Travel Analysis Process Report
North Kaibab Ranger District

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Forest
Service

Kaibab National
Forest

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INTRODUCTION

This report is a Travel Analysis Process (TAP) report for the North Kaibab Ranger District (NKRD) of the Kaibab National Forest (KNF). The purpose of this report is to explain our comprehensive examination of the road network on the NKRD and to make recommendations / proposals for changes that will be evaluated in future NEPA analyses.

This document is organized as follows:
Step One: Setting up the analysis
Step Two: Describing the situation
Step Three: Identifying the issues
Step Four: Assessing benefits, problems, and concerns
Step Five: Describing the opportunities and setting priorities
Step Six: Reporting results

Travel Analysis is an iterative process. When conditions change, additional analyses may point to the need for revisions in the recommendations. The environmental analyses that will follow the publication of this report will likely result in additional information and, perhaps, decisions that will then be reflected in changes to the recommendations in this report.

The TAP is not a decision process. Travel Analysis provides the analytical framework from which to make recommendations that may be examined in an environmental analysis as directed by the National Environmental Policy Act (NEPA). The NEPA process provides the basis, including formal public involvement, for making decisions.

In analyzing our existing road system, we considered issues for resource protection and use. We considered:

- Provision of recreational opportunities,
- Conflicts among uses of National Forest System lands,
- Natural and cultural resources, and
- Maintenance and administration of roads.

During meetings with different user groups and interested publics, we received information on these issues, particularly on recreational opportunities. Interested parties also gave us information about the other issues and asked questions that helped us focus our internal evaluations. With all this information, our staff specialists and experts evaluated the routes for these issues.

STEP 1: SETTING UP THE ANALYSIS

We prepared this TAP report to assess the values and risks of forest roads and trails as they pertain to various resources and to form the basis for further environmental analysis. The interdisciplinary team and additional personnel assisting with the analysis includes specialists from the heritage and tribal relations, engineering, fire management, range management, botany, forestry, recreation and scenery management, lands and special uses, wildlife, and law enforcement programs.

In 2003, a forest-wide roads analysis process (RAP) was performed for KNF system roads suitable for passenger cars (known as maintenance level 3, 4 and 5 roads). The lesser developed roads, those for high clearance vehicles (maintenance level 2) and closed roads (maintenance level 1), were not evaluated in this initial RAP. This report expands on the RAP and other previous analyses to include maintenance level 2 roads.

Most of the data used for this report were collected using geographic information system (GIS) data. These data were analyzed according to the specifications of the different resource areas listed above. The resulting information was combined and summarized. Roads on the NKRD were inventoried and entered into a roads Geographic Information System (GIS) layer and the Forest Service's (FS) infrastructure (Infra) database. These data were first assembled in 2008, though corrections, additions, etc., are ongoing as different resource areas update their data.

Project Objectives

To complete this report, we addressed the following objectives:

- Determine project steps and needed products;
- Identify available information and information needs;
- Identify information needs for conducting the analysis; and
- Identify specific tasks necessary to produce Travel Analysis products.

Project Steps

The objectives above led to the following steps to complete the analysis:

- Identify key resources and associated specialists needed to assess the situation;
- Identify the information needed to conduct the analysis;
- Identify available information and information gaps; and
- Decide on the appropriate level of detail and the amount of time and work that would be needed to complete the task.

Interdisciplinary Team Members

Glenn "Todd" Allison	Planning, Wildlife
Britt Betenson	Heritage
Jason Bulkley	Law Enforcement
Dustin Burger	Range, Botany, Soils and Watershed

Paul Callaway	Forestry
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Patrick Lair	Public Affairs
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Other Participants:

Brooks Baker	Fuels and Fire Management
Joshua Erickson	Fuels and Fire Management
Charlotte Minor	Landscape Architect
Debra Saunders	Forestry
Liz Schuppert	Public Services Team Leader
Tim Short	North Kaibab District Ranger
Russ Tom	Forestry

Information Needed to Complete the Analysis

The following list is potential items that could be analyzed to identify risks and values associated with the TAP. Regional guidance recommends using existing information and not to perform new inventory in order to complete the roads analysis.

- Information on the existing forest roads, and unauthorized routes.
- Information and location of Terrestrial Ecosystem soil types that are prone to erosion.
- Location and acreage of existing travel restricted areas.
- Information on heritage resources and a map of areas surveyed.
- Information about areas of tribal concern.
- A map of key recreation sites and a description of current recreation use by area.
- Description and map of the District Recreation Opportunity Spectrum (ROS) / Visual Quality Objectives (VQO's).
- Information on Management Indicator Species, FS Sensitive and Threatened and Endangered Species.
- Information on land ownership, rights of way, and easements.
- Public wants and desires.

Available Information

The following information was compiled and available for specialists to help identify needed and unnecessary roads, road-associated environmental and public safety risks, site specific priorities and opportunities, and any other specific information needed to support project-level decisions.

- GIS coverage of roads in the FS Infra database, including some information regarding closed roads and unauthorized routes.
- Information regarding where heritage surveys have been completed on the district, along with information on potential site density for un-surveyed areas.
- Areas of concern to local tribes for access and religious activities.
- GIS-based soils data.
- Data regarding threatened and endangered species habitat, including Goshawk post fledgling areas and nest stands, Mexican spotted owl Protected Activity Center s (PACs), and meadow/grassland areas.
- Maps of wilderness and travel restricted areas.
- Land ownership status maps.
- Locations of developed recreation facilities and information regarding locations of dispersed recreation use.
- Recent roads analyses and decisions completed on the district.
- Public comments from meetings, phone calls, and letters/email.

Data Gaps

The Forest Service does not have adequate information available to fill the gaps identified below without new detailed inventory and analysis.

- The FS INFRA database, where roads information is maintained, is edited and updated on a yearly basis. However, these data remain less than 100% accurate.
- Absence of heritage surveys for some of the district.
- Limited information about areas of concern to local tribes.
- Field verification of all roads on the ground.
- Unknown or changed public wants and desires.

STEP 2: DESCRIBING THE SITUATION

Setting, District Users and Uses

The NKRD encompasses approximately 648,000 acres in north-central Arizona, and is one of three ranger districts on the KNF. The NKRD is not contiguous with other districts of the KNF. The district is bounded on the south by the North Rim of Grand Canyon National Park, and on the remaining sides by Bureau of Land Management areas. Kaibab Camper Village, a private RV campground, is the only private in-holding within the district boundary, though there are isolated tracts of Arizona state land and several permitted improvements on the district. The closest community to the NKRD is Fredonia, AZ, 25 miles from the district boundary, with a population of approximately 1,100 people. Kanab, UT, eight miles north of Fredonia, has approximately 3,800 people. The closest large town is St. George, UT, about 85 miles away.

Ranching, mining, horse logging and game hunting were the earliest historic uses of the NKRD. Following the designation of Grand Canyon National Park in 1919, tourism and outdoor recreation became increasingly important. In the 1940's, several lumber mills were built on the district to support war efforts and the post war housing boom. Large scale logging occurred across the Kaibab Plateau for the next five decades. Logging still continues today, but at a much smaller scale. Roads have been developed in support of each of these activities, as well as for access to the forest for fire fighting, range management activities, and recreation activities such as hunting and forest product gathering.

Recreational visitors to the NKRD generally follow two patterns. One pattern is made up of visitors whose primary destination is Grand Canyon National Park, but who stop in the district for some period of time. The other consists of those who visit the district to hunt or gather fuel wood. Other activities, most notably mountain biking, are popular on the NKRD, but visitors participating in these activities are not as common as those visiting Grand Canyon, hunting, or gathering fuel wood. Visitation fluctuates widely with the seasons, as the North Rim of Grand Canyon National Park and Highway 67 close for the winter months.

Forest road use is highest during the summer and fall, with the most widespread use occurring during hunting seasons. Forest roads are used to provide access for a variety of recreation activities including driving for pleasure, access for hunting, camping, fishing, hiking, fuel wood gathering, sightseeing, and mountain biking. These roads are also used for commercial operations including logging, ranching, mining, outfitting and guiding services, and to access permitted areas and private land.

Existing Roads

There are 1,896 miles of open National Forest System roads crossing the NKRD, with a density of 1.96 miles of road per square mile of National Forest System land. This total does not include unauthorized routes or administratively closed roads on the district. Displaying all the district roads requires more space than is available in this report. Thus, we have included a larger-scale map that displays all open roads. Smaller-scale, more detailed maps are available on request.

This analysis is limited to the National Forest System roads under the jurisdiction of the Forest Service (see Appendix 1 for a complete list of open roads).

Most of the forest roads are unpaved and consist of bare, compacted soil. Some roads have a crushed limestone surface. Paved Forest Service roads are limited to administrative sites, developed recreation sites, and a section of Forest Road 22. Some roads have culverts at drainage or watercourse crossings, but due to the xeric environment, many crossings do not have culverts. Often, drainage of precipitation off of the road system is achieved by use of drainage or leadoff ditches. There are also a number of unauthorized routes which are usually created by driving cross-country off of forest roads.

Forest Road Information

The Forest Service uses maintenance levels (ML's) to determine the level of service and maintenance required for the transportation system. Broadly speaking, maintenance levels can be grouped as follows:

- Closed roads, called ML 1,
- Roads suitable for high-clearance vehicles only, called ML 2, and
- Roads suitable for passenger cars, called ML's 3, 4 and 5.

ML 1 roads are roads that were typically constructed to facilitate timber sales or other administrative activities. These roads are currently not needed for administrative use, but may be used at a later date. We occasionally review these roads to decide if they should be decommissioned. While ML 1 roads are closed, we recognize they are may not appear physically closed on the ground. Physical barriers are often installed to prohibit entry; in some cases, users have driven around or through those barriers.

On much of the NKRD, cross-country motor vehicle travel is allowed. In these areas, it would be illogical to restrict travel on a road that is listed in our database as closed, but allow motor vehicles access to adjacent areas. Some of these roads are regularly used. Conversely, in some cases use is so infrequent that it is difficult to find the original road bed, to the point that in some areas trees have grown up in the roads.

ML 2 roads are suitable only for high clearance vehicles. Most of these roads are open to the public, but are not suitable for passenger cars. Maintenance Level 2 roads are used for many activities including camping, hunting, and viewing scenery. Generally, the NKRD maintains these roads only to minimum standards. Some of these roads are rutted and eroded and are difficult to drive, even in a high clearance vehicle.

ML 3, 4, and 5 roads are those suitable for passenger cars. Some of these roads are dirt, some are gravel, and some are paved. ML 3, 4, and 5 roads are subject to the Highway Safety Act; therefore, they generally receive more maintenance than level 1-2 roads. For dirt and gravel roads, the main distinguishing characteristic is the maintenance effort we put into the roads. That said, it is impossible to generalize about how often we maintain these roads; some roads require more maintenance than others. In general, the NKRD has comparatively flat terrain and

limestone soils which can tolerate more use, keeping maintenance costs lower. Table 1 delineates the status of all NKRD roads and their maintenance level.

Table 1. Existing roads on the North Kaibab Ranger District.

Non-Forest Service Road Miles*:	
Private	0 mi.
State Highway	114 mi.
Federal Highway	0 mi.
National Forest System Road Miles by Maintenance Level*:	
Maintenance Level 1: Closed roads	1,511 mi.
Maintenance Level 2: High Clearance Vehicles	1,706 mi.
Maintenance Level 3: Suitable for Passenger Cars	190 mi.
Maintenance Level 4: Moderate Degree of User Comfort:	0 mi.
Maintenance Level 5: High Degree of User Comfort	0 mi.

*Miles are approximate.

As mentioned above, there are approximately 1,896 miles of National Forest System roads currently open to motorized travel on the NKRD. The current open road density on the district is approximately 1.96 miles of roads per square mile of land. There are no single-use OHV areas or trails on the NKRD (i.e., all OHV trails are also designated as open roads), though OHV riding occurs in many areas.

Kaibab National Forest Management Plan Direction

The KNF Land and Resource Management Plan as amended in 2004 (Forest Plan) currently provides for management of the forest's transportation system, with some restrictions concerning where and what types of motorized activities are appropriate. In addition, it provides guidance for protecting watershed and heritage resources. The following direction is from the Forest Plan:

- Provide and manage a serviceable road transportation system that meets needs for public access, land management, resource protection, and user safety. Provisions are made for construction, reconstruction, maintenance, seasonal and special closures of Forest roads, and obliteration of unnecessary roads.
- Restrict motorized uses in Semi-Primitive Non-Motorized (SPNM) designated areas, except for necessary minimal administrative activities, permitted activities, and emergency access needs. Avoid 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 obliterated when no longer needed.
- Guidelines for Recreation Operations and Improvements: 3. Monitor off-road vehicle (ORV) use; prevent resource damage and user conflicts. 7. Formulate and implement control measures where and when the following damage occurs: a. Soil compaction, b. Loss of vegetative cover, c. Tree damage and mortality, d. Deterioration of water quality.
- Guidelines for Watershed Resource Operations and Improvements: 1. Define, geographically identify and locate best management practices for the landscape during

landscape planning and analysis. Apply best management practices to mitigate adverse effects of activities and maintain site soil productivity.

- Guidelines for Heritage Resource Operations: 3. Provide necessary site protection in advance of undertakings. Utilize rejection, denial, redesign or relocation of proposed resource operations to provide in-place preservation of heritage resources.

The Forest Plan's Relationship to Travel Analysis

This analysis meets the intent of the Forest Plan by assessing and considering potential road interactions with the physical, biological and social factors. It will analyze the existing road system and of the minimum road system. It will assist with Forest Plan implementation by bringing desired recreation experiences in line with Forest Plan guidance for ROS, identifying and protecting sensitive areas, and identifying road issues as outlined in the Road Maintenance and Management Section of the plan.

STEP 3: IDENTIFYING ISSUES

Initial Issues

Issues were generated from the forest roads analysis process, knowledge of the road system and observations by inter-disciplinary team members, and discussions with interested parties and other public agencies. It is important to note that any decisions that might change the existing system would occur through public involvement and environmental analysis.

The interdisciplinary team identified preliminary issues related to their specialty. These issues are discussed in the individual specialist write-ups in Step 4. A review of the questions in FS-643 *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System* was also completed in order to identify issues not previously considered for this project. The following list of issues helped drive the analysis and determine what information was needed to resolve them.

The key issues include:

- Botany, Invasive Species and Rare Plants
- Heritage Resources
- Private Land Access and Special Uses
- Recreation
- Scenery Management
- Vegetation Management and Fire
- Wildlife

Potential Impacts

The forest road system is the focus of the TAP. The potential impacts of motorized roads include: 1) increased erosion and sedimentation, 2) impacts to heritage resources, 3) impacts to wildlife and rare plants, and spread of noxious weeds, 4) impacts to range management, 5) impacts to scenery and recreation opportunities, and 6) adequate access for vegetation management activities.

STEP 4: ASSESSING THE BENEFITS, PROBLEMS, AND RISKS OF THE EXISTING ROAD SYSTEM

Botany

Sensitive Plants

Plants are affected by roads in several ways. Soil compaction affects plant growth by reducing moisture availability and precluding adequate taproot penetration to deeper soil horizons. In turn, the size and abundance of native plants may be reduced. Above-ground portions of plants also may be broken or crushed, potentially leading to reductions in photosynthetic capacity, poor reproduction, and diminished litter cover. Likewise, fugitive dust raised by traffic can disrupt photosynthetic processes, thereby suppressing plant growth and vigor. Reduced vegetation cover may permit invasive and/or non-native plants—particularly shallow-rooted annual grasses and early successional species capable of rapid establishment and growth—to spread and dominate the plant community, thus diminishing overall endemic biodiversity.

Because different areas and different plant species have different sensitivities, the values and risks for botany are broken down into smaller sections below. The species we analyzed are:

Scientific Name	Common Name	Status	Habitat and Status
Arenaria aberrans	Mt. Dellenbaugh sandwort	S	Grows in or near meadows in pine forest; one known location on NKRD.
Astragalus ampullarius	Gumbo milkvetch	S	Grows in restricted habitat of clay, saline, seleniferous soils; one known location on NKRD in desert scrub vegetation.
Astragalus cremnophylax var. myriorrhaphis	Cliff milkvetch	S	Grows in crevices and depressions on rim rock benches; unknown locations on NKRD.
Astragalus cremnophylax var. hevronii	Marble Canyon milkvetch	S	Potentially suitable, yet un-surveyed habitat; may occur on NKRD.
Castilleja kaibabensis	Kaibab paintbrush	S	Grows in the driest most exposed sites of subalpine meadows; driving across meadows is prohibited on NKRD.
Cimicifuga arizonica[1]	Arizona Bugbane	C	Grows in moist, shaded, mixed conifer canyons; occurs in Saddle Mtn. Wilderness.
Eriogonum mortonianum	Morton's wild buckwheat	S	Potentially suitable, yet un-surveyed habitat; may occur on NKRD in Kanab Creek Wilderness.
Eriogonum thompsonae var. *atwoodii*	Atwood's wild buckwheat	S	Potentially suitable, yet un-surveyed habitat; may occur on NKRD in Kanab Creek Wilderness.
Lesquerella baibabensis	Kaibab bladderpod	S	Grows in the driest most exposed sites of subalpine meadows; driving across meadows is prohibited on NKRD.

Pediocactus paradinei[1]	Paradine plains (Kaibab pincushion) cactus	C	Grows in grassy openings in pinyon-juniper woodland and shrub grassland plant communities.
Pediocactus peeblesianus var. *fickeiseniae*[1]	Fickeisen pincushion cactus	C	Grows on canyon rims in shallow, gravelly soil on west and east sides of NKRD.
Rosa stellata ssp. *abyssa*	Grand Canyon rose	S	Grows on or near canyon rims or on the tops of cliffs at edges of mesas or plateaus.

[1] Actions have been made to protect this species through a Conservation Agreement with USFWS.
S – Forest Service Sensitive Species
C – Conservation Agreement with USFWS

Meadows
Kaibab paintbrush, Kaibab bladderpod, and possibly Mount Dellenbaugh sandwort occur in subalpine meadows where cross country vehicle travel is already prohibited. There are unauthorized routes created by cross country travel that can have an adverse impact on these species as discussed above.

Wilderness
Morton's buckwheat, Atwood's buckwheat, and Arizona Bugbane are believed to occur, or at least have suitable habitat, in wilderness areas. Vehicle use in the wilderness areas is prohibited and thus the current road system should have no impacts to habitat of these species.

Canyon Rims
Known populations of Grand Canyon rose and Fickeisen pincushion cactus have been found along canyon rims in remote locations, past where existing roads end. Under the current roads system, there should be little to no impact on these species.

Paradine plains cactus (Pediocactus paradinei)
Paradine plains cactus is known exclusively from the eastern slopes of the Kaibab Plateau (East Kaibab monocline) and small portions of adjoining House Rock and Coyote valleys. Paradine plains cactus occurs in open, mostly level sites on alluvial fans, valley bottoms, and ridge tops in the pinyon-juniper woodland and shrub/grassland.

Existing and potential concerns for Paradine plains cactus that are addressed in the Conservation Assessment and Strategy prepared for the species include recreational impacts; road construction, realignment, and maintenance; fuel wood gathering; plant collection; cross country travel; and other human-caused impacts. The plants occur on open, flat sites making them susceptible to disturbance by camping and road construction.

There is not enough information known about the habitat and distribution of the three milk vetch species to discuss how the current road system may or may not impact them.

Heritage Resources

Current Condition

An estimated 162,362 acres (25%) of the NKRD have been inventoried for heritage resource properties. Heritage resources include prehistoric and historic remains, as well as special locations important to the traditions of living cultures. Remains found on the district represent limited activity sites, habitation sites, linear features, and special use sites including traditional cultural properties of significance to the Kaibab Paiute, Hopi, and Navajo Tribes. Almost 2,700 properties have been officially documented spanning an 11,000 year time frame.

Approximately 1/3 of the known heritage resource properties/sites are crossed by a road or are within 300 feet of the roadway. Many of the roads that bisect these sites predate laws requiring heritage resource inventory. Some were built by the FS, but many were created by users and incorporated into the FS system over time. It is generally accepted that heritage sites that lie within existing constructed or maintained road beds are unlikely to suffer additional adverse effects by continued road use. The FS and Arizona State Historic Preservation Office have formally agreed that system roads and trails currently open for motorized use will have little or no potential to affect historic properties. Exceptions to this can be found in instances where sites are deeply buried, such as the remains of a prehistoric pit house, when long term use or road maintenance exposes features over time. However, these situations are limited and can be dealt with on a case by case basis as the situation presents itself.

