

*Pike and San Isabel
National Forests
Cimarron and Comanche
National Grasslands*

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Travel Analysis Process Report



Project: Pike and San Isabel National Forests

United States Department of Agriculture

Forest Service

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INTRODUCTION

I.1 - Background

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

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

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

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

I.2 - Process and Products

The travel analysis process is a six step process, aimed at producing relevant information and maps. As the analysis matures, feedback and iteration among the steps may be required. The six steps are as follows:

- **Step 1 – Setting up the analysis.** The output from this step includes the assignment of ID team members, a list of information needs, and a plan for conducting the analysis.
- **Step 2 – Describing the situation.** Products from this step include a map of the existing road and motorized trail system, descriptions of access needs, and information about ecosystem conditions associated with the road and motorized trail system.

- **Step 3 – Identifying issues.** The output from this step includes a summary of key route-related issues, a list of screening questions to evaluate them, and a description of relevant available data and needed data to conduct the analysis.
- **Step 4 – Assessing benefits, problems, and risks.** The output from this step is a synthesis of the benefits and risks of the current road and motorized trail system .
- **Step 5 – Describing opportunities and setting priorities.** The output includes a ranking of management options and technical recommendations.
- **Step 6 – Reporting.** The product from this step is a summary of key findings and recommendations. This information sets the context for developing proposed actions to improve the road and motorized trail system and for future amendments and revisions of the forest plan.

CHAPTER 1

SETTING UP THE ANALYSIS

1.1- Objectives of the Analysis

The primary objective of this Travel Analysis is to provide the Pike and San Isabel National Forest managers with an appropriate level of information to manage and maintain a road and motorized trail system that is safe and responsive to public and agency needs, affordable and efficiently managed, environmentally sound, and in balance with available funding. This Travel Analysis will develop, organize and display information about Operational Maintenance Level 3, 4, and 5 roads under the jurisdiction of the U.S. Forest Service. In the future, when project level travel planning is initiated, another Travel Analysis Process will be necessary to evaluate the Operational Maintenance Level 2 roads and motorized trails.

Other objectives of this Travel Analysis are:

1. To meet the requirements of providing a Travel Analysis for the Pike and San Isabel National Forests Plan Revision, and to give direction for the revision effort
2. To support forest travel management plans
3. To support subforest scale and project level analyses
4. To help identify the minimum road system needed for public and agency access in order to achieve forest and resource management goals and to safeguard ecosystem health
5. To identify opportunities and provide recommendations for improving the forest transportation system
6. To help prioritize route maintenance needs

1.2 - Interdisciplinary Team Members and Participants

PSI TAP Team Members:

<i>Name:</i>	<i>Responsibilities:</i>
Gary Morrison, P.E	Team Leader, Intro, Set Up, Coordination, and Financial Burden Road Ratings
Deb Entwistle/Dana Butler	(AQ) & (AU) & (WP) Questions and Watershed Risk Road Ratings
Brian Cox	(TW) & (AU) Questions and Wildlife Risk Road Ratings
Steve Olson	(EF) & (AU) Questions and Botany Risk Road Ratings
Julie Schaefers	(EC), (SI) & (CR) Questions
Bob Post	(TM) Questions and Timber Access Benefit Road Ratings
Wyoma Hansen	(MM), (RM), (WP), (SP), (SU) Questions and Special Use Access Benefit Road Ratings
Jerry Stevenson, P.E.	(GT) Questions
Aaron Ortega	(PT) Questions and Fire/Fuels Access Benefit Road Ratings
Neal Weierbach	(UR), (RR) & (AU) Questions and Recreational Use Benefit Road Ratings
Al Kane	(CH) Questions and Archaeology Risk Road Ratings

Bruce Schumacher
Michael Burchard

(CH) Questions and Archaeology Risk Road Ratings
General Land and Access-related Issues

Other PSI TAP Participants:

Mike Smith, Transportation Core Team Lead
Lisa Leeman, GIS Mapping
Barb Masinton, Land Management Planner
Bill Mulholland, Leadville District Ranger (Acting)
Brent Botts, Pikes Peak District Ranger
Bill Shuckert, Salida District Ranger
Paul Crespín, San Carlos District Ranger
Sara Mayben, South Park District Ranger
Randy Hickenbottom, South Platte District Ranger
Barb Timock, Public Affairs Officer

1.3 - Information Needs

The following information and database sources were used for this RAP analysis:

- The Pike and San Isabel National Forests Land and Resource Management Plan (aka Forest Plan, 1984 and associated EIS and ROD)
- INFRA Roads Database
- GIS Spatial Databases for Roads, Land Ownership, 6th Level Watersheds, streams, riparian areas, soil types, arch sites, invasive species, rec. sites, T&E species, etc.

1.4 - Analysis Plan

The main focus of this TAP is to evaluate all National Forest System Roads with an Operational Maintenance Level of three or above on the Pike and San Isabel National Forests. According to Forest Service Manual 7700-2003-2 (FSM 7712.13b), this type of analysis is required to inform land management planning decisions when revising an existing land and resource management plan.

The first step was to identify the most important road-related issues on the two forests, and the information needed to address these concerns. These issues include environmental, social and economic components. It was important to understand how these issues arose, and how they have been addressed

in the past. Consensus among the ID team resulted in the final list of issues that were used to drive the analysis. See Chapter 3 of this report for a list and description of these issues.

The next step in the process required each ID team member to assess each road with respect to its relative benefits and associated risks. High, Moderate and Low *benefit* ratings were rated for each road with respect to its recreational use, fire/fuels access, timber access, special use access and forest management access. High, Moderate and Low *risk* ratings were rated for each road with respect to its potential to adversely impact watersheds, wildlife, botany and archaeological sites. A similar burden rating was also assigned to each road with respect to its annual maintenance cost. Numerical indices were then applied to each high, moderate and low rating to come up with a benefit factor and a risk factor for each road. The benefit factors and risk factors were then summed to determine preliminary “Total Benefit” and “Total Risk” factors for each road.

For Example, let’s say Road 119 was rated as a “High” Benefit for Recreational Use and “Low” Risk for Archaeology. The “High” Benefit rating for Recreation would be assigned a Benefit factor of 2, and the “Low” Risk rating for Archaeology would be assigned a Risk factor of 0. The Total Benefit factor would be determined for that road by adding all five of the Benefit factors, and the Total Risk factor would be determined for that road by adding all five Risk factors. In this example, let’s say that the Total Benefit factor was determined to be 10, and the Total Risk factor was determined to be 0.

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

1. High Benefit/High Risk (H/H)
2. High Benefit/Low Risk (H/L)
3. Low Benefit/High Risk (L/H)
4. Low Benefit/Low Risk (L/L)

The High benefit roads identify those roads with a high potential for future investment, and the Low benefit roads show those roads with a low potential for future investment. High Risk roads identify those roads with a high potential for negative impacts to the ecosystem, and the Low Risk roads show those roads with a low potential for negative impacts. Road management options for each category will help the decision-makers to prioritize road options and develop strategies to move toward a well-balanced transportation system.

In our example above, a 10 Total Benefit factor was determined to be a High Benefit, and a 0 Total Risk factor was determined to be a Low Risk. Therefore, Road 119 was assigned to the High Benefit/Low Risk road management category. For details on how index numbers were assigned to each rating, and how the road management categories were determined from Total factor numbers, see Chapter 5 of this report. See Appendices A and B for individual specialist ratings and road management categories.

The next step was for the ID Team members to utilize all available information to answer the 73 questions contained in the R2 Roads Analysis Supplement to FS-643. If a question was considered not applicable, the answer indicated the reason why it didn’t apply to this analysis. During this step, if a specialist decided that a specific road rating needed to be revised, the revised rating was submitted to the Team Leader with a reason for the change.

The final step involved synthesizing all the information, finalizing the ratings and factors for each specific road and finalizing the road management category for each road analyzed. This step described the opportunities to improve the transportation system and identified priorities to help the decision-

makers in managing the roads within their jurisdiction. Key findings and recommendations were summarized in Chapter 6 of this report to highlight the results from this analysis.

1.5 - Public Involvement

Public involvement relating to roads issues is a continuous process. Most, if not all of the issues evaluated in this TAP are a direct result of dialogue with concerned citizens, user groups and other public agencies.

A Draft TAP was made available for public review and comment on the PSICC website for 30 days prior to finalization of the TAP. No public comments were received during the 30 day review period. See Appendix E for additional information on public comments.

CHAPTER 2 DESCRIBING THE SITUATION

2.1 – The Analysis Area

The Pike and San Isabel National Forests (PSI) are located in south-central Colorado. The Pike National Forest has a gross area of 1,288,379 acres within the forest proclaimed boundary line, and a net area of 1,110,862 acres of land owned by the Forest Service. The San Isabel National Forest has a gross area of 1,245,437 acres within the forest proclaimed boundary line, and a net area of 1,119,354 acres of Forest Service land. The difference in acreage between the gross area and net area is land that is owned by entities other than the Forest Service.

The Front Range and Ten Mile/Mosquito mountain ranges dominate the majority of the Pike Forest, and the Sawatch and Sangre de Cristo mountain ranges dominate the majority of the San Isabel Forest. A total of 36 mountain peaks over 14,000 feet high can be accessed on the PSI, including Mt. Elbert, Colorado's highest peak. Elevations on the PSI range from a low of approximately 6,000 feet to the top of Mt. Elbert at 14,433 feet. There are also a total of nine wilderness areas covering approximately 452,000 acres on the PSI. These wilderness areas are closed to all motorized and mechanized equipment including bicycles. In addition to wilderness areas, there are approximately 770,000 acres that have been identified as roadless under the Colorado Roadless Rule. The distance from the southernmost point on the San Isabel forest to the north boundary of the Pike forest is approximately 156 miles. From the westernmost point on the San Isabel to the eastern boundary of the Pike is approximately 92 miles.

There are two major watersheds within the PSI. The South Platte River watershed encompasses most of the Pike Forest, and the Upper Arkansas River watershed includes all of the San Isabel forest plus the southernmost portion of the Pike. All six Ranger Districts have mountain lakes within their boundaries including: Rampart Reservoir and Manitou Lake on the Pikes Peak District, Jefferson Lake on the South Platte District, Elevenmile Canyon Reservoir on the South Park District, Lake Isabel on the San Carlos District, Cottonwood Lake on the Salida District and Twin Lakes Reservoir and Turquoise Lake on the Leadville District.

There are fifteen counties covering all of the PSI, which includes three counties (Costilla, Clear Creek and Saguache) on minor areas of the forests, not strongly linked socio-economically. The Colorado Department of Local Government statistics for 2000 shows the populations of the twelve primary counties as follows:

Chaffee	-	16,242
Custer	-	3,503
Douglas	-	175,766
El Paso	-	516,929

Fremont	-	46,145
Huerfano	-	7,862
Jefferson	-	527,056
Lake	-	7,812
Las Animas	-	15,207
Park	-	14,523
Pueblo	-	141,472
Teller	-	<u>20,555</u>

Total Population for the twelve counties = 1,493,072

These statistics show that over the period from 1980 to 2000, the population in these counties grew from 919,255 in 1980 to 1,493,072 in 2000, a 62% increase within twenty years. The Colorado State Demography Office predicts the population of these twelve counties will grow to nearly 2.2 million by the year 2020, a projected 138% increase over the forty year period.

The climate on the PSI is controlled mainly by the Rocky Mountains, with extreme variations likely to occur on a daily and hourly basis. The average yearly precipitation on the PSI is 16 inches, most of which comes in the spring and summer. In contrast to the typical location on the PSI, the yearly precipitation on top of Pikes Peak and on most of the high peaks averages approximately 35 inches of precipitation. The average yearly snowfall on those mountain peaks can be as much as 292 inches. Snowfall on the rest of the PSI runs from a low of 37 inches in the Canon City area to 143 inches in the Leadville area. The average daily temperature highs/lows for January vary from 49°/20° Fahrenheit in Canon City to 31°/3° in Leadville. July daily temperatures in Canon City average 90°/59° and 71°/38° in Leadville.

The primary vegetation pattern across the PSI can be described as Coniferous Forest, with principal species including ponderosa pine, Douglas fir, Englemann spruce and quaking aspen. Above timberline is the Alpine Tundra with various grasses, sedges and wildflowers. Wildlife is varied due to the diversity of habitats. In the foothills one can find antelope, coyote, prairie dog, fox, jackrabbit, badger, rattlesnake, pheasant, hawk and migrating waterfowl. In the mountains are black bear, mountain lion, beaver, bighorn sheep, mountain goat, sage grouse and eagle. Trout, salmon and whitefish are in the lakes and streams on the PSI.

2.2 – The National Forest Transportation System

INTRODUCTION:

The State of Colorado is centrally located in the Rocky Mountains and is a regional transportation junction. A network of approximately 85,400 miles of Federal, State, County and local public roads link the extremities of the state with the major transportation hub in Denver.

Within the overall boundary of the Pike and San Isabel National Forests (PSI), US Highways 285, 24 and 50, along with Colorado State Highways 9, 67, 91, 82, 96, 69, 165 and 12, connect National Forest System roads and county roads with I-70 to the north, I-25 to the east and US Highway 160 to the south. Primary access in and out of the PSI from the west is limited to Colorado State Highway 82 to Aspen, US Highway 50 to Gunnison and Montrose, and US Highway 160 to Alamosa.

NATIONAL SCENIC BYWAYS (AMERICA'S BYWAYS):

The U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are 126 such designated byways in the U.S., with two of those byways going through the San Isabel National Forest and one byway adjacent to the Pike National Forest. All of America's Byways are scenic, representing the depth and breadth of scenery in America.

The Top of The Rockies Byway is 75 miles long, and goes through the Leadville Ranger District on US Hwy 24 and State Hwy 82. The Frontier Pathways Scenic and Historic Byway is 103 miles long and goes through the San Carlos Ranger District on State Highways 96 and 165. The Gold Belt Tour Scenic and Historic Byway is 135 miles long and is adjacent to the Pikes Peak and South Park Ranger Districts. This byway connects the towns of Florissant, Cripple Creek, Canon City and Florence.

COLORADO SCENIC BYWAYS:

In addition to National Scenic Byways, there are 17 other scenic byways formally recognized by the state of Colorado. Within and adjacent to the PSI, there are four Colorado Scenic Byways. These four byways are also recognized by the Forest Service as USDA Forest Service Byways.

The Guanella Pass Road Scenic Byway is 23 miles long. The southern half of this byway is in the South Platte Ranger District on Clear Creek County Road 381 and Park County Road 62.

The Highway of Legends Scenic Byway is 82 miles long and connects the towns of Trinidad, La Veta, and Walsenburg by way of Cuchara Pass, located in the San Carlos Ranger District. The route follows State Hwy 12 from Trinidad to La Veta, and then follows US Hwy 160 into Walsenburg.

The Collegiate Peaks Byway is the newest addition to the list of Colorado Scenic Byways. It is 57 miles long and runs from the town of Salida north to Twin Lakes reservoir in the Leadville Ranger District along US Highways 50, 285, 291 and 24.

The Mount Evans Scenic Byway starts in the town of Idaho Springs and runs through the Arapahoe National Forest. As the road nears the summit of Mt. Evans, it crosses into the South Platte Ranger District on the Pike National Forest. The Mt. Evans peak is on the border between the Arapahoe and Pike National Forests. The route is 28 miles long and follows State Highways 103 and 5.

FOREST PLAN:

The primary transportation goals in the 1984 Forest Plan describe a desired condition to be achieved "sometime in the future." The goals are:

1. Enhance and/or preserve scenic values along heavily traveled roads, use areas and trails through management activities.
2. Manage the transportation system for increased cost-effectiveness, efficiency and utility.

These goal statements establish the principal basis for the Forest Plan objectives. The single transportation-specific objective in the 1984 Forest Plan shows a projected average output of 32 miles of road construction and/or reconstruction per decade. All other objectives listed in the Forest Plan are

dependant on a properly functioning transportation system and all of these objectives both demonstrate the need for road access and the risks to the ecosystem associated with the presence of roads.

The Forest Plan objectives form the basis for management requirements. These management requirements set baseline conditions for establishing environmental quality requirements, natural and depletable resource requirements, and mitigating measures for each individual management area. General Direction Statements (management practices) as well as Standards and Guidelines are identified for each Management Activity in each individual management area.

General Direction Statements related to roads are described in 20 of the 23 Management Area Prescriptions. Density restriction standards for roads are identified in two Management Area Prescriptions as follows:

- 2A Semiprimitive Motorized Recreation Opportunities - Do not exceed an average open local road density of 2 miles/square mile in fourth-order watersheds.
- 2B Rural and Roded-Natural Recreation Opportunities – On all non-forested areas, motorized trail and local road density is not to exceed 4 miles per square mile. (Note: non-forested areas are areas with less than 10% occupied with forest trees and not suited for timber production)

The key to understanding these density standards has to do with the Functional Classification of a road, defined as the way a road services land and resource management needs, and the character of service it provides. The three classifications of roads and their definitions are as follows:

- Arterial – This type of road provides service to large land areas and usually connects with other arterial roads or public highways.
- Collector – This type of road provides service to smaller land areas than an arterial road. It usually connects forest arterial roads to local forest roads or terminal facilities.
- Local – This type of road connects terminal facilities with forest collector or arterial roads or public highways. Usually, local roads are single-purpose transportation facilities.

