5.89
127EE	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.51
128	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.8
128EA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
128J	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.67
128R	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.13
129	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.82
12BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.467
12E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.4
12F	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.7
12J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.863

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
12M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.51
13	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
131B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.2
131C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.05
134	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	3.4
136	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.19
138	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.01
138A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.73
138B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.11
139	HIGH	HIGH	LOW		LOW	HIGH	LOW	Level 2	7.5
139A	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
139B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	2.22
139S	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.76
140	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 2	4.7
140B	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	0.83
140C	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.18
140HA	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.08
141CC	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
141F	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.35
141GG	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.21
141JJ	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.05
141KK	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
141VV	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
142A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.85
142BC	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.09
142D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.07
142F	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
146P	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.93
146V	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.76
146W	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.49
147	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	7.5
147C	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.55
14A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.47
15	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.87
150	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.78
151	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.001
151A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3
152	HIGH	LOW	HIGH		LOW	HIGH	HIGH	Level 2	2.2
154	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.82
154D	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.55
156	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.14
157B	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.88
159	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	4.08
160A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.47
161A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.12
163A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.86
166A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.18
167A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.33
168	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	10.12
171AA	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.38
171BB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.1
171C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.5
171E	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.32
173AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
173C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.12
18	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.88
186	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	13.7
186BA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14
186E	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.44
188	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	0.9
190	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.412
191A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.82
194	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 2	4.2
195	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.66
1D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.04
1F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.24
1H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.33
2	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	8.02
2001	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.44
2002	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	3.09
2004	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.63
2010	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.96
2010A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.38
2018	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	3.28

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
2020	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
2020A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.11
2021	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.44
2029	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	4.09
2029A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.54
2029B	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.74
2029C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.55
2048	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.81
2057	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.49
2058	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.241
2058A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.99
2059	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.59
2069	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.23
2072	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.98
2072A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.15
2072B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.42
2073	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.56
2073A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
2074A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.3
2075	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.48
2076AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.34
2076AB	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.56
2079	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.03
2080	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1
2081	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.62
2082	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	0.962
2084	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.94
2084A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.78
2084B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.39
2084C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.05
2084E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.54
2084FA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.1
2084H	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.42
2084J	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.24
2086	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.67
2086D	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
2087	LOW	LOW	HIGH		LOW	LOW	HIGH	Level 2	1.28
2091	HIGH	LOW	HIGH		LOW	HIGH	HIGH	Level 2	1.3
2091A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.45
2091C	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.16
2096	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	1.75
2099	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.21
2100	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.6
2102	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.86
2107A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
2111	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.63
2113A	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.53
2120	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
2129	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.33
2130	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	1.46
2131	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.8
2132	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.23
2141	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.37
2142	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.83
2143	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.48
2151	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	1.57
2163	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.26
2164	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.73
2166	LOW	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.3
2168	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.41
2170	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.78
2178	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.49
2183	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.91
2184	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.64
2185	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.89
2185A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.85
2185B	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.21
2185C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.32
2188	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.66
2191	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.75
2194	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.07
2198	HIGH	LOW	LOW		LOW	LOW	HIGH	Level 2	1.79
2202	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.34
2209	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.82

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
2210	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.52
2210A	LOW	LOW	LOW		LOW	LOW	HIGH	Level 2	0.31
2218	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.34
2220	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	2.87
2229	LOW	LOW	LOW	LOW	LOW	LOW	HIGH	Level 2	0.73
2238	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.16
2245	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.44
2250	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.11
2254	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.045
2256	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1
24	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	4.146
2401	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.96
2406	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.05
2414	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.59
2414A	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.45
2424	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.3
2427	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.26
2447	HIGH	LOW	LOW		HIGH	LOW	HIGH	Level 2	1.45
2449	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.84
2453	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.77
2454	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.26
2460	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.53
2463	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.24
2473	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.31
2478	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.43
2480	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.46
24B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.64
25	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	3.4
27	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.71
2801	HIGH	LOW	LOW		LOW	HIGH	HIGH	Level 2	1.46
2HA	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.66
2HC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.22
2HD	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.04
2HE	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.17
2HM	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.12
3002	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.88
3014	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.71
3099	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.75
3100	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.21
3101A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.77
3102	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.98
3105	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.97
3105A	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.65
3106	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.57
3108	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
3108B	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.14
3109	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.39
3110	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
3114A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.27
3115	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.37
3117	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.88
3209C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.444
3221	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.81
3225	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
3230	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	2.13
3232	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.1
3235	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.5
3236	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.47
3251	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
3258	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.64
3259	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.84
3261	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.81
3265	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.74
3269C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.66
3271	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.23
3273	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.82
3276	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.87
3279	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
3281	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.56
3283	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.47
3296	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.8
3297	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36
343	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.26
35	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.27

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
354	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	5.717
35C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
36B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.272
38A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.42
38C	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
39	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 2	6.98
39A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.62
39BA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.28
4	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.91
41	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	6.409
41C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.14
42	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.74
42	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.74
4360	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.36
44	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.39
44A	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.18
45C	LOW	LOW	LOW	LOW	LOW	LOW	HIGH	Level 2	0.16
45E	LOW	LOW	LOW		HIGH	LOW	HIGH	Level 2	0.41
48	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	3.7
48A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.476
48C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.884
56	HIGH	HIGH	LOW		HIGH	HIGH	HIGH	Level 2	4
56C	LOW	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	0.45
57	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.24
58	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.99
58G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.32
59	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	2.72
59A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
59B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.81
62A	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.08
64C	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	2.42
65	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	6.21
65A	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.92
65B	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.52
6AB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.14
6AC	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.59
6BJ	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.34
6BK	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
6DA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
6LA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.09
6PB	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.07
6PC	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.17
6TD	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.46
7	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.78
701	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.18
701BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.06
707	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.3
708	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.01
709	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.02
71	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.472
712	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	3.98
713	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.8
713A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.41
714	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.94
715	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	4.46
715A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.37
715B	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.25
715D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.17
715E	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	3.11
716	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.082
716C	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.21
716K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.54
717C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.53
717CA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.23
717D	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.19
71A	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.12
71B	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.64
72	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	2.84
720	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	2.84
721	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.17
721A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	2.15
721B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.5
722A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.04
722D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.53

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
727B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.55
728	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.35
7280	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.21
728B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.395
728B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.395
728E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.38
729	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	3.07
730	HIGH	HIGH	HIGH	LOW	HIGH	HIGH	LOW	Level 2	2.3
730A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.28
736	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	41.6
736A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.31
736BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
736E	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.13
74	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 2	4.7
745	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.48
746	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.92
746K	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.67
747	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.6
749	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	2.69
749B	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.96
749C	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.25
74A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.513
74AA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.38
74AB	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
74AC	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.61
74AF	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.585
74L	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.56
75L	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.715
76	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	9.11
76BB	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.34
76CC	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.62
76G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.7
76GG	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.46
76H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.2
76S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.38
76T	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.37
774	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.91
778	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.69
779	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.7
781	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.18
781J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
782	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.28
785	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.48
787	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.84
787B	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.7
789	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	4.83
789A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.02
789CA	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.1
790	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.1
791	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	4.444
792	HIGH	LOW	LOW	LOW	HIGH	LOW	HIGH	Level 2	0.95
793	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	5.58
793C	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.51
796A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.97
796B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.25
796E	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.08
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
796F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.56
796G	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.79
797	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 2	1.1
797B	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.68
798	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	4.33
799	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	3.43
7AA	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.08
7AB	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
7AC	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
81	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	2.76
81A	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.95
81AA	HIGH	LOW	HIGH	LOW	LOW	HIGH	LOW	Level 2	0.25
81AB	HIGH	LOW	HIGH	LOW	LOW	LOW	LOW	Level 2	0.07
81B	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.934
87	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	10.2
87A	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.14

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
		VALUES				RISKS			
88	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	4.682
8850	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.35
89	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.35
89AB	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.13
89C	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.66
89G	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.1
89HB	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
90	HIGH	HIGH	LOW	LOW	HIGH	HIGH	LOW	Level 2	7.194
9044S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	3.68
905E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.49
90A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.09
90JA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.232
91	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.12
9113	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
9138R	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.97
9151	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.31
9153	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.5
9153D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.14
9153G	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.22
9153H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.56
9153HB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.92
9153HC	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.69
9153M	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.5
9153P	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.76
9153PA	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.05
9153V	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	0.8
9155	LOW	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.54
9161B	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	5.6
9161BA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.5
9162	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.45
9163A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
9164A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.31
9164AA	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
9165A	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.37
9166	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.74
9166	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.74
9168A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.46
9171	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.37
9172A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.96
9174	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.89
9177A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.12
9181	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.74
9181D	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.79
9181EA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.45
9182C	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.88
9183B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.51
9183CA	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.37
9183CB	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.79
9183CB	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.79
9183D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.43
9183L	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.009
9183S	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.69
9185C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.74
9185CA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.85
9185E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.03
9186DA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.05
9187BA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.72
9187D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.09
9187E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.7
9188B	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.88
9188EB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.02
9188F	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.07
9189D	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.14
9189DA	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.31
9189E	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.44
9189EA	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	3.44
9189EH	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.29
9189F	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.67
9191H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.86
9191HA	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.14
9191K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.85
9191R	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.58
9191S	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.33
9191SA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.36

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
VALUES				RISKS					
9192E	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	3.77
9194R	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.3
9194W	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.11
9196	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	4.38
9197M	LOW	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.22
9197MB	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.12
9197N	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.87
9197T	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.66
9198U	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.74
9199M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.17
9201A	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.08
9201BA	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.313
9201G	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.73
9201K	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.94
9202D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.47
9202K	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	1.538
9203H	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	2.45
9203K	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.06
9204K	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.97
9205	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	2.85
9205H	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	1.46
9206GA	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.22
9206J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.96
9207J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.35
9208C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.57
9209B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.01
9211B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.31
9212C	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.78
9212F	HIGH	LOW	HIGH	LOW	HIGH	HIGH	LOW	Level 2	3.58
9212J	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.37
9212JB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.08
9212K	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.54
9212KA	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.45
9213C	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.77
9213D	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	1.12
9214A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.2
9214E	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.34
9214H	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.45
9215A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.64
9215K	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.23
9215M	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.06
9216E	HIGH	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	2.37
9216J	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.78
9216N	HIGH	LOW	LOW	LOW	LOW	LOW	LOW	Level 2	0.69
9217E	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	1.57
9217EC	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.1
9218F	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	3.29
9219B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	6.636
9219BB	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.24
9219DB	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.446
9219G	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.06
9221A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	1.21
9221AB	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.34
9221K	HIGH	LOW	LOW	LOW	HIGH	HIGH	HIGH	Level 2	0.9
9222Q	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.2
9223W	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.734
9225W	LOW	LOW	LOW		LOW	LOW	LOW	Level 2	0.52
9226Q	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.36
9226Y	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.15
9227	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.96
9227D	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.75
9227K	LOW	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.15
9228P	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.39
9228V	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.22
9228W	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.9
9228X	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	1.69
9229	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.35
9229X	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.12
9233C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.6
9233G	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.98
9499L	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
9503	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.3
9511B	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.3
9511H	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	2.85