Values and Risks

Heritage Resources are non-renewable and therefore can be irreversibly damaged by road construction and maintenance activities as well as cross country motorized travel. Road construction and heavy maintenance projects are now surveyed for heritage properties prior to implementation, and protection measures are used to avoid damages to sites. Consequently, the greatest risk to sites today is unfettered motorized cross country travel and user created routes off system roads that access sites. Unauthorized routes can damage fragile heritage resources and provide easy access to sites and areas containing high site densities, increasing opportunities for artifact collecting and site vandalism.

North Kaibab Heritage specialists chose to use a GIS based approach to complete a resource risk analysis assessment. Routes passing through known heritage resource sites or routes with sites adjacent to them were identified as potential high risk locations. Un-surveyed routes located in high to medium probability areas were also considered potential higher risk locations. Upcoming field inventories will focus on these areas. Routes located in low site probability areas are considered low risk and survey coverage in these areas will be limited. The *Survey Strategy for the North Kaibab Ranger District* (Reid and Hanson 2006) will be utilized to assess probability zones and survey needs.

The following considerations were used in assigning a risk value to each road segment and developing recommendations for road closures.

Does a road or motorized trail cross or directly impact a heritage resource site, or occur in an area that has multiple sites that may be affected by access on that road or trail. If so, should use of that route continue? Is there another route that can provide similar access for the public that would decrease or eliminate potential impacts to heritage resource sites? If use is continued, can the forest provide adequate monitoring of site condition? What is the potential for sites located in areas lacking adequate heritage resource inventory to be adversely affected by motorized vehicle use? In the absence of inventory data, routes located in high probability areas are considered to be high risk locations. Low probability areas are considered low risk.

Private Land Access and Special Uses

Values and Risks

The FS may authorize occupancy and use of National Forest System lands through the special use permitting process. Special uses management includes rights-of-way and easements for private land parcels (National Forest Roads and Trails Act of October 13, 1964). Forest roads are used to provide access to private land parcels; it is critical to keep the access to private land available. In addition, special use permits may be used to provide recreation opportunities. Local hunting outfitter-guides under special use permits with the Forest Service rely on motorized access to the forest in order to provide their clients a quality hunting experience. Mountain bike and OHV tour operators also rely on forest roads to provide scenic tours for their clients.

The Fredonia and Kanab communities depend on tourism as a primary source of income. People visiting the NKRD often stay in local motels and some camp out. Visitors purchase supplies, souvenirs, food, gasoline and other goods in Fredonia, Kanab or the surrounding area. Local outfitter-guides, mountain bike, and OHV tour operators provide forest visitors with unique recreation opportunities, and contribute to the local economy. A sustainable motorized transportation system on the NKRD benefits the local economy by providing economic opportunities for the local community and recreation opportunities to tourists visiting the area. Motorized access to private land must continue to be accommodated in the motorized transportation system.

Recreation

Values for Recreation

A primary challenge with motorized travel on National Forest lands is developing an effective and adequate transportation network of roads and trails that provide access to a quality recreation experience while providing for visitor safety, the protection of watersheds, cultural sites, wildlife habitat, administrative access, and other resource concerns. Working toward a balance of access and resource protection is a concern as we evaluate the approximately 1,896 miles of open forest roads on the NKRD.

A portion of the Great Western Trail, which runs through several western states, is located on forest system roads. Forest roads provide the means to access developed recreation sites, trailheads, dispersed camping areas, day-use areas and points of interest. Viewing scenery and

wildlife along forest roads is a highly desired recreation activity. The roads are heavily used seasonally by hunters and fuel wood cutters, and relatively lightly by other forest users.

Hunting and trapping activities are facilitated by the existing road system. Roads make it easier to access much of the forest and distribute hunting activities over a greater area. The roads facilitate access for all sportsmen. In addition, hunters may drive cross-country to retrieve a legally downed animal.

The most recent National Visitor Use Monitoring Survey (2005) reports that about 13 percent of all KNF users participated in dispersed camping activities. On the NKRD, dispersed camping is an important use especially for hunting camps, and to a lesser degree, for forest product gathering. Other dispersed camping activities appear to be short-term. Most commonly, visitors on their way to Grand Canyon National Park arrive in the locale, camp overnight, and then proceed to the park for their visit. There appears to be little extended dispersed camping just for relaxation or climatic relief.

Another area of particular concern for the district and its tribal neighbors is access for traditional activities and to particular areas for ceremonial use. The Forest Service must provide for these activities, as required by the Alaska Native Claims Settlement Act of December 18, 1971, as amended, and the 2008 Farm Bill.

Problems and Risks

Though the NKRD generally is not a destination for off-highway vehicle (OHV) users, motorized use of the district has increased in recent years as populations have increased and OHV's have become more popular. With the increase in OHV use, a concomitant increase in user-created routes has occurred. User-created routes can damage forest resources, disturb wildlife, and cause an increase in dust and noise near towns. This can negatively impact residents and forest visitors seeking a quiet and non-motorized recreation experience.

Dispersed camping is an important use of the NKRD. Campers typically drive off of a forest road and establish a camp near that road. Much of the dispersed camping is associated with hunting activities, while some is associated with travel to Grand Canyon National Park. While some visitors choose to camp in the district's developed campgrounds, others enjoy pulling off the road and camping in an undisturbed forest setting.

Scenery Management

Benefits and Risks to Scenery Management

The NKRD is adjacent to Grand Canyon National Park. Its unique location places it as a gateway to one of the most famous national parks in the country. Scenery is the keystone of the visitor experience when coming to the park, and maintaining high quality scenery on the forest plays an important role in setting the scene as visitors arrive in the area.

Many people have an image of what they expect to see when they visit an area. This mental picture is based on a person's previous experiences in that or similar areas, and is a complex

mixture of knowledge of the features of that landscape, the activities they engage in and the settings preferred for those activities, emotions, and for some, spirituality. Though the presence of roads can be viewed as detracting from scenic quality, in many cases, the roads are part of a visitor's image and enhance their ability to access and enjoy the scenery of the area.

More important to scenery management is the viewing corridor afforded by roads. For this purpose, roads and trails represent linear concentrations of public viewing. Passenger car roads are considered primary routes used by the most visitors to access the forest. These receive more use than high clearance roads, which would be considered secondary routes. High values for scenery are typically placed on the passenger car roads based on the volume of traffic these receive, and lower values on high clearance roads because of lower use.

Vegetation Management

The analysis of the road system on the NKRD related to the vegetation resource consists of these categories: (1) silvicultural activities; (2) prescribed burning or fire; and (3) wildland fire.

Silvicultural Activities

The current road system on the NKRD was developed mainly to access, harvest, and remove commercial timber from the Plateau. There is a solid base to this road system of limestone soils underlain with solid rock. Specialist observation in March 2008 (snow-plowing in advance of reforestation) revealed a road system capable of absorbing a snow pack greater than 50 inches and still supporting a D-6 Caterpillar. Exceptions can be found in meadow areas where temporary roads exist, but the main timber haul road system is very stable.

This road system is capable of supporting commercial and pre-commercial thinning activities into the future. Many of these roads may not be needed for thinning activities if the main road remains intact, especially along ridges into the activity area.

Reforestation is another important activity that requires an adequate road system to transport vehicles, planters, FS personnel, seedlings, supplies, and for OHV use. Many units of the Warm Fire area have good road access, and the spring 2008 planting project was successful. Again, many ancillary roads were used by ATVs to transport people and materials to the site, but not all would be necessary in the future. Cone collection is an activity that requires a well-maintained road system. The Warm Fire reforestation plan requires the collection of as much viable seed as possible to grow adequate seedlings to replant the area. Some trees can be reached by climbers transported by vehicles, and other trees by cherry pickers (telescoping booms mounted on large trucks) for seed and cone retrieval. Many areas currently have good road access for this activity. The unique and helpful feature of the NKRD is the solid base to a road system on a plateau. Steeper areas off ridges can be accessed by tree climbers.

For most forestry activities, the current system has been in place for decades due to the accessibility of forested stands, and the large percentage of a suitable timber base. There are about 300,000 acres of accessible timber on the NKRD, or about 46 percent of the district acres. Many

forests across the western United States are typically 20-25 percent of district acres suitable for timber access.

Prescribed fire or natural fire management

The use of fire is a main tool to aid in restoring fire-adapted ecosystems in the Southwest. Historically, fires burned over the NKRD at regular intervals, especially in the ponderosa pine type, every 2-10 years. Most fires were surface or ground fires carried by a lush understory of grasses, forbs, and herbs. Forest practices after Euro-American settlement of the West led to decreased numbers of surface fires, active fire suppression policies after WWII, and the buildup of ground and standing fuels that were uncharacteristic, or outside the range of natural variability. Recent stand-replacing fires have occurred on the NKRD over the past 14 years with well over 120,000 acres burned by the Bridger Knoll, Slide, Big, Hidden, and Warm fires.

Proposed management projects like Fracas and Jacob-Ryan would use controlled fire as a tool to thin dense stands of regeneration and vegetation, and supplement mechanical thinning to restore a ponderosa pine forest to about 150 trees per acre distributed over all size classes (seedlings to mature trees). In the analysis area including and surrounding Jacob-Ryan, there is currently an average of over 800 trees per acre (all species). These areas are at risk for crown fires, insect and disease attack, and wind events. Many stands on the NKRD are outside historic or natural condition.

The current road system is an asset for prescribed fire or natural managed fire. A very good example is the Mill Fire Use conducted during late August 2008. The Management Area was a logical choice bounded by the existing road system and topographic features. There were about 1,700 acres treated in an area of about 6 square miles. Major roads used as anchor lines included 447 on the North, 422 to the East, and 255 to the South and West. Major drainages were also used to confine the fire. Sectioning off manageable blocks of 2,000 – 3,000 acres on the NKRD is feasible given the existing road system of major arterial and collector roads. Some logging roads also afford access into the interior of these areas if needed.

The NKRD is well-suited for the careful use of managed fire because the intact road system offers many management areas that are anchored by accessible roads on ridge tops that easily tie into topographical features for control lines.

See Figure 1 for the road system used to implement the Mill Fire, and Figure 2 for a sample of managed surface fire used to reduce ground fuels, and thin small trees.

Figure 1: GIS map created for the Mill Fire showing Maximum Management Area, fire areas, and fire progression.

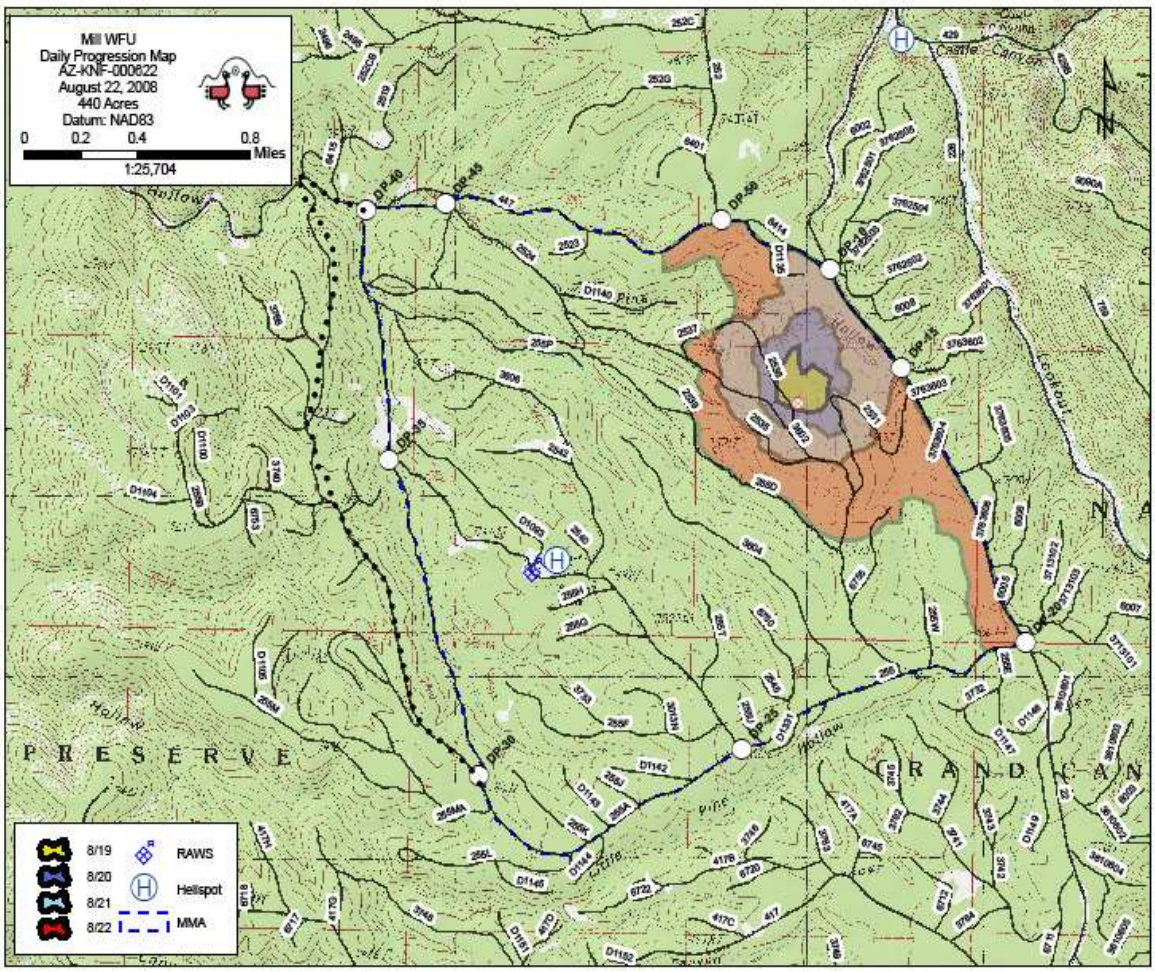

Figure 2: Surface fire at Mill accomplishing resource objectives.

Wildland Fire Suppression

Similar to managed fire, the existing road system offers great opportunity to safely and quickly mobilize fire personnel, vehicles, machinery, and equipment into wildland fire areas. With strategic planning and tactical suppression, there are areas near roads where previous seed harvest units offer safety zones and escape routes for firefighter safety. Landing zones for helicopters are readily available as well.

Terrain is not the greatest danger for firefighters on the NKRD on top of the plateau, but the explosive nature of dry, heavy fuels, and wind events that exceed 50 mph pose grave threats to life and property. When fires historically have started or moved off the plateau, and were wind-driven onto the forest through steep transition zones, there have been destructive wildfires. Most notable are the Bridger Fire that started in the Grand Canyon National Park, and the Warm Fire that moved from the forest into transition pinyon-juniper, and eventually back onto the forest.

Again, the major system of arterial and collector roads, with some ML 1 roads, offers firefighters the ability to quickly and safely conduct initial attack, and extinguish potentially dangerous fires.

Summary

In many cases, the access to these forest areas was initially constructed and paid for with receipts collected from timber sales. However, the timber sale program has declined drastically, and the lack of deposits for surface rock replacement and maintenance has resulted in a road system that lacks required upkeep on major forest roads. This situation has occurred throughout the West, and here on the NKRD as well.

In conclusion, there are many roads on the NKRD that were built to access and remove commercial timber. The arterial system of main roads, such as 422, 462, 212 and others, are essential to the administration and recreational use of the forest. Collector roads from the arterial system are important as well, and some have been designated as ML 1 for administrative use, but not for the general public. These roads can easily be opened for future harvesting, planting, pre-commercial thinning, and cone collection. Spur logging roads off the collector system may be excess roads, and not needed for silvicultural activities.

Wildlife

Introduction

In this section, considerations related to wildlife resources and the existing road system and motorized travel on the NKRD are discussed. Problems, benefits, and risks to wildlife from the existing road system and travel management policies are assessed, and opportunities to reduce risks are described. All wildlife species potentially affected by motorized travel were considered.

Assessing Benefits, Problems and Risks of the Existing Road System

Numerous papers have been published on the effects of roads and motorized travel on wildlife; literature reviews include Brown et al. (2001) and Ouren et al. (2007). 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 effects of motorized travel on wildlife species and 2) describe opportunities for reducing risks to wildlife associated with motorized travel on the district.

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 above). High-severity wildfires can have substantial and long-lasting negative effects on wildlife habitat; however, 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 important in fire management because they are used as control lines for wildfires, prescribed fires, and wildland fire use fires.

The road system and motorized travel also play an important role in hunting on the NKRD. Hunting is one of the most common recreational activities on the 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. There are several existing motorized travel-restricted areas

on the district, but motorized dispersed camping is currently allowed across most of the district. In addition, most hunters currently retrieve their harvested animal using cross-country motorized travel, which is currently allowed across most of the NKRD.

The values and risks associated with roads and motorized travel that can have effects on wildlife include:

- Habitat loss and fragmentation caused by roads;
- Barriers to animal movement caused by roads;
- Animal mortality due to vehicle collisions;
- Human disturbance of animals associated with motorized travel;
- Habitat degradation associated with the loss of logs and snags due to fuelwood harvesting near roads; and
- Habitat degradation associated with the spread of noxious weeds by motor vehicles.

Each one of these will be discussed further below. However, effects to individual species are not included except as an example where necessary.

Habitat loss and fragmentation caused by roads

Creating roads and trails (of any kind) diminishes habitat connectivity and decreases patch size of habitats. Roads fragment habitat by changing landscape structure, dissecting vegetation patches, increasing the amount of edge, and decreasing interior area. Populations can be fragmented into smaller subpopulations causing instability, inbreeding, loss of genetic variability, and local population extinctions.

Barriers to animal movement caused by roads

It has been thought that only wide, multi-lane, paved roads have been considered significant barriers to animal movements. However, Oxley et al. (1974) found that small mammals were not willing to cross forested gravel roads of 30 meters and greater. And Swilhart and Slade (1984) found that prairie voles and cotton rats were strongly inhibited from crossing a route less than 3 meters wide with vehicle traffic of 10-20 vehicles per day.

Animal mortality due to vehicle collisions

The growing number of collisions between wildlife and vehicles in Arizona is a major safety concern. On several rural highways, wildlife-vehicle collisions account for over 60 percent of all single-vehicle accidents (www.azgfd.gov/i_e/pubs/stateroute260.shtml).

Although wildlife-vehicle collisions on paved roads are a greater threat to wildlife, wildlife-vehicle collisions occur on smaller narrow roads as well, due to wildlife attraction for roads. Reptiles will bask on roads, birds use gravel on roads to aid in digestion, deer frequently browse on road edges and carrion eaters may be foraging in the road.

Human disturbance of animals associated with motorized travel

Vehicular traffic is also a source of noise and other stimuli that have the potential for disturbing wildlife along any type of road or trail. Although sounds of vehicles are not the loudest anthropogenic sounds, in wildlife habitats they are emitted more frequently than other high-intensity sounds (Brattstrom and Bondello, 1983). Noise, lights, and other disturbances associated with vehicles also have the potential for eliciting stress responses from a broad spectrum of wildlife taxa. Studies have shown that ungulates, birds, and reptiles all experience accelerated heart rates and metabolic function during disturbance events; in turn, animals may be displaced and experience reproductive failure and reduced survivorship (Havlick, 2002).

Habitat degradation associated with the loss of logs and snags due to fuelwood harvesting near roads

Loss of logs and snags due to fuelwood harvesting is an indirect effect of motorized travel. Fuelwood harvesting (both legal and illegal) is closely associated with aspects of travel management such as road density and cross-country travel policy. After an extensive review of the literature, Wisdom et al. (2000) identified reduced densities of logs and snags as one of the negative effects on wildlife habitat associated with roads. Logs and snags function as important habitat components for a wide variety of wildlife species in different forest types, including ponderosa pine forests (Chambers and Germaine 2003: pages 271-272). Personal fuelwood harvesting is allowed on the District by permit. Because cross-country vehicle travel is currently allowed, there is no maximum distance from the road from which fuelwood can be harvested.

Habitat degradation associated with the spread of noxious weeds by motor vehicles

Roads also facilitate biological invasion where disturbed roadside habitats are invaded by non-native plants and animal species; dispersed by wind, water, vehicles, and other human activities. Roads may be the first point of entry for non-native species into a new landscape, and the road can serve as a corridor for plants and animals moving farther into the landscape. Some exotic plants may then be able to move away from the roadside into adjacent patches of suitable habitat.