MOTORIZED TRAIL STATISTICS:

A forest trail is a trail wholly or partly within, adjacent to, and serving the National Forest System that is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. A National Forest System Trail (NFST) is a forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. A motorized NFST is an NFST which is open to public travel on vehicles designed for trail use, such as all-terrain-vehicles and trail motorcycles.

Within the Pike and San Isabel National Forests (PSI), there are a total of 457 miles of existing motorized NFSTs in the Forest Service INFRA database.

ROAD STATISTICS AND DETAILS:

A Forest Road is a road wholly or partly within, adjacent to, and serving the National Forest System that is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. A National Forest System Road (NFSR) is a forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other

local public road authority. In other words, an NFSR is a road serving the National Forest System and under the jurisdiction of the Forest Service.

Within the Pike and San Isabel National Forests (PSI), there are a total of 2,502 miles of existing National Forest System Roads (NFSRs) in the Forest Service INFRA database as of January, 2007. Out of this total, there are 1,994 miles of Local NFSRs, which is 80% of the total miles, 364 miles of Collector NFSRs (14%), and 143 miles of Arterial NFSRs (6%).

The Forest Service defines the level of service provided by, and maintenance required for a specific road by assigning it a maintenance level from 1 to 5. Following are the definitions for each Maintenance Level:

- Maintenance Level 1 roads (ML 1) are intermittent service roads during the time they are closed to vehicular traffic when the closure period exceeds one year.
- Maintenance Level 2 roads (ML 2) are roads open for use by high-clearance vehicles.
- Maintenance Level 3 roads (ML 3) are roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities.
- Maintenance Level 4 roads (ML 4) are roads that provide a moderate degree of user comfort and convenience at moderate travel speeds.
- Maintenance Level 5 roads (ML 5) are roads that provide a high degree of user comfort and convenience.

Out of the total 2,502 miles of NFSRs, there are 638.22 miles of NFSRs on 393 individual roads that have as their objective to be managed and maintained for public use in a standard passenger car (i.e., ML 3, 4 or 5). However, 31 of these roads have segments in the INFRA database that show a jurisdiction other than the Forest Service. Out of these 31 NFSRs, 12 roads (9.92 miles) need further investigation to determine legal jurisdiction status before being considered in a roads analysis report. Therefore, the miles of road under analysis in this study is 628.93, on 382 individual roads with an Objective Maintenance Level of 3, 4 or 5. The Objective Maintenance Level is the maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The remaining 1,845 miles of road are for high-clearance vehicles and/or administrative use, i.e. ML 1 or 2. These roads that are maintained for high-clearance and/or administrative use can and should be addressed during a sub-forest level (watershed, etc.) analysis process.

The following tables show a breakdown of the 628.93 miles of NFSRs under analysis in this report:

Table 1: RANGER DISTRICT	TOTAL NFSR MILES (OBJECTIVE ML 3-5)	TOTAL # OF INDIVIDUAL ROADS
PIKES PEAK	144.69	75
SOUTH PLATTE	109.49	80
SOUTH PARK	106.92	53
LEADVILLE	48.35	60
SALIDA	115.83	61
SAN CARLOS	103.65	53
TOTALS:	628.93	382

Table 2: OBJECTIVE MAINTENANCE LEVEL	TOTAL MILES
3	555.29
4	45.41
5	28.23
TOTAL:	628.92

Table 3: ANNUAL MAINTENANCE COSTS			
(This data is based on INFRA R_DM05_L: Road Work Item Log, from 9/2006)			
RANGER DISTRICT	MILES OF ROAD	PROJECTED MAINTENANCE COST	AVERAGE COST PER MILE
LEADVILLE	48.35	\$497,784	\$10,295
SAN CARLOS	103.65	\$559,506	\$5,397
SOUTH PLATTE	109.49	\$516,558	\$4,718
SALIDA	115.83	\$406,645	\$3,511
PIKES PEAK	144.69	\$470,796	\$3,254
SOUTH PARK	106.92	\$313,185	\$2,929
TOTALS:	628.93	\$2,764,504	\$4,396

Table 4: PRIMARY MAINTENANCE RESPONSIBILITY		
MAINTENANCE ENTITY	ROAD MILES	PERCENT OF TOTAL
FOREST SERVICE	325.48	52
COUNTY	234.11	37
LOCAL, STATE & OTHER FEDERAL AGENCIES	47.30	7
PRIVATE, COMMERCIAL USERS & COOPERATORS	22.04	4
TOTALS:	628.93	100

Note: Maintenance of National Forest System Roads by counties or local, State or other Federal agencies is accomplished through a Forest Road Agreement (Schedule A agreement). Maintenance of NFSRs by private, commercial users or cooperators is accomplished through Federal Land Policy and Management Act (FLPMA) permits and easements.

Table 5: ROAD LENGTHS		
LENGTH (MILES)	# OF ROADS	PERCENT OF TOTAL
FROM: 0.02 TO: 0.99	258	68
1.00 4.99	88	23
5.00 9.99	27	7
10.00 36.32	9	2
TOTALS:	382	100

The tables shown above identify the following relevant facts:

- The Leadville District has the least amount of miles of roads (48.35), and the Pikes Peak District has the most (144.69).
- The San Carlos District has the fewest individual roads to be analyzed (53), and the South Platte District has the most (80).
- The San Carlos District has the highest projected maintenance cost for the roads being analyzed (\$559,506), and the South Park District has the lowest (\$313,185).
- The Leadville District has the highest average maintenance cost per mile (\$10,295), and the South Park District has the lowest (\$2,929).
- The overall average maintenance cost per mile of road for roads being analyzed is \$4,393.
- The Forest Service has the primary maintenance responsibility for 52% of all the roads being analyzed, at a projected cost of approximately 1.43 million dollars.
- The majority of roads (68%) being analyzed are less than one mile in length.

MOTORIZED MIXED USE:

Motorized mixed use is defined as the use of a National Forest System Road (NFSR) by both highway-legal and non-highway-legal motor vehicles. The designation of NFSRs for motorized mixed use involves both safety and engineering considerations. Regulations addressing motorized mixed use are found at 36 CFR 212 and 36 CFR 261.

Special Forest Orders are currently in place on four of the PSI districts, which prohibit unlicensed motor vehicles from using certain NFSRs. All other NFSRs are open to unlicensed motor vehicles as long as a current OHV registration is displayed on the vehicle.

In compliance with the Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use, effective December 9, 2005, Motor Vehicle Use Maps (MVUMs) will become the legal mechanism for identifying motorized mixed use roads. Once an MVUM is published, roads open to all vehicles, including non-highway legal vehicles, will be designated on the map with a specific linetype for easy identification. Roads that are only open to highway legal vehicles will have a different linetype. After these roads are designated on an MVUM, motor vehicle use, including the class of vehicle and time of year, not in accordance with these designations is prohibited by 36 CFR 261.13.

The following ML3-5 NFSRs prohibit unlicensed motor vehicles (as of 9/2006):

Table 6: Pikes Peak Ranger District		
ID	NAME	MILES
300	RAMPART RANGE	36.32
303	NORTHFIELD	4.80
306	LAKE CIRCLE DRIVE	3.53
306.A	MEADOW RIDGE CG	0.70
306.B	THUNDER RIDGE CG	0.65
306.C	PROMONTORY PG	1.00
312	FARRISH MEMORIAL	1.62
312.A	CARROLL LAKES	0.35
320	MOUNT HERMAN	13.70
321	MONUMENT FIRE CENTER	1.57
335.B	RED ROCKS CG	0.30
337	CRYSTOLA S.H.	0.94
342	LIONS CAMP	1.10
350	RAINBOW FALLS	2.06
368	OLD STAGE	2.53
369	TRANSMITTER	0.90
370	GOLD CAMP	17.75
370.A	BEAR TRAP	0.35
371	EMERALD VALLEY	1.50
376	SEVEN LAKES	3.30
383	UPPER FOURMILE	3.75
391	SAWMILL	1.10
Totals:		99.82

Table 7: South Platte Ranger District		
ID	NAME	MILES
110	HAPPY TOP	1.30
119	UPPER GENEVA	0.40
211	MATUKAT	17.70
300	RAMPART RANGE	20.21
502	JACKSON CREEK SOUTH	4.00
507	RIM	1.85
516	ARCHERY RANGE	0.80
518	SUGAR CREEK	8.20
520	SADDLE STRING RANCH	0.65
523	NINE-J	5.27
533	SO PLATTE RIVER	5.66
550	REDSKIN	8.87
556	SHADY BROOK	1.95
560	STONE PASS	10.80
Totals:		87.66

Table 8: San Carlos Ranger District		
ID	NAME	MILES
143	OAK CREEK GRADE	4.85
34	NORTH FORK	4.23
360	OPHIR CREEK	8.14
369	GREENHORN MTN	18.11
386	SOUTH HARDSCRABBLE	3.79
422	BLUE LAKES	5.00
46	CORDOVA PASS	6.04
634	GARDNER	9.22
Totals:		59.38

Table 9: South Park Ranger District		
ID	NAME	MILES
107	PEASE SPRINGS	5.50
108	PARKER	5.35
112.1A	HAPPY MEADOWS CG	0.10
18.2C	FOURMILE CG	0.24
203	ROUND MOUNTAIN CG	0.61
33	BOREAS PASS	9.60
367.1A	TAYLOR SPUR	0.60
37	JEFFERSON LAKE	4.09
37.2B	JEFFERSON BOUNDARY PG	0.05
37.2C	LODGEPOLE CG	0.40
37.2D	ASPEN CG	0.20
37.2E	BEAVER PONDS PG	0.10
37.2F	JEFFERSON CREEK CG	0.30
37.2G	JEFFERSON LAKE PG	0.20
39	ROCK CREEK HILLS	4.71
407	HOOSIER PASS OVERLOOK	0.10
54	MICHIGAN CREEK	7.10
54.3D	MICHIGAN CREEK CG	0.50
56	LOST PARK	17.66
56.3A	LOST PARK CG	0.56
61.A	BLUE MOUNTAIN CG	0.60
652	WEBBER PARK	1.70
659	W BEAVER CREEK	3.68
77.A	SPRUCE GROVE CG	0.45
77.B	TWIN EAGLES PG	0.30
801.A	SELKIRK CG	0.33
96	ELEVENMILE CANYON	8.70
96.A	RIVERSIDE CG	0.15
96.B	O BRIEN PG	0.10
96.C	ELEVENMILE CANYON PG	0.10
96.D	MESSENGER GULCH PG	0.10
96.E	SPRINGER GULCH CG	0.50
96.G	COVE CG	0.30

96.H	IDLEWILDE PG	0.10
96.I	SPILLWAY CG	0.60
Totals:		75.68

According to this data, a total of 322.54 miles of NFSRs are restricted to licensed motor vehicles only. The remaining 315.68 miles of NFSRs under analysis are open to OHV use (motorized mixed use).

ROAD MANAGEMENT OBJECTIVES:

Road Management Objectives (RMOs) are used to define the intended purpose of an individual road based on management area direction and access management objectives. RMOs contain design criteria, operation criteria and maintenance criteria. There exist Operational and Objective RMO’s. Operational represents current status, while Objective represents the desired future disposition of the road (e.g., change from a high-clearance road to a passenger car road).

RMO forms for ML3-5 PSI roads are on file at the Supervisor’s office in Pueblo, Colorado. Many of these forms are out of date, and many have never been signed and approved by a line officer. Since the future production of Motor Vehicle Use Maps depends on the data from the RMOs, Districts have been asked to update their Operational RMOs to accurately reflect the current condition on the ground. It is anticipated that hardcopy RMOs for all NFSRs will be up to date shortly after the publication of the Motor Vehicle Use Map for each Ranger District.

2.3 – Meeting Forest Plan Objectives

The 1984 Forest Plan objective for roads calls for 32 miles of road construction or reconstruction during every decade (see Forest Plan, Table III-1, page III-9). During the decade from 1991 through 2000, records indicate that there were 4.4 miles of new road construction and 66.5 miles of road reconstruction. These actual outputs exceed the Forest Plan objective for roads during the decade of the 1990s. Since that time, from 2001 through 2005, Road Accomplishment Reports indicate that there were 0.2 miles of new road construction and 92.6 miles of road reconstruction. The outputs from these five years already exceed the Forest Plan objective for the decade of the 2000s.

Since the implementation of the Forest Plan in 1984, a shift of emphasis has taken place for managing roads on the PSI. There is now a much greater need for reconstruction than for building new roads. The majority of the reconstruction work addresses the ever-increasing deferred maintenance needs for the PSI roads. Deferred maintenance is defined as maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period. Deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value.

On the PSI, the average cost for deferred maintenance (from FY 2006 INFRA data) is as follows:

MAINTENANCE LEVEL	COST PER MILE OF ROAD
3	\$20,936
4	\$13,406
5	\$10,435

When these numbers are applied to the miles of road being analyzed in this report, the current deferred maintenance cost is estimated to be approximately 12.5 million dollars. For comparison purposes, the deferred maintenance cost per mile for ML3 PSI roads has risen from \$16,506 per mile in FY2003 to the current \$20,936 per mile. That is a 27% increase within a three year period, or an average of a 9% increase per year of degradation to the ML3 roads on the PSI.

The reconstruction of roads must also address capital improvements such as surface and drainage upgrades and new guardrails. These capital improvement tasks are identified during annual road surveys. As of December, 2006, capital improvement tasks for NFSR ML3-5 PSI roads have been identified (in INFRA) on a total of 5.94 miles from 5 separate roads. The total estimated cost to address these capital improvements is 4.2 million dollars. When added together with deferred maintenance costs, the total estimated cost to get NFSR ML3-5 PSI roads to meet Forest Service standards is 16.7 million dollars.

One situation where new road construction is needed exists along the Wildland Urban Interface (WUI). The National Fire Plan (2000) places an emphasis on protecting WUI areas from the threat of wildfires through forest thinning and reducing ground fuels. Many of these WUI areas are located along borders between National Forest and adjacent developed private properties. Road access is a needed for mechanized logging and mulching equipment to establish and maintain forested fuel breaks along the WUI. Many of the WUI areas on the Pike and San Isabel Forests are located “behind” private lands where there are no public rights-of-way across private property, or roaded access through the National Forest. To remedy this situation, the Forest Service will need to either obtain temporary or permanent easements for the construction of roads across private properties, or build new roads through the Forest that intercept or parallel the Forest boundary. The majority of roads constructed for fuels reduction purposes are likely to be low standard roads that can be kept closed, except when needed for periodic fuel break maintenance activities.

2.4 – Current Budget

An evaluation of the budget for road maintenance, construction and reconstruction activities for all of the Pike and San Isabel National Forests, Cimarron and Comanche National Grasslands (CMRD funds) reveals the following actual allocations:

	FY02	FY03	FY04	FY05	FY06	5 YR AVE.
BASE ALLOCATION	\$1,061,900	\$457,800	\$1,146,000	\$1,064,400	\$1,684,100	\$1,082,840
CIP FUNDS	\$333,300	\$1,031,500	\$595,000	\$360,000	\$94,100	\$482,780

CARRYOVER/RECOVERY	\$0	\$619,900	\$27,700	\$828,800	\$0	\$295,280
TOTAL FUNDS AVAILABLE	\$1,395,200	\$2,109,200	\$1,768,700	\$2,253,200	\$1,778,200	\$1,860,900
MANDATES	\$470,300	\$1,066,500	\$705,000	\$410,000	\$344,100	\$599,180
PROGRAM MANAGEMENT	\$291,000	\$268,800	\$322,500	\$440,400	\$250,000	\$314,540
RESOURCE PRIORITIES	\$125,000	\$175,000	\$269,200	\$702,700	\$447,000	\$343,780
CONTRACT RESERVE	\$50,400	\$59,100	\$46,800	\$69,400	\$73,000	\$59,740
GRASSLANDS FUNDS	\$43,300	\$51,000	\$40,100	\$59,500	\$62,600	\$51,300
PSI DISTRICT FUNDS	\$415,200	\$488,800	\$385,100	\$571,200	\$601,500	\$492,360

Table 12: PSI YEARLY DISTRICT BUDGET ALLOCATIONS - CMRD FUNDS						
	FY02	FY03	FY04	FY05	FY06	5 YR AVE.
LEADVILLE RD	\$50,400	\$59,300	\$46,700	\$69,300	\$73,000	\$59,740
SALIDA RD	\$67,700	\$79,700	\$62,800	\$93,100	\$98,000	\$80,260
SAN CARLOS RD	\$63,100	\$74,300	\$58,500	\$86,800	\$91,400	\$74,820
PIKES PEAK RD	\$70,700	\$83,200	\$65,600	\$97,300	\$102,500	\$83,860
SOUTH PARK RD	\$99,200	\$116,800	\$92,000	\$136,500	\$143,700	\$117,640
SOUTH PLATTE RD	\$64,100	\$75,500	\$59,500	\$88,200	\$92,900	\$76,040
TOTALS:	\$415,200	\$488,800	\$385,100	\$571,200	\$601,500	\$492,360

The amount of money that has been made available for road maintenance on the PSI falls far short of the projected needs. The average district allocations for all six districts combined is only enough to adequately maintain approximately 112 miles of road, or 18% of the ML3-5 roads on the PSI. Because of this shortfall in funding, maintenance activities have focused on managing the degradation of the roads, with an emphasis on addressing safety issues above all else.