Table B-5 Proposed Minimum Road System

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
		VALUES				RISKS			
9521I	LOW	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.29
9521P	LOW	LOW	LOW	LOW	LOW	HIGH	LOW	Level 2	0.42
9521S	HIGH	LOW	LOW	LOW	HIGH	LOW	LOW	Level 2	0.56
9531A	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.82
9531D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.22
9531I	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	0.86
9531L	HIGH	LOW	LOW		HIGH	HIGH	HIGH	Level 2	1.95
9531R	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.25
9532F	HIGH	LOW	HIGH	LOW	HIGH	LOW	LOW	Level 2	1.58
9532J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.81
9532L	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.6
9532N	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.36
9533	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	2.95
9534A	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.97
9534E	HIGH	LOW	HIGH		HIGH	LOW	LOW	Level 2	0.55
9534J	HIGH	LOW	HIGH		LOW	LOW	LOW	Level 2	0.15
9541B	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 2	0.82
9541D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	1.17
9541F	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	0.1
9541H	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 2	1.18
9611J	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	1.38
97	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.44
9701A	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.53
9701B	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.428
9701K	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.68
9711FA	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.092
9711Q	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.64
9712	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	1.81
9712C	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.16
9712E	LOW	LOW	LOW		HIGH	LOW	LOW	Level 2	0.32
9712F	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.68
9712R	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 2	0.83
9712V	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.89
9713A	LOW	LOW	LOW		HIGH	HIGH	LOW	Level 2	2.19
9713AE	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.32
9713AF	LOW	LOW	LOW		LOW	HIGH	LOW	Level 2	0.48
9731C	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	3.04
9731S	HIGH	LOW	LOW		LOW	LOW	LOW	Level 2	0.9143
97LL	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 2	0.45
NFS7	HIGH	LOW	LOW	LOW	HIGH	HIGH	LOW	Level 2	1.02
priv32	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 2	0.97

TOTAL EXISTING L2 ROADS	945
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Table B-5 Proposed Minimum Road System

Level 3 Roads

Road Number	Range	Recreation	Special Uses	ROS	Heritage	Soils/Hydrology	Wildlife	Maint. Level	Length (mi)
		VALUES				RISKS			
105	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 3	0.5
105D	HIGH	LOW	LOW		HIGH	LOW	LOW	Level 3	0.3
106	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	1.9
108	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	18.56
109	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	7.36
110	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	7.46
12	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	4.95
131	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 3	0.67
132	HIGH	HIGH	LOW		LOW	HIGH	LOW	Level 3	1.43
132-A	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.39
132-B	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.48
132-C	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.28
132D	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.07
132F	HIGH	LOW	LOW		LOW	LOW	LOW	Level 3	0.09
132G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.57
140	HIGH	HIGH	HIGH		HIGH	HIGH	HIGH	Level 3	2.5
144	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	6.1
171	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	Level 3	8.477
173B	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 3	0.22
354	HIGH	HIGH	LOW		HIGH	HIGH	LOW	Level 3	7.127
49A	HIGH	HIGH	HIGH		HIGH	LOW	LOW	Level 3	0.44
49B	LOW	HIGH	LOW		LOW	LOW	LOW	Level 3	0.3
6	HIGH	HIGH	HIGH		HIGH	HIGH	LOW	Level 3	24.209
74G	HIGH	LOW	LOW		LOW	HIGH	LOW	Level 3	0.3
786	HIGH	HIGH	LOW		HIGH	LOW	LOW	Level 3	3.03
84	HIGH	LOW	HIGH		HIGH	HIGH	LOW	Level 3	9.58

Level 4 Roads

103	HIGH	LOW	HIGH		LOW	HIGH	LOW	Level 4	0.57
103A	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 4	0.09
47	HIGH	HIGH	HIGH		LOW	LOW	LOW	Level 4	3.61
735	HIGH	LOW	LOW		HIGH	HIGH	LOW	Level 4	3.31

TOTAL EXISTING L3 and L4 ROADS **115**

Unauthorized Routes Proposed Open (Add to ML 2)

Road Number	Range	VALUES		ROS	Heritage	RISKS		Miles
		REC	Sp_Uses			S/Water	Wildlife	
U335	HIGH	LOW	LOW		LOW	LOW	HIGH	1.01
U369	HIGH	LOW	HIGH		LOW	LOW	LOW	0.42
U371	HIGH	LOW	HIGH		LOW	LOW	LOW	1.08
U385	LOW	LOW	LOW		LOW	LOW	LOW	0.27
U392	HIGH	LOW	LOW		LOW	LOW	HIGH	1.99
U477	HIGH	LOW	LOW		LOW	LOW	LOW	0.25
U479	LOW	LOW	LOW		LOW	LOW	LOW	0.70
U630	HIGH	LOW	HIGH		LOW	LOW	HIGH	0.19
U631	HIGH	LOW	HIGH		LOW	LOW	HIGH	0.40
U635	HIGH	LOW	LOW		LOW	LOW	LOW	0.95
U637	LOW	LOW	LOW		LOW	LOW	LOW	0.26
U639	HIGH	LOW	LOW		LOW	HIGH	LOW	0.83
U640	HIGH	LOW	LOW		LOW	LOW	LOW	1.57
U641	HIGH	LOW	LOW		LOW	LOW	LOW	0.98
U694	HIGH	LOW	LOW		LOW	HIGH	LOW	0.24
U719	LOW	LOW	LOW		LOW	HIGH	HIGH	0.21
U737	HIGH	LOW	LOW		LOW	LOW	LOW	0.51
U740	HIGH	LOW	LOW		LOW	HIGH	LOW	0.86
U761	HIGH	LOW	LOW		LOW	LOW	HIGH	0.62
U767	HIGH	LOW	LOW		LOW	HIGH	LOW	1.00
TOTAL								14.34

Table B-5 Proposed Minimum Road System

Currently Closed Roads Proposed Open (add to ML 2)				
Road Number	Begin	End	Maint. Level	Miles
124N	124	4000800	Level 2	0.91
135	730	88	Level 2	3.21
15A	15	15	Level 2	2.71
2400	796CC	DEAD END	Level 2	1.12
2423	134	2427	Level 2	1.49
3106A	108	3106A	Level 2	1.55
34	39	0004020	Level 2	4.48
51A	57A	DEAD END	Level 2	1.56
710	118	789	Level 2	1.72
710	118	789	Level 2	7.19
717	141	140	Level 2	3.35
764	785	76	Level 2	1.73
796CC	796	Dead End	Level 2	1.18
9189EJ	124	124	Level 2	0.59
9209K	144	4066858	Level 2	1.70
9502	89	9153	Level 2	1.12
TOTAL				36

TOTAL ALL ROADS	1109
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Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
9161C	89	87	Level 2	0.575
122QA	122	Dead End	Level 2	1.78
139C	139	DEAD END	Level 2	0.51
9191U	710	DEAD END	Level 2	1.75
6EC	4000818	DEAD END	Level 2	0.17
9744A	8900373	DEAD END	Level 2	0.31
9183X	124	15	Level 2	0.705
145F	145B	DEAD END	Level 2	0.63
9219GA	4030555	4030565	Level 2	0.08
9521Y	2002	BEYOND FOREST BOUNDARY	Level 2	0.823
804B	111	7300222	Level 2	0.27
12A	12	DEAD END	Level 2	1.92
175C	8900361	8900365	Level 2	0.13
9229A	9229	9229	Level 2	0.89
9536N	4080927	DEAD END	Level 2	0.45
9711S	4020101	4020104	Level 2	0.95
796K	4000800-PIPELINE	DEAD END	Level 2	0.13
8523	7300110	7300110	Level 2	0.21
9189FA	4060494	4020212	Level 2	0.57
9209F	0004066	4066865	Level 2	0.07
2HN	4020522	4060455	Level 2	0.42
48B	48C	48	Level 2	1.005
146S	0004066	DEAD END	Level 2	0.65
16A	16	4000648	Level 2	0.16
119	90	736	Level 2	2.78
9234D	9233C	DEAD END	Level 2	0.38
124F	0004060	DEAD END	Level 2	0.27
175D	PRESCOTT N.F.	Loop	Level 2	1.26
9752	7350701	DEAD END	Level 2	1.57
6BH	4020500	DEAD END	Level 2	0.1
2235	2235B	2235D	Level 2	0.49
9532M	0004066	DEAD END	Level 2	0.87
789B	4080420	DEAD END	Level 2	0.18
2407	2401	2406	Level 2	0.2
45D	45	DEAD END	Level 2	0.23
160J	4000905-PIPELINE	DEAD END	Level 2	0.16
145F	145B	DEAD END	Level 2	0.63
56D	56	56	Level 2	0.54
124EA	4060729	DEAD END	Level 2	0.19
2193	0004090	DEAD END	Level 2	0.39
9182H	4060470	DEAD END	Level 2	0.75
9182T	0004060	DEAD END	Level 2	1.71
9713AA	9713A	9182L	Level 2	0.29
9713AA	9713A	9182L	Level 2	0.29
191BA	4000056	DEAD END	Level 2	0.13
9711R	FOREST BOUNDARY	DEAD END	Level 2	0.15
9744D	4030574	DEAD END	Level 2	0.36
9282F	4020520	0004060	Level 2	3.29
9536M	4080927	DEAD END	Level 2	0.73
9611JA	1800401	DEAD END	Level 2	0.15
9701H	4020520	DEAD END	Level 2	0.71
9223J	7300183	DEAD END	Level 2	1.14
9232	62	DEAD END	Level 2	0.58
9222H	44	DEAD END	Level 2	0.19
90P	90	DEAD END	Level 2	0.37
9183C	124	161	Level 2	1.7
9189EF	4020303	4020312	Level 2	0.67
9023Q	715E	9023K	Level 2	1.74
4H	110	7370662	Level 2	0.92
6BE	6	4020595	Level 2	0.74
6BF	4020546	DEAD END	Level 2	0.44

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
41D	4030550	DEAD END	Level 2	0.08
6NB	6	DEAD END	Level 2	0.42
3268A	7350725	DEAD END	Level 2	0.64
41B	41	DEAD END	Level 2	0.52
3116	73	7300608	Level 2	0.38
3154	110	7350740	Level 2	0.89
3156	11	DEAD END	Level 2	0.66
3164	7350720	7370663	Level 2	0.68
2214	139	139	Level 2	0.32
2235C	4090312	4090315	Level 2	0.3
2247	24	4090365	Level 2	0.85
2109B	141	4050217	Level 2	0.15
736CA	736	2018	Level 2	0.11
1E	4020215	DEAD END	Level 2	0.93
151B	151	2473	Level 2	1.16
182A	161	124	Level 2	0.341
186AA	8900370	8900373	Level 2	0.13
186BD	186BC	186BE	Level 2	0.22
145C	145	DEAD END	Level 2	0.463
146A	0004066	4000905-PIPELINE	Level 2	0.56
146T	4000080	0004066	Level 2	0.79
122P	7300306	DEAD END	Level 2	0.32
122T	122	9212K	Level 2	0.96
124J	0004060	0004060	Level 2	0.2
124R	0004060	DEAD END	Level 2	0.09
124W	124	DEAD END	Level 2	0.34
142G	0004020	DEAD END	Level 2	0.06
9711F	9711G	764	Level 2	0.73
101G	101	DEAD END	Level 2	0.53
102M	4050560	DEAD END	Level 2	0.38
107H	107	DEAD END	Level 2	0.32
736C	736	736CA	Level 2	0.24
6EA	6	DEAD END	Level 2	0.55
140H	140	DEAD END	Level 2	0.15
105R	105	DEAD END	Level 2	0.47
140A	140	700	Level 2	5.99
89K	89	BEYOND FOREST BOUNDARY	Level 2	1.02
3103	722	9216K	Level 2	1.963
35A	4000912	DEAD END	Level 2	2.72
41F	4030550	DEAD END	Level 2	1.08
45	9223	DEAD END	Level 2	5.18
75C	75	Dead end	Level 2	0.91
9215	9187D	Dead End	Level 2	0.74
9196MA	6410532	DEAD END	Level 2	0.25
9199J	6410520	6410527	Level 2	0.23
9202E	793	793	Level 2	1.55
107G	107	DEAD END	Level 2	0.55
74F	4000050	COMPRESSOR STATION	Level 2	1.76
NFS9	89	89	Level 2	0.86
9181AA	4020557	DEAD END	Level 2	0.41
127V	127	126	Level 2	0.56
9154	US-180	LOOP	Level 2	3.992
166	141	141	Level 2	2.43
152A	152	2801	Level 2	0.8
10A	4060443	DEAD END	Level 2	0.11
122E	111	122	Level 2	1.195
165A	4000190	4000190	Level 2	0.88
186BC	186BE	186B	Level 2	0.22
2060	74	6410528	Level 2	1.63
2109	141	4050215	Level 2	0.68
9194D	6400110	4000905-PIPELINE	Level 2	2.13
122NB	122	DEAD END	Level 2	0.3