Because many of the direct and indirect effects of roads on wildlife are negative, there is an opportunity to reduce impacts to wildlife by reducing the density of open roads on the District. Reducing open road density would result in reduced levels of human disturbance because there would be more areas inaccessible to motor vehicle travel. Habitat quality would be greater for a variety of wildlife species in these areas made more inaccessible to motor vehicle travel because there would be reduced road-associated habitat impacts.

There is also an opportunity to reduce impacts to wildlife by restricting cross-country motorized travel. Similar to reducing open road density, restricting cross-country motorized travel would result in reduced levels of human disturbance to wildlife and increased habitat quality for various wildlife species.

STEP 5: DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

Combined Analysis

Based on the information from individual resource areas as provided in Step 4 above, we assembled a combined list of criteria to use in evaluating the existing road system and thus determine the minimum road system necessary for efficient administration of the district. These criteria will also assist with implementation of future environmental analyses. These criteria will aid in determining which roads, trails, and/or areas are included or excluded from any proposed action(s). This is followed by summaries of the relevant issues from individual resource areas, and a description of how these issues fed into evaluations regarding the minimum road system.

Botany

Impacts of cross-country motorized travel include direct damage to any affected species of plant through trampling and breakage, or through indirect means, such as reduced photosynthetic capacity due to fugitive dust. These combined effects may lead to reduce biodiversity in the ecosystem.

There are roads and unauthorized routes on the NKRD that are near or may be impacting rare plant populations. Eliminating roads within and adjacent to rare plant populations will increase their likelihood of survival.

Known populations of invasive species on the district continue to spread along the existing road system. Reducing the density of roads on the district, prohibiting cross-country motorized travel and closing all unauthorized routes would reduce the opportunities for noxious weeds to be introduced and spread.

Heritage

Any unauthorized routes that the forest chooses to designate as open to public travel will be subject to compliance with the National Historic Preservation Act of 1966, as amended. These locations will be inventoried for the presence of cultural resources. Only routes that have no adverse effects to cultural resources will be designated open.

Further, in determining whether a road, trail, or area should be part of the designated system, the proximity and/or presence of heritage sites in that road corridor must be considered. This consideration must also account for the availability of heritage survey data and/or the probability of heritage resource sites in the area.

Recreation, Scenery, Access to Private Land, and Special Uses

Roads are well distributed across the NKRD, and adequate motorized recreation opportunities associated with the roads are provided. From a recreation perspective, any future evaluation of roads should consider the balance between maintaining access for visitors to hunt, camp, sightsee, etc., and assuring that motorized use is not so prevalent as to negatively impact visitors participating in non-motorized activities.

Assessing user created routes in a project area provides an important opportunity for maintaining or improving the scenic integrity of the district landscape. Closure of these routes would improve the overall positive perspectives of the NKRD landscape and would reduce the noticeable resource damage from motorized cross-country travel.

There is adequate access to special use permit areas (roads or routes as designated in operating plans for permits). There is currently adequate road access to private land inholdings, as well as to adjacent federal lands. It is incumbent on the district to continue to work with federal partners to assure that mutual goals are met as these agencies proceed with similar route designation processes.

Vegetation Management

The existing system of roads on the NKRD is very much a reflection of the district's vegetation management program. As the program changes and reflects more silvicultural work and fuels/fire management, access to all non-restricted areas of the district will be essential to successful vegetation management. Similar to recreation, this access will reflect a balance. The primary concern for vegetation management is not necessarily the open road system. For the purposes of vegetation management and fuels/fire management, proper maintenance of the arterial network of roads is paramount. As needs arise, these arterial roads will provide necessary access to more remote, ML1 roads for future projects.

Wildlife

Motorized travel has a wide variety of direct and indirect effects on wildlife. The potential effects of motorized use 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
- Habitat degradation associated with the loss of logs and snags due to fuelwood harvesting near roads.

These effects should be considered in any future projects. Further, these effects should be considered in both a positive and negative light. Management of game species can be connected to the amount and type of motorized use in a given area. In evaluating a road system or a proposed action, the NKRD should consider both the direct and indirect impacts changes to motorized use would have on a variety of species.

Determining the Minimum Road System

Using the criteria laid out above, we identified a minimum system of roads that would be necessary for effective administration of the district. The identification of this minimum system does not represent a formal decision, but will serve to inform the interdisciplinary team and

interested publics as we move through environmental analyses of future decisions that affect the transportation system on the NKRD.

The Process of Determining the Minimum Road System

The first critical element for the district to consider in determining a minimum system was accurate data regarding our existing road and trail system. Thus, our initial efforts were focused on verifying the accuracy of our GIS data and making necessary corrections in addition to providing annual updates of these roads data. (It should be noted that we recognize our data are not 100 percent accurate, and that we will correct any inaccuracies as soon as possible after becoming aware of them.)

With complete and accurate data, members of the interdisciplinary team gathered to discuss each resource area, and the criteria by which the roads would be evaluated for inclusion in the minimum system. These criteria are the same as those listed above and in Step 4. Once the interdisciplinary team reached agreement on the criteria, the team members conducted evaluations. Each individual member analyzed the existing road system according to the appropriate method for his or her resource area. Some of the analysis was done through comparison of different map data. For example, a map of areas with complete heritage survey was overlaid onto a map of district roads to help determine density and probability of archaeological sites in specific road corridors. In other cases, field trips were necessary to verify the locations and conditions of roads in order to determine if they are necessary or appropriate for removal. An example of this type of work was a verification of whether a given road runs through a meadow, and if so, whether an acceptable alternative to that route exists.

Once the individual specialists identified high risk roads, roads of concern, roads that were important for maintaining access, etc., we combined these identified roads on one map. The interdisciplinary team then undertook a thorough review process to ultimately determine the minimum road system. The central aspect of this review process was a gathering of all team members to evaluate each recommendation or concern. The group addressed each road recommended for removal in light of the criteria from each resource area. Once the team reached agreement on the value/risk of each individual road, we once again looked at the larger system to assure the minimum system was adequate. A description of the minimum road system follows.

Description of the Minimum Road System

In determining the minimum road system for the NKRD, we identified 347 miles of roads from the existing system that could be closed to public use. A map of the minimum system is attached to this document, and a list of the roads that would be closed to public use under the minimum system can be found in Appendix 2. The roads that would be closed typically fell under one of the following categories:

- Roads that were intended to be closed (typically after a timber sale) but the administrative action to close them had not been taken;
- Roads through known heritage sites, and where the potential for additional damage to those sites is high;
- Roads through areas with a high density of heritage sites;

- Roads across meadows;
- Roads with known erosion issues; or
- Roads that were established for use by range permittees, but are not needed for public access.

The minimum road system would leave 1,549 miles of National Forest System roads open, in addition to the 114 miles of state highways on the district. It would provide adequate access for effective administration of district resources, and would be economically sustainable given present budgets.

STEP 6: REPORTING

The purpose of this step is to report the key findings of the TAP. Through the course of developing the TAP, the interdisciplinary team identified a number of criteria that should be considered in future environmental analyses. Those criteria cover a broad spectrum of resource concerns, including botany, heritage, recreation/visuals, vegetation management and wildlife.

The interdisciplinary team did not identify any necessary additions to the open road system on the NKRD. Through the process of determining a minimum acceptable road system, the team did identify a number of roads with resource concerns or risks that should be considered in future environmental analyses.

The criteria for future evaluation are discussed in detail in Steps 4 and 5 of this report. The minimum road system is described in Step 5 of this report and is displayed on included maps. The list of roads that would be removed under the minimum system is included in Appendix 1.

Neither the minimum system nor the TAP in general is an end point, but a beginning. They will serve as discussion points in future environmental analyses. Changes will be made as we gain information and the perspectives of interested parties. Ultimately, this TAP report gives both the FS and our stakeholders a foundation from which to work toward establishing an efficient, sustainable system of roads, trails, and areas for the district.

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APPENDICES

Appendix 1. List of open roads on the North Kaibab Ranger District

Route Number	Length (mi.)	Maintenance Level
AZ-67	38.99	5 - HIGH DEGREE OF USER COMFORT
US-89A	57.47	5 - HIGH DEGREE OF USER COMFORT
AZ389	17.71	5 - HIGH DEGREE OF USER COMFORT
3767A	0.06	4 - MODERATE DEGREE OF USER COMFORT
579A	0.08	4 - MODERATE DEGREE OF USER COMFORT
212	5.60	3 - SUITABLE FOR PASSENGER CARS
447	3.83	3 - SUITABLE FOR PASSENGER CARS
461	5.42	3 - SUITABLE FOR PASSENGER CARS
616	0.21	3 - SUITABLE FOR PASSENGER CARS
206	10.69	3 - SUITABLE FOR PASSENGER CARS
214	7.85	3 - SUITABLE FOR PASSENGER CARS
22	50.08	3 - SUITABLE FOR PASSENGER CARS
232	5.18	3 - SUITABLE FOR PASSENGER CARS
234	8.52	3 - SUITABLE FOR PASSENGER CARS
271	8.00	3 - SUITABLE FOR PASSENGER CARS
271A	3.01	3 - SUITABLE FOR PASSENGER CARS
292A	1.65	3 - SUITABLE FOR PASSENGER CARS
293	7.78	3 - SUITABLE FOR PASSENGER CARS
294	7.44	3 - SUITABLE FOR PASSENGER CARS
427	11.08	3 - SUITABLE FOR PASSENGER CARS
429	12.89	3 - SUITABLE FOR PASSENGER CARS
462	28.07	3 - SUITABLE FOR PASSENGER CARS
611	7.03	3 - SUITABLE FOR PASSENGER CARS
632	2.26	3 - SUITABLE FOR PASSENGER CARS
642	2.97	3 - SUITABLE FOR PASSENGER CARS
1046	0.37	2 - HIGH CLEARANCE VEHICLES
1047	0.51	2 - HIGH CLEARANCE VEHICLES
1048	0.67	2 - HIGH CLEARANCE VEHICLES
1049	0.52	2 - HIGH CLEARANCE VEHICLES
1050	1.98	2 - HIGH CLEARANCE VEHICLES
1050C	0.22	2 - HIGH CLEARANCE VEHICLES
1050D	0.49	2 - HIGH CLEARANCE VEHICLES
1050F	0.39	2 - HIGH CLEARANCE VEHICLES
1054	1.19	2 - HIGH CLEARANCE VEHICLES
1054D	0.48	2 - HIGH CLEARANCE VEHICLES
200CG	0.82	2 - HIGH CLEARANCE VEHICLES
200K	0.32	2 - HIGH CLEARANCE VEHICLES
203	5.62	2 - HIGH CLEARANCE VEHICLES
205B	2.57	2 - HIGH CLEARANCE VEHICLES
208BB	0.19	2 - HIGH CLEARANCE VEHICLES
205U	0.64	2 - HIGH CLEARANCE VEHICLES

205UA	0.37	2 - HIGH CLEARANCE VEHICLES
205W	1.68	2 - HIGH CLEARANCE VEHICLES
205WB	0.38	2 - HIGH CLEARANCE VEHICLES
214AA	0.42	2 - HIGH CLEARANCE VEHICLES
221	3.36	2 - HIGH CLEARANCE VEHICLES
221E	1.45	2 - HIGH CLEARANCE VEHICLES
222R	0.26	2 - HIGH CLEARANCE VEHICLES
222Y	1.80	2 - HIGH CLEARANCE VEHICLES
223B	0.49	2 - HIGH CLEARANCE VEHICLES
225D	0.97	2 - HIGH CLEARANCE VEHICLES
225HB	0.25	2 - HIGH CLEARANCE VEHICLES
225RA	0.46	2 - HIGH CLEARANCE VEHICLES
235AA	2.03	2 - HIGH CLEARANCE VEHICLES
236A	0.81	2 - HIGH CLEARANCE VEHICLES
2389	0.58	2 - HIGH CLEARANCE VEHICLES
239A1	0.18	2 - HIGH CLEARANCE VEHICLES
240	2.50	2 - HIGH CLEARANCE VEHICLES
240J	1.67	2 - HIGH CLEARANCE VEHICLES
240JG	1.10	2 - HIGH CLEARANCE VEHICLES
243A	0.20	2 - HIGH CLEARANCE VEHICLES
246LA	1.13	2 - HIGH CLEARANCE VEHICLES
248AA	0.36	2 - HIGH CLEARANCE VEHICLES
248AB	0.11	2 - HIGH CLEARANCE VEHICLES
248H	0.88	2 - HIGH CLEARANCE VEHICLES
248Q	0.82	2 - HIGH CLEARANCE VEHICLES
249B	5.92	2 - HIGH CLEARANCE VEHICLES
249D	1.62	2 - HIGH CLEARANCE VEHICLES
2519	0.97	2 - HIGH CLEARANCE VEHICLES
252G	0.58	2 - HIGH CLEARANCE VEHICLES
2571	0.29	2 - HIGH CLEARANCE VEHICLES
257GG	0.24	2 - HIGH CLEARANCE VEHICLES
2596	0.32	2 - HIGH CLEARANCE VEHICLES
261	3.62	2 - HIGH CLEARANCE VEHICLES
262C	1.55	2 - HIGH CLEARANCE VEHICLES
262J	0.91	2 - HIGH CLEARANCE VEHICLES
262L	0.48	2 - HIGH CLEARANCE VEHICLES
263P	1.02	2 - HIGH CLEARANCE VEHICLES
267D	1.46	2 - HIGH CLEARANCE VEHICLES
2686	0.22	2 - HIGH CLEARANCE VEHICLES
275F	2.00	2 - HIGH CLEARANCE VEHICLES
2825	1.67	2 - HIGH CLEARANCE VEHICLES
282MG	0.69	2 - HIGH CLEARANCE VEHICLES
9030AA	0.30	2 - HIGH CLEARANCE VEHICLES
282U	0.60	2 - HIGH CLEARANCE VEHICLES
284BB	0.32	2 - HIGH CLEARANCE VEHICLES
284CC	0.67	2 - HIGH CLEARANCE VEHICLES
284DD	1.52	2 - HIGH CLEARANCE VEHICLES
2856	0.60	2 - HIGH CLEARANCE VEHICLES

286	0.83	2 - HIGH CLEARANCE VEHICLES
2870	0.70	2 - HIGH CLEARANCE VEHICLES
2873	0.33	2 - HIGH CLEARANCE VEHICLES
2877	0.21	2 - HIGH CLEARANCE VEHICLES
2887	0.94	2 - HIGH CLEARANCE VEHICLES
2894	2.50	2 - HIGH CLEARANCE VEHICLES
292G	0.62	2 - HIGH CLEARANCE VEHICLES
294A	0.67	2 - HIGH CLEARANCE VEHICLES
294AA	0.45	2 - HIGH CLEARANCE VEHICLES
3034N	0.18	2 - HIGH CLEARANCE VEHICLES
3220	0.39	2 - HIGH CLEARANCE VEHICLES
3633	0.05	2 - HIGH CLEARANCE VEHICLES
3718	0.37	2 - HIGH CLEARANCE VEHICLES
3719	0.15	2 - HIGH CLEARANCE VEHICLES
3934	0.56	2 - HIGH CLEARANCE VEHICLES
4052	2.33	2 - HIGH CLEARANCE VEHICLES
4092	1.09	2 - HIGH CLEARANCE VEHICLES
4102	1.10	2 - HIGH CLEARANCE VEHICLES
4102A	0.53	2 - HIGH CLEARANCE VEHICLES
4103	1.52	2 - HIGH CLEARANCE VEHICLES
4103G	0.43	2 - HIGH CLEARANCE VEHICLES
4103J	0.36	2 - HIGH CLEARANCE VEHICLES
4108	0.85	2 - HIGH CLEARANCE VEHICLES
4127	0.83	2 - HIGH CLEARANCE VEHICLES
415GB	0.25	2 - HIGH CLEARANCE VEHICLES
4169	2.48	2 - HIGH CLEARANCE VEHICLES
416H	0.49	2 - HIGH CLEARANCE VEHICLES
416P	0.86	2 - HIGH CLEARANCE VEHICLES
416T	1.01	2 - HIGH CLEARANCE VEHICLES
4171	1.95	2 - HIGH CLEARANCE VEHICLES
418	2.35	2 - HIGH CLEARANCE VEHICLES
425	19.06	2 - HIGH CLEARANCE VEHICLES
425L	0.31	2 - HIGH CLEARANCE VEHICLES
429M	0.16	2 - HIGH CLEARANCE VEHICLES
430N	1.18	2 - HIGH CLEARANCE VEHICLES
445AB	2.52	2 - HIGH CLEARANCE VEHICLES
445CB	0.25	2 - HIGH CLEARANCE VEHICLES
445SA	0.06	2 - HIGH CLEARANCE VEHICLES
454S	0.35	2 - HIGH CLEARANCE VEHICLES
480	2.53	2 - HIGH CLEARANCE VEHICLES
480F	0.30	2 - HIGH CLEARANCE VEHICLES
211	4.72	2 - HIGH CLEARANCE VEHICLES
212A	2.01	2 - HIGH CLEARANCE VEHICLES
212B	1.63	2 - HIGH CLEARANCE VEHICLES
3648	0.66	2 - HIGH CLEARANCE VEHICLES
3651	0.35	2 - HIGH CLEARANCE VEHICLES
3652	0.23	2 - HIGH CLEARANCE VEHICLES
3663	0.42	2 - HIGH CLEARANCE VEHICLES

3665	0.26	2 - HIGH CLEARANCE VEHICLES
3666	0.41	2 - HIGH CLEARANCE VEHICLES
3670	0.13	2 - HIGH CLEARANCE VEHICLES
3673	0.37	2 - HIGH CLEARANCE VEHICLES
3847	1.35	2 - HIGH CLEARANCE VEHICLES
3851	0.42	2 - HIGH CLEARANCE VEHICLES
445KK	0.27	2 - HIGH CLEARANCE VEHICLES
445Q	1.06	2 - HIGH CLEARANCE VEHICLES
445QA	0.31	2 - HIGH CLEARANCE VEHICLES
445R	0.32	2 - HIGH CLEARANCE VEHICLES
445S	2.91	2 - HIGH CLEARANCE VEHICLES
445T	0.23	2 - HIGH CLEARANCE VEHICLES
445U	0.47	2 - HIGH CLEARANCE VEHICLES
445V	1.14	2 - HIGH CLEARANCE VEHICLES
445W	0.14	2 - HIGH CLEARANCE VEHICLES
445X	0.29	2 - HIGH CLEARANCE VEHICLES
445Y	0.24	2 - HIGH CLEARANCE VEHICLES
446	0.36	2 - HIGH CLEARANCE VEHICLES
454	3.74	2 - HIGH CLEARANCE VEHICLES
454G	0.63	2 - HIGH CLEARANCE VEHICLES
454L	0.17	2 - HIGH CLEARANCE VEHICLES
461A	1.60	2 - HIGH CLEARANCE VEHICLES
461B	2.28	2 - HIGH CLEARANCE VEHICLES
461G	1.61	2 - HIGH CLEARANCE VEHICLES
9078K	0.41	2 - HIGH CLEARANCE VEHICLES
9079D	1.08	2 - HIGH CLEARANCE VEHICLES
D151	2.06	2 - HIGH CLEARANCE VEHICLES
D1516	0.02	2 - HIGH CLEARANCE VEHICLES
D729	0.18	2 - HIGH CLEARANCE VEHICLES
D736	0.27	2 - HIGH CLEARANCE VEHICLES
D750	0.26	2 - HIGH CLEARANCE VEHICLES
D787	0.12	2 - HIGH CLEARANCE VEHICLES
D794	0.32	2 - HIGH CLEARANCE VEHICLES
487A3	0.09	2 - HIGH CLEARANCE VEHICLES
488B	1.59	2 - HIGH CLEARANCE VEHICLES
488BC	0.43	2 - HIGH CLEARANCE VEHICLES
488F	1.64	2 - HIGH CLEARANCE VEHICLES
496B	0.73	2 - HIGH CLEARANCE VEHICLES
496C	0.34	2 - HIGH CLEARANCE VEHICLES
496D	1.47	2 - HIGH CLEARANCE VEHICLES
499	0.70	2 - HIGH CLEARANCE VEHICLES
509A	0.19	2 - HIGH CLEARANCE VEHICLES
514B	0.41	2 - HIGH CLEARANCE VEHICLES
612A	1.52	2 - HIGH CLEARANCE VEHICLES
630A	2.16	2 - HIGH CLEARANCE VEHICLES
632A	1.37	2 - HIGH CLEARANCE VEHICLES
632B	3.88	2 - HIGH CLEARANCE VEHICLES
633E	3.58	2 - HIGH CLEARANCE VEHICLES