SUDS database for special uses
Management Objectives
Management Area Prescriptions

Category #3: Economic Issues

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

Data needed to address these concerns:

GIS coverages for roads
INFRA databases for roads and condition survey data

CHAPTER 4

ASSESSING BENEFITS, PROBLEMS AND RISKS

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

Responses to the aquatic questions in this forest scale roads analysis focuses on watersheds where there is a high risk of watershed function and/or aquatic species being affected by the road system. High risk watersheds were identified using the Inland West Watershed Initiative and GIS coverages.

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

Roads on the Pike and San Isabel National Forest (PSI) have the potential to affect the natural hydrology of a watershed area by intercepting, concentrating, and diverting surface flow from its natural flow pattern (Wemple et al, 1996). The hydrology on the PSI is dominated by both spring runoff from snowmelt as well as major summer thunderstorm events. Although subsurface hydrology is not identified as a major issue of concern relative to road-related impacts, it can be modified by road systems. Roads expand the channel network via road ditches and reduce infiltration rates of precipitation, generating larger amounts of surface runoff. Inadequate maintenance of low water crossings, drainage ditches, and cross drains affect the surface and subsurface hydrology. Ditches carry road drainage and runoff from contributing areas. If culverts are infrequent, the ditches carry the runoff long distances from their natural path. All of these factors combine to alter the quantity and timing of surface flow, which, in turn, affects the overall hydrology of a watershed.

These effects are most likely to occur in areas with high drainage density, clay soils, and steeper slopes, where surface and shallow subsurface runoff is greatest.

Roads can also act to decrease downstream peak flows at locations where the roads intercept and store water or route it away from nearby waterways.

Design and maintenance of appropriate drainage structures minimizes the potential effects that roads may have on surface and subsurface hydrology.

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

Roads and other soil disturbances can impair the ability of the land to absorb water and filter sediment. The existence and magnitude of surface erosion is highly dependent on site- and project-specific conditions of road grade, design, and efficiency of drainage structures, surface material, traffic level, and maintenance level. Conditions within the road corridor, such as soil type, slope, and vegetative cover, are also major factors. Erosion occurs on most wildland roads because of their surfaces, cutslopes, fillslopes, and associated drainage structures which are usually composed of erodible material and are exposed to rainfall and concentrated surface runoff. Erosion can depend upon many factors; the most

influential are the erodibility of the exposed surface, slope and area of the exposed surfaces. The associated ditches and drainages can also be highly erodible, especially when they are not vegetated or protected in any way.

Road maintenance activities along unpaved surfaces, such as grading and ditch clearing, can cause increased surface erosion over the short-term. However, over the long-term, these practices prevent roads from degrading and developing conditions that might otherwise induce high levels of erosion of the road surface. Roads without side ditches may be more prone to erosion of the road surface, whereas roads with drainage ditches have reduced erosion on the surface, but elevated erosion along the length of the ditch. Roads with gravel surfaces combined with vegetated or rock lined ditches are generally the optimal condition for reduced road-related erosion. Unvegetated surfaces rapidly convert precipitation to surface runoff, which more easily detaches fine particles from the native surface and elevates surface erosion rates. The inherent erodibility of a soil is the susceptibility or resistance of fine particles to detach with the runoff. Medium-textured soils with high silt content are the most erodible of all soils. They are easily detached and tend to crust and produce high rates of runoff. Conversely, soils high in clay and coarse textured soils, such as sands, are the least erodible soils and produce low rates of runoff.

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

This hazard is influenced by a number of factors, including hill slope gradient, slope position, soil type, bedrock geology, geologic structure, type of road construction, road drainage, and groundwater characteristics. Mass wasting events such as debris torrents and debris flows often severely affect roadbed fills at stream crossings by transporting large amounts of sediment to higher-order channels. The presence of roads across steep slopes can increase the risk of mass wasting due to the damming effect of the roadbed on subsurface flows.

Within the analysis area, the potential exists for soil erosion and mass movement. The remainder of this response discusses those potential hazards in-depth.

Potential erosion hazard. Soil erosion is a function of a number of soil and environmental factors that affect soil particle detachment and movement down slope. Soil factors include the inherent soil erodibility (K-factor) in combination with length of slope and percent of slope. Environmental factors include surface vegetative cover and rainfall intensity. Generally, erosion increases with increased soil erodibility, rainfall intensity, lower amounts of surface cover, steeper slopes, and longer slope lengths. Water erosion is the principal form of erosion considered in the map unit erosion ratings, although wind erosion may be significant on areas where vegetation cover is sparse.

Each soil for each map unit is given an individual *soil erosion hazard rating*. This rating is useful for broad land-use planning purposes. The soil erosion hazard rating evaluates each soil component in a map unit for its susceptibility to erosion. The rating is based on the inherent erodibility of the surface soil (K factor) and the average slope of that soil. This rating is intended for use in the planning of management activities to indicate relative potential erosion hazards when the surface cover of vegetation or litter has been disturbed or destroyed. A rating of *low* means that the soil has a mixture of sand, silt, and clay and has relatively high organic matter content, creating strong structure. These soils generally are on gentle to moderate slopes and do not usually require costly erosion-control measures. A rating of *moderate* means soils have moderate inherent erodibility and are generally on moderate to steep slopes. These soils are more easily dispersed by raindrop impact and may require more expense to control

erosion and sedimentation. A rating of *high* indicates soils with moderate to high inherent erodibility and are usually on moderate to very steep slopes. Soil particles are readily moved by overland flow after disturbance. These soils may require considerable expense to control erosion and sedimentation as a part of management practices when activities are planned for such areas.

Mass movement potential (landslide hazard). The Northern San Isabel and Western Pike National Forests are relatively young mountain ranges and valleys and are still active geologically. Numerous faults throughout the survey area attest to this activity. As the mountains continue to rise, the forces of gravity, in combination with other environmental forces, may act together to influence the downward movement of materials. This process is referred to as mass movement.

Mass movements, whether natural or human-caused, are undesirable because of the adverse effects on soil productivity and water quality. To date, there have been no large mass movements in either mountain range in recent history, or few in ancient history. This is due to the competent nature of most of the sedimentary, igneous, and metamorphic rocks that comprise the analysis area.

Mass movement is a broad term that can apply to a variety of conditions and processes. Movements that displace bedrock include, but are not limited to, landslides and slumps. These may be triggered by earth tremors and quakes, active fault movement, or over-saturation of geologic strata by water. Debris, earth, and mudflows are caused by surface runoff accumulating soil and debris such as rocks and trees and moving down slope with considerable force. These are generally confined to the upper several feet of earth surface. Snow avalanches are another type of mass movement. Avalanches occur when snowpack and fresh snow move down a slope. They can be triggered naturally by the weight of the snow or by human-caused activities such as skiing or snowmobiling. Snow avalanches can be relatively minor with light powder snow cascading down a slope or may be major events when wet, heavy snowpack slides to ground level, often uprooting trees and even the soil surface.

Mass movement potential is a rating of the possibility of natural or human-caused mass movements occurring within a map unit. The possibility is directly translated to a risk to use and management. Each soil map unit is given a mass movement potential rating based on the following criteria.

Low mass movement potential: Map units with *low* mass movement potential are on consolidated geologic materials such as gneiss, schist, granite, and sandstone. These geologic materials generally occur on gently sloping to moderately steep landforms. Photo interpretation and fieldwork showed no evidence of recent or previous landslides. There is little mass movement risk to management for activities planned for such areas. The potential for damage to watersheds resulting from mass movement is minimal.

Moderate mass movement potential: Map units with *moderate* mass movement potential are on poorly consolidated geologic materials such as interbedded sandstones, siltstone, and shales. These geologic materials occur on moderately steep to steep landforms. On-site investigations and air photo interpretation have shown these areas to be relatively stable or to have few ancient landslide materials. These areas have long since healed, and little recent movement has taken place or is likely to occur under normal conditions. Periods of prolonged seasonal precipitation or undercutting soil and geologic material may increase the risk of mass movement activities. A rating of moderate represents a certain amount of risk to the use and management of such areas. Higher costs for construction and design can be expected.

High mass movement potential: Map units with high rating occur on soft or poorly consolidated geologic materials such as shale or sandstone over soft shale. These geologic materials occur on moderately steep to very steep landforms. On-site investigation and air photo interpretation have shown recent evidence of mass movement. These areas include freshly cut scarps, exposed geologic strata, and raw accumulation areas. "Jack-strawed timber"—an array of angled and tilted trees resulting from differential root tensions from mass movement—are often present. A rating of high represents a serious risk to use and management of such areas. An on-site soil, geo-technical, and hydrologic investigation is highly recommended. Higher costs for design and construction can be anticipated to achieve adequate resource protection.

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

In general, road-stream crossings have a greater influence on local stream channels and water quality than other road areas because of their close proximity to the stream channel. Poorly designed crossings can constrict a stream channel through undersized culverts or misaligned water diversions, or act as a conduit, facilitating erosion or the transport of pollutants into the channel.

Many culverts and cross drains are in need of cleaning, repair, replacement, or new installation. Undersized culverts, or blockages to flow in culverts, can cause upstream channel aggradation as particles settle and are trapped in sluggish backwater zones. When blockage is complete, flow may be redirected across or along the road, resulting in road surface erosion and added sediment delivery to streams. Likewise, without adequate cross drains to facilitate drainage of roads, intercepted precipitation may collect and cause increased surface runoff with added sedimentation.

Of additional concern is the tendency for gullies to form downslope of unprotected culvert outlets or in areas without adequate cross drains. The formation of gullies is significant because it indicates a road-related extension of a surface flowpath that would not exist without the road. Several factors may influence the formation of gullies: soil type, depth to bedrock, topographic shape of hillslope, vegetation or root strength, culvert spacing, and plunge height. These factors are related to the force of water and sensitivity of the site to concentration of water and erosion of the soil mantle.

Low water crossings are also a concern due to their potential for stream channel modification and associated sediment delivery. Failing low water crossings can cause upstream sediment deposits and sluggish backwater zones. Without maintenance, redirected flow around the crossing during flood events can result in stream bank scour and undercutting of the low water crossing structure on its downstream side. High levels of sediment delivery and channel modification can ultimately result.

On roads where snowplowing occurs, plowing snow directly into the stream channel at road-stream crossings could result in the development of ice-dams. These ice-dams reduce channel capacity and the ability to convey water. This can result in culvert failure and/or cause channel migration as water is forced out of the channel and around the ice-dam. Channel migration can result in the development of a braided channel since areas outside the channel may not be resistant to the erosive forces of water.

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

The possibility of pollutants entering surface water applies to perennial, intermittent and ephemeral streams. Pollutants spilled in or near intermittent or ephemeral streams may be "stored" until the next hydrologic event. High intensity storms can flush stored pollutants into the stream system. Normally this

dilutes the pollutant because of high runoff volume. However, if the pollutant distribution is widespread, or highly concentrated, it can have an adverse cumulative effect on water quality.

Roads in the project area have the potential to create pollutants in several ways. Chemicals such as surfacing oils, magnesium chloride, de-icing salts, herbicides, and fertilizers may be applied to roads for maintenance, safety, or other improvement. Vehicle contaminants such as oils, brake-pad linings, and hydraulic fluid, as well as accidental spills, may also contaminate surface waters. The county and state roads that border the forest have the highest potential for sources of pollutants entering the stream system. These roads are heavily traveled year-around and during the winter may be sanded or de-iced, possibly polluting surface water.

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

“Hydrologically connected” road segments are those that deliver surface runoff directly to a stream channel. Along these road segments, a greater proportion of road drainage reaches the streams since little buffer between the stream and road is available for water infiltration. This condition occurs at stream crossings and along those roads that run closely to either a riparian area or a water body. Roads that are closely associated with stream courses contribute to elevated peak flows by adding storm water runoff directly to the channel. This causes stream peak flows to occur earlier in the precipitation event, although the magnitude of this increase is unknown. Physically, increased peak flows can cause erosion of the stream channel, resulting in deeper or wider channels and greater sediment deposition at downstream areas away from the hydrologically connected road segment.

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

All waters in Colorado have a designated use. All of these uses have numerical or narrative criteria, which can be obtained from the Colorado Department Public Health and Environment (CDPHE) Classification and Numeric Standards - Regulation 32.

Roads have the potential to affect beneficial uses by changing water quality, quantity, or timing [as discussed under AQ (1) through AQ (6)] to the extent it no longer meets the requisite standards. Overall, the USFS road network on the Pike and San Isabel National Forest is not a major contributor of road-derived pollutants, such as oils and chemicals. Sediment is the most common road related pollutant. It can alter stream channels, increase water temperatures, clog “intakes”, fill in reservoirs and can affect aquatic species. Aquatic habitat and species may be put at risk from sediment runoff from some of the unpaved roads, road induced bank scour, changes in riparian habitat, reductions in large woody debris availability, or modifications in stream flow timing or quantity.

Changes in beneficial uses and demand are best addressed at project scale, since site-specific conditions are needed to predict what changes might occur.

As discussed in AQ (5), any pollutants in surface runoff from the road, including chemical pollutants, have the greatest ability to degrade water quality along hydrologically connected portions of road.

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

Watersheds in the National Forest that provide domestic water to a municipality may be set aside from all forms of location, entry, or appropriation. Road development and use in watersheds used to supply domestic water may affect the water quality. The demand for Water Supply is expected to increase with rising population along the Front Range. Sediment produced in the drainage impacts the operation of Cheesman, Strontia Springs, and Chatfield Reservoirs, thereby increasing the cost of water treatment.

See AQ(2) for response on the production of erodible materials that leads to increased costs to treat domestic water supplies.

R2(1): Are there any streams in the area listed in the State 303(d) list or 305(b) report as impaired due to road-derived pollutants such as sediment?

Yes, Trout Creek and South Platte River have been listed on the 303(d) list, although the TMDL is done and work is progressing toward improving sediment from the road for the South Platte River. The 305(b) list contains many tributaries to the South Platte River. A complete, update to date list is available at the Colorado Department of Public Health website.

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

The road system can affect wetlands by direct encroachment and loss of wetland area from road fill and by indirect alteration of wetland hydrology, function, and water quality.

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

Bridge and culvert installations at stream crossings constrain the channel from migrating or changing as it would naturally. Roads can also encroach upon or isolate floodplains, compromising their function. During periods of peak or flood flows, roads and road crossings may restrict flow or become blocked so that the water backs up, causing an actual increase in peak flows. This may, in turn, reduce the flow below the crossing, preventing flooding into the stream's normal flood-prone areas further down the drainage.

Roads passing through a major floodplain or damming an ephemeral drainage can also create sluggish backwater conditions. This can occur, for example, when waters receding from periods of high flow are trapped by roadbeds that traverse a major floodplain. Initially, ponding waters may contain small fish, macro-invertebrates, and developing amphibians that are stranded by the receding water level. If sluggish backwater conditions persist at these sites, algal blooms may likely occur resulting in drastic reductions in oxygen available for other aquatic organisms and eventual death of much of the aquatic community.

Additional discussion pertinent to this question can be found under questions AQ (1), AQ (4), and AQ (6). More detailed discussion is most appropriate at the project level, where site-specific instances of altered channel dynamics, debris, and sediment buildups are known.

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

Road crossings, such as culverts and fords, can act as barriers to aquatic organism movement and migration within stream systems. This effect can be further exacerbated by culvert blockages caused by debris buildup, structural failures, or as a result of trappers putting snare traps in culverts. Upstream and downstream migration obstacles can result in a decrease in population numbers and an increase in genetic isolation. Small fish, mollusk, some macroinvertebrate, amphibian, and reptile populations may experience life-cycle interruptions as a result of these obstructions. Obstructed culverts can also increase maintenance costs, lead to the failure of a culvert, or lead to road damage.

Available information concerning the maintenance needs of fords and culverts on the Forests indicates several fords and numerous culverts are in need of either cleaning or installation. The majorities of these culverts are small in size and found on intermittent or ephemeral drainages. Although viable fish populations are not likely found in the majority of small ephemeral drainages, these drainages are a water source for higher order streams, and a source of organic matter and food. Restrictions in water flow from these small drainages can be detrimental to viable fish communities in connected higher-order streams. In contrast, some species of mollusk, macroinvertebrates, amphibians, and reptiles may utilize small ephemeral drainages for all or a portion of their lifecycle. These species may be impacted by culvert blockages that limit habitat connectivity or alter local hydroperiods (the duration of water level at or above the substrate surface).