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
9223JA	57A	R.R. TRACKS	Level 2	0.61
122DD	122	7300229	Level 2	0.17
122TA	7300236	DEAD END	Level 2	0.21
6F	6	DEAD END	Level 2	0.06
3202	109	109	Level 2	1.34
3204	110	DEAD END	Level 2	1.75
9531E	4080930	DEAD END	Level 2	0.58
145G	4066896	FOREST BOUNDARY	Level 2	0.38
63	76	Dead End	Level 2	1.27
160HD	4066887	DEAD END	Level 2	0.22
2109A	4050217	DEAD END	Level 2	0.19
9712RA	4060450	4060450	Level 2	0.18
9209G	191A	DEAD END	Level 2	0.76
9511HD	1800366	DEAD END	Level 2	0.05
9532K	0004066	DEAD END	Level 2	0.31
9541R	140	DEAD END	Level 2	0.16
9711A	9711F	DEAD END	Level 2	0.472
127BC	7370972	DEAD END	Level 2	0.55
9182R	4020150	DEAD END	Level 2	0.49
9731A	4000806	DEAD END	Level 2	1.63
9744	8900370	DEAD END	Level 2	0.2
9226C	122	DEAD END	Level 2	0.57
9228K	127	DEAD END	Level 2	0.67
701G	7300110	7300195	Level 2	1.39
108FF	4030557	4030559	Level 2	0.37
141NN	141	141PP	Level 2	0.84
65AA	141	4090010	Level 2	0.67
2117	139	747	Level 2	2.39
2139	139	4050590	Level 2	0.64
3117C	7300605	7300606	Level 2	0.56
190C	1710631 & 1710632	DEAD ENDS	Level 2	0.71
1242B	124	Dead End	Level 2	0.44
124B	124	124AB	Level 2	0.24
9711D	9711F	764	Level 2	0.06
9713B	4020100	DEAD END	Level 2	0.17
9731AB	4000800-PIPELINE	DEAD END	Level 2	1.08
9731UB	8900301	DEAD END	Level 2	0.18
186DD	186	Dead End	Level 2	1.65
9511E	144	DEAD END	Level 2	0.43
9222B	44	DEAD END	Level 2	0.78
9183Y	9183YA	Private Property	Level 2	2.2
9187B	124	DEAD END	Level 2	0.76
6TA	4020500	4020500	Level 2	0.2
35D	35	DEAD END	Level 2	0.15
24C	24	DEAD END	Level 2	0.28
2HG	4020516	4020514	Level 2	0.15
3010	FOREST BOUNDARY	DEAD END	Level 2	0.63
2239	4090306	4090310	Level 2	0.376
2248	24	9233C	Level 2	0.45
2403	4066872	DEAD END	Level 2	0.38
2044	707	84	Level 2	0.89
2046	84	DEAD END	Level 2	0.45
2084F	4050510	DEAD END	Level 2	0.26
2095	DEAD END	DEAD END	Level 2	1.9
124K	124	DEAD END	Level 2	0.29
12CC	7350785	7350783	Level 2	0.82
203	168	DEAD END	Level 2	0.06
6PA	6	DEAD END	Level 2	1.19
9216A	35	DEAD END	Level 2	2.82
9198UA	6410538	6410538	Level 2	0.77
9211F	108	DEAD END	Level 2	0.55
9731B	9731BA	DEAD END	Level 2	0.68

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
9181F	4020520	4020514	Level 2	0.2
126DA	7370962	126	Level 2	0.36
9722AB	9722A	DEAD END	Level 2	0.125
142E	0003020	4020235	Level 2	0.44
2056A	2056	DEAD END	Level 2	0.23
2179	102	DEAD END	Level 2	1.61
2208	749	7300133	Level 2	0.17
9236D	7350775	DEAD END	Level 2	0.4
9521H	84	Dead End	Level 2	0.17
9711V	39	DEAD END	Level 2	0.33
10C	10B	Dead End	Level 2	0.138
754	2	9282F	Level 2	1.77
9204	144	91	Level 2	1.8
2253	24	DEAD END	Level 2	0.59
2B	4020520	4020523	Level 2	0.22
2HS	4020420	4020532	Level 2	0.53
2HW	4020520	4020525	Level 2	0.45
3268	110	7350735	Level 2	2.39
9215HA	9215H	30	Level 2	0.28
9193V	736	1800322	Level 2	1.51
9228F	0000108	DEAD END@QUAD BOUNDARY	Level 2	0.95
9232C	4090327	4090325	Level 2	0.11
3166	7370660	7350720	Level 2	0.99
9204C	90	DEAD END	Level 2	2
9207K	107	4000800-PIPELINE	Level 2	0.76
9247	747	747	Level 2	1.21
3002BA	3002B	736	Level 2	0.06
2084D	4050500	DEAD END	Level 2	0.05
40	4030550	DEAD END	Level 2	2.8
186AB	8900375	DEAD END	Level 2	0.15
116B	6400110	6400110	Level 2	0.61
9153HA	1800350	1800354	Level 2	0.15
9157B	87	1800313	Level 2	0.89
9701U	4020520	DEAD END	Level 2	0.52
9711CB	4020520	DEAD END	Level 2	0.05
9731T	4000806	FOREST BOUNDARY-DEAD END	Level 2	0.63
9531JB	9531J	DEAD END	Level 2	0.15
9235E	7350792	DEAD END	Level 2	1.44
9237C	56	DEAD END	Level 2	0.23
64	4090301	DEAD END	Level 2	0.76
3287A	110	DEAD END	Level 2	0.41
140GB	4050210	DEAD END	Level 2	0.45
3108C	4030402	DEAD END	Level 2	0.27
2215	139	DEAD END	Level 2	0.5
2034	115	DEAD END	Level 2	1.08
2020B	2022	736	Level 2	1.39
30E	9215H	9215H	Level 2	0.76
812	793	DE	Level 2	1.642
125C	125	DEAD END	Level 2	0.16
12R	12	DEAD END	Level 2	0.26
105V	7370986	DEAD END	Level 2	0.86
10AC	4020500	DEAD END	Level 2	0.23
140G	140	140	Level 2	1.67
141DD	141	DEAD END	Level 2	0.38
147A	147	110	Level 2	2.6
89D	1800300	FOREST BOUNDARY	Level 2	0.79
3200	147	DEAD END	Level 2	0.28
57D	57	57	Level 2	1.36
9216LA	4000623	4000616	Level 2	0.29
9198E	707	2044	Level 2	0.88
9201BB	4066841	DEAD END	Level 2	0.15
3107B	3107	9822C	Level 2	0.55

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
764AA	4060480	DEAD END	Level 2	0.19
782A	7300602	7300602	Level 2	0.71
9181A	4020500	DEAD END	Level 2	0.67
9161C	89	87	Level 2	0.575
127HH	127	7370962	Level 2	0.34
2HL	4020520	DEAD END	Level 2	0.45
102A	102	4050533	Level 2	0.58
2103	141	4090015	Level 2	1.54
9197B	16	DEAD END	Level 2	0.86
9221AC	4000989	DEAD END	Level 2	0.26
9536K	144	DEAD END	Level 2	0.9
175B	PRESCOTT N.F.	DEAD END	Level 2	1.56
139E	139	4050235	Level 2	0.91
1G	4020215	DEAD END	Level 2	0.18
25C	102	4050540	Level 2	1.04
701B	73	7300110	Level 2	0.6
63A	63	Dead End	Level 2	0.47
160HC	4066886	DEAD END	Level 2	0.67
9701N	2A	9712Y	Level 2	1.22
9219DD	4000621	4000616	Level 2	0.75
9511HB	1800364	DEAD END	Level 2	0.3
9536A	1710750	DEAD END	Level 2	0.45
9712N	7A	DEAD END	Level 2	0.1
9219A	4000850	DEAD END	Level 2	1.6
2A	2	736	Level 2	0.71
1C	4020215	FOREST BOUNDARY	Level 2	0.6
9224J	7300190	7300110	Level 2	0.74
9245B	109	DEAD END	Level 2	1.029
9701G	4060463	DEAD END	Level 2	0.13
9711CA	4020520	DEAD END	Level 2	0.15
3206A	7350730	DEAD END	Level 2	0.16
127AA	127	7370963	Level 2	0.17
6BA	4020595	DEAD END	Level 2	0.09
9532R	171C	145V	Level 2	1.31
9701T	4020500	4929547	Level 2	0.53
9511F	144	DEAD END	Level 2	0.61
9511HA	1800365	1800366	Level 2	0.36
9224W	4000192	DEAD END	Level 2	1.59
9228C	105	DEAD END	Level 2	1.04
9239C	56	DEAD END	Level 2	1.12
9219D	4000611	DEAD END	Level 2	3.75
3107B	3107	9822C	Level 2	0.55
90N	90	90	Level 2	0.08
777	2020	Forest Boundary	Level 2	2.6
9101V	2	2	Level 2	0.72
6AH	6	DEAD END	Level 2	0.09
3268B	7350701	7350725	Level 2	1.71
3287	110	7350725	Level 2	0.63
3002A	4020525	DEAD END	Level 2	0.69
1HB	4020501	4020321	Level 2	0.24
186BE	186B	186B	Level 2	0.72
122G	122	DEAD END	Level 2	0.438
124ED	4060729	DEAD END	Level 2	0.18
12Q	7350700	DEAD END	Level 2	2.05
163	163A	Dead End	Level 2	3.589
3273A	7370642	DEAD END	Level 2	0.11
3292	147	DEAD END	Level 2	0.56
39BC	4060739	DEAD END	Level 2	0.32
736P	736	2	Level 2	0.34
128B	4080930	DEAD END	Level 2	0.959
145	HWY 66	BEYOND FOREST BOUNDARY	Level 2	1.663
9191KA	9191K	9194K	Level 2	1.34