633G	0.75	2 - HIGH CLEARANCE VEHICLES
633J	2.20	2 - HIGH CLEARANCE VEHICLES
633L	1.60	2 - HIGH CLEARANCE VEHICLES
635	0.19	2 - HIGH CLEARANCE VEHICLES
640B	0.82	2 - HIGH CLEARANCE VEHICLES
640C	1.13	2 - HIGH CLEARANCE VEHICLES
640EA	0.83	2 - HIGH CLEARANCE VEHICLES
640H	1.24	2 - HIGH CLEARANCE VEHICLES
640HG	0.48	2 - HIGH CLEARANCE VEHICLES
641MA	0.21	2 - HIGH CLEARANCE VEHICLES
647	1.00	2 - HIGH CLEARANCE VEHICLES
649	1.57	2 - HIGH CLEARANCE VEHICLES
652	0.76	2 - HIGH CLEARANCE VEHICLES
6602	0.11	2 - HIGH CLEARANCE VEHICLES
6604	0.06	2 - HIGH CLEARANCE VEHICLES
6608	0.14	2 - HIGH CLEARANCE VEHICLES
240JE	0.58	2 - HIGH CLEARANCE VEHICLES
241	10.28	2 - HIGH CLEARANCE VEHICLES
241A	1.11	2 - HIGH CLEARANCE VEHICLES
769G	0.13	2 - HIGH CLEARANCE VEHICLES
769L	0.59	2 - HIGH CLEARANCE VEHICLES
769LA	0.27	2 - HIGH CLEARANCE VEHICLES
769Z	0.28	2 - HIGH CLEARANCE VEHICLES
773	4.05	2 - HIGH CLEARANCE VEHICLES
795	1.34	2 - HIGH CLEARANCE VEHICLES
800	1.55	2 - HIGH CLEARANCE VEHICLES
8000	0.62	2 - HIGH CLEARANCE VEHICLES
9110J	0.13	2 - HIGH CLEARANCE VEHICLES
912	0.56	2 - HIGH CLEARANCE VEHICLES
937	0.23	2 - HIGH CLEARANCE VEHICLES
945	3.78	2 - HIGH CLEARANCE VEHICLES
948	0.07	2 - HIGH CLEARANCE VEHICLES
949	0.13	2 - HIGH CLEARANCE VEHICLES
950	0.11	2 - HIGH CLEARANCE VEHICLES
6610	0.10	2 - HIGH CLEARANCE VEHICLES
6612	0.07	2 - HIGH CLEARANCE VEHICLES
668AB	0.60	2 - HIGH CLEARANCE VEHICLES
6990	2.63	2 - HIGH CLEARANCE VEHICLES
765	3.34	2 - HIGH CLEARANCE VEHICLES
773M	1.92	2 - HIGH CLEARANCE VEHICLES
723R	0.37	2 - HIGH CLEARANCE VEHICLES
753V	0.51	2 - HIGH CLEARANCE VEHICLES
813	0.70	2 - HIGH CLEARANCE VEHICLES
828	1.75	2 - HIGH CLEARANCE VEHICLES
872	0.22	2 - HIGH CLEARANCE VEHICLES
872A	0.19	2 - HIGH CLEARANCE VEHICLES
9013	0.09	2 - HIGH CLEARANCE VEHICLES
9014	0.96	2 - HIGH CLEARANCE VEHICLES

9018	1.22	2 - HIGH CLEARANCE VEHICLES
9047A	1.93	2 - HIGH CLEARANCE VEHICLES
9048H	0.34	2 - HIGH CLEARANCE VEHICLES
9049B	2.12	2 - HIGH CLEARANCE VEHICLES
9049H	0.46	2 - HIGH CLEARANCE VEHICLES
9059FA	0.80	2 - HIGH CLEARANCE VEHICLES
9066	1.03	2 - HIGH CLEARANCE VEHICLES
9073C	0.48	2 - HIGH CLEARANCE VEHICLES
9092Y	0.21	2 - HIGH CLEARANCE VEHICLES
9107RA	0.08	2 - HIGH CLEARANCE VEHICLES
9603C	0.68	2 - HIGH CLEARANCE VEHICLES
9603F	0.30	2 - HIGH CLEARANCE VEHICLES
9603M	0.98	2 - HIGH CLEARANCE VEHICLES
9607J	0.22	2 - HIGH CLEARANCE VEHICLES
9607K	0.66	2 - HIGH CLEARANCE VEHICLES
9607L	0.58	2 - HIGH CLEARANCE VEHICLES
9607T	0.32	2 - HIGH CLEARANCE VEHICLES
9607V	0.35	2 - HIGH CLEARANCE VEHICLES
9607Y	0.37	2 - HIGH CLEARANCE VEHICLES
259B	0.07	2 - HIGH CLEARANCE VEHICLES
259BB	0.32	2 - HIGH CLEARANCE VEHICLES
4159	0.27	2 - HIGH CLEARANCE VEHICLES
6092	0.16	2 - HIGH CLEARANCE VEHICLES
2589	0.19	2 - HIGH CLEARANCE VEHICLES
D244	0.10	2 - HIGH CLEARANCE VEHICLES
D261	0.19	2 - HIGH CLEARANCE VEHICLES
9045	0.05	2 - HIGH CLEARANCE VEHICLES
D720	0.22	2 - HIGH CLEARANCE VEHICLES
1016	3.00	2 - HIGH CLEARANCE VEHICLES
1016D	0.65	2 - HIGH CLEARANCE VEHICLES
1016H	0.06	2 - HIGH CLEARANCE VEHICLES
1025	1.40	2 - HIGH CLEARANCE VEHICLES
1027	0.11	2 - HIGH CLEARANCE VEHICLES
1029	0.38	2 - HIGH CLEARANCE VEHICLES
200	2.76	2 - HIGH CLEARANCE VEHICLES
200A	2.21	2 - HIGH CLEARANCE VEHICLES
200AA	0.23	2 - HIGH CLEARANCE VEHICLES
200B	2.47	2 - HIGH CLEARANCE VEHICLES
200F	1.10	2 - HIGH CLEARANCE VEHICLES
200FC	0.23	2 - HIGH CLEARANCE VEHICLES
200FD	0.52	2 - HIGH CLEARANCE VEHICLES
200G	0.27	2 - HIGH CLEARANCE VEHICLES
201	10.27	2 - HIGH CLEARANCE VEHICLES
201A	3.70	2 - HIGH CLEARANCE VEHICLES
204	2.32	2 - HIGH CLEARANCE VEHICLES
204A	0.98	2 - HIGH CLEARANCE VEHICLES
204AA	0.15	2 - HIGH CLEARANCE VEHICLES
205	8.96	2 - HIGH CLEARANCE VEHICLES

205C	1.49	2 - HIGH CLEARANCE VEHICLES
205D	1.97	2 - HIGH CLEARANCE VEHICLES
205H	1.93	2 - HIGH CLEARANCE VEHICLES
205P	0.62	2 - HIGH CLEARANCE VEHICLES
205WK	0.11	2 - HIGH CLEARANCE VEHICLES
206B	2.42	2 - HIGH CLEARANCE VEHICLES
206F	0.94	2 - HIGH CLEARANCE VEHICLES
206G	0.26	2 - HIGH CLEARANCE VEHICLES
206H	0.74	2 - HIGH CLEARANCE VEHICLES
206K	0.69	2 - HIGH CLEARANCE VEHICLES
206L	0.36	2 - HIGH CLEARANCE VEHICLES
206M	0.29	2 - HIGH CLEARANCE VEHICLES
206T	0.16	2 - HIGH CLEARANCE VEHICLES
207	3.88	2 - HIGH CLEARANCE VEHICLES
207C	0.89	2 - HIGH CLEARANCE VEHICLES
208	2.06	2 - HIGH CLEARANCE VEHICLES
209	6.08	2 - HIGH CLEARANCE VEHICLES
2098	0.25	2 - HIGH CLEARANCE VEHICLES
209A	3.59	2 - HIGH CLEARANCE VEHICLES
209B	0.27	2 - HIGH CLEARANCE VEHICLES
212G	0.63	2 - HIGH CLEARANCE VEHICLES
9202K	1.52	2 - HIGH CLEARANCE VEHICLES
213	8.37	2 - HIGH CLEARANCE VEHICLES
2138	0.99	2 - HIGH CLEARANCE VEHICLES
213A	2.64	2 - HIGH CLEARANCE VEHICLES
213A1	0.16	2 - HIGH CLEARANCE VEHICLES
213B	1.81	2 - HIGH CLEARANCE VEHICLES
213BC	0.23	2 - HIGH CLEARANCE VEHICLES
213E	0.57	2 - HIGH CLEARANCE VEHICLES
214B	3.17	2 - HIGH CLEARANCE VEHICLES
214F	3.07	2 - HIGH CLEARANCE VEHICLES
214G	1.17	2 - HIGH CLEARANCE VEHICLES
214T	1.65	2 - HIGH CLEARANCE VEHICLES
214W	1.24	2 - HIGH CLEARANCE VEHICLES
214Y	0.82	2 - HIGH CLEARANCE VEHICLES
216	4.74	2 - HIGH CLEARANCE VEHICLES
216B	1.50	2 - HIGH CLEARANCE VEHICLES
217	4.69	2 - HIGH CLEARANCE VEHICLES
217CB	0.08	2 - HIGH CLEARANCE VEHICLES
218	4.37	2 - HIGH CLEARANCE VEHICLES
218A	1.83	2 - HIGH CLEARANCE VEHICLES
218B	2.01	2 - HIGH CLEARANCE VEHICLES
218C	0.68	2 - HIGH CLEARANCE VEHICLES
218E	0.47	2 - HIGH CLEARANCE VEHICLES
218F	0.35	2 - HIGH CLEARANCE VEHICLES
219	4.53	2 - HIGH CLEARANCE VEHICLES
219A	2.75	2 - HIGH CLEARANCE VEHICLES
219B	1.40	2 - HIGH CLEARANCE VEHICLES

219D	0.91	2 - HIGH CLEARANCE VEHICLES
219F	1.07	2 - HIGH CLEARANCE VEHICLES
219J	1.46	2 - HIGH CLEARANCE VEHICLES
219P	0.31	2 - HIGH CLEARANCE VEHICLES
219U	1.08	2 - HIGH CLEARANCE VEHICLES
219V	0.33	2 - HIGH CLEARANCE VEHICLES
220	31.59	2 - HIGH CLEARANCE VEHICLES
220A	0.13	2 - HIGH CLEARANCE VEHICLES
220W	1.87	2 - HIGH CLEARANCE VEHICLES
222	5.15	2 - HIGH CLEARANCE VEHICLES
223	13.16	2 - HIGH CLEARANCE VEHICLES
223A	2.15	2 - HIGH CLEARANCE VEHICLES
223AB	0.12	2 - HIGH CLEARANCE VEHICLES
223C	0.38	2 - HIGH CLEARANCE VEHICLES
223J	1.91	2 - HIGH CLEARANCE VEHICLES
223K	0.23	2 - HIGH CLEARANCE VEHICLES
223M	0.06	2 - HIGH CLEARANCE VEHICLES
223P	1.08	2 - HIGH CLEARANCE VEHICLES
223Q	0.12	2 - HIGH CLEARANCE VEHICLES
223R	0.27	2 - HIGH CLEARANCE VEHICLES
223S	0.19	2 - HIGH CLEARANCE VEHICLES
224	3.22	2 - HIGH CLEARANCE VEHICLES
224G	0.22	2 - HIGH CLEARANCE VEHICLES
225	6.53	2 - HIGH CLEARANCE VEHICLES
2255	0.43	2 - HIGH CLEARANCE VEHICLES
225A	1.95	2 - HIGH CLEARANCE VEHICLES
225B	0.54	2 - HIGH CLEARANCE VEHICLES
225C	0.59	2 - HIGH CLEARANCE VEHICLES
225EB	0.34	2 - HIGH CLEARANCE VEHICLES
225F	1.66	2 - HIGH CLEARANCE VEHICLES
225G	1.99	2 - HIGH CLEARANCE VEHICLES
225H	0.98	2 - HIGH CLEARANCE VEHICLES
225N	0.86	2 - HIGH CLEARANCE VEHICLES
225R	0.95	2 - HIGH CLEARANCE VEHICLES
225RB	0.69	2 - HIGH CLEARANCE VEHICLES
225T	0.37	2 - HIGH CLEARANCE VEHICLES
225X	0.39	2 - HIGH CLEARANCE VEHICLES
226	15.96	2 - HIGH CLEARANCE VEHICLES
227	7.86	2 - HIGH CLEARANCE VEHICLES
2273	0.18	2 - HIGH CLEARANCE VEHICLES
2275	0.86	2 - HIGH CLEARANCE VEHICLES
228	6.12	2 - HIGH CLEARANCE VEHICLES
2282	1.01	2 - HIGH CLEARANCE VEHICLES
2284	0.31	2 - HIGH CLEARANCE VEHICLES
2288	0.44	2 - HIGH CLEARANCE VEHICLES
2289	0.11	2 - HIGH CLEARANCE VEHICLES
228A	2.78	2 - HIGH CLEARANCE VEHICLES
228B	1.00	2 - HIGH CLEARANCE VEHICLES

228C	0.71	2 - HIGH CLEARANCE VEHICLES
228D	0.43	2 - HIGH CLEARANCE VEHICLES
228J	0.77	2 - HIGH CLEARANCE VEHICLES
228JA	0.73	2 - HIGH CLEARANCE VEHICLES
228JD	0.32	2 - HIGH CLEARANCE VEHICLES
228P	1.34	2 - HIGH CLEARANCE VEHICLES
2294	0.33	2 - HIGH CLEARANCE VEHICLES
2298	0.54	2 - HIGH CLEARANCE VEHICLES
2299	0.28	2 - HIGH CLEARANCE VEHICLES
230	6.98	2 - HIGH CLEARANCE VEHICLES
2300	0.08	2 - HIGH CLEARANCE VEHICLES
230A	2.34	2 - HIGH CLEARANCE VEHICLES
230AA	0.23	2 - HIGH CLEARANCE VEHICLES
230AH	0.25	2 - HIGH CLEARANCE VEHICLES
230C	2.27	2 - HIGH CLEARANCE VEHICLES
230D	0.61	2 - HIGH CLEARANCE VEHICLES
230E	0.55	2 - HIGH CLEARANCE VEHICLES
230EB	0.17	2 - HIGH CLEARANCE VEHICLES
230EE	0.30	2 - HIGH CLEARANCE VEHICLES
230F	0.14	2 - HIGH CLEARANCE VEHICLES
230M	1.84	2 - HIGH CLEARANCE VEHICLES
230Q	1.41	2 - HIGH CLEARANCE VEHICLES
231	2.73	2 - HIGH CLEARANCE VEHICLES
2311	0.67	2 - HIGH CLEARANCE VEHICLES
2319	0.14	2 - HIGH CLEARANCE VEHICLES
231D	0.19	2 - HIGH CLEARANCE VEHICLES
231F	0.15	2 - HIGH CLEARANCE VEHICLES
2320	0.29	2 - HIGH CLEARANCE VEHICLES
232A	0.06	2 - HIGH CLEARANCE VEHICLES
233	9.35	2 - HIGH CLEARANCE VEHICLES
2333	0.50	2 - HIGH CLEARANCE VEHICLES
2339	0.49	2 - HIGH CLEARANCE VEHICLES
2340	0.20	2 - HIGH CLEARANCE VEHICLES
2342	0.18	2 - HIGH CLEARANCE VEHICLES
2343	0.15	2 - HIGH CLEARANCE VEHICLES
235	7.09	2 - HIGH CLEARANCE VEHICLES
235.1	0.86	2 - HIGH CLEARANCE VEHICLES
235.13	0.33	2 - HIGH CLEARANCE VEHICLES
235A	4.13	2 - HIGH CLEARANCE VEHICLES
236	12.87	2 - HIGH CLEARANCE VEHICLES
2366	0.79	2 - HIGH CLEARANCE VEHICLES
237	6.02	2 - HIGH CLEARANCE VEHICLES
2376	1.22	2 - HIGH CLEARANCE VEHICLES
2376A	0.03	2 - HIGH CLEARANCE VEHICLES
2377	0.46	2 - HIGH CLEARANCE VEHICLES
2378	0.11	2 - HIGH CLEARANCE VEHICLES
2385	0.80	2 - HIGH CLEARANCE VEHICLES
2385A	0.32	2 - HIGH CLEARANCE VEHICLES

2386	0.24	2 - HIGH CLEARANCE VEHICLES
2387	0.64	2 - HIGH CLEARANCE VEHICLES
2388	0.94	2 - HIGH CLEARANCE VEHICLES
239	5.90	2 - HIGH CLEARANCE VEHICLES
2394	0.36	2 - HIGH CLEARANCE VEHICLES
2398	0.43	2 - HIGH CLEARANCE VEHICLES
2398A	0.28	2 - HIGH CLEARANCE VEHICLES
2398B	0.33	2 - HIGH CLEARANCE VEHICLES
239B	0.86	2 - HIGH CLEARANCE VEHICLES
239G	0.36	2 - HIGH CLEARANCE VEHICLES
240AA	0.33	2 - HIGH CLEARANCE VEHICLES
240C	0.14	2 - HIGH CLEARANCE VEHICLES
243	1.13	2 - HIGH CLEARANCE VEHICLES
246	3.65	2 - HIGH CLEARANCE VEHICLES
246E	0.46	2 - HIGH CLEARANCE VEHICLES
246K	0.19	2 - HIGH CLEARANCE VEHICLES
246L	1.57	2 - HIGH CLEARANCE VEHICLES
246M	0.78	2 - HIGH CLEARANCE VEHICLES
246Q	0.14	2 - HIGH CLEARANCE VEHICLES
246T	1.72	2 - HIGH CLEARANCE VEHICLES
246U	0.48	2 - HIGH CLEARANCE VEHICLES
246V	0.14	2 - HIGH CLEARANCE VEHICLES
247	9.75	2 - HIGH CLEARANCE VEHICLES
247A	0.63	2 - HIGH CLEARANCE VEHICLES
247B	0.17	2 - HIGH CLEARANCE VEHICLES
248	15.47	2 - HIGH CLEARANCE VEHICLES
248A	13.14	2 - HIGH CLEARANCE VEHICLES
248C	1.27	2 - HIGH CLEARANCE VEHICLES
248D	9.80	2 - HIGH CLEARANCE VEHICLES
248F	1.70	2 - HIGH CLEARANCE VEHICLES
248FB	0.15	2 - HIGH CLEARANCE VEHICLES
248G	0.73	2 - HIGH CLEARANCE VEHICLES
248L	0.13	2 - HIGH CLEARANCE VEHICLES
248N	0.51	2 - HIGH CLEARANCE VEHICLES
248R	1.85	2 - HIGH CLEARANCE VEHICLES
248V	0.53	2 - HIGH CLEARANCE VEHICLES
248X	0.21	2 - HIGH CLEARANCE VEHICLES
248Y	0.07	2 - HIGH CLEARANCE VEHICLES
249	11.61	2 - HIGH CLEARANCE VEHICLES
249A	1.75	2 - HIGH CLEARANCE VEHICLES
249C	0.93	2 - HIGH CLEARANCE VEHICLES
9614B	1.63	2 - HIGH CLEARANCE VEHICLES
249K	0.52	2 - HIGH CLEARANCE VEHICLES
250	5.92	2 - HIGH CLEARANCE VEHICLES
250B	2.44	2 - HIGH CLEARANCE VEHICLES
251	1.40	2 - HIGH CLEARANCE VEHICLES
252	3.93	2 - HIGH CLEARANCE VEHICLES
2524	0.71	2 - HIGH CLEARANCE VEHICLES