Road drainage associated impacts can also alter local hydroperiods by increasing drainage efficiency in some areas (reducing the hydroperiod), and decreasing it in others (lengthening the hydroperiod) (Forman et al., 2003). If hydroperiod is shortened, amphibian and some macroinvertebrates may become desiccated prior to reaching their adult life-stage. If hydroperiod is lengthened, such as ponding that occurs upstream of blocked culverts or in road-impounded drainages, the potential increases for predatory fish to become established. Predatory fish populations can induce the extinction of localized amphibian populations. In some cases, it should also be noted that culvert blockages and road drainage structures, may improve or create habitat where no or only limited habitat previously existed (Forman et al., 2003). More detailed discussion of this issue is best left to the project level scale, where habitat type and blockage locations are known and can be compared with detailed current and historic aquatic organism survey data.

AQ11: How does the road system affect shading, litterfall, and riparian plant communities?

Road systems often affect shading, litterfall, and riparian plant communities where roads cross streams or where roads run parallel to streams. Roads that run parallel to streams are generally the greatest concern when considering limits on stream shade and litter fall due to the lack of canopy cover within the road corridor. In these areas, decreased stream shading can increase stream water temperature. Riparian plant communities are directly impacted by roads as a result of removal and disturbance of plants during road construction. In addition, improved access to the riparian area also increases human activity and associated disturbance associated with these activities. Both construction and increased disturbance in the riparian area also result in indirect impacts from an increase in the potential for invasive species establishment at the road/riparian corridor interface.

AQ12: How and where does the road system contribute to fishing, poaching, or direct habitat loss for at-risk aquatic species?

While poaching is not generally considered an issue of concern and does not significantly affect aquatic populations and at-risk aquatic species, the open road system does provide public access for recreational fishing. Threats to native species include the introduction of non-native predatory species, reduced water flows from surface water diversions, channelization of streams, pollution, and increased sedimentation from road runoff. Roads that cross or run parallel to creeks and streams are of particular concern as they have the potential to degrade habitat quality through increased sediment input, increased peak stream flows, and by limiting the passage of aquatic organisms when flow obstruction or blockages are created at culverts and bridges.

The streambed is often intentionally altered at a road crossing. It can be deepened or realigned not only at the crossing but both upstream and downstream of the actual crossing. This is usually done to more efficiently allow water flow through a culvert or under a bridge. If these streambed changes result in a change in channel slope, the stream character can change by developing deep pools beneath the crossing that is disconnected from the channel during low flows. This type of feature can function as a refuge for fish making them more vulnerable to capture or predation if there is little hiding cover or they are unable to leave the pool. This is usually handled on a project level.

AQ13: How and where does the road system facilitate the introduction of non-native aquatic species?

The greatest impact of non-native species introduction from the road system occurs where Forest roads provide recreational water users direct access to surface water. Fishing equipment can carry the eggs of non-native fishes, insects, mollusks, fungi, and non-native invasive plants from one body of water and deposit them in another. In addition, fishermen can introduce non-native fish to a water body by releasing unused baitfish or by stocking the water body with non-native fish.

Whirling disease is a non-native aquatic species. Whirling disease is a parasitic infection of trout and salmon caused by a microscopic amoeba that produces a spore. The water-borne parasite (*Myxobolus cerebralis*) may not directly kill trout, but fish heavily infested can become deformed or exhibit the erratic tail-chasing behavior from which the disease gets its name. Eventually, heavily infected young fish may die.

The whirling disease parasite has a two-host lifecycle that involves trout and an alternate host, a common bottom-dwelling tubifex worm. When an infected trout dies, large numbers of spores are released and then ingested by the tubifex. The spores incubate within the worm's gut, multiplying rapidly. When released from the worm, these water-borne spores can infect susceptible fish by attaching to their bodies, or when fish eat infected worms. Whirling disease spores are hardy, resist freezing and drought, and can remain viable for decades.

Direct stocking of hatchery-reared fish for recreational angling occurs in several locations in the analysis area, including all reservoirs stocked by the Colorado Department of Wildlife as well as stream locations stocked by private landholders. The biggest introduction problems involve northern pike, which anglers move from lake to lake in livewells. Reservoir connections to stream crossings are facilitated by roads.

Whirling disease is thought to be a major factor in the declines of wild rainbow trout populations in certain Colorado waters. The parasite has been confirmed in 13 of Colorado's 15 major river drainages, including the Colorado, South Platte, Gunnison, Arkansas and Rio Grande rivers.

Another non-native is the New Zealand mud snail. This snail has the ability to reproduce quickly and mass in high densities. When snails become as dense as one-half million per meter square, this has been a cause for concern in western streams. Because the West is known for its great trout fishing, there is concern that the mudsnails will impact the food chain of native trout and alter the physical characteristics of the streams themselves. Research is needed to determine the impacts of large populations of mudsnails on the native fauna, such as aquatic insects and native snails, and on any changes in the physical environment.

There is great concern about this hitchhiker's ability to spread because of its asexual reproduction and its ability to survive in harsh conditions. Because the mudsnails reproduce asexually, it only takes one individual to become introduced into new water to make an impact. Also, the mudsnails can readily attach themselves to boots and waders. So streams that are easily accessed by roads are most likely to be affected.

AQ14: To what extent does the road system overlap with areas of exceptionally high aquatic diversity or productivity or areas containing rare or unique aquatic species or species of interest?

There is ongoing research into the genetics of the native Greenback cutthroat trout that is found in several locations on the forest. Measures have been taken, and will continue to be take to isolate these fish from possible impact until additional viable populations have been reproduced in hatcheries. The proximity of these populations to roads and trails makes them especially vulnerable. This a project level issue.

4.2 – Terrestrial Wildlife (TW)

Questions TW (1) & TW (3): (1) What are the direct and indirect effects of the road system on terrestrial species habitat? (3) What are the direct/indirect effects on wildlife species?

Impacts to reproductive success are ultimately the “bottom-line” for determining and measuring impacts to wildlife, whether the effects are considered direct, indirect or cumulative. Any human-induced changes to the environment increase & decrease reproductive potential for various species. Typically, native species reproductive potentials are reduced by human development, and non-native, noxious or pest species reproductive potentials are increased by human-induced changes (such as roads).

Direct Effects

In general, the direct effects of roads on wildlife include foraging and reproduction habitat reductions, population reproductive isolation, interior habitat loss from roads-induced edge effects, and immediate physical fragmentation of interior habitats (Forman and Alexander 1998). Direct mortalities from

vehicle collisions with species crossing roads also contribute direct effects to wildlife populations (Beringer et al. 1990, Bernadino and Dalrymple 1992, Bertwistle 1999, Aresco 2005).

Habitat Quantity Losses

Road construction removes previously existing vegetation from the road prism. This results in habitat loss by removing existing habitat and changing into pavement, gravel and roadside disturbed areas (Forman and Deblinger 2000). Siltation (especially from graveled roadways) of wetlands and streams with connecting mechanisms to roads also reduces available aquatic-dependent wildlife species' habitats (Beschta 1978, Forman and Deblinger 2000). Thus, the construction of roads usually results in a loss of habitat for those wildlife species that sought food or shelter in the vegetation prior to removal (Forman 2000).

Larger and longer-lived species tend to require large unfragmented areas for their life-history needs. These species populations tend to have lower densities and slower reproductive rates, which tend to be impacted (at a measurable level) more quickly and at a higher population percentage than species with higher habitat densities and shorter life spans. Areas fragmented by roads can make large habitat areas unusable to some species for all or part of the potential seasons of use (Beringer et al. 1990, Aresco 2005).

Road construction decreases total habitat carrying capacity of the landscape for denning/nesting adult resident and migratory species (Waller and Servheen 2005). Since reproductive success is the ultimate measure for analyzing impacts to flora and fauna, opportunity costs caused by increased road densities can directly influence (decrease) the total number of breeding pairs that can fit within the same landscape size (acreage). Decreased breeding pair capacity reduces total annual youngling production per acre(s) per year for affected species. Also, individuals are lost through direct mortality of wildlife from road traffic striking animals (deaths) as they attempt movement across roadways (Sudharasan et al. 2006, Waller and Servheen 2005, Singleton et al. 2001, Hubbard et al. 2000, Inbar and Mayer 1999, Rolley and Lehman 1992, Waring et al. 1991, Bashore et al. 1985, Case 1978, Dickerson 1939). It has long been known that vehicle speeds affect levels of direct mortality, especially roads permitting speeds above 39 mph (Dickerson 1939). Rolley and Lehman (1992) demonstrated speed-related correlations during an 18-year study in Indiana that recorded thousands of annual raccoon mortalities, mostly on roads with higher (above 40 mph) speed limits (traffic volume was also an important study variable). Interestingly, Case (1978) could not correlate traffic volume to wildlife mortality rates, but found that most of the mortality variation could be attributed to average roadway vehicle speeds, with mortality rates increasing with traffic velocity. Although earlier published wildlife-collision studies demonstrated traffic speed as the best correlate, certainly traffic volumes and road widths with today's superhighways can also affect wildlife mortality levels for species unable to fly over traffic lanes. Bashore et al. (1985), Hubbard et al. (2000) and Sudharasan et al. (2006) demonstrated road size (number of traffic lanes and avenues for road crossings), along with Singleton et al. (2001), Inbar and Mayer (1999), Waring et al. (1991) and other studies also clearly correlating increased vehicle traffic volumes and their direct influence on ground-based vagile wildlife mortality rates on roads.

Vital Rates

The two primary productivity measurements used to quantify ongoing flora/fauna population changes are: 1) Births/Year and 2) Deaths/Year. Because habitat carrying capacity can rarely be used to quantify activity/project impacts, vital rates are used to quantify direct environmental impacts educed from biotic, abiotic and edaphic factors. Roads utilize these three factors as pathways to directly influence the road prism area and adjacent habitats. Direct habitat loss (less acres) and effective habitat loss (fragmentation) reduces total species reproductive success, by: 1) decreasing the young-of-the-year

numbers produced, and/or; 2) increasing total species deaths per annum via direct mortalities (higher predation, vehicle strikes) or forced emigration (reduced habitat effectiveness). Negative or reduced vital rates may indicate population changes correlated with road developments through accelerated deaths per year, fewer young produced per year or both.

Population Isolation & Habitat Quality Loss

For species with low mobility, certain kinds of roads impede the movements of individuals, thereby reducing their ability to disperse, mate, or otherwise interact. Roads with more traffic and larger road prisms are more apt to isolate populations than smaller, low-use roads. Physical barrier to movement can equate with barriers to gene flow, splitting one larger population of interbreeding individuals into two or more smaller populations (Briske et al. 2006, Oyler-McCance et al. 2005, Harveson et al. 2004, Zharikov et al. 2003). These smaller, isolated populations are then at risk of losing long-term viability (Briske et al. 2006, Oyler-McCance et al. 2005, Harveson et al. 2004, Zharikov et al. 2003, Singleton et al. 2001, Gaines et al. 1997).

The two main risks to an isolated population are a reduced gene pool and reduced resiliency to demographic stochasticity (Briske et al. 2006, Oyler-McCance et al. 2005, Harveson et al. 2004, Zharikov et al. 2003, Singleton et al. 2001, Gaines et al. 1997). A population with reduced genetic variation suffers from a reduced capacity to respond to environmental changes that occur over time (Briske et al. 2006, Oyler-McCance et al. 2005, Harveson et al. 2004, Zharikov et al. 2003, Singleton et al. 2001, Gaines et al. 1997). However, a single reproductive individual immigrating per single generation can offset genetic drift risks, so roads may only pose genetic drift pathways in short-lived smaller resident wildlife species, which cannot successfully cross roadways. This is a crucial caveat for these types of potential deleterious impacts from roads on native fauna. Although habitat fragmentation has been clearly demonstrated to affect nest success for Neotropical migrants when the fragmenting parameters meet certain requirements, theorized effects on genetic population isolation for evolutionary adaptations (i.e., gene pool fragmentation) due to road densities within this TAP analysis area, will be limited to less vagile resident fauna in localized areas within the PSICC.

Cumulative effects of high-density (≥ 1 mi. per mi² using a moving 9 mi² window) road developments can induce habitat fragmentation, effectively isolating less vagile resident fauna populations (Briske et al. 2006, Waller and Servheen 2005, Oyler-McCance et al. 2005, Harveson et al. 2004, Zharikov et al. 2003, Singleton et al. 2001). However, there are two other impacts associated with habitat separation by roadway prisms: 1) Edge-effects reducing interior habitat dependent species' ability to avoid the artificially increased interspecific competition, and 2) Reduced opportunities for successful reproductive site selection among breeding individuals in the affected wildlife population. Management requirements like seasonal road closures are designed to reduce some of the negative effects from roads. For example, Bunnell et al. (2006) found that increased snow compaction from snowmobile use on roads permitted bobcat and coyote expansion into habitats during winter that they would not normally utilize due to snow depths. This permits interspecific species competition in areas and seasons not natural to the native ecosystem, because snow compaction from snowmobiles allows coyotes to expand their hunting areas and compete for prey (esp. snowshoe hare) necessary for lynx that rely solely on snowshoe hare in winter (Ruggiero et al. 1999). Successful winter hunting by female lynx is crucial to maintain physical condition, so estrus can be reached and milk production is sufficient during denning when hunting is extremely limited near the den (Ruggiero et al. 1999). January to April is the typical temporal sequence for initiating breeding, denning and early kitten rearing for Canada lynx (Ruggiero et al. 1999).

Wildlife managers know that isolated populations cannot absorb natural population fluctuations (stochasticity) as easily as larger, contiguous populations can. Whether the population fluctuates up or down, an isolated population also has an isolated area of habitat to support it. When local habitat conditions change for the worse (for example, drought), the road-induced isolated population is at increased risk of declining to zero (“winking out”) rather than merely declining to a smaller number of breeding individuals and then recovering when local habitat conditions improve.

Table 1 – Road density by district on the PSICC.

District	Density of Multi-maintenance Level Roads per District (miles of road/sq mile of district)	Density of National Forest System Roads per District (miles of road/sq mile of district)
Leadville Ranger District	0.03	0.08
Pikes Peak Ranger District	0.10	0.31
Salida Ranger District	0.14	0.14
San Carlos Ranger District	0.07	0.14
South Park Ranger District	0.03	0.12
South Platte Ranger District	0.06	0.15

When estimating overall effects, road miles and density per square mile can provide an index of direct and indirect effects from development. Loss of habitat and fragmentation of remaining habitats can be directly measured by showing impacts to forest and riparian areas. As road miles and densities increase, habitat carrying capacities and quality decreases geometrically (habitat acreage reduction) for both interior and riparian ecosystems.

Indirect Effects

Any change to reproductive success is ultimately the “bottom-line” for determining and measuring effects to wildlife, whether they are considered direct, indirect or cumulative.

Reduced Habitat Effectiveness

Besides direct habitat loss from roads, they can negatively impact the habitat quality, too. Within a 100-300m corridor (depending on the size of road and traffic volume) of roads, there can be an avoidance of otherwise usable habitat. Habitat loss and fragmentation from roads is creates emergent discontinuities in species life cycle (La Sorte et al. 2004, Harveson et al. 2004, Jackson et al 2005, Moore and Swihart 2005). The habitat no longer provides a species needs, requiring them to crisscross increasing areas to obtain it. For example, foraging fragmentation would become similar to a grocery shopper’s frustration at needing to travel to many stores all over town to find enough (quantity) of poorer (quality) foods to support their family’s nutritional requirements. Furthermore, the costs in time and energy spent on the extra searching needed to sustain a smaller family unit would take away from career work time, inducing an opportunity cost for choosing how time is spent (either spend time on work or shopping for food). Many studies show a gradual loss of numbers as habitat quantity and quality is reduced by anthropogenic habitat changes such as roads (Singleton et al. 2001). In long-lived species, adults will

stay in areas changed by roads or other development due to site fidelity from previous breeding successes. However, as those adults eventually leave or perish, recruitment into the now depleted habitats does not occur (Gaines et al. 1997) as the energy costs to find life history needs within a reasonable area exceed reproductive success limits (La Sorte et al. 2004, Harveson et al. 2004, Jackson et al 2005, Moore and Swihart 2005, Oyler-McCance et al. 2005).

Table 2 – NFS, County, State & Federally maintained road miles within the PSI.

PSICC District	Miles of Non-NFS Maintenance Level Roads per District	Total Miles of NFS Roads per District	Combined Totals
Leadville Ranger District	14.88	39.96	54.84
Pikes Peak Ranger District	42.92	138.21	181.13
Salida Ranger District	106.87	108.82	215.69
San Carlos Ranger District	45.56	92.43	137.99
South Park Ranger District	21.72	99.56	121.28
South Platte Ranger District	40.22	104.80	145.01
Grand Totals	<i>272.17</i>	<i>583.77</i>	855.94

Most vertebrates utilize more than one habitat type for various parts of their life cycle. Safe and undisturbed access to these habitat types are especially important during the breeding, feeding and young-of-the-year rearing parts of animals’ life history. Roads (especially paved ones) disconnect the landscape and may render useless thousands of acres of suitable habitat for species less able to cope with unnatural landscapes or constant anthropogenic disturbance. Also, species more able to cope with these road-induced effects, garner a competitive edge in available habitats, ultimately leading to their higher reproductive potential.