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
9731B	9731BA	DEAD END	Level 2	0.68
9153Y	1800330	1800341	Level 2	0.05
38	4	798	Level 2	6.26
141B	141	DEAD END	Level 2	0.18
11N	11	7350758	Level 2	0.27
123A	C.R. 136	DEAD END	Level 2	0.38
2056	141	74	Level 2	0.81
3108A	4030402	DEAD END	Level 2	0.23
9206G	107	DEAD END	Level 2	0.11
9511HE	US-180	DE	Level 2	0.79
9731BB	4000801	4000801	Level 2	0.19
710B	710	DEAD END	Level 2	1.27
9226J	354	DEAD END	Level 2	0.88
7AE	7	DEAD END	Level 2	0.58
9713AB	4020123	4020122	Level 2	0.19
130	124	Dead End at Signal Hill	Level 2	2.3
9217	27	FOREST BOUNDARY	Level 2	1.24
30B	4000930	DEAD END	Level 2	0.86
155	127	Bar Cross Cabin	Level 2	2.011
145H	4066898	DEAD END	Level 2	0.19
2235D	4090310	4090310	Level 2	0.96
9189DB	4000837	R.R. TRACKS	Level 2	0.27
109B	1710630	DEAD END	Level 2	0.16
39B	39	9712-124	Level 2	2.321
9199G	74A	6410523	Level 2	0.74
9211BD	4000816	DEAD END	Level 2	0.88
9511HC	1800366	DEAD END	Level 2	0.05
3110A	7300310	7300218	Level 2	0.17
191BB	4000056	DEAD END	Level 2	0.2
110D	7350401	DEAD END	Level 2	0.14
122AC	122	DEAD END	Level 2	0.34
9183W	9187E	15A	Level 2	0.5
9131BC	6	DEAD END	Level 2	0.14
9163	9162	DEAD END	Level 2	1.52
2235B	2235A	2235D	Level 2	0.76
9744F	4030575	DEAD END	Level 2	0.56
9731BA	COUNTY LINE INTERCHANGE	4000800-PIPELINE	Level 2	0.58
9731R	41	9218G	Level 2	1
9731U	114	DEAD END	Level 2	0.57
9822C	122Q	DEAD END	Level 2	1.7
9503A	1800300	1800310	Level 2	0.16
9586J	90	DEAD END	Level 2	0.71
9219DC	4000619	4030599	Level 2	1.24
9183CC	9183CB	DEAD END	Level 2	0.13
9183G	4060409	4020595	Level 2	1.52
9219BC	9219B	DEAD END	Level 2	0.153
89AA	1800312	1800312	Level 2	0.1
89J	1800310	FOREST BOUNDARY	Level 2	0.1
900	75	DEAD END	Level 2	1.44
6NC	4020571	4020537	Level 2	0.14
6TE	4020500	4020561	Level 2	0.6
6VBE	4020500	DEAD END	Level 2	1.77
39BD	4060739	DEAD END	Level 2	0.19
3255A	7370945	DEAD END	Level 2	0.47
2161	109	131	Level 2	3.49
2437	1710783	0001710	Level 2	0.81
190B	190	DEAD END	Level 2	0.11
2007	4000905-PIPELINE	DEAD END	Level 2	0.84
160HA	4066884	DEAD END	Level 2	0.66
147AB	7350748	DEAD END	Level 2	0.15
123B	8900206	DEAD END	Level 2	0.09
123CD	8900207	DEAD END	Level 2	0.21

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
12P	7350775	DEAD END	Level 2	0.28
105B	7350720	DEAD END	Level 2	0.32
105FA	7370990	DEAD END	Level 2	0.3
9228WA	7370633	DEAD END	Level 2	0.18
9212L	186BE	Private	Level 2	0.31
9216L	4000616	4000631	Level 2	0.37
9194M	9521F	74A	Level 2	1.8
9212B	C.R. 136	C.R. 136	Level 2	1.17
9194MA	9194M	74A	Level 2	1.143
9153W	736	FOREST BOUNDRY	Level 2	0.814
102J	102	4050533	Level 2	0.79
173D	73	Dead End	Level 2	0.15
190A	190	190C	Level 2	0.1
2467	2465	151A	Level 2	0.25
9217J	41	Dead End	Level 2	1.322
9227J	354	7370943	Level 2	3.584
11K	11	110	Level 2	0.85
3162	3166	11C	Level 2	0.56
127A	126	127	Level 2	0.27
124EC	4060729	DEAD END	Level 2	0.13
186C	4030575	DEAD END	Level 2	0.61
2235A	4090306	DEAD END	Level 2	0.77
3165	110	7370661	Level 2	0.36
6TB	4020563	DEAD END	Level 2	0.63
186AC	8900375	DEAD END	Level 2	0.83
57A	57	746	Level 2	4.22
9226D	73	140	Level 2	2.29
7A	7	7	Level 2	1.835
9194E	6400012	6400026	Level 2	0.27
9711B	2	DEAD END	Level 2	0.11
9221AA	4000972	DEAD END	Level 2	0.12
186AC	8900375	DEAD END	Level 2	0.83
74AE	4000086	DEAD END	Level 2	0.2
354G	354	DEAD END	Level 2	1.14
186AD	8900370	8900370	Level 2	0.21
2003	1800322	DEAD END	Level 2	0.44
2185D	4050550	DEAD END	Level 2	0.16
124EB	4060729	4060731	Level 2	0.17
12AB	12A	Dead End	Level 2	1.5
796L	4000800-PIPELINE	FOREST BOUNDARY	Level 2	0.21
780	4020111	DEAD END	Level 2	1.38
36	35	35	Level 2	0.15
41E	4030550	DEAD END	Level 2	0.13
186AC	8900375	DEAD END	Level 2	0.83
122TC	7300236	DEAD END	Level 2	0.47
125D	9221K	DE	Level 2	1.56
NFS9	89	89	Level 2	0.86
54	110	DEAD END	Level 2	0.33
9722A	6E	DEAD END	Level 2	0.83
9531JA	6410563	DEAD END	Level 2	0.32
6BC	4020500	DEAD END	Level 2	0.57
6H	6	DEAD END	Level 2	0.27
3267	105	905E	Level 2	1.44
3278	147	DEAD END	Level 2	0.55
3012	0004060	DEAD END	Level 2	0.39
30A	9731W	9731W	Level 2	0.76
3100A	8900201	DEAD END	Level 2	0.38
64AA	64A	DEAD END	Level 2	0.53
2019	118	736	Level 2	0.38
180A	180	DEAD END	Level 2	0.1
186BB	9744F	186B	Level 2	0.32
12C	7350790	7350789	Level 2	0.67

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
122A	122	DEAD END	Level 2	0.14
3015D	4000611	DEAD END	Level 2	0.12
9181E	0004020	4060493	Level 2	1.28
128G	90	DEAD END	Level 2	1.47
10AB	4020456	4020458	Level 2	0.06
186AF	8900370	DEAD END	Level 2	0.15
9521A	6410286	736	Level 2	0.98
9198UB	6410538	DEAD END	Level 2	0.1
9221	121	11th St.	Level 2	0.3
9197A	9197	DEAD END	Level 2	0.41
9228H	105	DEAD END	Level 2	0.23
128CG	90	4080970	Level 2	0.23
9182L	9711N	9713AE	Level 2	1.491
145V	4066898	DEAD END	Level 2	0.2
9206G	107	DEAD END	Level 2	0.11
2204	110	139	Level 2	0.43
9215H	PRESCOTT N.F.	8900345	Level 2	2.62
9218A	I-40	I-40	Level 2	1.6
9252	RAILROAD	62	Level 2	0.82
9197J	6400110	6400112	Level 2	0.53
9204D	90	DEAD END	Level 2	0.26
9205C	4080911	4080911	Level 2	2
9531J	97	DEAD END	Level 2	1.48
9194K	2048	DEAD END	Level 2	2.71
119B	6400170	6400173	Level 2	1.72
122H	122	7300235	Level 2	2.31
9531UB	1710614	DEAD END	Level 2	0.39
9711H	9711d	764	Level 2	0.33
2241	4090018	4090010	Level 2	1.6
9184B	124	DEAD END	Level 2	0.8
160HB	107	4066889	Level 2	0.67
124G	124	4060230	Level 2	0.12
127T	127	7370310	Level 2	0.17
9532H	HWY 66	DEAD END	Level 2	0.55
9731BC	4000800-PIPELINE	4000803	Level 2	0.15
9225N	105	DEAD END	Level 2	0.86
9232W	Dead End	Dead End	Level 2	1.32
9236F	7350775	7350775	Level 2	1.15
9222X	4050524	4050523	Level 2	0.34
9189EC	9189E	9189EJ	Level 2	1.37
722	4000912	DEAD END	Level 2	0.32
42A	4030420	DEAD END	Level 2	0.23
6TC	4020561	DEAD END	Level 2	0.54
354H	354	DEAD END	Level 2	0.56
2HU	4020530	4020532	Level 2	0.15
3002B	4020525	DEAD END	Level 2	0.33
3010A	4020104	DEAD END	Level 2	0.76
2461	100	DEAD END	Level 2	0.69
2045	708	2044	Level 2	1.87
2049	6410221	6410230	Level 2	1.27
1EA	4020215	4020233	Level 2	0.28
139R	7300155	139	Level 2	1.31
110B	110	Dead End	Level 2	0.15
3102A	7300620	DEAD END	Level 2	0.68
89A	2004	87	Level 2	1.28
9216	27	DEAD END	Level 2	0.8
9194U	4050505	DEAD END	Level 2	0.14
9219AB	9219A	DEAD END	Level 2	0.3
74BA	4000075	DEAD END	Level 2	0.17
140S	0004066	4066893	Level 2	0.24
3015	744	796	Level 2	1.21
2205	139	7300155	Level 2	2.84

Table B-6 Proposed Road Closures

Road Number	BEGIN	END	Maintenance Level	Miles
2234A	141	4090005	Level 2	0.1
11E	11	7350720	Level 2	0.6
12D	12	DEAD END	Level 2	1.12
145D	4066896	FOREST BOUNDARY	Level 2	0.23
3262	7370310	DEAD END	Level 2	0.78
TOTAL CLOSURES				381.432

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Appendix C: Documentation for Travel Analysis Process

FS-643 Questions and Responses – Williams Ranger District Roads Analysis (2006)

Ecosystem Functions and Processes (EF)

EF(1): What ecological attributes, particularly those unique to the region, would be affected by roading of current un-roaded areas?

There are no plans to build roads within inventoried roadless areas. There are no Inventoried Roadless Areas on the Williams Ranger District. In addition, no other un-roaded areas are planned to have permanent roads built. The ecological attributes of these areas will continue to be protected by the Forest Plan and project-level design features.

EF(2): To what degree do the presence, type, and location of roads increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites? What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?

The presence of roads increases the risk of spread of existing and new noxious weeds to the Forest and surrounding landscapes. The higher the assigned maintenance level, the higher the frequency of road maintenance and increased traffic increases the chances for spread of exotic (noxious) plants into new areas. Invasive or noxious weeds may displace the habitat of existing native species. The end result is reduced ecosystem function that can be dramatically altered by the introduction and spread of noxious weeds and our road system can provide an opportunity for introduction of new species from other areas.

In November 2004 the Forest Supervisors from the Coconino, Kaibab and Prescott National Forests signed a Record of Decision for the Integrated Treatment of Noxious or Invasive Weeds on the Coconino, Kaibab and Prescott National Forests. Currently, there are scattered inventoried, known infestations of noxious or invasive weeds on the Williams District. Several infestations have been treated in both FY 05 and 06.

EF(3): To what degree do the presence, type, and location of roads contribute to the control of insects, diseases, and parasites?

The presence of roads allows access to the forest for many types of treatment, including, mechanical, chemical, and burning.

The road system is the primary vector of introduction of many of these same insects, diseases, parasites, and noxious or invasive weeds.

EF(4): How does the road system affect ecological disturbance regimes in the area?

The disturbance these roads cause occurred during the construction of the roads, and most are well-established roads. Some of the unauthorized routes created by forest users are less established. These existing roads have already created the disturbance and now we deal with the effects of the presence, use and maintenance of the roads.