252B	1.79	2 - HIGH CLEARANCE VEHICLES
252C	1.52	2 - HIGH CLEARANCE VEHICLES
252CB	0.13	2 - HIGH CLEARANCE VEHICLES
2531	0.93	2 - HIGH CLEARANCE VEHICLES
2535	0.33	2 - HIGH CLEARANCE VEHICLES
255	2.83	2 - HIGH CLEARANCE VEHICLES
2557	1.63	2 - HIGH CLEARANCE VEHICLES
2558	0.76	2 - HIGH CLEARANCE VEHICLES
2559	0.22	2 - HIGH CLEARANCE VEHICLES
255A	3.26	2 - HIGH CLEARANCE VEHICLES
255B	2.28	2 - HIGH CLEARANCE VEHICLES
255E	0.37	2 - HIGH CLEARANCE VEHICLES
255F	0.91	2 - HIGH CLEARANCE VEHICLES
255L	0.77	2 - HIGH CLEARANCE VEHICLES
255M	1.24	2 - HIGH CLEARANCE VEHICLES
255MA	0.08	2 - HIGH CLEARANCE VEHICLES
2560	1.95	2 - HIGH CLEARANCE VEHICLES
2564	0.79	2 - HIGH CLEARANCE VEHICLES
257	2.98	2 - HIGH CLEARANCE VEHICLES
257A	0.41	2 - HIGH CLEARANCE VEHICLES
257AA	0.34	2 - HIGH CLEARANCE VEHICLES
257B	0.64	2 - HIGH CLEARANCE VEHICLES
257C	0.54	2 - HIGH CLEARANCE VEHICLES
257D	1.28	2 - HIGH CLEARANCE VEHICLES
257DA	0.17	2 - HIGH CLEARANCE VEHICLES
257E	1.51	2 - HIGH CLEARANCE VEHICLES
257EA	0.10	2 - HIGH CLEARANCE VEHICLES
257EB	0.58	2 - HIGH CLEARANCE VEHICLES
257EC	0.18	2 - HIGH CLEARANCE VEHICLES
257F	1.65	2 - HIGH CLEARANCE VEHICLES
257G	2.04	2 - HIGH CLEARANCE VEHICLES
257GC	0.58	2 - HIGH CLEARANCE VEHICLES
257GC1	0.10	2 - HIGH CLEARANCE VEHICLES
257GC2	0.08	2 - HIGH CLEARANCE VEHICLES
257GD	0.41	2 - HIGH CLEARANCE VEHICLES
257GF	0.21	2 - HIGH CLEARANCE VEHICLES
257GH	0.24	2 - HIGH CLEARANCE VEHICLES
257H	0.27	2 - HIGH CLEARANCE VEHICLES
257J	0.86	2 - HIGH CLEARANCE VEHICLES
257JA	0.17	2 - HIGH CLEARANCE VEHICLES
257JB	0.23	2 - HIGH CLEARANCE VEHICLES
257JJ	0.13	2 - HIGH CLEARANCE VEHICLES
257K	0.38	2 - HIGH CLEARANCE VEHICLES
257KA	0.10	2 - HIGH CLEARANCE VEHICLES
257L	0.30	2 - HIGH CLEARANCE VEHICLES
257Q	0.08	2 - HIGH CLEARANCE VEHICLES
257R	0.27	2 - HIGH CLEARANCE VEHICLES
257S	0.10	2 - HIGH CLEARANCE VEHICLES

257T	0.23	2 - HIGH CLEARANCE VEHICLES
257Z	0.19	2 - HIGH CLEARANCE VEHICLES
258	1.49	2 - HIGH CLEARANCE VEHICLES
2584	0.29	2 - HIGH CLEARANCE VEHICLES
258A	1.84	2 - HIGH CLEARANCE VEHICLES
258B	1.14	2 - HIGH CLEARANCE VEHICLES
258C	0.96	2 - HIGH CLEARANCE VEHICLES
258F	0.85	2 - HIGH CLEARANCE VEHICLES
258K	1.68	2 - HIGH CLEARANCE VEHICLES
259	4.69	2 - HIGH CLEARANCE VEHICLES
2599	1.07	2 - HIGH CLEARANCE VEHICLES
260	6.13	2 - HIGH CLEARANCE VEHICLES
260A	0.88	2 - HIGH CLEARANCE VEHICLES
260B	0.38	2 - HIGH CLEARANCE VEHICLES
260E	0.43	2 - HIGH CLEARANCE VEHICLES
262	2.08	2 - HIGH CLEARANCE VEHICLES
2627	0.03	2 - HIGH CLEARANCE VEHICLES
2629	0.18	2 - HIGH CLEARANCE VEHICLES
263	3.20	2 - HIGH CLEARANCE VEHICLES
2630	0.37	2 - HIGH CLEARANCE VEHICLES
2632	0.69	2 - HIGH CLEARANCE VEHICLES
2634	0.25	2 - HIGH CLEARANCE VEHICLES
2638	0.22	2 - HIGH CLEARANCE VEHICLES
2639	0.26	2 - HIGH CLEARANCE VEHICLES
264	2.60	2 - HIGH CLEARANCE VEHICLES
2644	0.14	2 - HIGH CLEARANCE VEHICLES
2647	0.69	2 - HIGH CLEARANCE VEHICLES
264D	0.20	2 - HIGH CLEARANCE VEHICLES
264H	1.26	2 - HIGH CLEARANCE VEHICLES
264O	0.30	2 - HIGH CLEARANCE VEHICLES
264R	0.33	2 - HIGH CLEARANCE VEHICLES
264S	1.14	2 - HIGH CLEARANCE VEHICLES
264V	0.60	2 - HIGH CLEARANCE VEHICLES
265	4.87	2 - HIGH CLEARANCE VEHICLES
2666	0.52	2 - HIGH CLEARANCE VEHICLES
267	7.89	2 - HIGH CLEARANCE VEHICLES
2674	0.12	2 - HIGH CLEARANCE VEHICLES
2677	0.20	2 - HIGH CLEARANCE VEHICLES
2678	0.75	2 - HIGH CLEARANCE VEHICLES
2679	0.28	2 - HIGH CLEARANCE VEHICLES
267A	3.58	2 - HIGH CLEARANCE VEHICLES
267B	4.15	2 - HIGH CLEARANCE VEHICLES
267C	3.40	2 - HIGH CLEARANCE VEHICLES
268	6.48	2 - HIGH CLEARANCE VEHICLES
2683	0.22	2 - HIGH CLEARANCE VEHICLES
2685	0.26	2 - HIGH CLEARANCE VEHICLES
2687	0.38	2 - HIGH CLEARANCE VEHICLES
2689	0.13	2 - HIGH CLEARANCE VEHICLES

268A	3.11	2 - HIGH CLEARANCE VEHICLES
268B	1.18	2 - HIGH CLEARANCE VEHICLES
268C	1.47	2 - HIGH CLEARANCE VEHICLES
268D	0.30	2 - HIGH CLEARANCE VEHICLES
268E	0.46	2 - HIGH CLEARANCE VEHICLES
268F	2.60	2 - HIGH CLEARANCE VEHICLES
268J	0.66	2 - HIGH CLEARANCE VEHICLES
268L	0.93	2 - HIGH CLEARANCE VEHICLES
268U	0.07	2 - HIGH CLEARANCE VEHICLES
268V	0.60	2 - HIGH CLEARANCE VEHICLES
268Y	0.60	2 - HIGH CLEARANCE VEHICLES
2694	0.16	2 - HIGH CLEARANCE VEHICLES
2695	0.22	2 - HIGH CLEARANCE VEHICLES
2696	0.92	2 - HIGH CLEARANCE VEHICLES
2698	0.91	2 - HIGH CLEARANCE VEHICLES
270	5.75	2 - HIGH CLEARANCE VEHICLES
2700	0.17	2 - HIGH CLEARANCE VEHICLES
270A	3.74	2 - HIGH CLEARANCE VEHICLES
270AB	0.04	2 - HIGH CLEARANCE VEHICLES
270E	0.76	2 - HIGH CLEARANCE VEHICLES
270F	2.95	2 - HIGH CLEARANCE VEHICLES
270G	2.89	2 - HIGH CLEARANCE VEHICLES
270H	0.93	2 - HIGH CLEARANCE VEHICLES
270J	0.25	2 - HIGH CLEARANCE VEHICLES
270L	1.32	2 - HIGH CLEARANCE VEHICLES
270Q	0.40	2 - HIGH CLEARANCE VEHICLES
270S	0.62	2 - HIGH CLEARANCE VEHICLES
270T	0.85	2 - HIGH CLEARANCE VEHICLES
270U	0.44	2 - HIGH CLEARANCE VEHICLES
271B	3.52	2 - HIGH CLEARANCE VEHICLES
271BN	1.79	2 - HIGH CLEARANCE VEHICLES
271E	0.89	2 - HIGH CLEARANCE VEHICLES
271V	1.26	2 - HIGH CLEARANCE VEHICLES
272	6.63	2 - HIGH CLEARANCE VEHICLES
272A	2.14	2 - HIGH CLEARANCE VEHICLES
272C	2.50	2 - HIGH CLEARANCE VEHICLES
272D	2.34	2 - HIGH CLEARANCE VEHICLES
272E	0.82	2 - HIGH CLEARANCE VEHICLES
272Z	0.24	2 - HIGH CLEARANCE VEHICLES
274	6.76	2 - HIGH CLEARANCE VEHICLES
274A	2.88	2 - HIGH CLEARANCE VEHICLES
274AC	0.38	2 - HIGH CLEARANCE VEHICLES
274AD	0.62	2 - HIGH CLEARANCE VEHICLES
274AG	0.62	2 - HIGH CLEARANCE VEHICLES
274AJ	1.21	2 - HIGH CLEARANCE VEHICLES
274AL	0.95	2 - HIGH CLEARANCE VEHICLES
274AX	0.57	2 - HIGH CLEARANCE VEHICLES
274B	2.83	2 - HIGH CLEARANCE VEHICLES

274BE	0.25	2 - HIGH CLEARANCE VEHICLES
274BM	0.94	2 - HIGH CLEARANCE VEHICLES
274BW	0.35	2 - HIGH CLEARANCE VEHICLES
274C	1.94	2 - HIGH CLEARANCE VEHICLES
274CK	0.50	2 - HIGH CLEARANCE VEHICLES
274D	1.93	2 - HIGH CLEARANCE VEHICLES
274E	4.95	2 - HIGH CLEARANCE VEHICLES
274EA	0.21	2 - HIGH CLEARANCE VEHICLES
274F	2.24	2 - HIGH CLEARANCE VEHICLES
274FC	0.72	2 - HIGH CLEARANCE VEHICLES
274FF	0.22	2 - HIGH CLEARANCE VEHICLES
274FG	0.22	2 - HIGH CLEARANCE VEHICLES
274G	0.48	2 - HIGH CLEARANCE VEHICLES
274J	0.29	2 - HIGH CLEARANCE VEHICLES
275	4.05	2 - HIGH CLEARANCE VEHICLES
275C	0.40	2 - HIGH CLEARANCE VEHICLES
275E	1.17	2 - HIGH CLEARANCE VEHICLES
276	0.29	2 - HIGH CLEARANCE VEHICLES
2760	1.72	2 - HIGH CLEARANCE VEHICLES
2768	0.80	2 - HIGH CLEARANCE VEHICLES
2779	0.18	2 - HIGH CLEARANCE VEHICLES
278	3.25	2 - HIGH CLEARANCE VEHICLES
279	4.27	2 - HIGH CLEARANCE VEHICLES
2791	0.28	2 - HIGH CLEARANCE VEHICLES
2794	0.35	2 - HIGH CLEARANCE VEHICLES
2795	0.34	2 - HIGH CLEARANCE VEHICLES
2796	0.59	2 - HIGH CLEARANCE VEHICLES
279A	3.67	2 - HIGH CLEARANCE VEHICLES
279C	1.64	2 - HIGH CLEARANCE VEHICLES
279H	0.25	2 - HIGH CLEARANCE VEHICLES
280	1.02	2 - HIGH CLEARANCE VEHICLES
280A	0.35	2 - HIGH CLEARANCE VEHICLES
9603G	0.35	2 - HIGH CLEARANCE VEHICLES
281	0.70	2 - HIGH CLEARANCE VEHICLES
281A	0.32	2 - HIGH CLEARANCE VEHICLES
281AA	0.10	2 - HIGH CLEARANCE VEHICLES
281B	0.56	2 - HIGH CLEARANCE VEHICLES
281C	1.11	2 - HIGH CLEARANCE VEHICLES
281D	0.55	2 - HIGH CLEARANCE VEHICLES
281E	0.08	2 - HIGH CLEARANCE VEHICLES
282	12.32	2 - HIGH CLEARANCE VEHICLES
2827	0.22	2 - HIGH CLEARANCE VEHICLES
282A	1.31	2 - HIGH CLEARANCE VEHICLES
282AA	0.63	2 - HIGH CLEARANCE VEHICLES
282C	1.06	2 - HIGH CLEARANCE VEHICLES
282F	1.87	2 - HIGH CLEARANCE VEHICLES
283	0.73	2 - HIGH CLEARANCE VEHICLES
2833	0.25	2 - HIGH CLEARANCE VEHICLES

2834	0.32	2 - HIGH CLEARANCE VEHICLES
2835	0.39	2 - HIGH CLEARANCE VEHICLES
2837	0.55	2 - HIGH CLEARANCE VEHICLES
284	11.86	2 - HIGH CLEARANCE VEHICLES
284A	1.63	2 - HIGH CLEARANCE VEHICLES
284AA	0.50	2 - HIGH CLEARANCE VEHICLES
284AB	0.08	2 - HIGH CLEARANCE VEHICLES
284B	1.45	2 - HIGH CLEARANCE VEHICLES
284C	9.45	2 - HIGH CLEARANCE VEHICLES
284D	2.97	2 - HIGH CLEARANCE VEHICLES
284E	1.10	2 - HIGH CLEARANCE VEHICLES
284F	0.45	2 - HIGH CLEARANCE VEHICLES
284FA	0.11	2 - HIGH CLEARANCE VEHICLES
284G	1.97	2 - HIGH CLEARANCE VEHICLES
285	2.33	2 - HIGH CLEARANCE VEHICLES
2852	0.21	2 - HIGH CLEARANCE VEHICLES
285A	1.85	2 - HIGH CLEARANCE VEHICLES
285AA	0.19	2 - HIGH CLEARANCE VEHICLES
285AB	0.09	2 - HIGH CLEARANCE VEHICLES
285B	0.29	2 - HIGH CLEARANCE VEHICLES
2868	0.50	2 - HIGH CLEARANCE VEHICLES
2869	0.53	2 - HIGH CLEARANCE VEHICLES
287	3.49	2 - HIGH CLEARANCE VEHICLES
288	1.25	2 - HIGH CLEARANCE VEHICLES
289	2.61	2 - HIGH CLEARANCE VEHICLES
2892	0.61	2 - HIGH CLEARANCE VEHICLES
2897	0.55	2 - HIGH CLEARANCE VEHICLES
289A	0.59	2 - HIGH CLEARANCE VEHICLES
290	0.62	2 - HIGH CLEARANCE VEHICLES
2900	0.47	2 - HIGH CLEARANCE VEHICLES
292	4.63	2 - HIGH CLEARANCE VEHICLES
2920	0.08	2 - HIGH CLEARANCE VEHICLES
292B	0.28	2 - HIGH CLEARANCE VEHICLES
292C	1.34	2 - HIGH CLEARANCE VEHICLES
292D	0.31	2 - HIGH CLEARANCE VEHICLES
292F	0.43	2 - HIGH CLEARANCE VEHICLES
293A	3.55	2 - HIGH CLEARANCE VEHICLES
293AE	0.23	2 - HIGH CLEARANCE VEHICLES
293AF	0.77	2 - HIGH CLEARANCE VEHICLES
293D	1.25	2 - HIGH CLEARANCE VEHICLES
293W	0.40	2 - HIGH CLEARANCE VEHICLES
294D	4.13	2 - HIGH CLEARANCE VEHICLES
296	2.68	2 - HIGH CLEARANCE VEHICLES
3040	0.43	2 - HIGH CLEARANCE VEHICLES
3041	0.28	2 - HIGH CLEARANCE VEHICLES
3045	0.24	2 - HIGH CLEARANCE VEHICLES
3047	0.53	2 - HIGH CLEARANCE VEHICLES
3067	0.78	2 - HIGH CLEARANCE VEHICLES

3069	0.66	2 - HIGH CLEARANCE VEHICLES
3074	0.82	2 - HIGH CLEARANCE VEHICLES
3086	0.44	2 - HIGH CLEARANCE VEHICLES
3087	0.08	2 - HIGH CLEARANCE VEHICLES
3120	0.60	2 - HIGH CLEARANCE VEHICLES
3126	0.43	2 - HIGH CLEARANCE VEHICLES
3131	0.16	2 - HIGH CLEARANCE VEHICLES
3177	0.49	2 - HIGH CLEARANCE VEHICLES
3179	0.80	2 - HIGH CLEARANCE VEHICLES
3181	0.53	2 - HIGH CLEARANCE VEHICLES
3183	0.48	2 - HIGH CLEARANCE VEHICLES
3189	0.13	2 - HIGH CLEARANCE VEHICLES
3303	0.29	2 - HIGH CLEARANCE VEHICLES
3343	0.14	2 - HIGH CLEARANCE VEHICLES
3346	0.43	2 - HIGH CLEARANCE VEHICLES
3352	0.27	2 - HIGH CLEARANCE VEHICLES
3353	0.21	2 - HIGH CLEARANCE VEHICLES
3356	0.46	2 - HIGH CLEARANCE VEHICLES
3373	0.07	2 - HIGH CLEARANCE VEHICLES
34206.1	1.10	2 - HIGH CLEARANCE VEHICLES
3421	0.10	2 - HIGH CLEARANCE VEHICLES
3425	0.17	2 - HIGH CLEARANCE VEHICLES
3497	0.59	2 - HIGH CLEARANCE VEHICLES
3498	0.26	2 - HIGH CLEARANCE VEHICLES
3506	0.59	2 - HIGH CLEARANCE VEHICLES
3507	0.70	2 - HIGH CLEARANCE VEHICLES
3510A	3.10	2 - HIGH CLEARANCE VEHICLES
3515	1.20	2 - HIGH CLEARANCE VEHICLES
3534	0.17	2 - HIGH CLEARANCE VEHICLES
3553	0.98	2 - HIGH CLEARANCE VEHICLES
3602	1.49	2 - HIGH CLEARANCE VEHICLES
3603	0.49	2 - HIGH CLEARANCE VEHICLES
3604	1.27	2 - HIGH CLEARANCE VEHICLES
3605	0.37	2 - HIGH CLEARANCE VEHICLES
3606	1.37	2 - HIGH CLEARANCE VEHICLES
3607	0.82	2 - HIGH CLEARANCE VEHICLES
3607A	2.04	2 - HIGH CLEARANCE VEHICLES
3608	0.78	2 - HIGH CLEARANCE VEHICLES
3609	0.69	2 - HIGH CLEARANCE VEHICLES
3610	0.62	2 - HIGH CLEARANCE VEHICLES
3612	0.59	2 - HIGH CLEARANCE VEHICLES
3624	0.38	2 - HIGH CLEARANCE VEHICLES
3635	0.92	2 - HIGH CLEARANCE VEHICLES
3636	0.87	2 - HIGH CLEARANCE VEHICLES
3637	0.36	2 - HIGH CLEARANCE VEHICLES
3639	0.53	2 - HIGH CLEARANCE VEHICLES
3641	0.85	2 - HIGH CLEARANCE VEHICLES
3642	0.78	2 - HIGH CLEARANCE VEHICLES