Furthermore, as noxious or undesirable species invade areas with roads (a common side-effect of road development), direct habitat losses from roads expand beyond the road prisms and into the interior habitat areas. Although direct changes to the landscape end, indirect consequences continue into the interior habitat types. Some species (especially interior habitat species) will avoid the edges up to 300m. Biologists refer to this as “Edge Effect”. This accelerates system changes and loss of suitable characteristics for non-generalist species, further impacting carrying capacity for native flora and fauna.

Edge-associated generalists may impact the abundance of interior habitat specialists by either direct predation or interspecific species competition (Moore and Swihart 2005, Harveson et al. 2004, La Sorte et al. 2004). When near roads, species such as the red squirrel and the snowshoe hare are more vulnerable (Moore and Swihart 2005, La Sorte et al. 2004) to avian predators like northern goshawks and red-tailed hawks that use roads for travel corridors or would not forage within a closed forest canopy, respectively. Furthermore, the edge effects from roads (up to 300m) can nullify the competitive advantage of certain interior habitat specialists (large patch avian species and mammalian predators on the PSICC) by allowing access to edge-dependent species from roads dividing the forest interior patch habitats.

Questions TW (2) & TW (3): (2) How does the road system facilitate human activities that affect habitat? (3) How does the road system affect legal and illegal human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)?

Recreational use is increased wherever roads provide access, specifically near road accessible streams, riparian areas or other areas typically used for hunting and fishing. Total recreation disturbance effects fluctuate seasonally, generally with high points during summer (climbing, hiking, fishing, camping) and autumn (hunting). In some portions where winter sports occur (ski & snowmobile sites), human disturbance can climax from November through March each year. Roads facilitate access for legal and illegal hunting (poaching), and new roads open up areas to higher levels of hunting pressure. Effects to wildlife include direct human-caused mortality and injury from hunting or poaching activities. Increased hunter presence and activity near roads can result in disturbance to wildlife species, damage to habitats from trampling and disturbance, alter movement patterns, and increased potential for invasive species or disease dispersal. Higher vehicle and foot traffic during climbing, hunting and skiing seasons may push wild ungulates off Forest Service lands onto adjacent private land where human disturbance are lower. This can fragment populations by disrupting normal distribution. Hunters entering from the roadside, where invasive species are most often established, may hike into interior areas, promoting the spread of invasive or noxious plant and aquatic species. The effects of poaching on wildlife are similar to those addressed for legal hunting effects, but go beyond what the States have planned for a manageable, sustained harvest. Passenger cars and four-wheel drive vehicles are commonly used to support all forms of recreational use. The branches, stems, and seeds of noxious weeds frequently lodge in the undercarriage or bumpers of these vehicles and travel great distances, dispersing seeds along the way. When on the road, these vehicles disperse seed and add to the potential for the establishment and spread of non-native species along the road corridor. However, the biggest impact is the illegal off-road use of motorized vehicles. In open terrain with low vegetation, this can occur virtually everywhere. Illegal off-road use results in the dispersal of non-native invasive species from the road corridor into interior areas of the grassland, disturbing wildlife, destroying vegetation, and altering vegetative species composition. Illegal off-road use can also result in the permanent destruction of habitat if the route is used repeatedly, resulting in the formation of a user-created road. The use of motorized vehicles, including snowmobiles, can reduce wildlife habitat effectiveness via noise disturbance, stress, and displacement of animals, nest abandonment, and interruption of breeding behavior. Constant disturbance can result in changes in behavior, abandonment of territory and even death of animals (La Sorte et al. 2004, Harveson et al. 2004, Jackson et al 2005, Moore and Swihart 2005).

Natural Resources and Mineral Extraction

Roads are the principal means of access to extract oil and gas, minerals pits/mines development, and tree harvesting production. Effects to wildlife from all of these were discussed in the previous two questions (TW 1 & 3): (1) increased direct mortality (including legal hunting, poaching, collision with vehicles, fragmentation and habitat loss); (2) the introduction of new edge habitats suitable for generalist avian and mammalian predators (thus a potential change in predation rates on interior habitat wildlife species); (3) direct loss or degradation from discontinuity of habitats; (4) indirect disturbance resulting from human activity (including harassment, displacement, diversion from public to private lands, noise and dust, altered nutritional status and reproductive success, and reductions in habitat effectiveness); (5) habitat fragmentation (particularly through construction of roads); and (6) changes in population levels from lowered carrying capacity. Effects to wildlife are generally greatest during the initial construction phases of all projects, or when the highest level of projects' activity occurs. Wildlife may avoid areas

with these activities and use other locations in response to the increased levels of human activity, equipment operation, vehicular traffic, and noise. This avoidance often results in the under-use of otherwise suitable habitats, thereby decreasing overall habitat effectiveness. Additional impacts from ground disturbance activities also result in mortality or habitat destruction impacts for some wildlife, particularly small mammals, reptiles, insects, and ground-nesting birds. Effects to wildlife after the construction phase(s) are generally lesser than those of the construction phase, and are focused primarily on wildlife disturbance impacts from traffic to the wells, production areas, recreation sites or roads. This increased level of routine activity and disturbance can result in long-term alteration of the local wildlife groups, pushing the competitive edge towards species that are either more tolerant of human presence, routine disturbance or edge habitats.

Livestock Grazing Operations

Roads provide the primary means of access for livestock grazing operations on the PSICC. Rangeland use and management impacts on wildlife will vary by individual species, and vary depending on the habitat grazed. However, this question is limited to the relevant impacts induced by roads, not livestock operations. If the distribution of the road system directly contributes to the overuse of some areas and under-use of others, then the road system itself can potentially contribute to indirect rangeland management-induced impacts on wildlife. (Note: This is a stated *possibility*, not an assertion that it occurs.)

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

Unique communities and special features include sensitive plant populations, rare plant communities (fens & bogs), wetlands, riparian areas, and aspen draws.

As already described in the previous TW questions, the county and forest road systems facilitate introduction of non-native invasive species that adversely affect unique communities or special features (Findlay and Houlahan 1996). In addition, open roads may increase the incidence of human activities that have long-term negative impacts on characteristics of unique communities and habitats (Findlay and Bourdages 1999). Because recreationists are often drawn to unique areas or special habitat features, the public has usually demanded road access for better overall recreational access. Examples of negative impacts could include the disturbance/compaction of soils on a site or the collection (removal from the habitat) of rare flora/fauna species. Also, fragmentation or hydrological changes from adjacent roads (both paved and native surface) have a very slow deleterious effect on wetland biodiversity that can only be measured with long-term monitoring (Findlay and Bourdages 1999). Because wetland 404(c) permits issued by the Army Corps of Engineers normally require monitoring of affected wetlands as part of the road construction permit, the minimum requirements are met, meaning it is short-term monitoring. However, most negative impacts (especially those from shrinking biodiversity of native) to natural wet areas from fragmentation and chemical changes due to road runoff are usually understated since those impacts tend to be cumulative spatially 1.3-mi. (Findlay and Houlahan 1996) beyond the 300 meter monitoring zones normally measured, as well as temporally beyond (Findlay and Bourdages 1999) the normal wetland monitoring period conducted as part of the usual 404(c) permit requirements. Furthermore, the man-made wetland mitigation sites created to offset the loss of these habitats rarely replace the habitat structure or hydrologic function needed to maintain the same level of biodiversity that is lost when natural wetlands are drained and fragmented by road systems development.

Conversely, these road systems do provide increased and more time-efficient vehicle access to Forest Service flora/fauna habitat areas that would be ignored if physical access was too time consuming to

occur regularly within the decreasing workforce's ability to maintain. Also, increased road access for management, law enforcement and other protection activities can benefit sensitive/unique habitats via more cost effective methods of monitoring and management. (Also see questions TW (1) & (3) for effects to habitats.)

4.3 – Ecosystem Functions and Processes (EF)

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

Unroaded areas differ from roaded areas in many ways related to ecological integrity. The presence of roads can be associated with changes in vegetative composition and structure, the distribution and spread of exotic plants, and increased probability of human-caused ignition of fire. There can be both direct and indirect effects on terrestrial species and habitats, and effects on management activities including fire suppression. Road density, road class, road location, and types of habitats traversed by roads may influence the severity of those effects. The construction of a road in a previously unroaded area will accelerate access for a variety of management activities that will change the amount, pattern, and composition of vegetative cover, and may in turn lead to changes in terrestrial wildlife and ecological processes.

Ecosystems are mosaics of different environments having their own physical and biotic characteristics. A wide variety of factors influence the species composition within plant communities, including slope, aspect, soils, and site history. Variation in the landscape expresses themselves as different plant communities. Severe disturbances, such as historic over-grazing, set back the plant communities to earlier seral stages. Biological diversity and functioning ecosystems are present in and near the Forests. Most species are able to recolonize the disturbed areas from adjacent lands.

The Pike-San Isabel is among the largest publicly owned montane to alpine ecosystem complexes remaining in the region. It is already fragmented to some extent by land ownership patterns and existing roads. In general, steeper ground is managed by the Forest Service and lower elevation land is in private ownership. Additional roads would further disrupt the dispersal patterns of plants and animals in the vicinity. The road prism would remove that area from available habitat. Some species of plants and animals are unlikely to cross roadways, finding that land unsuitable for them. Many of the soils in the area are susceptible to erosion if the existing vegetation is removed.

Two ecosystems present on the Pike-San Isabel are very sensitive to disturbance, namely alpine tundra and fens. Tundra is found at the highest elevations across the Forest above timberline. Growing seasons are short because of the persistence of low temperatures and snow cover. As a result, any damage caused to plants may take many years to recover. For example, an area on Pikes Peak was an experimental garden which ceased operation in the 1940's, and is only now showing relatively complete vegetative cover. Only local native species remain, but the site is very different in species composition from adjacent undisturbed tundra. Fens are permanently saturated wetlands having high proportions of peat and mineral content in the soil. They are most often associated with streams on relatively flat ground. It has been estimated that soils accumulate in these areas at the rate of about one inch every 100 years, and true fens have soil accumulated to a depth of at least 16 inches (40 cm). A number of rare

plant species occur in fens. Roads near fens can drain these fragile wetlands and alter their hydrology causing local extirpation of rare plants.

The Forest Land and Resource Management Plan and Final Environmental Impact Statement have very little to offer concerning roads and maintaining plant communities: Construction of new roads should keep the area disturbed by construction to a minimum; Make efforts to reduce the spread of noxious weeds; Manage habitats for rare species.

There are three research natural areas on the Pike-San Isabel and another 20 were proposed by the Colorado Natural Heritage Program in 1998. There are also nine Wilderness areas on the Forest and a number of inventoried roadless areas.

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

Invasive species was identified by the Chief of the Forest Service as one of the four greatest threats to National Forest System lands. Most non-native species are of incidental occurrence: only a handful is aggressively invasive, i.e. noxious weeds.

Roads may influence the spread of exotic organisms through the direct effects of vehicles transporting organisms or through the indirect effect of habitat alteration and creation of early-seral substrates that favor weedy species. The organisms may in turn have undesirable effects on native species and ecosystems.

Noxious weeds are able to take advantage of areas with soil disturbance. As such, they typically spread from along roads and trails. As special use roads to mineral developments are abandoned and reclaimed, care needs to be taken to avoid spreading invasive plants into these areas. Similar cautions need to be taken within range allotments and other activities under permit. Prescribed fire exposes mineral soils that noxious weeds may also invade.

Roads facilitate the establishment and spread of noxious weeds, which can reduce ecological values by displacing native vegetation, increasing soil erosion potential, reducing forage for wildlife and livestock, and degrading recreational values. Areas scheduled for road construction and maintenance have a high risk of introducing and spreading noxious weeds.

Roadside habitats can be invaded by a suite of exotic plant species, which may be dispersed by "natural" agents such as wind and water as well as by vehicles and other agents related to human activity. Roads may be the first point of entry for exotic species into a new landscape, and the road can serve as a corridor along which the plants move farther across the landscape. Some exotic plants may then be able to move away from the roadside into adjacent patches of suitable habitat. Invasion may also be of concern to land managers if the exotic species disrupt management goals and present costly eradication problems.

Road maintenance has the ability to increase the establishment and spread of noxious weeds by moving the seed and propagules along the road prism, or providing a vector for infected vehicles and equipment to transport seed.

Roads directly encourage and cause the establishment and spread of noxious weeds. Seeds can be spread by low or intermittent use of a road. Volume of traffic and proximity to large weed population centers can elevate the risk.

Although few habitats are immune to at least some invasion by exotic plants, predicting which species will become pests is usually difficult. There are usually fewer weed concerns at higher elevations because of the short growing season and harsh conditions present. Assessing the scale of a biological invasion problem is complicated by the typical lag between when an exotic is introduced and when it begins to expand its distribution and population size in a new area. Direction on treatment of weeds on the Pike-San Isabel is presented in the Environmental Assessment for management of noxious weeds prepared in 1998. That EA also prioritized a list of invasive species on the Forest and Grasslands. Among those listed are: musk thistle (*Carduus nutans*), diffuse knapweed (*Centaurea diffusa*), spotted knapweed (*Centaurea maculosa*), houndstongue (*Cynoglossum officinale*), Canada thistle (*Cirsium arvense*), leafy spurge (*Euphorbia esula*), Dalmation toadflax (*Linaria genistifolia*), butter-and-eggs (*Linaria vulgaris*), and Scotch thistle (*Onopordum* spp.).

Cheatgrass is a nonnative, typically winter annual grass. Production of two successive sets of inflorescences in a single growing season is fairly common. Because cheatgrass can commence growth and deplete soil moisture before native plants break dormancy, it gains a competitive advantage in cold, semiarid environments. Most cheatgrass seeds fall to the soil surface near the parent plant, or are spread short distances by wind or water. Long-distance dispersal is facilitated by humans and wild and domestic animals. The barbed florets are ideally adapted to being picked up by clothing, feathers, and fur. Once cheatgrass has established on a site, the seed bank can contain 2 or 3 times as many viable cheatgrass seeds as there are established plants in the community.

Often the critical factor opening niches for cheatgrass invasion is a heightened disturbance regime. Cultivation and subsequent land abandonment, excessive livestock grazing, and road construction and maintenance can interact to proliferate cheatgrass. Excessive grazing and frequent fires can damage biological soil crusts and many perennial plants, thus encouraging cheatgrass establishment, survival, persistence, and dominance.

As cheatgrass dominance increases, so does the likelihood of fire, and within 3 to 6 years following the initial fire, the amount and continuity of fuels is usually sufficient to carry a second fire. Successive fires become common, and each fire reduces the surviving shrub cover and native seed bank. This grass/fire cycle is a serious ecological threat on sites where most native plant species are poorly adapted to fire. With cheatgrass dominant, wildfires tend to occur earlier in the season, when native perennials are more susceptible to injury by burning.

Rangelands dominated by cheatgrass may also be susceptible to establishment of other nonnative, invasive species that are already present and are capable of invading in cheatgrass-infested areas. Monitoring is an important part of weed management, as are early detection and local eradication of new infestations. Estimates of cheatgrass coverage should be designed to determine how dominant cheatgrass is in an area compared to other vegetation. Areas should be monitored annually, and relative cover and boundaries of any infestation should be recorded. Special attention should be paid to roadsides and other disturbed areas where cheatgrass is commonly found.

EF (3)& EF(4): To what degree does the presence, type, and location of roads contribute to the control of insects, diseases, and parasites? How does the road system affect ecological disturbance regimes in the area?

Understanding disturbance ecology is a key part of ecosystem management. To have an effective ecosystem management policy, resource managers and the public must understand the nature and ecological resiliency and stability and the role of natural disturbance on sustainability. Efforts to suppress disturbance agents have reduced biodiversity and compromised ecosystem health. The more we attempt to maintain an ecosystem in a static condition, the less likely we are to achieve what we intended. We must be willing to bear both the economic and biologic consequences of such management. It is not a question of whether disturbance will happen but when, where, and what kind. We must incorporate the following information on disturbance into forest plans and project plans: the types of disturbance that are likely within specific ecosystems, the criteria for predicting where particular disturbances, and the probability of occurrence. This information and the management objectives for those areas can help resource managers better determine appropriate alternatives.

The most common disturbance agents affecting the Pike-San Isabel ecosystems are disease, drought, fire, insects, and wind. It is not possible to discuss one disturbance agent without recognizing the association with other disturbance agents. For example, insect outbreaks frequently are associated with drought, and drought creates a greater potential for fire. Increase tree mortality will increase the amount of ignitable fuel and increase the chances of fire and its intensity when it occurs. Root disease can predispose trees to attack by insects and root disease and makes trees more prone to windthrow. Fire is thought to be the most significant natural disturbance agent in high elevation forests of the Rocky Mountains. It has shaped the vegetation mosaic for thousands of years by causing stand-replacing disturbances on a variety of scales.