The most common disturbance regimes on the Kaibab National Forest are fire, drought, insects and disease in the Ponderosa Pine and coniferous forest types. These regimes are interrelated since drought

often leads to increased incidences of fire and outbreaks of insects and disease. Fire is considered to be the most significant disturbance regime.

Road access provides risk for human-caused fires on the Forest, roads also allow rapid response opportunity for fire suppression activities. Even though it is acknowledged that road access in the Forest increases risk for human caused fire, this risk can be minimized through administrative means such as smoking and campfire restrictions and complete closures during high and extreme fire danger periods.

In the event of prescribed natural fires, some roads can hamper the development and spread of the burn.

EF(5): What are the adverse effects of noise caused by developing, using, and maintaining roads?

Noise from developing, using and maintaining roads may affect people and wildlife within hearing distance. There is no specific data on the effects of noise from KNF roads on people. During this project, the travel management work that is on-going for the Tusayan Ranger District and revision efforts to the Kaibab Land and Resource Management Plan, there have been a series of public meetings and open houses. The issue of noise pollution and specifically noise from off-highway vehicles, motorcycles, recreational vehicles and how it impacts the quality of experience for forest visitors is coming up more often.

Aquatic, Riparian Zone, and Water Quality (AQ)

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

Roads have three main effects on water: 1) they intercept rainfall directly on the road surface and road cutbanks and subsurface water moving down the hillslope or springs; 2) they concentrate flow, either on the surface or in an adjacent ditch or channel; and 3) they divert or reroute water from normal flow paths had the roads not been built. Increasing road density increases the impact to a watershed and its waterways. For example, by intercepting surface and subsurface flow, and concentrating and diverting it into culverts, ditches, gullies, and channels, road systems effectively increase the density of streams in the landscape, thereby changing the amount of time it takes for water to enter a stream channel, altering the timing of peak flows and hydrograph shape. Usually the change in the hydrograph's shape is a quicker runoff response time (i.e. "flashier" flow response), which produces a taller and sharper shape in the hydrograph's peak flow design.

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

Different parts of the road system and their adjoining cutbanks and fillslopes behave quite differently hydrologically. All roads do not perform equally during storms, and the same road segment may behave quite differently during storms of different magnitudes. As storms become larger or soil becomes wetter, more of the road system contributes water and sediment directly into streams. Road gradient has a profound effect on the magnitude of hydrologic change on roads and to surrounding areas. Discharge from hillslopes, cutbank height, density of stream crossings, soil properties, and response to storms all differ by slope position or watershed aspect. The most important consideration of how roads or dirt. The number of miles of roads per area in a watershed is known as road density. The greater the road density value, the greater the potential impact to a watershed and its hydrologic system caused by those roads. Proper design and maintenance of roads can reduce the amount of sedimentation. The amount of traffic on a road can affect the FS ability to properly maintain the road.

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

There is no known incidence of mass wasting due to roads on the Williams Ranger District or the Kaibab National Forest. Concentration and diversion of flow into headwater areas can cause incision of previously unchanneled portions of the landscape and initiate slides in colluvial hollows. Diversion of stream flow at road-stream crossings, road proximity next to stream channels, and the culvert placements and frequencies are key factors contributing to road failure and other landscape erosional consequences during large flood events. Another potential factor would be the unusually high antecedent moisture content in the soils as a result of above normal wet years or heavy snow pack allowing increased risk for slumping or small landslides along, usually, cutbanks and less often on fillslopes.

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

Road stream crossings can be a major source of sediment to streams, resulting from channel fill around culverts, subsequent road-crossing failures, and subtle or major changes in stream morphology caused by aggradations such as the increase number of point bars in stream channels. Greater road density will have a greater number of road-stream crossings and thereby increasing the likelihood of impact on stream water quality as a result of increasing amount of fine sediment or sand entering streams at those juncture points. Stream crossings such as ford crossings allow greater sediment delivery to streams because of the direct connection from a road to a stream as compared to culvert crossings or bridges. The greater number of traffic or higher road density of non-paved roads will have a greater propensity for sedimentation to streams and potentially increasing the impact to water quality, fishes, and/or macro-invertebrates.

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

Clear and open pathways for pollutants to enter surface waters are either at road crossings such as fords and roadside culverts that pipe near or directly into surface waters. The potential for pollutants to enter surface waters is also based upon the design of the road system such as out-sloped vs. in-sloped road designs, the incorporation of broad road dips, and the number of culvert installations along road-side ditches. Other factors are the roads' proximity to streams and the amount of vegetation such as grasses that can serve as "pollutant traps" between the road and stream water. If the road is designed poorly or there is a lack of vegetation materials to serve as a "buffer strip" between the road and stream water, movement of pollutants into surface waters is likely to occur. Proximity of the road to a stream is the strongest controlling variable in determining problems on water quality in streams. However, paved road systems are likely to be the pollution source areas due to the higher public vehicular use, greater attention on road maintenance requirements, and accidental spills, while unpaved road system are likely to be the source for sedimentation problems to nearby streams. Since there are few live streams and limited surface waters on the Williams District and the Kaibab National Forest, this potential impact is minimal.

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

See AQ(1), (2), (3), and (4) for additional information. The Kaibab is unique, in that it has the fewest miles of perennial streams of any national forest in the National Forest System. The longest stretch of perennially flowing stream is in the Saddle Mountain Wilderness on the North Kaibab Ranger District. Most surface flow on the Forest is for a short period (1 to 4 weeks) during and after snow melt in the spring, and very briefly(1-12 hours) following summer thunderstorms.

AQ(7): What downstream beneficial uses of water exist in the area? What changes in uses and demand are expected over time? How are they affected or put at risk by road-derived pollutants?

Recreational uses such as fishing, water diversions for range uses, drinking water, stock ponds, and impoundments are the beneficial uses. One perennial stream system supports aquatic and wildlife species, and riparian plant species. Intermittent streams may support these as well during wetter seasons.

The continued increase in population in the west in communities in and around the Williams Ranger District has been observed and will likely generate an increase in recreational and transportation needs as result. These increases will likely cause additional impact to both paved and non-paved road systems throughout the National Forest.

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

Wetland roads are quite different from upland sites with regard to erosion potential and processes. Low gradients, high water tables, ample soil developments, water-loving plants, and poorly defined natural drainage and sheet flow areas during heavy rainfall events often define wetland areas. The mobilization of fine sediment produces little impact immediately in the wetland areas but may be potentially impacted from upland sources and where floodwater could impact wetlands. However, wetlands on the Williams Ranger District are rare. Wetlands are likely to be found near spring areas, or along flat valleys.

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

Roads affect geomorphic and channel dynamics from four different mechanisms: 1) accelerating erosion from the road surface and prism itself by both mass and surface erosion processes that adds or changes the equilibrium dynamics in a channel through sediment loading and the erosion processes; 2) directly affecting channel structure and geometry by constraints to the floodplain or stream that have a natural tendency for lateral (or vertical) migration; 3) altering of surface flow paths and increasing stream density, leading to increased landscape dissection or channelization onto previously unchannelized portions of the landscape; and 4) causing complex interactions among water, sediment, and woody materials (see question #5 also about woody materials and roads) where an increase in sediment movements, road side failures, slumpings, stream bank failures, landslides, and changes in streamflow dynamics will occur. These mechanisms involve different physical processes, have varying effects on erosion rates, and are not uniformly distributed either within or among landscapes or watersheds. As variable as climatic results will occur, so will the responses of a watershed or landscape containing a road system.

AQ(10): How and where does the road system restrict the migration and movement of aquatic organisms? What aquatic species are affected and to what extent?

Road systems affect the migration and movement of aquatic organisms by blocking access to spawning grounds or suitable habitats through inappropriately installed culverts, poorly designed low water crossings, or changes in water velocities in a stream. Movement of fish within a stream or river system is not an issue on the Kaibab, but movement of amphibians may be. On the Kaibab National Forest, there are no known restrictions of migration or movement of aquatic organisms. No surveys of culverts or low water crossings have been conducted to determine where conflicts with aquatic organisms might exist. This information still needs to be obtained. Due to the limited amount of perennial streams on the Kaibab, we assume that restrictions are limited.

AQ(11): How does the road system affect shading, litterfall, and riparian plant communities?

See AQ(5). The nature, frequency, and intensity of organic or non-organic materials inputs in different zones between road and riparian areas occur as a result in the introduction of a road system in a natural setting. A road ecosystem does exist and may provide ecological niche areas for plant communities in some locations as a result. A road system can exacerbate conditions by altering an already dynamic environment. For example, road systems can increase noxious weeds or non-native plants into riparian areas introduced via vehicles or people. Or cause a change in the nature of lateral migration in a channel affecting riparian plant communities.

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

The existing road system on the Kaibab National Forest is considered to be adequate for access to the limited fishing waters by sportsmen. It is unknown how much poaching of fish occurs on the Kaibab National Forest. Due to the limited amount of fisheries, it is assumed to be negligible.

AQ(13): How and where does the road facilitate the introduction of non-native aquatic species?

The introduction of non-native aquatic species will likely be greater where access to waters is made easier. The introduction of non-natives, such as bullfrogs, goldfish, sunfish, and bait bucket minnows often occurs where access is easier and faster. Waters located along passenger roads are more likely to receive non-native introduced species than waters located in back country areas or along more rugged high clearance roads. In addition, waters with high recreational fishing use will tend to receive more bait bucket introductions than waters located in back country areas where access is limited to foot travel.

The status of non-native aquatic species has not been fully assessed on the Kaibab.

AQ(14): To what extent does the road system overlap with areas of exceptionally high aquatic diversity or productivity, or areas containing rare or unique aquatic species or species of interest?

Analyses as to the extent in which roads overlap with areas of exceptionally high aquatic diversity or productivity have not been conducted to date on the Kaibab National Forest.

Terrestrial Wildlife (TW)

TW(1): What are the direct affects of the road system on terrestrial species habitat?

Direct affects to terrestrial species habitat from the Williams Ranger District road system include: 1) loss of habitat due to conversion of native vegetation to a particular road surface (paved, gravel, dirt), 2) fragmentation of habitats due to road system development, 3) interruption in migratory patterns of wildlife to reach breeding habitat or winter range habitat, and 4) lack of habitat use by wildlife due to disturbance caused by use of the road system.

Lack of wildlife use in habitats along roads can also be correlated to the level of use a road receives over a period of time. Low use roads may tend to have wildlife using road side habitats more frequently than roads with high traffic volume.

TW(2): How does the road system facilitate human activities that affect habitat?

Human activities that affect habitat and are facilitated by the existing road system include; 1) Off road vehicle travel, 2) Dispersed shooting or target practice, 3) Dispersed camping, 4) Large group special uses, 5) Forest Service commodity production (i.e. livestock, timber and mining).

Off-road vehicle travel on undesignated routes (i.e. cross country) is facilitated from existing roads, whether it's a level 2 or a level 5 road. Off-road vehicle travel affects habitat through trampling of vegetation, compaction of soil, loss of vegetation and soil, and contributing sediment to stream waters. Impacts to habitat can either be short term or long term. Short term impacts maybe where an off-road vehicle makes one pass across a stream and the resulting sediments clear up in a few minutes. Long term impacts are where multiple passes occur across the stream resulting in eroded banks and loss of vegetation and soils for an extended period of time (i.e. years).

Recreational uses such as dispersed shooting areas, camping or large group events also impact wildlife habitat to varying degrees. For example, large group events occur periodically and over a short period of time. Most often, they occur over a weekend and result in trampling of vegetation in a meadow. The effects of such an activity are likely to last only a short period of time, a few days or weeks. Other affects include displacement of wildlife due to noise associated with the discharge of firearms.