3644	0.17	2 - HIGH CLEARANCE VEHICLES
3692	0.33	2 - HIGH CLEARANCE VEHICLES
3693	0.26	2 - HIGH CLEARANCE VEHICLES
3702	0.48	2 - HIGH CLEARANCE VEHICLES
3704	0.21	2 - HIGH CLEARANCE VEHICLES
3707	0.24	2 - HIGH CLEARANCE VEHICLES
3708	0.19	2 - HIGH CLEARANCE VEHICLES
487AD	0.22	2 - HIGH CLEARANCE VEHICLES
3709	1.13	2 - HIGH CLEARANCE VEHICLES
3709A	0.07	2 - HIGH CLEARANCE VEHICLES
3709B	0.16	2 - HIGH CLEARANCE VEHICLES
3709C	0.22	2 - HIGH CLEARANCE VEHICLES
3709D	0.21	2 - HIGH CLEARANCE VEHICLES
3710	0.37	2 - HIGH CLEARANCE VEHICLES
3711	0.18	2 - HIGH CLEARANCE VEHICLES
3712	0.14	2 - HIGH CLEARANCE VEHICLES
3713	0.14	2 - HIGH CLEARANCE VEHICLES
3714	0.21	2 - HIGH CLEARANCE VEHICLES
3715	0.51	2 - HIGH CLEARANCE VEHICLES
3715A	0.49	2 - HIGH CLEARANCE VEHICLES
3716	0.19	2 - HIGH CLEARANCE VEHICLES
3720	0.44	2 - HIGH CLEARANCE VEHICLES
3721	0.78	2 - HIGH CLEARANCE VEHICLES
3721A	0.21	2 - HIGH CLEARANCE VEHICLES
3721B	0.28	2 - HIGH CLEARANCE VEHICLES
3721C	0.18	2 - HIGH CLEARANCE VEHICLES
3722	0.41	2 - HIGH CLEARANCE VEHICLES
3722A	0.13	2 - HIGH CLEARANCE VEHICLES
3722B	0.19	2 - HIGH CLEARANCE VEHICLES
3724	0.55	2 - HIGH CLEARANCE VEHICLES
3724A	0.12	2 - HIGH CLEARANCE VEHICLES
3725	0.27	2 - HIGH CLEARANCE VEHICLES
3730	1.35	2 - HIGH CLEARANCE VEHICLES
3732	0.24	2 - HIGH CLEARANCE VEHICLES
3736	0.23	2 - HIGH CLEARANCE VEHICLES
3737	1.24	2 - HIGH CLEARANCE VEHICLES
3738	0.32	2 - HIGH CLEARANCE VEHICLES
3741	1.32	2 - HIGH CLEARANCE VEHICLES
3742	0.33	2 - HIGH CLEARANCE VEHICLES
3744	0.47	2 - HIGH CLEARANCE VEHICLES
3745	0.23	2 - HIGH CLEARANCE VEHICLES
3752	0.32	2 - HIGH CLEARANCE VEHICLES
3762	0.08	2 - HIGH CLEARANCE VEHICLES
3763	0.28	2 - HIGH CLEARANCE VEHICLES
3763601	0.51	2 - HIGH CLEARANCE VEHICLES
3764	0.25	2 - HIGH CLEARANCE VEHICLES
3795	0.09	2 - HIGH CLEARANCE VEHICLES
3801	0.42	2 - HIGH CLEARANCE VEHICLES

3802	0.45	2 - HIGH CLEARANCE VEHICLES
3803	0.51	2 - HIGH CLEARANCE VEHICLES
3804	0.18	2 - HIGH CLEARANCE VEHICLES
3808	0.44	2 - HIGH CLEARANCE VEHICLES
3810	0.16	2 - HIGH CLEARANCE VEHICLES
3813	0.46	2 - HIGH CLEARANCE VEHICLES
3817	0.95	2 - HIGH CLEARANCE VEHICLES
3820	0.20	2 - HIGH CLEARANCE VEHICLES
3821	1.25	2 - HIGH CLEARANCE VEHICLES
3824	0.18	2 - HIGH CLEARANCE VEHICLES
3856	0.26	2 - HIGH CLEARANCE VEHICLES
3859	0.13	2 - HIGH CLEARANCE VEHICLES
3860	0.53	2 - HIGH CLEARANCE VEHICLES
3861	0.29	2 - HIGH CLEARANCE VEHICLES
3862	0.12	2 - HIGH CLEARANCE VEHICLES
3863	0.32	2 - HIGH CLEARANCE VEHICLES
3865	0.63	2 - HIGH CLEARANCE VEHICLES
3901	0.17	2 - HIGH CLEARANCE VEHICLES
3906	0.35	2 - HIGH CLEARANCE VEHICLES
3907	0.16	2 - HIGH CLEARANCE VEHICLES
3909	0.24	2 - HIGH CLEARANCE VEHICLES
3910	0.16	2 - HIGH CLEARANCE VEHICLES
3911	2.38	2 - HIGH CLEARANCE VEHICLES
3912	0.51	2 - HIGH CLEARANCE VEHICLES
3916	0.41	2 - HIGH CLEARANCE VEHICLES
3917	0.60	2 - HIGH CLEARANCE VEHICLES
3919	0.91	2 - HIGH CLEARANCE VEHICLES
3923	0.10	2 - HIGH CLEARANCE VEHICLES
3924	0.09	2 - HIGH CLEARANCE VEHICLES
3927	0.36	2 - HIGH CLEARANCE VEHICLES
3933	0.37	2 - HIGH CLEARANCE VEHICLES
3940	0.57	2 - HIGH CLEARANCE VEHICLES
3978	0.12	2 - HIGH CLEARANCE VEHICLES
3985	0.16	2 - HIGH CLEARANCE VEHICLES
3989	0.75	2 - HIGH CLEARANCE VEHICLES
400	2.05	2 - HIGH CLEARANCE VEHICLES
4003	0.20	2 - HIGH CLEARANCE VEHICLES
4004	1.04	2 - HIGH CLEARANCE VEHICLES
4008	2.64	2 - HIGH CLEARANCE VEHICLES
400A	0.47	2 - HIGH CLEARANCE VEHICLES
400E	0.44	2 - HIGH CLEARANCE VEHICLES
4013	0.15	2 - HIGH CLEARANCE VEHICLES
4014	1.00	2 - HIGH CLEARANCE VEHICLES
4015	0.20	2 - HIGH CLEARANCE VEHICLES
4019	0.41	2 - HIGH CLEARANCE VEHICLES
4028	0.08	2 - HIGH CLEARANCE VEHICLES
4035	0.66	2 - HIGH CLEARANCE VEHICLES
4055	0.30	2 - HIGH CLEARANCE VEHICLES

4056	0.16	2 - HIGH CLEARANCE VEHICLES
4057	0.38	2 - HIGH CLEARANCE VEHICLES
4067	0.06	2 - HIGH CLEARANCE VEHICLES
902Q	0.41	2 - HIGH CLEARANCE VEHICLES
4106	1.19	2 - HIGH CLEARANCE VEHICLES
4110	0.47	2 - HIGH CLEARANCE VEHICLES
415	4.06	2 - HIGH CLEARANCE VEHICLES
415C	0.45	2 - HIGH CLEARANCE VEHICLES
415D	0.91	2 - HIGH CLEARANCE VEHICLES
415E	0.44	2 - HIGH CLEARANCE VEHICLES
415F	1.17	2 - HIGH CLEARANCE VEHICLES
415G	0.66	2 - HIGH CLEARANCE VEHICLES
415GC	0.18	2 - HIGH CLEARANCE VEHICLES
416	4.36	2 - HIGH CLEARANCE VEHICLES
417	4.14	2 - HIGH CLEARANCE VEHICLES
417A	0.47	2 - HIGH CLEARANCE VEHICLES
417B	1.03	2 - HIGH CLEARANCE VEHICLES
417G	0.40	2 - HIGH CLEARANCE VEHICLES
418B	7.37	2 - HIGH CLEARANCE VEHICLES
418C	0.52	2 - HIGH CLEARANCE VEHICLES
418J	0.27	2 - HIGH CLEARANCE VEHICLES
418P	1.01	2 - HIGH CLEARANCE VEHICLES
418PB	0.39	2 - HIGH CLEARANCE VEHICLES
420	4.81	2 - HIGH CLEARANCE VEHICLES
420A	0.35	2 - HIGH CLEARANCE VEHICLES
420A2	0.09	2 - HIGH CLEARANCE VEHICLES
420AA	0.27	2 - HIGH CLEARANCE VEHICLES
420B	0.86	2 - HIGH CLEARANCE VEHICLES
420D	0.31	2 - HIGH CLEARANCE VEHICLES
420F	1.04	2 - HIGH CLEARANCE VEHICLES
420G	0.45	2 - HIGH CLEARANCE VEHICLES
420H	0.51	2 - HIGH CLEARANCE VEHICLES
420J	0.39	2 - HIGH CLEARANCE VEHICLES
420K	0.40	2 - HIGH CLEARANCE VEHICLES
4218	2.73	2 - HIGH CLEARANCE VEHICLES
4218A	0.32	2 - HIGH CLEARANCE VEHICLES
4221	0.65	2 - HIGH CLEARANCE VEHICLES
422A	9.28	2 - HIGH CLEARANCE VEHICLES
422CA	0.33	2 - HIGH CLEARANCE VEHICLES
422D	5.95	2 - HIGH CLEARANCE VEHICLES
422E	4.36	2 - HIGH CLEARANCE VEHICLES
422F	1.41	2 - HIGH CLEARANCE VEHICLES
422M	1.16	2 - HIGH CLEARANCE VEHICLES
422P	1.82	2 - HIGH CLEARANCE VEHICLES
422R	0.39	2 - HIGH CLEARANCE VEHICLES
422RA	0.35	2 - HIGH CLEARANCE VEHICLES
423	18.92	2 - HIGH CLEARANCE VEHICLES
4231	1.09	2 - HIGH CLEARANCE VEHICLES

4231A	0.15	2 - HIGH CLEARANCE VEHICLES
4231C	0.43	2 - HIGH CLEARANCE VEHICLES
4231D	0.14	2 - HIGH CLEARANCE VEHICLES
4231E	0.13	2 - HIGH CLEARANCE VEHICLES
4232	1.26	2 - HIGH CLEARANCE VEHICLES
4232C	0.46	2 - HIGH CLEARANCE VEHICLES
4232D	0.14	2 - HIGH CLEARANCE VEHICLES
4232E	0.34	2 - HIGH CLEARANCE VEHICLES
4239	0.47	2 - HIGH CLEARANCE VEHICLES
4239A	0.17	2 - HIGH CLEARANCE VEHICLES
4240	0.16	2 - HIGH CLEARANCE VEHICLES
4241	0.13	2 - HIGH CLEARANCE VEHICLES
425A	2.90	2 - HIGH CLEARANCE VEHICLES
425B	1.61	2 - HIGH CLEARANCE VEHICLES
425T	1.27	2 - HIGH CLEARANCE VEHICLES
425U	0.79	2 - HIGH CLEARANCE VEHICLES
425W	0.13	2 - HIGH CLEARANCE VEHICLES
429F	1.39	2 - HIGH CLEARANCE VEHICLES
430	4.91	2 - HIGH CLEARANCE VEHICLES
430A	2.31	2 - HIGH CLEARANCE VEHICLES
430B	0.51	2 - HIGH CLEARANCE VEHICLES
430C	0.44	2 - HIGH CLEARANCE VEHICLES
430CA	0.33	2 - HIGH CLEARANCE VEHICLES
430T	0.81	2 - HIGH CLEARANCE VEHICLES
440	2.71	2 - HIGH CLEARANCE VEHICLES
445A	6.01	2 - HIGH CLEARANCE VEHICLES
445B	3.05	2 - HIGH CLEARANCE VEHICLES
445C	2.60	2 - HIGH CLEARANCE VEHICLES
445CC	1.96	2 - HIGH CLEARANCE VEHICLES
445D	2.41	2 - HIGH CLEARANCE VEHICLES
445DA	0.37	2 - HIGH CLEARANCE VEHICLES
445E	6.47	2 - HIGH CLEARANCE VEHICLES
445F	1.20	2 - HIGH CLEARANCE VEHICLES
445H	3.05	2 - HIGH CLEARANCE VEHICLES
445HB	1.03	2 - HIGH CLEARANCE VEHICLES
445I	0.93	2 - HIGH CLEARANCE VEHICLES
445IA	0.27	2 - HIGH CLEARANCE VEHICLES
445J	2.11	2 - HIGH CLEARANCE VEHICLES
461H	0.99	2 - HIGH CLEARANCE VEHICLES
461I	0.30	2 - HIGH CLEARANCE VEHICLES
461J	0.31	2 - HIGH CLEARANCE VEHICLES
462A	5.06	2 - HIGH CLEARANCE VEHICLES
474	0.76	2 - HIGH CLEARANCE VEHICLES
480A	0.53	2 - HIGH CLEARANCE VEHICLES
480B	0.22	2 - HIGH CLEARANCE VEHICLES
480KC	0.41	2 - HIGH CLEARANCE VEHICLES
480KB	0.31	2 - HIGH CLEARANCE VEHICLES
482	3.19	2 - HIGH CLEARANCE VEHICLES

482A	0.68	2 - HIGH CLEARANCE VEHICLES
482G	0.88	2 - HIGH CLEARANCE VEHICLES
482K	0.47	2 - HIGH CLEARANCE VEHICLES
482M	0.73	2 - HIGH CLEARANCE VEHICLES
483	0.06	2 - HIGH CLEARANCE VEHICLES
484	0.30	2 - HIGH CLEARANCE VEHICLES
487	2.54	2 - HIGH CLEARANCE VEHICLES
487A	1.30	2 - HIGH CLEARANCE VEHICLES
487AE	0.20	2 - HIGH CLEARANCE VEHICLES
487A2	0.16	2 - HIGH CLEARANCE VEHICLES
3708A	0.79	2 - HIGH CLEARANCE VEHICLES
487AB	0.12	2 - HIGH CLEARANCE VEHICLES
487B	0.89	2 - HIGH CLEARANCE VEHICLES
487C	0.71	2 - HIGH CLEARANCE VEHICLES
487CA	0.11	2 - HIGH CLEARANCE VEHICLES
487D	0.57	2 - HIGH CLEARANCE VEHICLES
487DA	0.06	2 - HIGH CLEARANCE VEHICLES
487E	0.21	2 - HIGH CLEARANCE VEHICLES
487F	0.11	2 - HIGH CLEARANCE VEHICLES
487G	0.43	2 - HIGH CLEARANCE VEHICLES
487GA	0.16	2 - HIGH CLEARANCE VEHICLES
487H	0.15	2 - HIGH CLEARANCE VEHICLES
487I	0.41	2 - HIGH CLEARANCE VEHICLES
487J	0.12	2 - HIGH CLEARANCE VEHICLES
487K	0.29	2 - HIGH CLEARANCE VEHICLES
488D	1.81	2 - HIGH CLEARANCE VEHICLES
488G	0.20	2 - HIGH CLEARANCE VEHICLES
490	0.71	2 - HIGH CLEARANCE VEHICLES
490A	0.40	2 - HIGH CLEARANCE VEHICLES
496	3.01	2 - HIGH CLEARANCE VEHICLES
496F	0.56	2 - HIGH CLEARANCE VEHICLES
497	0.19	2 - HIGH CLEARANCE VEHICLES
499A	0.17	2 - HIGH CLEARANCE VEHICLES
505B	0.16	2 - HIGH CLEARANCE VEHICLES
514	0.74	2 - HIGH CLEARANCE VEHICLES
522	1.30	2 - HIGH CLEARANCE VEHICLES
525	0.47	2 - HIGH CLEARANCE VEHICLES
525B	0.46	2 - HIGH CLEARANCE VEHICLES
563	0.30	2 - HIGH CLEARANCE VEHICLES
563B	0.07	2 - HIGH CLEARANCE VEHICLES
580	0.75	2 - HIGH CLEARANCE VEHICLES
5999	0.18	2 - HIGH CLEARANCE VEHICLES
6023	0.05	2 - HIGH CLEARANCE VEHICLES
6028	0.12	2 - HIGH CLEARANCE VEHICLES
603	2.10	2 - HIGH CLEARANCE VEHICLES
6033	1.42	2 - HIGH CLEARANCE VEHICLES
603B	0.12	2 - HIGH CLEARANCE VEHICLES
603D	0.78	2 - HIGH CLEARANCE VEHICLES

603E	0.99	2 - HIGH CLEARANCE VEHICLES
6045	0.04	2 - HIGH CLEARANCE VEHICLES
6055	0.48	2 - HIGH CLEARANCE VEHICLES
6056	0.72	2 - HIGH CLEARANCE VEHICLES
6079	0.18	2 - HIGH CLEARANCE VEHICLES
609	1.77	2 - HIGH CLEARANCE VEHICLES
6090	0.12	2 - HIGH CLEARANCE VEHICLES
610	18.76	2 - HIGH CLEARANCE VEHICLES
6101	0.07	2 - HIGH CLEARANCE VEHICLES
6107	0.56	2 - HIGH CLEARANCE VEHICLES
6107A	0.17	2 - HIGH CLEARANCE VEHICLES
610B	0.92	2 - HIGH CLEARANCE VEHICLES
610Q	1.74	2 - HIGH CLEARANCE VEHICLES
610T	0.78	2 - HIGH CLEARANCE VEHICLES
610W	0.53	2 - HIGH CLEARANCE VEHICLES
610X	0.85	2 - HIGH CLEARANCE VEHICLES
6112	2.34	2 - HIGH CLEARANCE VEHICLES
6112J	0.13	2 - HIGH CLEARANCE VEHICLES
6117	0.10	2 - HIGH CLEARANCE VEHICLES
6119	0.11	2 - HIGH CLEARANCE VEHICLES
611A	0.15	2 - HIGH CLEARANCE VEHICLES
611F	0.36	2 - HIGH CLEARANCE VEHICLES
611G	0.37	2 - HIGH CLEARANCE VEHICLES
611G1	0.24	2 - HIGH CLEARANCE VEHICLES
611H	0.17	2 - HIGH CLEARANCE VEHICLES
611J	0.23	2 - HIGH CLEARANCE VEHICLES
611K	0.20	2 - HIGH CLEARANCE VEHICLES
611P	0.35	2 - HIGH CLEARANCE VEHICLES
611Z	0.31	2 - HIGH CLEARANCE VEHICLES
612	2.66	2 - HIGH CLEARANCE VEHICLES
612AA	0.17	2 - HIGH CLEARANCE VEHICLES
612H	0.63	2 - HIGH CLEARANCE VEHICLES
612J	0.44	2 - HIGH CLEARANCE VEHICLES
612S	0.33	2 - HIGH CLEARANCE VEHICLES
628	1.13	2 - HIGH CLEARANCE VEHICLES
628C	0.42	2 - HIGH CLEARANCE VEHICLES
628E	0.20	2 - HIGH CLEARANCE VEHICLES
628F	0.09	2 - HIGH CLEARANCE VEHICLES
628G	0.08	2 - HIGH CLEARANCE VEHICLES
630	0.34	2 - HIGH CLEARANCE VEHICLES
6301	0.19	2 - HIGH CLEARANCE VEHICLES
6309A	0.13	2 - HIGH CLEARANCE VEHICLES
630B	6.10	2 - HIGH CLEARANCE VEHICLES
631	7.42	2 - HIGH CLEARANCE VEHICLES
6310	0.09	2 - HIGH CLEARANCE VEHICLES
6312	0.08	2 - HIGH CLEARANCE VEHICLES
6314	0.97	2 - HIGH CLEARANCE VEHICLES
6315	0.60	2 - HIGH CLEARANCE VEHICLES

631A	0.18	2 - HIGH CLEARANCE VEHICLES
631B	0.53	2 - HIGH CLEARANCE VEHICLES
631C	0.09	2 - HIGH CLEARANCE VEHICLES
631D	0.07	2 - HIGH CLEARANCE VEHICLES
6327	0.11	2 - HIGH CLEARANCE VEHICLES
632AA	0.19	2 - HIGH CLEARANCE VEHICLES
632C	0.61	2 - HIGH CLEARANCE VEHICLES
633	6.31	2 - HIGH CLEARANCE VEHICLES
6330	0.79	2 - HIGH CLEARANCE VEHICLES
633D	4.34	2 - HIGH CLEARANCE VEHICLES
634	1.57	2 - HIGH CLEARANCE VEHICLES
634A	0.88	2 - HIGH CLEARANCE VEHICLES
634B	0.47	2 - HIGH CLEARANCE VEHICLES
635B	0.46	2 - HIGH CLEARANCE VEHICLES
636	2.78	2 - HIGH CLEARANCE VEHICLES
636A	0.65	2 - HIGH CLEARANCE VEHICLES
636B	0.11	2 - HIGH CLEARANCE VEHICLES
637	0.82	2 - HIGH CLEARANCE VEHICLES
639	3.17	2 - HIGH CLEARANCE VEHICLES
639A	0.93	2 - HIGH CLEARANCE VEHICLES
639F	0.16	2 - HIGH CLEARANCE VEHICLES
639G	0.35	2 - HIGH CLEARANCE VEHICLES
640	3.83	2 - HIGH CLEARANCE VEHICLES
6405	0.32	2 - HIGH CLEARANCE VEHICLES
6406	0.11	2 - HIGH CLEARANCE VEHICLES
641	5.75	2 - HIGH CLEARANCE VEHICLES
6410A	1.16	2 - HIGH CLEARANCE VEHICLES
6414	0.22	2 - HIGH CLEARANCE VEHICLES
641K	1.19	2 - HIGH CLEARANCE VEHICLES
641M	1.03	2 - HIGH CLEARANCE VEHICLES
641U	3.62	2 - HIGH CLEARANCE VEHICLES
6426	0.19	2 - HIGH CLEARANCE VEHICLES
6430	0.05	2 - HIGH CLEARANCE VEHICLES
644	4.34	2 - HIGH CLEARANCE VEHICLES
645	2.85	2 - HIGH CLEARANCE VEHICLES
6450	0.10	2 - HIGH CLEARANCE VEHICLES
6452	0.16	2 - HIGH CLEARANCE VEHICLES
6452A	0.13	2 - HIGH CLEARANCE VEHICLES
6454	0.14	2 - HIGH CLEARANCE VEHICLES
6456	0.06	2 - HIGH CLEARANCE VEHICLES
9048C	2.77	2 - HIGH CLEARANCE VEHICLES
645C	1.04	2 - HIGH CLEARANCE VEHICLES
646	1.12	2 - HIGH CLEARANCE VEHICLES
6464	0.22	2 - HIGH CLEARANCE VEHICLES
6466	0.80	2 - HIGH CLEARANCE VEHICLES
648	3.56	2 - HIGH CLEARANCE VEHICLES
651	0.83	2 - HIGH CLEARANCE VEHICLES
6519	0.06	2 - HIGH CLEARANCE VEHICLES