In general, road access facilitates the control of forest insects, disease, and parasites. Whether the type of control is direct (such as burning or de-barking of infested materials) or indirect (altering stand conditions to reduce insect and disease impact), road access certainly facilitates these control efforts by allowing crews and equipment to easily access and treat sites.

The idea of integrated pest management is to manage resources in a manner that limits or reduces the development or perpetuation of pest problems. Silvicultural treatment of affected or susceptible tree stands can prevent and suppress insects and disease occurrences. As trees grow old, they decrease in growth rate and vigor and become less resistant to insect or disease attack. Severe conditions such as drought and overstocking can reduce tree growth rate, which also reduces resistance to insects or disease. An important characteristic indication of a healthy forest is the diversity and distribution of tree stand ages and species composition. The greater the diversity and distribution of stand ages and species, the more resistant the entire Forest is to damage from any single insect or disease.

Forest pathogens and diseases are naturally present. The most damaging pathogen to lodgepole pine is dwarf mistletoe. Dwarf mistletoe is a parasitic plant that grows into the bark of host trees, feeding off the food and nutrients the tree produces. Damage by dwarf mistletoe includes reduced growth, lower timber quality reduced seed production, increased mortality, and increased susceptibility to insect attack, root diseases, and storm damage. According to the best available estimates losses from dwarf mistletoe are greater than any other tree disease in Region 2. Dwarf mistletoe not only causes losses in timber values, but it also adversely affects recreation values by killing trees or increasing the hazard of injury in

campgrounds and picnic areas. The road system has helped the Forest Service use silvicultural practices to control this parasite. The road system is not spreading the disease.

Ecosystems in which the major disturbance regimes (such as fire) have been significantly altered are unduly stressed and vulnerable to upset by the slightest change. It is essential to understand and incorporate disturbance process, whether natural or human induced, in resource management. The consequences of trying to suppress a natural disturbance agent (such as lightning-caused fires) must be considered and possibly counteracted by inducing human caused disturbance events. Roads do not directly affect ecological disturbance regimes, but they are necessary for management access when human-induced disturbance events are part of our active resource management.

Most bark beetle detection, prevention, and suppression activities require road access. Without road access, insect and disease management on the suitable timberland and on other tentatively suitable timberland where management may be needed to meet desired conditions is not feasible.

The presence of roads can also interrupt large scale disturbances, particularly fire. Stopping fires may encourage growth of woody species on the prairie. This changes the structure of the vegetation and is detrimental to the native plant and animal communities. It may also make the area less suitable to grazing.

The piñon Ips bark beetle (*Ips confusus*) is part of a huge, regional-scale mortality event that is currently occurring in Arizona, New Mexico, Colorado, and Utah. The causes are primarily climate-related, notably the past decade of drought and unusually high temperatures, which followed an unusually wet period from 1976-1995. In many areas of piñon woodland, roughly 50% of the trees have died. The presence of roads may interrupt dispersal patterns of many species of animals and plants. Roads are unsuitable habitat for small animals having small home ranges. Such animals are often unwilling to cross roads. Among these are some insects which are pollinators of plants. This results in genetic isolation of groups of individuals, which may reduce the variability of both plants and animals.

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

Noise can adversely affect the aesthetic qualities of the Forest for individuals seeking the peace and quiet of the outdoors. Noise generated during road construction/maintenance activities can temporarily interfere with recreation uses, and as a result, these activities are generally planned to avoid peak recreation periods.

Adverse effects of noise on different species of wildlife vary with the intensity and the duration of the disturbance. Effects can range from temporary avoidance of the area during construction and/or maintenance activities to long-term effects, shifts in home range, and altered reproductive success associated with road activity.

More information related to noise can be found in the answers for questions TW(1)-(3). Also, this issue will be addressed in more detail in the subforest scale TAPs for specific locations where noise is a significant issue.

4.4 – Economics (EC)

EC (1): What are the monetary costs associated with the current road system? How do these costs compare to the budgets for management and maintenance of the road system?

The R2 Guidance for this question determined that there are three basic categories of roads: those that will always be open for obvious reasons, roads that will have motorized vehicle restrictions due to serious resource damage or annual budgetary constraints, and roads that don't fall into either of the first two categories (the largest category).

When looking at all maintenance levels of roads, the R2 Guidance is appropriate. The maintenance level 3, 4 and 5 roads on the Pike-San Isabel NF are all open except during winter when most are closed by snow or gated to prevent road damage due to snow or wet road surface conditions. These roads were developed over the years to meet a variety of access needs, and considerable capital investments were incurred in their construction. Most of these roads were analyzed prior to or during construction. The analyses may have included use needs, construction design standards, environmental considerations, and economic assessment.

An examination of funding levels needed to maintain and improve the level 3, 4, and 5 roads shows that the annual road maintenance funding for this Forest was still significantly less than needed for annual work or deferred maintenance. (See Step 2 Describing the Current Situation, Existing Road and Access System Description, National Forest System Roads, Maintenance Level 3, 4, and 5 Roads.)

The average annual road funding of FY02 - FY06 on the Pike-San Isabel NF has been \$492,360. Most of this is spent on actual road maintenance. The funding does not begin to cover annual maintenance needs much less the deferred maintenance needs.

The Pike-San Isabel NF needs to take advantage of opportunities to increase revenue to address the shortfall of road maintenance funding. Opportunities for road maintenance funding include Federal Lands Recreation Enhancement Act collections for developed campgrounds, and ensuring that special-use permit holders pay a share of road maintenance where appropriate. Another approach to reduce road maintenance costs while increasing revenue would be to more intensely manage the suitable timber base that currently has road access.

Timber purchasers would be required to perform road maintenance on the roads they use, and the Forest would collect surface rock replacement funds from the purchasers to help keep these access roads better maintained to standard. The same concept can be applied for access to mineral and oil and gas development sites.

Agreements with certain counties in the Pike-San Isabel NF jurisdiction provide surface blading on maintenance level 3 through 5 roads. The maintenance performed by the counties helps reduce the financial burden on the forest.

EC2: How does the road system affect the priced and non-priced consequences included in economic efficiency analysis used to assess net benefits to society?

Economic efficiency analysis seeks to measure all of the costs and benefits associated with a given project. Where goods and services are traded in the market place, costs and benefits can be calculated in terms of dollars. For goods that are not traded, such as forest recreation or environmental preservation, the analysis is often done qualitatively. An economic efficiency analysis can include national as well as local issues and concerns. Often the same issue or concern may be considered a cost to some and a benefit to others depending on individual values.

Generally, a well maintained level 3, 4, and 5 road system benefits commercial, non-commercial, residents, visitors, fire protection, motorized, and non-motorized users because the access to the forest is important for most users and for protection of the forest. Conflicts of costs and benefits begin to develop as people look at the level 1 and 2 roads. Some forest users see these roads as a benefit and essential to their recreational experience, such as motorized, loop-trails, or as access to backcountry non-motorized forest areas. Others view these roads as a cost to wildlife habitat, water quality, and an overall non-motorized, unroaded experience. Using the TAP process to balance the costs of keeping roads open in terms of resource damage and budget as compared to the benefit of recreational use is a tool the agency can use to manage these differences.

EC3: How does the road system affect the distribution of benefits and costs among affected people?

Most travelways provide access to permitted users of the Forest in addition to providing access to the public for recreational pursuits. Permitted users include livestock permittees, timber purchasers, mineral access developers, summer home and cabin owners, electronic site owners, utility owners, outfitter-guides, state agencies that administer wildlife and off-highway vehicle groups for special events.

Roads to electronic sites benefit the general public from television and radio stations to law enforcement to public/private corporations that directly or indirectly benefit the whole population of Southern/Central Colorado. Roads that access utilities including natural gas lines and power lines benefit the general public over the service area which can span many states. Outfitters and guides, Jeep tour companies, ski areas, and water development projects provide tangible and intangible benefits to diverse populations. Roads were and are necessary for the development and maintenance of these projects.

Distribution of costs and benefits: Costs of road construction are generally borne by the project needing the roads (e.g. the timber sale or the water project or the minerals project).

Affected people:

- Dispersed recreationists – Hunters, fishermen, and campers, car touring
- Developed Recreation – Users of Forest campgrounds, ski areas

Income derivation: Timber purchasers, ski areas, jeep touring, guides and outfitters, livestock grazing

Minerals development: mines, gas and oil, and coal.

Administration: Forest Service, BLM (minerals), Colo. Division of Wildlife, Colo. Division of Parks and Recreation

Public works: Water companies, natural gas lines, power lines

4.5 – Commodity Production (TM), (MM), (RM), (WP), (SP), (SU)

TM (2), and TM (3): How does the road system affect managing the suitable timber base and other lands? How does the road system affect access to timber stands needing silvicultural treatment?

Road systems affect the managing of suitable timber base on how or whether it would be silviculturally treated. A road system is a must in managing suitable timberlands and allows the land manager a variety of silvicultural prescriptions to utilize in treating timber stands. Due to varying timber types, densities, and objectives to be met on the ground requires whether a road system is needed or not to manage the suitable timber base. Road systems and access have an indirect effect economically on what type of silvicultural prescriptions can be applied and whether the suitable timber base can even be managed. Bottom line without the use of a road system and access, limits whether suitable timber stands would be entered silviculturally to treat.

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

Road spacing can not only have an affect on logging system feasibility, but on logging facilitating. Road spacing and location affect the type of logging systems to be used to remove timber. Roads properly spaced and in the proper location allow for greater use of logging feasibility, allowing the land manager to choose from a larger range of logging systems (ground based, cable, and helicopter) to remove timber. Few roads or in proper road spacing and location limits the type of logging systems or causes the creation of temporary roads to remove timber. This is also true for logging facilitating when roads are spaced properly and in proper locations, they help in facilitating proper logging techniques requiring fewer skid trails and landing.

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

Suitability of access to leaseable and locatable minerals varies with location and scope of proposed activity. Generally, the permittee will assess road geometry, safety, and other aspects of a proposed access route and determine if further investments are necessary to accommodate their needs. If improvements are approved by the Forest, the costs are generally borne by the proponent. Maintenance responsibilities may vary, depending on other uses of the road, if any. Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

RM (1): How does the road system affect rangeland management?

Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

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

Water uses on the national forest may include diversions, impoundments, and distribution systems. Road access is usually needed to move in the equipment used to build and maintain these structures. Road access also facilitates the monitoring and operation of these water systems.

Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

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

Road development and use in watersheds used to supply domestic water may affect the water quality. Watersheds in the national forest that provide domestic water to a municipality may be set aside from all forms of location, entry, or appropriation.

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

Water uses on the national forest may include hydroelectric sites. Road access is usually needed to move in the equipment used to build and maintain these structures. Road access also facilitates the monitoring and operation of these systems.

Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

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

Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

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

Because the road system is a ‘closed system’ meaning that nobody is allowed off of system roads, proponents must use system roads, unless they have special permission via a permit to use other non-system roads.

4.6 – General Public Transportation (GT)

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

County, state and U.S. highways traverse into and through the Pike and San Isabel National Forests. These roads connect to collector and local roads within the forest boundary where traffic is dispersed across the forest for a variety of uses. These uses include providing access to communities, tourists, industries, and private lands. Major communities within or immediately adjacent to the analysis area are: Colorado Springs, Woodland Park, Fairplay, Leadville, Buena Vista, Salida and Canon City. The roads within this forest-wide analysis area not only connect communities, but also make for pleasurable sight-seeing drives and can act as alternate routes if and when main routes are out of service.

See Section 2.2 of this document for a more detailed discussion of the road system on the Pike and San Isabel National Forests.

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

Forest Service policy is that access will be provided to a level that is reasonable and suitable for the uses occurring on the land. Access needs to inholdings are addressed on an individual basis as requests are received. When subdivision occurs on a larger private parcel, forest policy is to require the landowners to create an association or some type of consolidated organization to represent all of the landowner interests. This eliminates the need for the forest to enter into road use or special-use permits with each

individual landowner. Access is normally limited to summer or non-snow periods, but on occasion, permits are issued for snow plowing during the winter.

The forest recognizes the legal rights of landowners and works with the owners to preserve access while protecting the natural resources and facilities on adjacent National Forest lands. See Section 2.2 of this document for a more detailed discussion of the road system on the Pike and San Isabel National Forests.

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

When desirable, cooperative agreements are established to share road improvement and maintenance responsibilities so that all partners can benefit. These responsibilities are normally determined through a commensurate share process. If access to an inholding is being provided by a public road agency such as the county or state, then the Forest Service may not be obligated to provide any additional access over federal lands. When larger developments or subdivisions occur and inholding traffic is expected to exceed that generated by the other users of the National Forest, agency policy is to pursue turning jurisdiction of the National Forest System road over to another public road authority such as the county or state.

Major roads will be open and available to the traveling public on a regular and consistent basis. Maintenance level 3-5 Forest Service roads are maintained for passenger access and provide unrestricted access (except when there are seasonal snow closures, emergency closures, or scheduled closures such as for wildlife) to and through the National Forest. Coordination with county officials is ongoing so that the public has adequate access in and through the National Forest.

See Section 2.2 of this document for a more detailed discussion of the road system on the Pike and San Isabel National Forests.

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

In 1975, the Forest Service developed a Memorandum of Understanding with the Federal Highway Administration that required the Forest Service to apply the requirements of the national highway safety program, established by the Highway Safety Act, to all roads open to public travel. In 1982, this agreement was modified to define “open to public travel” as “those roads passable by four-wheeled standard passenger cars and open to general public travel use without restrictive gates, prohibitive signs...” Most Forest Service roads maintained at a level 3, 4, or 5 meet this definition. Design, maintenance, and traffic control on these roads emphasizes user safety and economic efficiency. In general, unlicensed recreational vehicles such as ATVs are discouraged and/or prohibited on maintenance level 3-5 Forest Service roads.

Safety work such as surface maintenance, roadside clearing, and installation and maintenance of warning and regulatory signs are performed on an annual basis, but due to budget limitations many roads do not receive adequate yearly maintenance. During the winter, most of these roads are not plowed open and some are subject to seasonal restrictions to prevent road damage during the early spring when roads are drying out. Traffic control signing follows standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

When accidents occur on forest roads, often the Forest Service is not immediately informed unless an employee is involved. Accidents involving only public motorists are reported to the local sheriff or state patrol, if reported at all. When the forest does become aware of an accident, an investigation is initiated to attempt to identify the cause. If a feature of the road is found to be unsafe, addressing the condition becomes a high priority. Presently, there is no comprehensive program on the Pike and San Isabel National Forests for identifying accident locations and for maintaining surveillance of those locations having high accident rates or losses as is required by the Highway Safety Act. This issue is currently being addressed so that accident data can be used in the future for improving the effectiveness of our road maintenance and reconstruction plans.

Road condition surveys conducted in past years indicate a significant backlog in deferred health and safety work items on maintenance level 3 through 5 roads on the Pike and San Isabel National Forests. A large portion of this backlog is a result of deteriorated road surfacing on aggregate-surfaced roads. In the past, road-resurfacing projects were planned as part of commercial timber sale activities. The decline of this program has reduced the forest's ability to fund this work. Many arterials and collectors do not meet standards for alignment or roadbed width. Built originally for commercial use, design considerations did not emphasize the high volumes of public recreational traffic that the roads are experiencing today. Many roads are lacking sight distance, turnouts, and adequate lane width needed for the higher volume and speed of traffic now occurring. Another high-cost item is roadside brushing. Level 3, 4, and 5 roads are placed on a recurring maintenance schedule to maintain sight distance and a safe clear zone. While this work has been part of the annual maintenance program, it is often dropped in years when budget allocations are down. Finally, the lack of adequate warning and regulatory signing contributes significantly to the backlog.

See Section 2.2 of this document for a more detailed discussion of the road system on the Pike and San Isabel National Forests.

4.7 – Administrative Use (AU)

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

Road access affects research, inventories, and field monitoring. Limited or no road access increases time and costs for field observations. Access to individual watersheds depends on the arterial and collector roads. The location of research, inventory, and monitoring plots is usually too fine a scale for forest planning. The Pike National Forest does have the Rocky Mountain Research Station – Manitou Experimental Station located on the Pikes Peak Ranger District. Road systems are needed for research on the experimental station.

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

Forest Service law-enforcement agents are faced with a growing workload paralleling the growth in forest recreation uses. This new workload adds to the traditional work related to natural resource theft or trespass. Expanded road access, particularly near towns, can add to problems with garbage dumping, vandalism, and other criminal activities. Because law enforcement use of roads most often applies to local access, it is best addressed at the watershed scale or finer. Information needs include traffic-

accident investigative information, roadway condition, direction of travel, accident evidence, federal-violation investigative information, and evidence of timber theft.

4.8 – Protection (PT)

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

Dispersed recreation and the coincidental travel management programs can affect the fire suppression activities and the fire management program as a whole in both a positive and negative manner. As human use increases on the Forest, it is clear that more people will be on hand to report fires that normally go undetected for some time. It is also certain that with increased use will be an increase in the incidence of human-caused wildfires.