Past Forest Service commodity production has resulted in the existing road system and network present today. Human activities such as timber harvest and livestock management affect wildlife to varying degrees. Wildlife forage, nesting, and thermal cover habitat are affected by these activities to varying degrees, depending on the degree of timber and forage extraction that occurs.

TW(3): How does the road system affect legal and illegal human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)? What are the effects on wildlife species?

The existing road system influences both legal and illegal human activities. Legal activities such as hunting and trapping are facilitated by the existing road system. The road system facilitates hunting and trapping by making access to areas easier and faster, and also helps distribute road hunters (sportsmen who hunt from their vehicles or along road ways) over a greater area. In addition, level 2 roads and above also facilitate access for sportsmen with disabilities. In contrast, the same benefits of roads for legal activities such as hunting and trapping also help facilitate some illegal activities such as poaching. Poachers may benefit and find it easier to take wildlife in areas with a well-established road system.

Too many roads (high road densities) can also affect wildlife negatively through harassment, displacement, or vulnerability to hunters and poachers. The Rocky Mountain Elk Foundation has funded several studies on the effects of road on elk, and in particular to effects on mature bulls (Stalling, 1994). These studies have found that hunter densities increase in proportion to road densities. The more roads you have in an area, the more hunters you will have, resulting in more hunting pressure and harvesting of mature bulls. Stalling (1994) summarized one study that looked at elk mortality in three different areas; 1) High density of open roads, 2) Roads closed to motorized vehicles during hunting season, and 3) area with no roads. In the area with a high density of open roads, only 5% of all bulls lived to maturity (4.5 years). None of the bulls lived past 5.5 years, and the herd contained about 10 bulls for every 100 cows. In the area with roads closed during the hunting season, 16% of the bulls lived past maturity, most reaching 7.5 years. The herd contained 20 bulls for every 100 cows. In the area with no roads, 30% of the bulls lived to maturity, most reaching 10 years. This herd contained 35 bulls per 100 cows. The study found that as road access increases, elk become increasingly vulnerable to hunting mortality. This trend could result in elk populations with undesirable sex and age structure, increasingly complex and restrictive hunting regulations to protect elk herds, and a loss of recreational opportunity.

TW(4): How does the road system directly affect unique communities or special features in the area?

While the Kaibab National Forest has numerous Endangered Species Act listed plants and Regional Forester designated sensitive plants, the Williams Ranger District has only a few designated sensitive plant populations. The habitats of these are usually away from roads. The effect of the road will vary by species. Where habitat includes a road, some habitat is lost to the road surface. Sometimes the road's drainage design can be beneficial to existing rare plants.

Economics (EC)

EC(1): How does the road system affect the agency's direct costs and revenues? What, if any, changes in the road system will increase net revenue to the agency by reducing cost, increasing revenue, or both?

At the Forest scale, this question can be answered in broad terms as a detailed cost/benefit economic assessment is not feasible. The team conducting the Williams Ranger District RAP addressed this question by developing the Road Value versus Risk matrix and used this tool to determine what roads fell into which Road Management Category.

This Williams Ranger District RAP only considers maintenance level 1 and 2 roads. Most of these roads were developed over the years for a variety of access needs. While some of the roads were designed and required considerable capital investment to develop, others were user created by continuous use over a periods of days, weeks months or years.

The team's challenge was to develop a process to sort out the roads that might not be meeting current and future access and land management needs.

**Commodity Production
Timber Management (TM)**

TM(1): How does road spacing and location affect logging system feasibility?

Most harvest activities are conducted with ground-based equipment. The trees are either felled by hand with chain saws or cut mechanically and transported to a landing using rubber-tired or tracked skidders. In general, a road spacing of 2,000 to 3,000 feet would be economical for ground-based skidding.

In general, closer road spacing results in quicker round trip times and higher production that reduces harvest costs and increases stumpage value. Although closer road spacing can increase the total road cost due to more roads, this total cost can be reduced with the use of temporary roads.

Generally, road construction is only allowed where it is determined to be economically and technically necessary to achieve resource management objectives. The most efficient road spacing that would maximize timber stumpage values is not acceptable because it usually conflicts with other resource management objectives.

TM(2): How does the road system affect managing the suitable timber base and other lands?

The road system on much of the district was created to access the timber resource. With timber harvest activities decreasing over the last 10 years, the existing road system is more than adequate for accessing

the timber resource in most parts of the district. Prior to a sale, the road system that is to be utilized might require some maintenance and repair, which might affect the economics of a given timber sale.

TM(3): How does the road system affect access to timber stands needing silvicultural treatment?

In addition to the above discussion concerning acres of suitable timber lands for logging, there is a new emphasis on management of the woodland component. This zone includes pinyon pine, juniper, oak and other species. Management in this zone has the greatest need for watershed improvements and also the greatest potential for increased water yield and biomass production. Historically, this area has had limited emphasis in regard to road construction and transportation planning. Future transportation planning should address this area in addition to the above commercial timber lands

Minerals Management (MM)

MM(1): How does the road system affect access to locatable, leasable, and salable minerals?

Currently, there are limited minerals projects on-going on the Williams Ranger District. Access to most parts of the district is good. As the demand for minerals increases, it may be necessary to upgrade the access into the site where the mineral is located and/or upgrade the transportation route between that site and where the minerals are processed or utilized. There is substantial demand for flagstone rock material in the Drake and Ash Fork areas. Most access within these areas is by temporary roads created by the permittees.

Range Management (RM)

RM(1): How does the road system affect access to range allotments?

The road system is vital for efficient administration and management of permitted grazing allotments. Forest Service personnel must be able to monitor, inspect and evaluate range conditions on a regular basis to effectively administer existing grazing permits. The current road system allows for rapid access to allotments to react to the numerous public issues challenging the range program today.

Grazing permittees need reasonable vehicular access within allotments to maintain existing range improvements and to manage and care for permitted livestock. Care for livestock often includes transporting large trailers and truckloads of cattle and sheep on Forest Service roads.

As the road network on the Williams Ranger District has advanced from a few maintained roads to many miles of good roads, so has the dependency on those roads for the commercial and recreational activities on the forest. Range management and livestock grazing activities are certainly one of the many uses of the Williams Ranger District that have grown dependent on the current road system to manage livestock operations to the intensity that is required today. Without these roads there is no doubt the cost of managing the range allotments would increase.

Water Production (WP)

WP(1): How does the road system affect access, constructing, maintaining, monitoring, and operating water diversions, impoundments, and distribution canals or pipes?

There are only a few of these situations on the Williams Ranger District, but the road system (including the Maintenance Level 3, 4 & 5 roads) provides the necessary access to them.

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

Road development can impact nearby streams when new construction or reconstruction of roads is required. Temporary impact to stream waters can be seen from ground disturbing activities during road development. Road development has the potential to impact water quality but not necessarily affect water supply quality in a municipal watershed. Its significance in impact to water quality is dependent on the amount of road use, seasonal weather events, and road density values.

Municipal watersheds that have high road density values whose roads are unpaved can increase the potential for sedimentation and turbidity to streams and impounded waters such as dams. This is due in part to the greater acreage of exposed roads that are subject to erosion and vehicle use releasing sediment or fines into stream waters during heavy precipitation events. During dry periods where roads are accessed often by the public where swirls of dust from passing vehicles settle out on nearby plants and are subsequently released into the streams during rainfall events.

Watersheds with high road density values can also increase the timing and flow of stream waters increasing the potential for sedimentation impact from the scouring effects of flowing stream waters against banks and greater carrying capacity of sedimentation by streams. This may increase the need for dredging of sediments from dams or increased filtration requirements for piped-in drinking water supply. Roads in close proximity to streams have an added but increased risk in the introduction of sedimentation and fines into stream channels. Paved roads may contribute water quality problems from oils from passing cars, salting of roads during winter to help keep roads free from snow and ice, and the increased risk of accidents due to higher speed limits where cars, trucks, or tractor trailers may contribute the release of harmful liquids into nearby streams.

The north and eastern sides of Bill Williams Mountain make up the Williams Municipal Watershed. Motorized access has been limited to system roads only and the number of system roads that are available to the public has been minimized to maintain water quality and reduce negative impacts to the water resource.

WP(3) How does the road system affect access to hydroelectric power generation?

There is no hydroelectric power production on the Williams Ranger District.

Special Forest Products (SP)

SP(1): How does the road system affect access for collecting special forest products?

The current road system provides adequate access for collecting special forest products such as pinyon nuts, Christmas trees, firewood, ceremonial plants, etc. If road closures or seasonal closures are considered in a project or watershed analysis, access for special forest products are generally considered.

There have been district wide permits for dead and down fuelwood collection provided to the public. Generally, the fuelwood collectors favor oak or dead alligator juniper for ease of harvest and heat produced. The collection of these species has generated many of the unauthorized user created routes across the forest. While firewood permits will continue to be available, it will be difficult to allow fuelwood collectors to continue to travel cross-country to gather their winter's wood supply.

Special-Use Permits (SU)

SU(1): How does the road system affect managing special-use permit sites (concessionaires, communications sites, utility corridors, and so on)?

Many of the roads in this analysis provide access to these features. In most case, the access is adequate. Access to some utility corridors could be improved, problems with electric lines frequently occur during bad weather, and some of the access is marginal during wet weather or blizzard conditions.

General Public Transportation (GT)

GT(1): How does the road system connect to public roads and provide primary access to communities?

County roads, U.S. and State highways give communities, tourists, and industries access to the National Forest. These roads connect to arterial, collector, and some local FS roads, where traffic is dispersed into the forest for a variety of uses. Some county roads and state highways traverse into or through the National Forest, as shown on the maps, and listed in the tables.

National Forest system roads connect to numerous public roads managed and operated by the Arizona DOT and Coconino County governments, the US BLM and the National Park Service. Forest Service jurisdiction roads create the sole or primary access to some parcels of private land within the Forest Boundary and to bordering tribal land.

These roads and others are important to and used by the people living in smaller communities around the District. Many people in these communities rely on access to the forest for their livelihood as well as for recreation. The forest is important for recreation, timber, ranching, and mining.

GT(2): How does the road system connect large blocks of land in other ownership to public roads (ad hoc communities, subdivisions, in-holdings and so on)?

Private lands are widely interspersed within the Williams Ranger District. In addition to private ownership, the district is bordered by or surrounded by lands owned or administered by private individuals, Bureau of Land Management, City of Williams, and the State of Arizona.

Much of the private or tribal lands are accessed by arterial and collector public roads. However, some are accessed by local FS roads and some by no roads at all. Access needs to in-holdings are addressed on an individual basis as requests are received. Forest Service policy is that access will be provided to a level that is reasonable and suitable for the uses occurring on the land. When landowners desire access, they are asked to apply for a special use or road use permit. The application is then analyzed through the NEPA process to determine possible environmental effects and the level of reasonable access required. When subdivision occurs on larger private parcels, the Forest policy is to request the landowners to create an association or some type of consolidated organization to represent all of the landowner interests. This eliminates the need for the Forest to enter into road use or special use permits with each individual landowner. Responsibilities for improvements and maintenance should be determined through a commensurate share process. If access is being provided by a public road agency such as the county or state, then the Forest Service may not be obligated to provide any additional access over federal lands. When larger developments or subdivisions occur and in-holding traffic is expected to exceed that generated by the users of the National Forest, agency policy is to pursue turning jurisdiction of the Forest road over to a public road authority such as the county or state.