653	2.03	2 - HIGH CLEARANCE VEHICLES
6532	0.04	2 - HIGH CLEARANCE VEHICLES
6544	0.51	2 - HIGH CLEARANCE VEHICLES
6548	1.74	2 - HIGH CLEARANCE VEHICLES
655	2.25	2 - HIGH CLEARANCE VEHICLES
6554	0.06	2 - HIGH CLEARANCE VEHICLES
6560	0.13	2 - HIGH CLEARANCE VEHICLES
6568	0.29	2 - HIGH CLEARANCE VEHICLES
657	1.80	2 - HIGH CLEARANCE VEHICLES
6570	0.43	2 - HIGH CLEARANCE VEHICLES
6574	0.34	2 - HIGH CLEARANCE VEHICLES
658	0.92	2 - HIGH CLEARANCE VEHICLES
661	0.88	2 - HIGH CLEARANCE VEHICLES
665	0.16	2 - HIGH CLEARANCE VEHICLES
667	0.59	2 - HIGH CLEARANCE VEHICLES
668	1.55	2 - HIGH CLEARANCE VEHICLES
6750	0.45	2 - HIGH CLEARANCE VEHICLES
6756	0.72	2 - HIGH CLEARANCE VEHICLES
67C	0.10	2 - HIGH CLEARANCE VEHICLES
6800	1.65	2 - HIGH CLEARANCE VEHICLES
6800A	0.41	2 - HIGH CLEARANCE VEHICLES
6802	0.25	2 - HIGH CLEARANCE VEHICLES
6815	0.17	2 - HIGH CLEARANCE VEHICLES
6815A	0.03	2 - HIGH CLEARANCE VEHICLES
6841	0.05	2 - HIGH CLEARANCE VEHICLES
6846	0.35	2 - HIGH CLEARANCE VEHICLES
6888	0.09	2 - HIGH CLEARANCE VEHICLES
6926	0.07	2 - HIGH CLEARANCE VEHICLES
6938	0.65	2 - HIGH CLEARANCE VEHICLES
6944	0.40	2 - HIGH CLEARANCE VEHICLES
6957	0.11	2 - HIGH CLEARANCE VEHICLES
6991	0.37	2 - HIGH CLEARANCE VEHICLES
7000	1.15	2 - HIGH CLEARANCE VEHICLES
7026	0.40	2 - HIGH CLEARANCE VEHICLES
7033	0.20	2 - HIGH CLEARANCE VEHICLES
7061	0.09	2 - HIGH CLEARANCE VEHICLES
7070	0.11	2 - HIGH CLEARANCE VEHICLES
750	1.11	2 - HIGH CLEARANCE VEHICLES
751	0.36	2 - HIGH CLEARANCE VEHICLES
751A	0.28	2 - HIGH CLEARANCE VEHICLES
751B	0.45	2 - HIGH CLEARANCE VEHICLES
752	2.75	2 - HIGH CLEARANCE VEHICLES
752E	0.31	2 - HIGH CLEARANCE VEHICLES
753	2.25	2 - HIGH CLEARANCE VEHICLES
757	6.97	2 - HIGH CLEARANCE VEHICLES
757B	0.21	2 - HIGH CLEARANCE VEHICLES
757D	0.26	2 - HIGH CLEARANCE VEHICLES
757N	0.44	2 - HIGH CLEARANCE VEHICLES

758	7.35	2 - HIGH CLEARANCE VEHICLES
758C	0.45	2 - HIGH CLEARANCE VEHICLES
758G	0.32	2 - HIGH CLEARANCE VEHICLES
759	8.65	2 - HIGH CLEARANCE VEHICLES
759A	3.48	2 - HIGH CLEARANCE VEHICLES
759B	4.22	2 - HIGH CLEARANCE VEHICLES
760	4.33	2 - HIGH CLEARANCE VEHICLES
761	8.27	2 - HIGH CLEARANCE VEHICLES
761B	0.47	2 - HIGH CLEARANCE VEHICLES
762	3.92	2 - HIGH CLEARANCE VEHICLES
766	4.31	2 - HIGH CLEARANCE VEHICLES
766U	0.17	2 - HIGH CLEARANCE VEHICLES
769	4.64	2 - HIGH CLEARANCE VEHICLES
769A	2.37	2 - HIGH CLEARANCE VEHICLES
8006	1.29	2 - HIGH CLEARANCE VEHICLES
8009	0.31	2 - HIGH CLEARANCE VEHICLES
800A	0.54	2 - HIGH CLEARANCE VEHICLES
800D	0.31	2 - HIGH CLEARANCE VEHICLES
800E	0.63	2 - HIGH CLEARANCE VEHICLES
800J	0.10	2 - HIGH CLEARANCE VEHICLES
800K	3.94	2 - HIGH CLEARANCE VEHICLES
801	0.76	2 - HIGH CLEARANCE VEHICLES
8016	0.30	2 - HIGH CLEARANCE VEHICLES
8017	0.63	2 - HIGH CLEARANCE VEHICLES
8018	0.56	2 - HIGH CLEARANCE VEHICLES
8019	0.78	2 - HIGH CLEARANCE VEHICLES
802	0.33	2 - HIGH CLEARANCE VEHICLES
8020	0.26	2 - HIGH CLEARANCE VEHICLES
8022	0.63	2 - HIGH CLEARANCE VEHICLES
8025	0.22	2 - HIGH CLEARANCE VEHICLES
810	0.52	2 - HIGH CLEARANCE VEHICLES
8101	0.16	2 - HIGH CLEARANCE VEHICLES
8104	0.11	2 - HIGH CLEARANCE VEHICLES
811	3.31	2 - HIGH CLEARANCE VEHICLES
8110	0.31	2 - HIGH CLEARANCE VEHICLES
8116	0.06	2 - HIGH CLEARANCE VEHICLES
811B	1.34	2 - HIGH CLEARANCE VEHICLES
8121	0.14	2 - HIGH CLEARANCE VEHICLES
814	0.56	2 - HIGH CLEARANCE VEHICLES
816	0.88	2 - HIGH CLEARANCE VEHICLES
819	0.55	2 - HIGH CLEARANCE VEHICLES
823	0.51	2 - HIGH CLEARANCE VEHICLES
824	0.43	2 - HIGH CLEARANCE VEHICLES
825	0.68	2 - HIGH CLEARANCE VEHICLES
829	0.33	2 - HIGH CLEARANCE VEHICLES
830	0.14	2 - HIGH CLEARANCE VEHICLES
831	0.45	2 - HIGH CLEARANCE VEHICLES
832	0.31	2 - HIGH CLEARANCE VEHICLES

833	0.33	2 - HIGH CLEARANCE VEHICLES
836	0.27	2 - HIGH CLEARANCE VEHICLES
850	0.45	2 - HIGH CLEARANCE VEHICLES
850A	0.24	2 - HIGH CLEARANCE VEHICLES
851	1.17	2 - HIGH CLEARANCE VEHICLES
852	0.13	2 - HIGH CLEARANCE VEHICLES
853	0.59	2 - HIGH CLEARANCE VEHICLES
854	1.52	2 - HIGH CLEARANCE VEHICLES
855	0.17	2 - HIGH CLEARANCE VEHICLES
857	1.03	2 - HIGH CLEARANCE VEHICLES
858	0.62	2 - HIGH CLEARANCE VEHICLES
860	0.29	2 - HIGH CLEARANCE VEHICLES
860A	0.41	2 - HIGH CLEARANCE VEHICLES
861	0.13	2 - HIGH CLEARANCE VEHICLES
870	0.19	2 - HIGH CLEARANCE VEHICLES
871	1.54	2 - HIGH CLEARANCE VEHICLES
871A	0.37	2 - HIGH CLEARANCE VEHICLES
873	2.93	2 - HIGH CLEARANCE VEHICLES
875	0.80	2 - HIGH CLEARANCE VEHICLES
876	0.14	2 - HIGH CLEARANCE VEHICLES
877	0.65	2 - HIGH CLEARANCE VEHICLES
878	0.39	2 - HIGH CLEARANCE VEHICLES
879	0.55	2 - HIGH CLEARANCE VEHICLES
880	0.35	2 - HIGH CLEARANCE VEHICLES
881	0.07	2 - HIGH CLEARANCE VEHICLES
882	0.47	2 - HIGH CLEARANCE VEHICLES
883	1.76	2 - HIGH CLEARANCE VEHICLES
8910	34.88	2 - HIGH CLEARANCE VEHICLES
892	1.60	2 - HIGH CLEARANCE VEHICLES
893	1.12	2 - HIGH CLEARANCE VEHICLES
894	1.05	2 - HIGH CLEARANCE VEHICLES
9013G	1.00	2 - HIGH CLEARANCE VEHICLES
9013H	0.55	2 - HIGH CLEARANCE VEHICLES
9013K	0.91	2 - HIGH CLEARANCE VEHICLES
9013M	0.21	2 - HIGH CLEARANCE VEHICLES
9014A	0.92	2 - HIGH CLEARANCE VEHICLES
9021A	1.10	2 - HIGH CLEARANCE VEHICLES
9021C	0.40	2 - HIGH CLEARANCE VEHICLES
9022A	0.65	2 - HIGH CLEARANCE VEHICLES
9027	1.95	2 - HIGH CLEARANCE VEHICLES
9027C	0.40	2 - HIGH CLEARANCE VEHICLES
9028C	0.75	2 - HIGH CLEARANCE VEHICLES
9028G	0.30	2 - HIGH CLEARANCE VEHICLES
9028N	0.95	2 - HIGH CLEARANCE VEHICLES
9028V	0.36	2 - HIGH CLEARANCE VEHICLES
9029J	0.38	2 - HIGH CLEARANCE VEHICLES
9029V	1.10	2 - HIGH CLEARANCE VEHICLES
9031B	0.45	2 - HIGH CLEARANCE VEHICLES

9032B	0.38	2 - HIGH CLEARANCE VEHICLES
9033A	1.07	2 - HIGH CLEARANCE VEHICLES
9033B	1.41	2 - HIGH CLEARANCE VEHICLES
9036B	1.09	2 - HIGH CLEARANCE VEHICLES
9037A	1.51	2 - HIGH CLEARANCE VEHICLES
9037B	0.75	2 - HIGH CLEARANCE VEHICLES
9037D	0.45	2 - HIGH CLEARANCE VEHICLES
9038A	0.14	2 - HIGH CLEARANCE VEHICLES
9038D	0.45	2 - HIGH CLEARANCE VEHICLES
9039C	1.71	2 - HIGH CLEARANCE VEHICLES
9039G	0.31	2 - HIGH CLEARANCE VEHICLES
904	0.38	2 - HIGH CLEARANCE VEHICLES
9040D	0.24	2 - HIGH CLEARANCE VEHICLES
9041B	0.32	2 - HIGH CLEARANCE VEHICLES
9041E	0.57	2 - HIGH CLEARANCE VEHICLES
9043A	1.30	2 - HIGH CLEARANCE VEHICLES
9043B	1.11	2 - HIGH CLEARANCE VEHICLES
9043C	0.31	2 - HIGH CLEARANCE VEHICLES
9043M	0.90	2 - HIGH CLEARANCE VEHICLES
9043Y	1.10	2 - HIGH CLEARANCE VEHICLES
9044	3.50	2 - HIGH CLEARANCE VEHICLES
9044M	0.84	2 - HIGH CLEARANCE VEHICLES
9045D	1.40	2 - HIGH CLEARANCE VEHICLES
9045G	0.26	2 - HIGH CLEARANCE VEHICLES
9045H	0.91	2 - HIGH CLEARANCE VEHICLES
9045M	0.10	2 - HIGH CLEARANCE VEHICLES
9045R	0.19	2 - HIGH CLEARANCE VEHICLES
9045S	0.25	2 - HIGH CLEARANCE VEHICLES
9045Y	0.44	2 - HIGH CLEARANCE VEHICLES
9046H	0.53	2 - HIGH CLEARANCE VEHICLES
9047	0.39	2 - HIGH CLEARANCE VEHICLES
9047D	1.43	2 - HIGH CLEARANCE VEHICLES
9047F	0.09	2 - HIGH CLEARANCE VEHICLES
9047V	0.33	2 - HIGH CLEARANCE VEHICLES
9048E	1.35	2 - HIGH CLEARANCE VEHICLES
9048M	0.35	2 - HIGH CLEARANCE VEHICLES
9049C	2.12	2 - HIGH CLEARANCE VEHICLES
9050A	0.72	2 - HIGH CLEARANCE VEHICLES
9053A	3.55	2 - HIGH CLEARANCE VEHICLES
9056A	4.90	2 - HIGH CLEARANCE VEHICLES
9056F	1.62	2 - HIGH CLEARANCE VEHICLES
9059F	0.50	2 - HIGH CLEARANCE VEHICLES
9073	1.22	2 - HIGH CLEARANCE VEHICLES
9075A	0.31	2 - HIGH CLEARANCE VEHICLES
9075T	0.08	2 - HIGH CLEARANCE VEHICLES
9095L	0.52	2 - HIGH CLEARANCE VEHICLES
9108F	0.17	2 - HIGH CLEARANCE VEHICLES
9109C	0.30	2 - HIGH CLEARANCE VEHICLES

9603	0.64	2 - HIGH CLEARANCE VEHICLES
9603D	0.53	2 - HIGH CLEARANCE VEHICLES
9603E	0.43	2 - HIGH CLEARANCE VEHICLES
9604	0.36	2 - HIGH CLEARANCE VEHICLES
9605	0.35	2 - HIGH CLEARANCE VEHICLES
9607M	0.92	2 - HIGH CLEARANCE VEHICLES
9607N	1.48	2 - HIGH CLEARANCE VEHICLES
9607P	0.51	2 - HIGH CLEARANCE VEHICLES
9607X	2.41	2 - HIGH CLEARANCE VEHICLES
D1007	0.28	2 - HIGH CLEARANCE VEHICLES
D1011	0.12	2 - HIGH CLEARANCE VEHICLES
D1027	0.09	2 - HIGH CLEARANCE VEHICLES
D1028	0.06	2 - HIGH CLEARANCE VEHICLES
D1029	0.08	2 - HIGH CLEARANCE VEHICLES
D1040	0.21	2 - HIGH CLEARANCE VEHICLES
D1042	0.13	2 - HIGH CLEARANCE VEHICLES
D1043	3.89	2 - HIGH CLEARANCE VEHICLES
D1056	0.06	2 - HIGH CLEARANCE VEHICLES
D1076	0.55	2 - HIGH CLEARANCE VEHICLES
D1126	0.20	2 - HIGH CLEARANCE VEHICLES
D1132	0.34	2 - HIGH CLEARANCE VEHICLES
D1145	0.26	2 - HIGH CLEARANCE VEHICLES
D1155	0.61	2 - HIGH CLEARANCE VEHICLES
D1158	0.12	2 - HIGH CLEARANCE VEHICLES
D119	0.56	2 - HIGH CLEARANCE VEHICLES
D124	0.56	2 - HIGH CLEARANCE VEHICLES
D1249	0.06	2 - HIGH CLEARANCE VEHICLES
D1250	0.08	2 - HIGH CLEARANCE VEHICLES
D1253	0.14	2 - HIGH CLEARANCE VEHICLES
D126	0.36	2 - HIGH CLEARANCE VEHICLES
D1293	0.20	2 - HIGH CLEARANCE VEHICLES
D1296	0.12	2 - HIGH CLEARANCE VEHICLES
D1318	0.19	2 - HIGH CLEARANCE VEHICLES
D140	0.05	2 - HIGH CLEARANCE VEHICLES
D1440	0.05	2 - HIGH CLEARANCE VEHICLES
D155	0.45	2 - HIGH CLEARANCE VEHICLES
D156	0.56	2 - HIGH CLEARANCE VEHICLES
D1589	0.02	2 - HIGH CLEARANCE VEHICLES
D1590	0.19	2 - HIGH CLEARANCE VEHICLES
D1618	0.11	2 - HIGH CLEARANCE VEHICLES
D1619	0.19	2 - HIGH CLEARANCE VEHICLES
D162	0.06	2 - HIGH CLEARANCE VEHICLES
D1620	0.10	2 - HIGH CLEARANCE VEHICLES
D1643	0.06	2 - HIGH CLEARANCE VEHICLES
D165	0.47	2 - HIGH CLEARANCE VEHICLES
D169	0.17	2 - HIGH CLEARANCE VEHICLES
D1732	0.05	2 - HIGH CLEARANCE VEHICLES
D177	0.40	2 - HIGH CLEARANCE VEHICLES

D1770	0.08	2 - HIGH CLEARANCE VEHICLES
D180	0.38	2 - HIGH CLEARANCE VEHICLES
D1839	0.19	2 - HIGH CLEARANCE VEHICLES
D1840	0.17	2 - HIGH CLEARANCE VEHICLES
D1864	0.08	2 - HIGH CLEARANCE VEHICLES
D1865	0.42	2 - HIGH CLEARANCE VEHICLES
D1902	0.08	2 - HIGH CLEARANCE VEHICLES
D1909	0.11	2 - HIGH CLEARANCE VEHICLES
D1912	0.42	2 - HIGH CLEARANCE VEHICLES
D1913	0.17	2 - HIGH CLEARANCE VEHICLES
D193	0.27	2 - HIGH CLEARANCE VEHICLES
D194	0.19	2 - HIGH CLEARANCE VEHICLES
D195	0.06	2 - HIGH CLEARANCE VEHICLES
D1972	0.37	2 - HIGH CLEARANCE VEHICLES
D198	0.09	2 - HIGH CLEARANCE VEHICLES
D1986	0.04	2 - HIGH CLEARANCE VEHICLES
D199	0.26	2 - HIGH CLEARANCE VEHICLES
D1993	0.18	2 - HIGH CLEARANCE VEHICLES
D1997	0.18	2 - HIGH CLEARANCE VEHICLES
D204	0.08	2 - HIGH CLEARANCE VEHICLES
D2070	0.27	2 - HIGH CLEARANCE VEHICLES
D2076	0.06	2 - HIGH CLEARANCE VEHICLES
D209	0.06	2 - HIGH CLEARANCE VEHICLES
D2096	1.20	2 - HIGH CLEARANCE VEHICLES
D217	0.11	2 - HIGH CLEARANCE VEHICLES
D2175	0.14	2 - HIGH CLEARANCE VEHICLES
D2178	0.06	2 - HIGH CLEARANCE VEHICLES
D218	0.08	2 - HIGH CLEARANCE VEHICLES
D219	0.10	2 - HIGH CLEARANCE VEHICLES
D2200	0.65	2 - HIGH CLEARANCE VEHICLES
D2201	0.14	2 - HIGH CLEARANCE VEHICLES
D2202	0.40	2 - HIGH CLEARANCE VEHICLES
D2203	0.14	2 - HIGH CLEARANCE VEHICLES
D2207	0.10	2 - HIGH CLEARANCE VEHICLES
D221	0.18	2 - HIGH CLEARANCE VEHICLES
D2215	0.15	2 - HIGH CLEARANCE VEHICLES
D2223	0.12	2 - HIGH CLEARANCE VEHICLES
D2236	0.14	2 - HIGH CLEARANCE VEHICLES
D2271	0.05	2 - HIGH CLEARANCE VEHICLES
D228	0.14	2 - HIGH CLEARANCE VEHICLES
D2287	0.13	2 - HIGH CLEARANCE VEHICLES
D2288	0.56	2 - HIGH CLEARANCE VEHICLES
D2293	0.17	2 - HIGH CLEARANCE VEHICLES
D2338	0.14	2 - HIGH CLEARANCE VEHICLES
D2351	0.10	2 - HIGH CLEARANCE VEHICLES
D2362	0.05	2 - HIGH CLEARANCE VEHICLES
D2363	0.29	2 - HIGH CLEARANCE VEHICLES
D240	0.22	2 - HIGH CLEARANCE VEHICLES