Wilderness and semi-primitive non-motorized types of management prescriptions are conducive to the management of natural fuels using prescribed fire and managed naturally occurring wildland fires. However, these management areas must be large in size for naturally occurring fires to fulfill their role in the ecosystem and must be evaluated within site-specific wildland fire implementation plans before managers can allow fire to play its role in the environment.

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

To further evaluate fire's relationship to overall forest management and protection, hazards must be related to risk. Risk relates to the source and number of ignitions such as concentrations of people, facilities, roads, industrial operations, lightning, etc. Risk of ignition however is often difficult to predict and should not be utilized solely when developing fire management implementation plans. Risk does however enable managers to develop specific plans for pre-positioning of suppression forces and for the purposes of developing contingency plans.

Value at risk from wildfire is the other primary element in describing the forest fuel/fire management situation. Urban interface zones, regenerated forest stands, unique habitats, municipal supply watersheds, electronic sites, developed facilities and improvements are a few examples of moderate to high values. Areas where fire is considered to be a key component of the ecosystem and allowed to play as natural a role in the maintenance of that ecosystem as is possible without endangering life and property is considered to have a low overall value at risk. Values expressed in terms of resource values at risk have been developed based upon the management area emphasis.

Table PT(2)1 indicates the extent fire is considered to be a key component of the ecosystem and the implied resource value(s) at risk. In addition to the implied resource value at risk, the fire management direction for the value categories is illustrated. The fire management categories are based upon wildland

fire's role in the ecosystems of the Pike & San Isabel NF and how this role relates to the values at risk. The fire management categories are:

Category A. Wildland fire in any form is not desired. Fire either has never played a significant role in the function of the ecosystem or because of human development and/or habitation can no longer be tolerated without significant economic loss and social impact. Virtually all forms of wildland fire would be actively suppressed and no fire is prescribed unless the management ignited fire is for the sole purpose of reducing an immediate and catastrophic threat to firefighter and public health and safety. Unit costs for prescribed fire are too prohibitive to implement efficiently and are less efficient than other treatment methodologies.

Category B. Fire performs a natural role in the function of the ecosystem. However, because of resource concerns and potentially high economic impacts from unplanned ignitions, considerable constraints and mitigation measures are required. Fire suppression actions are generally aggressive. Fuel and hazard reduction as a major means of mitigating potential risks and losses are a priority over other forms of prescribed fire projects. Prescribed fires are usually complex when initiated and unit costs for these projects are high and require stringent contingency planning and monitoring.

Category C. Fire is a desirable component of the ecosystem with minimal mitigation requirements and constraints. Certain ecological and resource management constraints may be applied on a case-by-case basis. These constraints along with health and safety are used to determine the appropriate suppression tactics to be applied by the incident commander and the sub-unit line officer. Significant prescribed fire activity would be expected to help attain the desired resource and ecological conditions. Prescribed fire for hazard reduction and reduction of activity fuels are of a lower priority than in Category B areas. Prescribed fire unit costs are low to moderate and are generally non-complex.

Category D. Fire is desired to achieve the resource condition sought for designated areas with little or no requirements for mitigation or resource and ecological constraints. Health and safety constraints will apply. Prescribed fire to obtain the desired resource and ecological condition is appropriate. Prescribed fire for hazardous fuel reduction is not a priority except where an immediate threat to public health and safety exists. Naturally occurring fires under prescribed conditions are permitted to run their course in areas where approved wildland fire implementation plans exist and specify this form of management strategy.

TABLE: PT(2)1

Item	Road Rating	Appropriate Management Response	Management Category
1	High	B	Special interest areas __ emphasis on use or interpretation
2	High	B	Resource production
3	High	B	Developed recreation complexes
4	High	B	Designated utility corridors
5	High	A	Intermix
6	High	A	Interface
7	High	A	Administrative
8	Low	D	Pristine wilderness

9	Low	D	Primitive wilderness
10	Low	D	Semi-primitive wilderness
11	Low	D	Recommended wilderness
12	Low	D	Wild rivers ___ designated and eligible
13	Low	D	Research natural areas
14	Low	D	Limited-use areas
15	Moderate	D	Backcountry recreation, year-round motorized
16	Moderate	C	Scenic byways, scenic areas, vistas, or travel corridors
17	Moderate	C	Dispersed recreation
18	Moderate	C	Recreation rivers
19	Moderate	C	General forest and rangelands
20	Moderate	C	Forested flora and fauna habitats
21	Moderate	C	Deer and elk winter
22	Moderate	C	Bighorn sheep habitat
23	Moderate	C	Elk habitat

The development of the fire management categories is a crucial tool to assist fire management personnel as well as line officers in the evaluation of various natural resource management options and alternatives. The mix of management areas will determine the variety and magnitude of fire management’s role in managing wildland fire which may occur in a given area.

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

See PT (2) for explanation...

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

Recommend dropping this question... typically we don’t violate National Air Quality Standards from dust coming off of road beds. Consequently, lack of fuels management can be argued to cause more violations and justify keeping the road open.

4.9 – Recreation (UR), (RR)

UR(1) & RR (1): What are the supply and demand relationships for unroaded and/or roaded recreation opportunities?

Analysis concludes demand exceed supply for both unroaded and roaded recreation opportunities on the Pike & San Isabel National Forests. Population in the surrounding communities continues to increase and communities/housing are encroaching further and further into the National Forests. With that increase in numbers comes an increase in user demand or pressure. The Pike and San Isabel National Forests offers about 2500 miles of motorized roads and 457 miles of motorized trails. Increase in demand and overuse and crowding on the existing routes is fueling the need for more motorized opportunities.

There aren’t enough unroaded recreation opportunities to satisfy demand. With roaded recreation, there appears to be many opportunities but not enough quality opportunities. These conclusions are dependent on the recreation

activity, location and environmental setting. Roads and trails are fundamental parts of the recreation experience by either providing access, or being the activity themselves. Driving for pleasure is actually one of the top recreation activities on the Forest. The supply of comfortable roads (maintenance level 4) has been decreasing due to lack of maintenance. Most of the roads on the Pike and San Isabel National Forests were built, not for travelers, but for timber harvesting, livestock trailing, and mining. Recreation has increased over the years and so has the need for roads to safely transport travelers through the Forest. When road maintenance is not kept up-to-date, traveling across the Forest will be less comfortable. The result could be that many users will choose the better-maintained roads thereby increasing use pressure on those roads and the surrounding areas.

Over the past few years MVUM regulations have limited off road travel in addition to Forest Supervisor orders that are in place.

Recreation Opportunity Spectrum (ROS)

ROS is used to describe the recreation opportunities available on the landscape and the experience visitors are looking for the management used to provide for the visitors, It defines recreation areas based on different settings that provide different experiences such as different levels of self-challenge. The presence of roads and the distance from roads are two criteria for determining an area’s ROS class. On the PSI the following ROS Classes are provided as part of the total Forest landbase:

Wilderness	18%
Semi Primitive Non-Motorized	26%
Semi Primitive Motorized	25%
Roaded Natural	25%
Rural	5%
Urban	<1 %

The Semi-Primitive Non-motorized (SPNM) class is important for non-motorized recreation in an unroaded setting. All non-motorized activities are allowed in a SPNM ROS setting, but use generally needs some trails.

A study of residents around the Forest identified a need for additional nonmotorized recreation opportunities outside Wilderness. The semi-primitive non-motorized recreation setting allows mountain biking, which is not allowed in Wilderness areas. Wilderness comprises about 18% of the PSICC. There is currently all or part of nine (9) different Wilderness Areas on the PSI, with one more potential Wilderness, Brown’s Canyon along the Arkansas River.

UR(2) & RR (2): Is developing new roads into unroaded areas, decommissioning of existing roads, or changing the maintenance of existing roads causing substantial changes in the quantity, quality, or type of unroaded and roaded recreation opportunities? How do user-created routes affect the management of the road system?

On the PSI there has not been any new roads constructed in many years. Maintenance on level 3, 4, or 5 roads has been ongoing through a variety of partnerships, such as County Road Maintenance agreements, Forest Service manpower, and commercial enterprises such as what the Denver water Board or Colorado Springs . During that same time same time only one road has been decommissioned and it was the Garfield Campground on the Salida Ranger District.

Over time, changes in maintenance may change the use patterns on the roads. Sedan level roads may not be suitable for that experience any more. Decreasing maintenance due to funding shortfalls means the intended comfort level may no longer be experienced on these roads, and over time, they might become unusable for the intended design vehicles. Increasing maintenance on level 3 roads changes the use and increases user access. The potential to increase opportunities for roaded and unroaded recreation is dependent on funding and public input. Traditionally roads have been paid for and built to access timber sales or mining activities. If the public no longer supports these management activities, funding for road construction would have to come from another source such as recreation or capital construction. But the funding for these programs can not support the expense of road construction.

In other cases, existing road systems can be modified to help facilitate recreation access by providing loop driving opportunities or access to trailheads.

Managing roads through programs such as Scenic Byways is another tool that can be used to change visitor patterns.

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

Experiencing historic roads, the Forest Scenery and recreation facilities are all part of the National forest experience. The noise and commotion associated with the building, use and maintenance of roads might affect the quality of these opportunities. Historic roads often have gravel or unimproved surfaces and rural or primitive settings that might be affected by road construction, maintenance and use.

Road noise may also affect wildlife, driving them from the area, and spotting wildlife is an integral part of any recreation experience or activity. On the PSICC today's roads may be following historic routes and former railroad grades or the paths homesteaders followed. Construction or changes in use and maintenance patterns might affect the visitor's experience of the historic road and the visitor's perception of the historic property.

Roads and the associated noise can reduce a visitor's perception of solitude of solitude and remoteness, which are so important to non-motorized Forest visitors. Generally, most motorized recreation users have a higher level of acceptance of noise and other disturbance since they are usually not there to experience solitude.

The perception of traffic and road noise is affected by many factors including volume, road surface, speed, type of vehicles, topography, vegetation, and even weather.

Experiencing historic roads and sites is a recreation opportunity. Building, using and maintaining roads might affect the quality of these opportunities. Historic roads often have gravel or unimproved surfaces and rural or primitive settings that might be affected by road construction, maintenance and use. For the PSICC, historic roads are usually former railroad grades where after the railroad was abandoned the right-of-way was relinquished to the Forest Service, and the former grade was designated as a Forest System Road. Construction or changes in use and maintenance patterns might affect the visitor's experience of the historic road and the visitor's perception of the historic property.

Forest System Roads on the PSICC often pass through or are adjacent to historic sites that are used by the public. Construction, use and maintenance of these Forest System Roads might affect the visitor experience at these historic resources.

UR4 and RR4: Who participates in unroaded (and roaded) recreation in the areas affected by constructing, maintaining, and decommissioning roads?

All visitors to the National Forest use our roads, whether they are Wilderness enthusiasts accessing a trailhead, families out for a Sunday drive, campers, or ATV's out for a challenging ride. In some cases its mountainbikers or horseback riders using these roads. On the PSI over 80% of the visitors are repeat customers. Our proximity to Denver and Colorado allows visitors the opportunity for many short trips and in some case directly from their local park or even their back yard.

Visitors of all ages and ethnicities and many nationalities visit the PSI. The largest user group is people in the 40-49 age bracket. American Indians, Asians, Blacks, Pacific Islanders and Spanish or Hispanic visitors all come to the PSI. Males make up about 60% of the visitors.

In 2006 the PSI had an estimated 5.8 million recreation visitors. Of those, 23% used designated ORV areas, 8 % used single track trails and 23% used Forest Roads. 8% of our visitors say that driving for pleasure is the primary purpose of their visits.

Conversely 48% of the visitors to the PSI say they don't use any facilities during their visit. These are the visitors who would be opposed to any new road construction.

UR5 and RR5: What are these participants' attachment to the area, how strong are their feelings, and what are alternative opportunities and locations available?

The PSI serves the "Front Range" of Colorado and the Denver, Colorado Springs and Pueblo metropolitan areas. There are visitors who report visiting the PSI over 100 times per year. Some visitors indicated as many as 200 visits per year, so there must be an attraction. The PSI is apparently a pleasant respite from the urban environment and its populations, crowding, traffic and hectic pace. The summit of a 14,000 mountain peak such as Mt Bierstadt or Mt Evans that are within an hours drive is a wonderful escape.

Everyone seems to have a favorite place on the PSI, as evidenced by the number of repeat visitors. In many cases these are favorite places not only because of the shear beauty of it, but because some special event my have happened there as well.

The residents, communities themselves and local governments all value the scenic quality and natural settings of the National Forests for the benefits to the tourism industry and their local economies.

UR6 and RR6: How does the road system affect the Scenic Integrity? How is developing new roads, decommissioning of existing roads, or changing the maintenance of existing roads into unroaded areas affecting the Scenic Integrity?

Road or motorized route impacts on scenic integrity is affected by many factors such as the slope, location of the road on the slope, vegetation, and presence of other impacts in the area. Visitors don't

often consider the road they are traveling on and looking out from as an impact whereas a road and the traffic on it viewed in the distance are an impact.

In the FS Landscape Aesthetics Handbook, scenic integrity is defined as: a state of naturalness or, conversely the state of disturbance created by human activities or alteration. Integrity is stated in degrees of deviation from the existing landscape character. So anytime a road is decommissioned and the roadbed restored to a natural appearance there would be an improvement in scenic integrity.

RR (7): How does road management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?

Roads and road use may negatively affect non-motorized recreationists, and some people have expressed an interest in wanting roads closed or decommissioned. Although they use roads to access trailheads into unroaded areas or wilderness areas, many users perceive roads to be a deterrent to healthy wildlife habitat or unacceptable contributors to stream sedimentation. They see these unroaded areas as critical to their individual, community, or ecosystem health.

High road density and open motorized access have always been public issues and concerns on the Pike and San Isabel National Forests. The closure, presence, or addition of new roads and their management in proximity to wilderness areas can change the natural integrity and opportunities for solitude because of differences in vistas, amounts of noise and dust, and crowding.

4.10 – Social Issues (SI) and Civil Rights and Environmental Justice (CR)

SI (1): Who are the direct users of the road system and of the surrounding areas? What activities are they directly participating in on the forest? Where are these activities taking place on forest?

The direct users of the roads system range from government agency personnel, recreationists, commercial entrepreneurs, scientists, students, hobbyists, collectors, or just about anyone who enjoys the atmosphere of a forest setting. People who use the Pike-San Isabel NF come from all around the world, across the country, and locally.

Administrative activities include: construction and maintenance of forest facilities; management of forest land including fire management, wildlife habitat improvement, watershed and fisheries improvement; scientific study; private land improvements; law enforcement; contract administration including special uses, outfitter-guides, mineral extraction, timber harvest, and grazing.

Recreation activities include: pleasure driving, jeeping, all-terrain-vehicle riding, motorcycling, bicycling, hiking*, cross-country skiing*, snowmobiling*, horseback riding*, dog-sledding, pack animal hiking, (destination recreation - [including *]) picnicking, birding, collecting, camping, hunting, fishing, site-seeing, rafting, kayaking, boating, and general all around fun.

All of these activities require access to the Forest. The greatest use occurs via the arterial and collector road system. The destination activities can occur anywhere on the forest (with snowmobiling limited to motorized winter areas). The others uses occur on the travel system.

The Forest Plan includes management area prescriptions with specific standards and guidelines for particular areas. There are also Infrastructure standards and guidelines for most prescriptions. Some limit certain modes of travel, while others allow all modes of travel. Summer motorized and mechanized forms of travel are restricted to designated routes.

SI (2): Why do people value their specific access to national forest and grasslands – what opportunities does access provide?

Access is predominately a social issue; it means more than a road or trail. People can value existing opportunities for access, whether they exercise them or not - - while others can value areas that have limited or no opportunities for access, seeing access as negative. This question specifically addresses those people and activities identified in SI-1 and ask ‘Why do these people value their access?’

Almost all of the varied types of public recreational uses of National Forests depend in one way or another on roads for access. Whether, when, and where various recreational uses occur depend on the availability of access to – and the extent and location of – the road system. Altering this system is likely to have widespread and differing effects across different types of uses. (Forest Roads: A Synthesis of Scientific Information, USDA Forest Service, pp. 60)

For some, the value of access to the Forest is directly related to personal income and jobs. Timber and non-timber production, grazing, outfitter-guide services, special-use permits for ski areas, are all ways people make money by utilizing the national forest. Many local businesses rely on tourists coming to the area to recreate on the national forest. This indirect effect is significant to some communities surrounding the Pike-San Isabel NF.

Of high value to people is the ability to recreate on the Forest. To participate in most activities, people have to be able to get to certain places on the Forest. Most recreation activities require road access in order to get to trails, access points, or places to recreate. Some forms of recreation require roads in order to actually partake in the activity (4x4 driving, driving for pleasure). While some people value motorized/roaded access, others also value roadless and Wilderness areas for the opportunities they offer to recreate away from roads and vehicles.

SI (3): What are the broader social and economic benefits and costs of the current forest road system and its management?

Many communities and individuals have social and economic dependencies on forest roads and the resources provided by access to them. Changes to a road system or in road management may affect (positively or negatively) local commuting patterns, lifestyles, forest resource-related businesses, the collection of special forest products; firefighting access needs; and access to municipal water supplies, power lines, and other local infrastructure.