GT(3): How does the road system affect managing roads with shared ownership or with limited jurisdiction? (RS 2477, cost-share, prescriptive rights, FLPMA easements, FRTA easements, DOT easements)

The amount of private land inside or bordering the Williams Ranger District and the pattern of population growth indicate a need to increase road management cooperation, and refine road jurisdictions and maintenance responsibilities.

Many roads on the Williams Ranger District call for a higher level of maintenance and construction for the private lands that they access. Use and management of the national forest often requires only access by high clearance vehicle, while access to private lands may dictate a need for passenger car access.

Numerous roads crossing the district fall under the jurisdiction of State, County or private organizations. When desirable, cooperative agreements should be established to share road improvement and maintenance responsibilities when all partners can benefit.

The Forest Service, Federal Highway Administration and the Arizona Department of Transportation have signed a Memorandum of Understanding (MOU). This document set forth general procedures for planning, programming, environmental studies, design, construction and maintenance of highways.

The Kaibab National Forest has cooperative road maintenance agreements with Coconino County. While there are some county roads on the Williams Ranger District, none are within the scope of this analysis.

The Kaibab National Forest has several road use and maintenance agreements with private landowners on the district.

Rights of access by law, reciprocal rights, or easements are recorded in Forest files and county courthouse documents. The Forest recognizes these rights and works with the owners to preserve access while protecting the natural resources and facilities on adjacent National Forest Lands. There is also an understanding by the Forest Service that individuals or entities may have established valid rights, unknown to the Forest Service at this time, to occupy and use National Forest lands and roads. The courts have established that such valid outstanding rights may be subject to some federal regulation. See *Sierra Club v. Hodel*, 848 F.2d 1068 (10th Circuit, 1988). This analysis recognizes that such valid outstanding rights may exist and the Forest Service will certainly honor such rights when it is subsequently determined that the specific facts surrounding any claim to such rights meet the criteria set forth in any respective statute granting such occupancy and use (see *Washington County v. The United States*, 903 F. Supp. 40 [D. Utah, 1995]).

GT(4): How does the road system address the safety of road users?

In 1975, the Forest Service developed a Memorandum of Understanding with the Federal Highway Administration that required the Forest Service to apply the requirements of the National Highway safety program, established by the Highway Safety Act, to all roads open to public travel. In 1982, this agreement was modified to define "open to public travel" as "those roads passable by four-wheeled standard passenger cars and open to general public use without restrictive gates, prohibitive signs..." Most roads maintained at level 3, 4, and 5 meet this definition, few roads within the scope of this analysis (maintenance level 2) do. Design, maintenance, and traffic control on the maintenance level 3, 4, 5 roads emphasizes user safety and economic efficiency. The maintenance level 2 roads do not always emphasize the same level of economic efficiency.

The largest proportion of road maintenance and improvement funds allocated to the Forest is spent on the maintenance level 3, 4, and 5 roads. Safety work such as surface maintenance, roadside clearing and installation and maintenance of warning and regulatory signs are performed on an annual basis. Limited maintenance is done on maintenance level 2 roads. Traffic control signing follows standards set forth in

the Manual on Uniform Traffic Control Devices (MUTCD). Funding for road maintenance is not adequate to address safety needs on all roads. Road condition surveys conducted in 1999 and 2000 reveal a total maintenance backlog of \$43.5 million, \$.7 million (1.6%) of that is critical health and safety items. The condition surveys document a need of about \$6.6 million annually to maintain all roads in the KNF system, of this \$232,000 is critical health and safety related (about 3.5%). Annual funding for road maintenance on the Kaibab National Forest ranges from about \$500,000 to \$1 million of which a fraction is spent on the Williams Ranger District maintenance level 2 roads.

When accidents occur on Forest roads, often the Forest Service may not be immediately informed. Accidents are usually reported to the local sheriff or state Department of Public Safety, if reported at all. When the Forest becomes aware of an accident, an investigation will be initiated to attempt to identify the cause. If a feature of the road is found to be unsafe, addressing the condition becomes a high priority. Presently, there is no comprehensive program on the Kaibab National Forest for identifying or tracking accident locations and for maintaining surveillance of those locations having high accident rates or losses as is required by Highway Safety Act. The Forest is working to address this area of non-compliance.

There has been emphasis to reduce the maintenance level of some roads to Level 2. This reduces liability and comes closer to meeting the road maintenance budget. This does have some coordination needs. As a Level 3 road becomes a Level 2, more unlicensed vehicles begin to use the roads. Since they were designed as a level 3 road, they are generally capable of higher speeds. Mixed motorized use on these roads has a potential for increasing the incidence of accidents, so in conjunction with the Travel Management Project, Forest Supervisor Mike R. Williams made the decision to prohibit mixed motorized use. Since there is demand by unlicensed vehicles to recreate in the forest, some trail systems for OHVs less than 50" are being considered for designation so that mixed motorized use does not occur on the main travel routes.

In recent months, the State of Arizona has initiated the Copper Sticker program. If passed by the State Houses of Government, all OHVs will be licensed making the mixed motorized use issue a non-issue. At present (4-6-07) the Bill has passed the House and the Senate Committee. It will be debated within the next few weeks by the entire Senate. There is widespread support of this bill and it is anticipated that it will pass and become law. There is still interest in separate OHV trails and these will continue to be considered as part of the Kaibab Travel Management project.

Administrative Use (AU)

AU(1): How does the road system affect access needed for research, inventory, and monitoring?

The road system appears to provide adequate access for research, inventory, and monitoring.

AU(2): How does the road system affect investigative or enforcement activities?

The level 3, 4, and 5 road system on the Williams Ranger District generally provides good access for investigative and enforcement activities. These roads provide access to developed and dispersed recreation sites where many common violations occur. These roads also provide access to the many developed trailhead-parking areas for the trail system that provides backcountry access. While the road system provides access to perform investigative and enforcement activities, it also provides access for increasing public use of the National Forest System lands.

The Level 1 and 2 roads provide further access to both the public and law enforcement.

Protection (PT)

PT(1): How does the road system affect fuels management?

The roads in this analysis provide adequate access to the general areas where fuels management activities occur. To access areas for efficient fuels management, sometimes a closed road must be opened or a short temporary access road must be constructed. Many of the most critical fuels management project areas are in the Wildland Urban Interface (WUI), and access to them may be gained through the bordering private lands. Road use agreements with private lands owners are negotiated in these cases.

PT(2): How does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?

Minimizing response time to suppress wildfires is very important to minimizing the size of the burned area. Road condition affects the response time to wildfires.

There are areas of the Williams Ranger District and bordering private lands that have only one main access route (dead end road). It is possible that a wildfire burning close to these single access routes could delay response to the area or prevent a more aggressive response, allowing the fire to burn longer.

PT(3): How does the road system affect risk to firefighters and to public safety?

The road system affects risk by its ability to provide evacuation routes and by its level of safety for the vehicles using the road. While most emergency road traffic is on the maintenance level 3, 4 and 5 roads, some activities do occur on the maintenance level 2 roads.

Kaibab National Forest jurisdiction roads provide the main access to several blocks of occupied private land. Location, rate and direction of travel of a fire and inadequate road conditions could combine to create a dangerous situation for the safety of occupants of these private lands and the firefighters responding to suppress the wildfire or protect the structures in its path. In the situation where a primary access is blocked, level 2 roads may provide an alternative means of escape for the private land occupants.

Driver safety can be affected by the road construction/design and by its condition, including those drivers who are firefighters responding to suppress a fire. See GT(4) for a discussion of the safety of road users.

PT(4): How does the road system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?

Unpaved roads whether native soil or graveled can contribute airborne dust during times of dry weather conditions, especially during extended drought periods. Dust emissions also increase with traffic and vehicle weight. Winds can pick up fine dust from unpaved roads and release them whenever winds die out. Winds can also transport fine dust at appreciable distances close to active road use areas such as nearby resident houses or campgrounds affecting those who are particularly sensitive to the fine dust. Reduced visibility may result from unpaved roads, especially graveled roads, during windy periods. Higher road density values of graveled roads have the potential to reduce visibility and, in some cases, increase health concerns in localized areas. Some FS jurisdiction roads on the KNF also provide primary access to private land. With subdivision of these lands, traffic may increase from these Forest roads, increasing the dust emissions. Dust emissions can be reduced with dust abatement, or paving unpaved roads.

Recreation

Un-roaded Recreation (RR)

UR(1): Is there now or will there be in the future excess supply or excess demand for un-roaded recreation opportunities?

Motorized recreation is on the increase on the Kaibab. As more motorized visitors use the forest, it displaces some non-motorized visitors who enjoyed solitude within the general forest area. These people are now moving to Inventoried Roadless Areas (IRAs) and wilderness to find the levels of solitude that were previously available in the general forest. Use and impacts to IRAs and wilderness is increasing. While current levels of use are probably within general Limits of Acceptable Change, this migration of users into the wilderness will necessitate monitoring.

UR(2): Is developing new roads into un-roaded areas, decommissioning of existing roads, or changing the maintenance of existing roads causing substantial changes in the quantity, quality, or type of un-roaded recreation opportunities?

There are no large un-roaded areas or designated IRAs on the Williams Ranger District. There have been and will continue to be de-commissioning efforts on roads that are no longer needed or that are causing resource concerns. There have been a couple of areas on the Williams RD that had substantial road de-commissioning efforts in recent years. The area around Sitgreaves Mountain was part of the Radio Hill project where approximately 40 unauthorized user created roads and some system roads were closed and or de-commissioned. The second area was along the FS # 6 road northwest of Williams. This area had numerous routes created during firewood harvesting and the roads perpetuated for many years. In 2005 and 2006, major efforts to close and/or decommission many of these routes occurred.

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

While roads provide access to the forest, they can provide negative impacts to the overall quality of the experience for the forest visitor that is seeking complete solitude.

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

All Forest users (such as hunters, bicycles, OHVr's) travel the arterial/collector roads (level 3-5 maintenance levels). Level 2 roads give dispersed recreationists access into otherwise inaccessible areas. Many bicyclists and horseback riders, for instance, use these roads for riding. Road decommissioning may be contentious for these users, depending on the road although they will probably still use the corridor.

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

Discussions with various users during public meetings and private conversations during the project indicated a plethora of opinions across the spectrum about roads, road uses, and roads users. Some people felt that there were too many roads. Some people felt that there weren't enough roads. Some felt there were too many spur roads. Some OHV enthusiasts felt that the user created roads provided important access to recreational experiences that many of the other routes did not offer. Work with

environmental groups, motorized use groups, the City of Williams Task Force, and the general public indicates strong feelings towards current use patterns on the Kaibab. While many want things to stay the same and allow unrestricted access to anywhere at any time, others feel that there is too much freedom to go anywhere with any type of vehicle for any purpose.

There are various alternative locations available for OHV travel and for forest products collections although these are historic uses of the Williams District.

Road-Related Recreation (RR)

RR(1): Is there or will there be in the future excess supply or excess demand for roaded recreation opportunities?

There may be an excess supply of roaded recreational opportunities, except for limited time periods (opening weekend of big game hunting seasons, or summertime three day weekends). It is assumed that demand for roaded recreational opportunities will increase in the future to meet or exceed the supply.

RR(2): Is developing new roads into un-roaded areas, decommissioning of existing roads, or changing maintenance of existing roads causing substantial changes in the quantity, quality, or type of roaded recreation opportunities?

New roads are not being developed into un-roaded areas. The level of decommissioning roads is impacting the users of the roads that are being impacted, but overall, there are still ample road based recreation opportunities.