D2408	0.14	2 - HIGH CLEARANCE VEHICLES
D2410	0.92	2 - HIGH CLEARANCE VEHICLES
D2459	0.18	2 - HIGH CLEARANCE VEHICLES
D2460	0.03	2 - HIGH CLEARANCE VEHICLES
D2461	0.16	2 - HIGH CLEARANCE VEHICLES
D2494	0.08	2 - HIGH CLEARANCE VEHICLES
D251	0.29	2 - HIGH CLEARANCE VEHICLES
D262	0.21	2 - HIGH CLEARANCE VEHICLES
D263	0.26	2 - HIGH CLEARANCE VEHICLES
D266	0.38	2 - HIGH CLEARANCE VEHICLES
D271	0.32	2 - HIGH CLEARANCE VEHICLES
D272	0.21	2 - HIGH CLEARANCE VEHICLES
D278	0.13	2 - HIGH CLEARANCE VEHICLES
D282	0.07	2 - HIGH CLEARANCE VEHICLES
D284	0.17	2 - HIGH CLEARANCE VEHICLES
D294	0.09	2 - HIGH CLEARANCE VEHICLES
D300	0.04	2 - HIGH CLEARANCE VEHICLES
D311	0.32	2 - HIGH CLEARANCE VEHICLES
D318	0.09	2 - HIGH CLEARANCE VEHICLES
D336	0.38	2 - HIGH CLEARANCE VEHICLES
D345	0.86	2 - HIGH CLEARANCE VEHICLES
D352	0.31	2 - HIGH CLEARANCE VEHICLES
D356	0.10	2 - HIGH CLEARANCE VEHICLES
D363	0.12	2 - HIGH CLEARANCE VEHICLES
D372	0.08	2 - HIGH CLEARANCE VEHICLES
D381	0.88	2 - HIGH CLEARANCE VEHICLES
D387	0.12	2 - HIGH CLEARANCE VEHICLES
D394	0.07	2 - HIGH CLEARANCE VEHICLES
D397	0.07	2 - HIGH CLEARANCE VEHICLES
D399	1.03	2 - HIGH CLEARANCE VEHICLES
D408	0.81	2 - HIGH CLEARANCE VEHICLES
D413	0.78	2 - HIGH CLEARANCE VEHICLES
D414	0.33	2 - HIGH CLEARANCE VEHICLES
D425	0.32	2 - HIGH CLEARANCE VEHICLES
D430	0.21	2 - HIGH CLEARANCE VEHICLES
D432	1.66	2 - HIGH CLEARANCE VEHICLES
D444	0.04	2 - HIGH CLEARANCE VEHICLES
D445	0.37	2 - HIGH CLEARANCE VEHICLES
D465	0.10	2 - HIGH CLEARANCE VEHICLES
D472	0.39	2 - HIGH CLEARANCE VEHICLES
D475	0.57	2 - HIGH CLEARANCE VEHICLES
D476	0.27	2 - HIGH CLEARANCE VEHICLES
D477	0.20	2 - HIGH CLEARANCE VEHICLES
D515	0.04	2 - HIGH CLEARANCE VEHICLES
D527	0.24	2 - HIGH CLEARANCE VEHICLES
D542	0.20	2 - HIGH CLEARANCE VEHICLES
D544	0.11	2 - HIGH CLEARANCE VEHICLES
D561	0.19	2 - HIGH CLEARANCE VEHICLES

D574	0.25	2 - HIGH CLEARANCE VEHICLES
D623	0.63	2 - HIGH CLEARANCE VEHICLES
D624	0.13	2 - HIGH CLEARANCE VEHICLES
D625	0.09	2 - HIGH CLEARANCE VEHICLES
D627	0.21	2 - HIGH CLEARANCE VEHICLES
D628	0.16	2 - HIGH CLEARANCE VEHICLES
D631	0.10	2 - HIGH CLEARANCE VEHICLES
D635	0.12	2 - HIGH CLEARANCE VEHICLES
D640	0.25	2 - HIGH CLEARANCE VEHICLES
D645	0.06	2 - HIGH CLEARANCE VEHICLES
D646	0.11	2 - HIGH CLEARANCE VEHICLES
D662	0.40	2 - HIGH CLEARANCE VEHICLES
D674	0.29	2 - HIGH CLEARANCE VEHICLES
D675	0.08	2 - HIGH CLEARANCE VEHICLES
D676	0.04	2 - HIGH CLEARANCE VEHICLES
D677	0.13	2 - HIGH CLEARANCE VEHICLES
D679	0.17	2 - HIGH CLEARANCE VEHICLES
D683	0.15	2 - HIGH CLEARANCE VEHICLES
D684	0.18	2 - HIGH CLEARANCE VEHICLES
D688	0.06	2 - HIGH CLEARANCE VEHICLES
D697	0.14	2 - HIGH CLEARANCE VEHICLES
D707	0.16	2 - HIGH CLEARANCE VEHICLES
D709	0.52	2 - HIGH CLEARANCE VEHICLES
D714	0.59	2 - HIGH CLEARANCE VEHICLES
D845	0.03	2 - HIGH CLEARANCE VEHICLES
D868	0.03	2 - HIGH CLEARANCE VEHICLES
D909	0.07	2 - HIGH CLEARANCE VEHICLES
D961	0.92	2 - HIGH CLEARANCE VEHICLES
LOOPA	0.24	2 - HIGH CLEARANCE VEHICLES
LOOPB	0.22	2 - HIGH CLEARANCE VEHICLES
LOOPBA	0.04	2 - HIGH CLEARANCE VEHICLES
LOOPC	0.29	2 - HIGH CLEARANCE VEHICLES
LOOPD	0.33	2 - HIGH CLEARANCE VEHICLES
LOOPE	0.15	2 - HIGH CLEARANCE VEHICLES
W1	0.07	2 - HIGH CLEARANCE VEHICLES
W17	0.29	2 - HIGH CLEARANCE VEHICLES
W20	2.03	2 - HIGH CLEARANCE VEHICLES
W23	0.86	2 - HIGH CLEARANCE VEHICLES
W6	0.11	2 - HIGH CLEARANCE VEHICLES
W9	0.87	2 - HIGH CLEARANCE VEHICLES
2693	0.21	2 - HIGH CLEARANCE VEHICLES
274FA	0.48	2 - HIGH CLEARANCE VEHICLES
803	2.12	2 - HIGH CLEARANCE VEHICLES
36727.2	0.41	2 - HIGH CLEARANCE VEHICLES
2684	2.99	2 - HIGH CLEARANCE VEHICLES
6836	0.07	2 - HIGH CLEARANCE VEHICLES
9025T	0.21	2 - HIGH CLEARANCE VEHICLES
9049G	0.62	2 - HIGH CLEARANCE VEHICLES

D2317	0.18	2 - HIGH CLEARANCE VEHICLES
9088E	4.28	2 - HIGH CLEARANCE VEHICLES
9092	0.36	2 - HIGH CLEARANCE VEHICLES
9094P	0.84	2 - HIGH CLEARANCE VEHICLES
D2319	0.07	2 - HIGH CLEARANCE VEHICLES
D2318	0.56	2 - HIGH CLEARANCE VEHICLES
9099F	1.58	2 - HIGH CLEARANCE VEHICLES
D2321	0.12	2 - HIGH CLEARANCE VEHICLES
9099H	0.38	2 - HIGH CLEARANCE VEHICLES
9108PA	0.07	2 - HIGH CLEARANCE VEHICLES
996	0.49	2 - HIGH CLEARANCE VEHICLES
D1001	0.27	2 - HIGH CLEARANCE VEHICLES
D1002	0.59	2 - HIGH CLEARANCE VEHICLES
D1003	0.06	2 - HIGH CLEARANCE VEHICLES
D1004	0.41	2 - HIGH CLEARANCE VEHICLES
D1005	0.95	2 - HIGH CLEARANCE VEHICLES
D1009	1.27	2 - HIGH CLEARANCE VEHICLES
9032E	0.88	2 - HIGH CLEARANCE VEHICLES
D1015	0.04	2 - HIGH CLEARANCE VEHICLES
D1019	0.13	2 - HIGH CLEARANCE VEHICLES
D1020	3.53	2 - HIGH CLEARANCE VEHICLES
D1862	0.17	2 - HIGH CLEARANCE VEHICLES
D1057	0.28	2 - HIGH CLEARANCE VEHICLES
D106	0.07	2 - HIGH CLEARANCE VEHICLES
D1072	0.25	2 - HIGH CLEARANCE VEHICLES
D1073	0.33	2 - HIGH CLEARANCE VEHICLES
D1071	0.24	2 - HIGH CLEARANCE VEHICLES
D1247	0.05	2 - HIGH CLEARANCE VEHICLES
D128	0.73	2 - HIGH CLEARANCE VEHICLES
D131	1.78	2 - HIGH CLEARANCE VEHICLES
D1434	0.12	2 - HIGH CLEARANCE VEHICLES
D1461	0.04	2 - HIGH CLEARANCE VEHICLES
D1514	0.05	2 - HIGH CLEARANCE VEHICLES
D1521	0.16	2 - HIGH CLEARANCE VEHICLES
D1532	0.31	2 - HIGH CLEARANCE VEHICLES
D1553	0.09	2 - HIGH CLEARANCE VEHICLES
D1569	0.15	2 - HIGH CLEARANCE VEHICLES
D1591	0.06	2 - HIGH CLEARANCE VEHICLES
D1698	0.14	2 - HIGH CLEARANCE VEHICLES
D1683	0.16	2 - HIGH CLEARANCE VEHICLES
D1829	0.61	2 - HIGH CLEARANCE VEHICLES
D1830	0.16	2 - HIGH CLEARANCE VEHICLES
D1851	0.07	2 - HIGH CLEARANCE VEHICLES
D1855	0.30	2 - HIGH CLEARANCE VEHICLES
D2052	0.08	2 - HIGH CLEARANCE VEHICLES
D2196	0.11	2 - HIGH CLEARANCE VEHICLES
D2269	0.05	2 - HIGH CLEARANCE VEHICLES
D2286	0.02	2 - HIGH CLEARANCE VEHICLES

D2312	0.21	2 - HIGH CLEARANCE VEHICLES
D2314	0.15	2 - HIGH CLEARANCE VEHICLES
D2315	0.14	2 - HIGH CLEARANCE VEHICLES
D2329	0.10	2 - HIGH CLEARANCE VEHICLES
D2339	0.04	2 - HIGH CLEARANCE VEHICLES
D2341	0.17	2 - HIGH CLEARANCE VEHICLES
D2349	2.75	2 - HIGH CLEARANCE VEHICLES
D2350	0.05	2 - HIGH CLEARANCE VEHICLES
D2352	0.89	2 - HIGH CLEARANCE VEHICLES
D2371	0.05	2 - HIGH CLEARANCE VEHICLES
D2356	0.64	2 - HIGH CLEARANCE VEHICLES
D2372	0.64	2 - HIGH CLEARANCE VEHICLES
D2373	0.08	2 - HIGH CLEARANCE VEHICLES
D2374	0.51	2 - HIGH CLEARANCE VEHICLES
D2380	1.50	2 - HIGH CLEARANCE VEHICLES
D2381	1.00	2 - HIGH CLEARANCE VEHICLES
D2382	1.24	2 - HIGH CLEARANCE VEHICLES
D2414	0.76	2 - HIGH CLEARANCE VEHICLES
D2416	0.15	2 - HIGH CLEARANCE VEHICLES
D2417	0.48	2 - HIGH CLEARANCE VEHICLES
D2418	0.15	2 - HIGH CLEARANCE VEHICLES
D2419	0.45	2 - HIGH CLEARANCE VEHICLES
D2420	0.03	2 - HIGH CLEARANCE VEHICLES
D2421	0.21	2 - HIGH CLEARANCE VEHICLES
D2422	0.49	2 - HIGH CLEARANCE VEHICLES
D2427	0.67	2 - HIGH CLEARANCE VEHICLES
D2429	0.14	2 - HIGH CLEARANCE VEHICLES
D2428	0.09	2 - HIGH CLEARANCE VEHICLES
D2425	0.24	2 - HIGH CLEARANCE VEHICLES
D2430	0.62	2 - HIGH CLEARANCE VEHICLES
D2431	0.53	2 - HIGH CLEARANCE VEHICLES
D2432	0.16	2 - HIGH CLEARANCE VEHICLES
D2498	0.06	2 - HIGH CLEARANCE VEHICLES
D2525	0.05	2 - HIGH CLEARANCE VEHICLES
D2526	0.06	2 - HIGH CLEARANCE VEHICLES
D2527	0.08	2 - HIGH CLEARANCE VEHICLES
D279	0.19	2 - HIGH CLEARANCE VEHICLES
D319	0.16	2 - HIGH CLEARANCE VEHICLES
D320	0.36	2 - HIGH CLEARANCE VEHICLES
D333	0.20	2 - HIGH CLEARANCE VEHICLES
D334	0.12	2 - HIGH CLEARANCE VEHICLES
D349	0.07	2 - HIGH CLEARANCE VEHICLES
D526	0.12	2 - HIGH CLEARANCE VEHICLES
D567	0.03	2 - HIGH CLEARANCE VEHICLES
D694	0.07	2 - HIGH CLEARANCE VEHICLES
D882	0.04	2 - HIGH CLEARANCE VEHICLES
D918	0.04	2 - HIGH CLEARANCE VEHICLES
D922	0.35	2 - HIGH CLEARANCE VEHICLES

D923	0.14	2 - HIGH CLEARANCE VEHICLES
D924	0.31	2 - HIGH CLEARANCE VEHICLES
D925	0.10	2 - HIGH CLEARANCE VEHICLES
D927	0.06	2 - HIGH CLEARANCE VEHICLES
D929	0.07	2 - HIGH CLEARANCE VEHICLES
D938	0.35	2 - HIGH CLEARANCE VEHICLES
D939	0.13	2 - HIGH CLEARANCE VEHICLES
D947	0.13	2 - HIGH CLEARANCE VEHICLES
D948	0.16	2 - HIGH CLEARANCE VEHICLES
D951	0.28	2 - HIGH CLEARANCE VEHICLES
D956	0.09	2 - HIGH CLEARANCE VEHICLES
D963	0.10	2 - HIGH CLEARANCE VEHICLES
D969	0.10	2 - HIGH CLEARANCE VEHICLES
D968	1.54	2 - HIGH CLEARANCE VEHICLES
D971	0.07	2 - HIGH CLEARANCE VEHICLES
D972	0.04	2 - HIGH CLEARANCE VEHICLES
D973	0.54	2 - HIGH CLEARANCE VEHICLES
D974	0.63	2 - HIGH CLEARANCE VEHICLES
D975	0.11	2 - HIGH CLEARANCE VEHICLES
D977	0.20	2 - HIGH CLEARANCE VEHICLES
D993	1.17	2 - HIGH CLEARANCE VEHICLES
D996	0.81	2 - HIGH CLEARANCE VEHICLES
D997	0.19	2 - HIGH CLEARANCE VEHICLES
D998	0.57	2 - HIGH CLEARANCE VEHICLES
D999	0.22	2 - HIGH CLEARANCE VEHICLES
W10	0.08	2 - HIGH CLEARANCE VEHICLES
W8	0.09	2 - HIGH CLEARANCE VEHICLES
257CB	0.06	2 - HIGH CLEARANCE VEHICLES
2836	0.43	2 - HIGH CLEARANCE VEHICLES
461L	0.42	2 - HIGH CLEARANCE VEHICLES

Appendix 2. List of roads identified for closure to public use under the minimum system

Route Number	Length (mi.)
208	2.08
235.13	0.34
243	1.15
255	2.84
260	6.17
278	3.27
281	0.70
286	0.83
288	1.27
289	2.62
296	2.69
446	0.38
630	0.34
639	3.17
647	1.00
653	2.03
752	2.75
795	1.34
801	0.76
802	0.33
803	2.12
813	0.70
814	0.56
816	0.87
823	0.51
825	0.68
832	0.31
833	0.33
850	0.46
851	1.19
853	0.61
854	1.52
855	0.17
857	1.03
858	0.63
870	0.19
871	1.55
873	2.94
875	0.81
877	0.65
879	0.56
883	1.76
893	1.12
893	1.12

Route Number	Length (mi.)
894	1.05
2388	0.95
3120	0.60
3179	0.81
3181	0.53
3183	0.48
3498	0.26
3635	0.93
3636	0.87
3637	0.37
3639	0.53
3641	0.85
3642	0.78
3648	0.67
3665	0.26
3673	0.38
3709	1.13
3741	1.33
6800	1.65
7026	0.40
8000	0.62
8006	1.29
8009	0.31
8017	0.64
8018	0.56
8019	0.79
8020	0.26
8022	0.62
8025	0.22
9044	3.49
9073	1.22
9604	0.36
209A	3.61
214W	1.26
214Y	0.82
218A	1.85
218B	2.00
218C	0.69
218E	0.47
220W	1.86
235A	4.13
235AA	2.03
236A	0.81
248H	0.89

Route Number	Length (mi.)
248Q	0.83
249A	1.76
249B	5.95
249D	1.64
249K	0.52
250B	2.46
255B	2.29
267D	1.46
272Z	0.24
274AC	0.38
274AD	0.63
274AG	0.62
274AJ	1.21
274AL	0.95
274AX	0.57
274BE	0.26
274BM	0.95
274BW	0.35
274CK	0.51
279C	1.64
281B	0.56
281C	1.11
284A	1.63
284AA	0.50
284AB	0.08
284B	1.45
284C	9.46
284D	2.97
284E	2.09
284F	0.45
285A	1.85
285B	0.29
289A	0.60
292D	0.31
292F	0.43
292G	0.62
293W	0.41
3510A	3.10
3708A	0.78
445A	6.01
445C	2.60
445CB	0.25
445CC	1.96
445DA	0.37
445F	1.20
445I	0.94

Route Number	Length (mi.)
445Q	1.07
445QA	0.31
445S	2.94
445U	0.47
445V	1.15
445W	0.15
445X	0.30
445Y	0.24
482K	0.47
487A	1.30
487C	0.71
487D	0.57
487E	0.21
487G	0.43
487I	0.41
630A	2.16
631A	0.18
631B	0.54
632B	3.87
633E	3.58
6410A	1.18
641U	3.63
645C	1.04
6800A	0.41
757N	0.45
800E	0.63
860A	0.42
871A	0.37
9014A	0.93
9021A	1.11
9021C	0.40
9022A	0.66
9032B	0.38
9033A	1.08
9036B	1.10
9037A	1.51
9037B	0.75
9041B	0.33
9041E	0.57
9043A	1.31
9043B	1.23
9043C	0.32
9043M	0.91
9044M	0.84
9045D	1.40
9045H	0.91

Route Number	Length (mi.)
9046H	0.53
9047A	1.93
9047D	1.44
9048C	2.78
9048E	1.35
9048H	0.34
9049B	2.12
9049C	2.13
9049H	0.47
9056F	1.63
9059F	0.50
9059FA	0.81
9075A	0.31
9078K	0.42
9095L	0.52
9607J	0.22
9607K	0.67
9607L	0.59
9607P	0.52
9607X	2.43
9614B	1.64
D1040	0.21
D1043	3.90
D1076	0.55
D119	0.56
D124	0.57
D126	0.36
D151	2.09
D1865	0.42
D2070	0.27
D251	0.29
D266	0.38
D271	0.32
D318	0.09
D345	0.86
D352	0.32
D363	0.13
D381	0.88
D399	1.04
D408	0.82
D414	0.33
D432	1.67
D635	0.13
W17	0.30
W20	2.05
W23	0.88