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

Generally, those that are looking for roaded recreation experiences are less impacted by road maintenance, construction, or reconstruction activities. As with most activities on these lower maintenance level roads, any delay that may be encountered will be of short duration and so localized that its impact is minimal.

RR(4): Who participates in roaded recreation in the areas affected by road construction, changes in road maintenance, or road decommissioning?

Sightseers, hunters, Outfitter Guide tour participants, campers, hikers, and almost all forest users.

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

Participant's feelings are across the spectrum on their attachments to the roads and areas. If they feel that they are being unfairly impacted, it is negative. If they are being impacted minimally, their attachment may be non-existent. All phases of attachment between these extremes can be realized too.

Passive-Use Value (PV)

PV(1): Do areas planned for road construction, closure, or decommissioning have unique physical or biological characteristics, such as unique features and threatened or endangered species?

There are no unique physical or biological characteristics on the Williams Ranger District that are the basis for any of these activities.

PV(2): Do areas planned for road construction, closure, or decommissioning have unique cultural, traditional, symbolic, sacred, spiritual, or religious significance?

Several Native American tribes have identified various parts of the Williams Ranger District as having great cultural, spiritual and religious significance. Local ranchers have expressed a value for their traditional land-based lifestyle. Many "traditional cultural properties" (TCPs) have been identified. The protection of some of these is basis for recommended closures of several roads.

PV(3): What, if any, groups of people (ethnic groups, subcultures, and so on) hold cultural, symbolic, spiritual, sacred, traditional, or religious values for area planned for road entry or road closure?

Parts of the Williams Ranger District are sacred to numerous Indian Tribes such as the Navajos, Hopis, Havasupai, and Hualapai. Of specific importance to the tribes are the mountains and especially those portions that provide a visual connection with the San Francisco Peaks to the east. Motorized access to these areas is being considered, but until additional discussions with the tribes occurs, limited closures will happen. Consultation with the tribes is on-going and will continue as the NEPA project is initiated.

PV(4): Will constructing, closing, or decommissioning roads substantially affect passive-use value?

The closing of some roads could affect some changes in future uses of the lands. Some of the user created roads a causing damage to cultural resource properties. These roads are utilized during the collection of pinyon nuts or firewood. While motorized vehicular access may be reduced, the opportunities to collect pinyon nuts and other forest products will still be available.

Social Issues (SI)

SI(1): What are people's perceived needs and values for roads? How does road management affect people's dependence on, need for, and desire for roads?

People's needs and values for roads are very diverse. Some people become very attached to the road access that is available, and tend to desire the status quo. Some people prefer that roads be available, but be in a condition that makes driving them a challenge. Some people would like to reduce the amount of roads, and therefore vehicles and other people in the Forest. Some people want certain roads improved. Many people hold deep and strong feelings about roads and road management. Change in road management is often upsetting to some people if it results in a change in that particular road user's previous behavior.

SI(2): What are people's perceived needs and values for access? How does road management affect people's dependence on, need for, and desire for access?

People's needs and values for access are diverse. They range from people who want to be able to access all areas of the National Forest on motorized vehicles to people who want no (human) access at all. Most people's needs or values fall somewhere in the middle, valuing a mix of motorized and non-motorized access. Many people hold deep and strong feelings about roads and road management. Change in road management is often upsetting to some people if it results in a change in one's previous behavior. Road access also provides recreation opportunities including hunting for people of all abilities, including the disabled.

SI(3): How does the road system affect access to paleontological, archaeological, and historical sites?

The existing Kaibab National Forest road system allows for access to both identified and unidentified historic and archaeological sites because many of the forest system roads are located near adjacent sites. However, uncontrolled route proliferation and off route driving is the largest threat to the sites due to increased damage from vehicles and increased access to sites that can result in an increase in vandalism, illegal collection activities, and possibly illegal excavation of historic or archaeological resources.

SI(4): How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?

The tribes use the existing road system to access cultural and traditional use areas, traditional collections area, as well as for collecting fuel wood. The tribes have, through consultation, expressed concerns regarding some of the existing routes specifically regarding the maintenance and up keep of the roads and continued future access to traditional use and collection areas as well as the Forest system roads that allow for access to portions of the reservations that abut the forests.

SI(5): How are roads that constitute historic sites affected by road management?

As a general rule, if the historic roads are part of the existing road system, road management has a positive benefit on the roads in that the forest receives funds to maintain the actively used historic roads on a regular basis.

SI(6): How is community social and economic health affected by road management (for example, lifestyles, businesses, tourism industry, infrastructure maintenance)?

Road management is subtle, yet necessary to forest management. Use of the Kaibab National Forest is dependent on proper, timely road management. Commodity users rely on the existing road system, just as pleasure seekers do. For many communities in the West, the road system is the backbone of commerce, providing for the movement of products, services, and people through the Forest. Most of the roads on the Forest were built to facilitate log hauling or accessing homesteads. Today, recreation traffic is added to the importance of these roads.

Access to the Kaibab National Forest and the Williams Ranger District by tourists is an amenity advertised by chamber of commerce departments of local communities and is important to economic health. Recreation traffic includes local and non-local users, many of whom are sightseeing. Across the National Forest system, managers have indicated that nearly 40% of Forest use is by people who never get out of their vehicles. Of the millions of people that visit Northern Arizona each year, only a small percentage of them visit the Kaibab National Forest .

SI(7): What is the perceived social and economic dependency of a community on an un-roaded area versus the value of that un-roaded area for its intrinsic existence and symbolic values?

Un-roaded areas within the Kaibab National Forest have a variety of social values. Some people value natural resources existing in un-roaded areas for the economic contribution that could be afforded by their extraction such as timber, minerals, and roaded access. Other people value roadless areas for the contributions they provide in an undeveloped state such as increased solitude, quiet, and refuge for plants and animals.

SI(8): How does road management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?

There are two wilderness areas on the Williams Ranger District. Kendrick Mountain and Sycamore Creek are possibly impacted by roads in proximity to their borders. Since the transportation system is generally limited near these areas, the impacts are limited. It is likely that future impacts could increase as off-highway vehicles intrude on more areas around the boundaries of these areas. For the areas that are zoned semi primitive non-motorized, access into the area is a necessity, but additional routes and motorized travel through the zones can be detrimental to the quality of a person's visit.

SI(9): What are traditional uses of animal and plant species in the area of analysis?

Grazing, firewood collection, collection of plants for ceremonial and medicinal purposes are the main uses of plants. Viewing wildlife and hunting for pleasure and food are the main use of animals.

SI(10): How does road management affect people's sense of place?

People's sense of place is directly tied to the aspects of an area, including the area within a road corridor, that invoke a special feeling or attachment to the area. Factors include the area's vegetation, the amount of sunlight available, the views, the solitude, the opportunities that make it a destination, and the overall familiarity. The road itself facilitates a person's enjoyment of the area by providing for driving comfort, the amount and type of use, and any number of aesthetic attributes visible alongside the road. These attributes are directly related to road management. Any change in road management of the development of a road without taking these things into consideration will create a change in current use.

Examples of these effects include those used in the discussion in recreation. If a road is managed as a Level 3 and the decision is made to upgrade it, different users might begin to use the area. This will change the character for users who previously considered the area to be special; it will change their experience and may displace them to other areas for their recreation. Likewise, if a road is currently managed as a Level 2 and the decision is made to downgrade maintenance, the road will not be drivable, and the area becomes inaccessible for some current users.

SI(11): How does road location and road maintenance affect historic sites

Roads providing access to a site may be important to fully understand why the site was used in the first place. Many times the trip to a destination can be as important if not more important than the destination. At the same time, some forest roads pass through cultural resources resulting in direct impacts to the site. Road maintenance within the boundary of cultural sites has the potential to directly affect these resources; conversely, the lack of maintenance within site boundaries can also result in site damage due to water erosion.

Civil Rights and Environmental Justice (CR)

CR(1): How does the road system, or its management, affect certain groups of people (minority, ethnic, cultural, racial, disabled, and low-income groups)?

The road system is used by many different groups of people. Since the Kaibab has been open to all with any type of vehicles at all times of the year, some people feel that the implementation of any rules or regulations restricting their use is negative. The majority of the people see the need for the restrictions as they have gotten stuck or seen the problems that others have created.

There is concern about fuelwood gathering. Many people across the spectrum of social and economic status burn wood for heating and cooking. Traditionally, people have gathered dead and down wood away from the main roads since the desirable fuelwood has long since been harvested from near the roads. While fuelwood areas will continue to be established (and cross-country travel can be authorized within these areas), the scattered nature of desirable dead and down fuelwood makes this product difficult to incorporate into the implementation process of the Travel Management Rule.

Appendix D: Definitions

Administrative unit. A National Forest, a National Grassland, a purchase unit, a land utilization project, Columbia River Gorge National Scenic Area, Land Between the Lakes, Lake Tahoe Basin Management Unit, Midewin National Tallgrass Prairie, or other comparable unit of the National Forest System. (36 CFR 212.1)

Area. A discrete, specifically delineated space that is smaller, and in most cases much smaller, than a Ranger District. (36 CFR 212.1)

Designated road, trail, or area. A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to § 212.51 on a motor vehicle use map. (36 CFR 212.1)

Forest road or trail. A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (36 CFR 212.1)

Forest transportation atlas. A display of the system of roads, trails, and airfields of an administrative unit. (36 CFR 212.1)

Forest transportation facility. A forest road or trail or an airfield that is displayed in a forest transportation atlas, including bridges, culverts, parking lots, marine access facilities, safety devices, and other improvements appurtenant to the forest transportation system. (36 CFR 212.1)

Forest transportation system. The system of National Forest System roads, National Forest System trails, and airfields on National Forest System lands. (36 CFR 212.1) Maintenance. The upkeep of the entire forest transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (FSM)

Maintenance Levels. Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria. (FSH 7709.58, 12.3)

Motor vehicle. Any vehicle which is self-propelled, other than: (1) A vehicle operated on rails; and (2) Any wheelchair or mobility device, including one that is battery powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area. (36 CFR 212.1)

Motor vehicle use map. A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the National Forest System. (36 CFR 212.1) National Forest System road. A forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. (36 CFR 212.1)

National Forest System trail. A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. (36 CFR 212.1)

Objective maintenance level -The maintenance level which will be assigned at a future date; considering future road management objectives, traffic needs, budget constraints and environmental concerns.

Off-highway vehicle. Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain. (36 CFR 212.1)

Operational maintenance level-The maintenance level currently assigned to the road considering today's needs, road condition, budget constraints and environmental concerns; in other words it defines the level to which the road is currently being maintained.

Over-snow vehicle. A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. (36 CFR 212.1) Public roads. Any road or street under the jurisdiction of and maintained by a public authority and open to public travel (23 U.S.C. 101(a)).

Road. A motor vehicle route over 50 inches wide, unless identified and managed as a trail. (36 CFR 212.1)

Road construction or reconstruction. Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road. (36 CFR 212.1)

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

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

Road maintenance levels. Road Maintenance levels define the level of service provided by, and maintenance required for, a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria. (FSH 7709.58,10)

Road management objective. A formal document that establishes the design criteria and operation and maintenance criteria for each road. The road management objectives require approval by the Responsible Official (usually the District Ranger) and are included in the forest transportation atlas. (FSM 7712.5)

Roads subject to the Highway Safety Act. National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7705)

Temporary road or trail. A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1)

Trail. A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. (36 CFR 212.1)

Travel management atlas. An atlas that consists of a forest transportation atlas and a motor vehicle use map or maps. (36 CFR 212.1)

Unauthorized road or trail. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1).

Appendix E: References

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