The benefits provided to communities around national forests extend beyond those who directly access or use forest resources. For example, people owning or working in businesses in ‘gateway’ communities often benefit from tourism associated with people visiting their national forest. Local businesses also benefit through resource activities including timber harvest, grazing, road development and maintenance, water projects, and other special uses in terms of potential economic activity.

Communities may benefit from infrastructure development that enhances their local quality of life, but at the same time, may negatively impact surrounding resources other people value for their quality of life. These externalities may include impact to resources such as soil, water, habitat, visuals, or damage to values people hold for an area, such as unroaded character, limited accessibility, or solitude.

Some ethnic groups, subcultures, tribes, national interest groups, as well as local residents of the area can hold cultural, spiritual, sacred, traditional, symbolic, or religious values associated with access to specific places, opportunities, or resources on the national forest. These passive uses or indirect use values need to be identified and considered along with the more direct use values.

These values nationally and locally need to be considered over time in terms of incremental changes that have occurred. As roads are constructed or closed mile by mile in individual projects, the impact does not seem great at such a small scale, but we must consider the roading or closures that may occur in an area over time, and that change may be significant. It is important to be aware of these larger changes and understand that often Forest Service projects are a balance between local and national values.

SI (4): How does the road system and road management contribute to or affect people's sense of place?

"Sense of place" embodies both the physical character of a location and the values that humans attach to a piece of geography due to our direct experiences with it. A "sense of place" includes such factors as the biophysical setting, psychological influences (memory, choice, perception, imagination, emotion), and socio-cultural influences. The built environment, including roads, influences the visitor experience. The identity of the Forest Service as a high-quality provider of outdoor recreation, and impressions about the Forest Service's ability to fulfill its mission of stewardship may influence "sense of place." Changes in road management can, and often do, directly affect a "sense of place," or in other words, affect how these special places are experienced. Road management decisions may influence both the physical and psychological factors that contribute to the experience of a "sense of place."

People's sense of place is directly tied to the often intangible and inexpressible characteristics of an area. This may include a road corridor that invokes a special feeling or attachment to the landscape.

Factors influencing this feeling could be the area's vegetation, fish and wildlife resources, amount of sunlight available, views, solitude, opportunities that make it a destination, and the overall familiarity to an individual or group. The road itself facilitates a person's enjoyment of the area by providing for driving comfort, the amount and type of use, and any number of aesthetic attributes visible alongside the road. These attributes are directly related to road management. Any changes in this management will likely change people's sense of place and impact current uses.

Some people that are seeking some degree of solitude and privacy may value those places with a lower level of development. These individuals tend to desire that roads not be highly improved or maintained. Other visitors value places that are easy and quick to access. These individuals tend to desire an improved and highly maintained road system.

Some places are significant enough to individuals, groups, or communities that if the opportunity to use a specific site is lost, the continuation of those activities no longer takes place – there is no substitute site for the activities because the site itself is the reason people participate. The presence or absence of

substitute sites and the potential displacement of people from their ‘chosen’ site should be considered carefully before making modifications to roads.

“Value of place” applies to most people who visit the Forest. The areas they visit and the activities they perform there gain a special meaning to them. Many of these meanings are unknown to anyone except themselves. It is important for the Forest to disclose activities that change an areas condition. Sometimes these activities can enhance the “sense or value” of a place, sometimes it may take it away. It is important to know if anyone in the public has a concern and if the concern can be mitigated.

SI (5): What are the current conflicts between users, uses, and values (if any) associated with the road system and road management? Are these conflicts likely to change in the future with changes in local population, community growth, recreational use, resource developments, etc?

“Almost all of the varied types of public recreational uses of National Forests depend in one way or another on roads for access. Whether, when, and where various recreational uses occur depend on the availability of access to—and the extent and location of—the road system. Altering this system is likely to have widespread and differing effects across different types of uses.” –Forest Roads: A Synthesis of Scientific Information, USDA Forest Service, pp. 60.

For some, the value of access on the Forest is directly related to personal income--jobs. Timber and non-timber production, grazing, outfitter-guide services, and special-use permits for ski areas, are all ways people make money by utilizing the National Forest. Many local businesses rely on tourists coming to the area to recreate on the National Forest. This indirect effect is important in many communities throughout Colorado. The ability to access and recreate on National Forests is a major reason why people come to Colorado to vacation and why many decide to stay and make their living here.

Of high value to people is the availability to recreate on the Forest. In order to participate in most activities people have to be able to get to certain places on the Forest. Most recreation activities require road access to get to trails, access points, or places to recreate. Some forms of recreation require roads in order to actually partake in the activity (e.g. four-wheel-driving, driving for pleasure).

Roads provide the access; however, once people reach their destination, they expect to have a certain experience. Some want to use motorized equipment, some want to use mechanized equipment, some seek a non-motorized experience, and some prefer solitude, while others like the group or club setting. These differences have become apparent through comments made by the public during the Forest Plan Revision process. Many users requested some sort of separation of uses. Many people want to be able to exclusively do their activity without conflict from other activities. The Forest Plan Revision, through management area prescriptions and Recreation Opportunity Spectrum allocations, will set the stage for some separation, namely areas where motorized, mechanized, and non-motorized experiences can be expected, and in some areas allowed or restricted. Total separation is unlikely as there is a limited resource and, in some cases, a combination of activities is what the user wants.

Another value expressed was the opportunity for loop experiences. A core loop network helps to provide for this opportunity, especially for driving. For example, the ability to go from one community to another and return another way for a pleasurable day, or have a loop system where the arterial or collector serves as access to the loop experience, or is the link that completes the loop.

While roaded access is valued, so are roadless and wilderness areas. "...a strong value is doubtless attached to the continued existence of wilderness and roadless areas" – *Forest Roads: A Synthesis of Scientific Information, USDA Forest Service, pp. 79.*

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

There are no known quantifiable impacts to paleontological resources resulting from management of the current road system. Salida District Forest System Roads in the vicinity of Bassam Park (NFSR 185) and Trout Creek Pass (NFSR 309) were constructed through geological bedrock strata containing fossiliferous deposits. These deposits have documented or suspected scientific value. However, the roads only impact a very small portion of the total fossil-bearing strata, so the impacts are negligible.

Based on the analysis, use and maintenance of the current road system affects forty-two historic properties listed in the National Register of Historic Places or historic properties eligible for such listing (NOTE: this information is incomplete for most roads; therefore, there are probably many more impacts or effects that are currently undocumented). There are four categories of effects which are summarized as follows:

- There are five historic properties when direct impacts resulting from NFSR use and maintenance are documented and measured. In every case, the affects are continuing and accretional damage to archeological deposits that have been exposed in the road bed or in the cut banks on the road margin.
- There are sixteen historic properties where impacts to archeological deposits are suspected, but not documented. In these cases, the particular NFSR is known to intersect a site area, but the extent or nature of the impacts to archeological deposits (if any) have not been examined.
- Eight roads are documented as historic properties. Of the eight, seven are listed in the National Register of Historic Places or are eligible for such listing. The one not eligible road (the Rampart Range Road) has construction features, such as stone culvert intakes and drainage features that are potentially historically significant pending evaluation. The current road prism is an integral part of the historic character for six of the seven listed or eligible historic roads. For the one other historic road, the prism is not part of the historic character.
- National Forest System Roads pass through or are immediately adjacent to thirteen historic properties listed in the National Register or properties eligible for listing. Current use or maintenance of the road does not affect the properties. Future construction or improvements that affect the physical properties of the road (existing prism, surface materials, etc.) or its use might affect the associated historic property.

CH (2): How does the road system and road management affect the exercise of American Indian Treaty Rights?

There are no known effects on the exercise of American Indian Treaty Rights. American Indian tribes have expressed some interest in recognizing some locations managed by the Pike and San Isabel

National Forests as important in the context of Indian traditional areas or as religiously important. For example, the Navajo Nation considers Blanca Peak as very important to their traditional culture. However, public use or routine maintenance of NFSR does not directly affect these locations or their access.

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

Continuing the present levels and types of public use and continuing routine maintenance will not affect the seven roads that are currently recognized as historic roads listed in or eligible for listing in the National Register of Historic Places (actually six, the seventh historic road is not eligible for listing, but has associated construction features that may be eligible). Road improvements that change the road's prism, surface treatment, associated construction features (tunnels, bridges, culverts and other drainage features, etc.), or setting might affect the character of the historic road.

CR (1): Is the road system used or valued differently by minority, low-income, or disabled populations than by the general population? Would potential changes to the road system or its management have disproportionate negative impacts on minority, low-income, or disabled populations?

The Pike-San Isabel NF does not discriminate against any group or persons based on color, creed, abilities, nationality, or background. All persons are treated equally in policy and management of the National Forest. Travel management is no exception. The rules, standards, and laws that govern how the travel system is developed and used apply equally to all that use it.

The policy holds true for persons with a disability according to direction set forth in 'Section 504 of the *Rehabilitation Act of 1973* which reads:

"No otherwise qualified person with a disability in the United States shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Federal Executive agency or by the United States Postal Service."* 7CFR 15e.103(iii)(2)

Further the person with the disability must be able *"to achieve the purpose of the program or activity without modifications to the program or activity that fundamentally alters the nature of that program or activity."*

It should be noted that the term "reasonable accommodation" is only used in reference to employment; there is no such requirement for program access.

OHV access by persons with disabilities:

There is no legal requirement to permit a person with a disability to utilize an OHV in any area that restricts or prohibits OHV use under the Forest Plan or the Forest Travel Plan/Transportation Plan.

The Pike-San Isabel NF does allow wheelchairs to go anywhere on the Forest, unrestricted.

CHAPTER 5

DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

5.1 - Introduction

In order to identify the opportunities to improve the transportation system, the Pike and San Isabel National Forest objective maintenance level 3 – 5 system roads were evaluated based on key benefits and key risks associated with each individual road. Each road was assigned a High, Moderate or Low benefit rating for five priority management areas: recreational use, fire/fuels access, timber access, special use access and forest management access. Each road was also assigned a High, Moderate or Low risk rating to show the degree of risk it posed to watersheds, wildlife, botany, archaeology and available finances. Then those ratings were converted to numerical indices so that numerical value factors could be added together to produce a weighted Total Benefit Factor and numerical risk factors could be added together to produce a weighted Total Risk Factor. The protocols utilized to assign benefit and risk ratings and indices are described below.

5.2 - Criteria for Recreational Use Benefit

Recreational Use Benefit:

High benefit = 2

Moderate benefit = 1

Low benefit = 0

The Recreational Use ratings for roads is based on the location of and access to developed recreational sites/facilities and to dispersed recreational areas.

A High (H) rating was assigned to roads that are the primary access routes to developed recreational site/facilities, or primary access routes to popular dispersed recreation areas.

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

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

5.3 - Criteria for Fire/Fuels Access Benefit

Fire/Fuels Access Benefit:

High benefit = 2

Moderate benefit = 1

Low benefit = 0

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

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

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

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

5.4 - Criteria for Timber Access Benefit

Timber Access Benefit:

High benefit = 2

Moderate benefit = 1

Low benefit = 0

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

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

A **Low (L)** benefit was given to those segments of road that didn't benefit timber access or was a need to access an area for timber removal.

5.5 - Criteria for Special Use Access Benefit

Special Use Access Benefit:

High benefit = 2

Moderate benefit = 1

Low benefit = 0

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

- Current authorization or permit

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

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

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

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

5.6 - Criteria for Forest Management Access Benefit

Forest Management Benefit:

High benefit = 2

Moderate benefit = 1

Low benefit = 0

Forest Management Access benefit was rated based on the anticipated needs of each specialist for monitoring and managing forest lands, assuming that no other roads are available for motorized access.

A **High (H)** rating was assigned to roads providing important access for managing the wildlife, botany, archaeology and water assets on the National Forest.

A **Moderate (M)** rating was not used for this category of access.

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

Roads that are Important in Managing the Forest's Heritage Resources:

This priority is viewed in the context of access to significant heritage resources and staff responsibilities to monitor the individual resources, and if necessary, conduct necessary repair and stabilization. Road access may also be important in the context of visitor accessibility: roads may be the only available means for experiencing heritage sites for some segments of the public, particularly those segments with disabilities. An assay of the Level 3 – 5 maintenance roads on the Forests yielded the following listing of roads important in managing heritage resources.

- NFSR 390 (the Clear Creek Canyon Road, Leadville District. This road provides access to several historic sites, including the Winfield and Vicksburg Mining Camps listed on the National Register of Historic Places, Beaver City and the Crescent #100 Mining Camp. The road is critical to access these historic properties in the event repairs are needed – the road would be necessary to ferry materials and personnel. The road is also critical in providing public access to these historic mining camps.

- NFSR 200 (the Marshall Pass Road, Salida District). The road itself is a heritage resource – it is a former railroad grade and it provides access to many railroad related resources along the former grade including former stations, construction camps, trestles and other loci of railroad activity. In addition, the road is an important visitor attraction.
- NFSR 187 (Bassam Road, Salida District). The road is necessary to access the Bassam Guard Station, listed on the State Register of Historic Places. The Station also is a component of the Forest Historic Cabins Rental Program.
- NFSR 383 (Ditch Creek Road, San Carlos District). The road is necessary to access the Mingus Homestead, listed on the National Register of Historic Places. The Homestead also is a component of the Forest’s Historic Cabins Rental Program, so visitor access is also important.
- NFSR 321 (Monument Fire Center Road, Pikes Peak District). The road provides access to the Monument Nursery, listed on the Colorado State Register of Historic Places, and in its present condition, contributes to the District.
- NFSR 334 (Pikes Peak Highway, Pikes Peak District). The road itself is a historic property, and it provides access to several significant historic sites including Glen Cove, listed on the State Register of Historic Places and the Pikes Peak National Historic Landmark. Driving the highway is an important visitor experience, and the Summit of the Peak is also important in the context of heritage tourism.
- NFSR 370 (Gold Camp Road, Pikes Peak District). The road itself is a significant heritage property and is listed in the National Register of Historic Places. It is a former railroad grade and the road provides access to former railroad related historic sites, for example, tunnels, trestles and stops/stations on the railroad. The road also is a significant heritage tourism resource.
- NFSR 33 (Boreas Pass Road, South Park District). The road is a former railroad grade and provides access to several significant railroad history related resources including the Boreas Pass Section House (listed on the National Register) and the Roberts and Swartz Cabins. The Section House and Roberts Cabin are components of the Forest’s Historic Cabin Rental Program, so access to these historic properties for maintenance and repair is important. Boreas Pass and the Boreas Pass Road are also important resources in the context of heritage tourism.
- NFSR 96 (Elevenmile Canyon Road, South Park District). The road is a former railroad grade and access on this road is necessary to manage railroad and early highway heritage resources such as tunnels, bridges, and construction camps.
- NFSR 300.0 (Devils Head Spur, South Platte District). The road provides partial access to Devils Head Fire Lookout, listed on the National Register. Devil’s Head also is an important heritage tourism asset.

5.7 - Criteria for Watershed Risk

Watershed Risk:

High risk = 3

Moderate risk = 2

Low risk = 0

The Watershed Risk Analysis rating sheet is the primary spreadsheet for analyzing roads.

A rating of 3 (**High**) was assigned to roads that had high numbers in most of the categories on the spreadsheet, or where site-specific reasons justified a High rating. In some cases, where the risk was determined to be extremely high, the value assigned on the Road Matrix Table was a HH, which by itself justified a High Total Risk Factor.

A rating of 2 (**Moderate**) was assigned to roads where the numbers were slightly lower for: Length within Watershed, Length within 300' of a stream, Length within Highly Erodible Soils, and Number of Stream Crossings.

A rating of 1 (**Low**) was assigned to roads where there were few to no crossings, and a low percentage for the soils and streams categories. When used to determine the Total Risk Factor, the Low ratings were assigned a value of 0 to be consistent with all the other ratings.

5.8 - Criteria for Wildlife Risk

Wildlife Risk:

High risk = 2

Moderate risk = 1

Low risk = 0

Wildlife risk was rated based on a number of relevant factors, including but not limited to:

- RFSS (Regional Forester's Sensitive Species List)
- MSO (Mexican Spotted Owl) habitat
- GBCTT (Greenback Cutthroat Trout) habitat
- Preble's Meadow Jumping Mouse habitat
- Canada Lynx habitat

A High (**H**) or VERY HIGH rating was assigned to roads that directly accessed special habitat areas and had the potential to introduce disturbance during critical seasons for nesting/spawning, etc.

A Moderate (**M**) rating was assigned to roads that indirectly accessed special habitat areas and had a lower potential to introduce disturbance during critical seasons for nesting/spawning, etc.

A Low (**L**) rating was assigned to roads that do not access special habitat areas or roads that have a high background level of disturbance from other factors such as being near county/state/US highways or campgrounds or residential subdivisions or commercial enterprises.

5.9 - Criteria for Botany Risk

Botany Risk:

High risk = 2

Moderate risk = 1

Low risk = 0

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

5.10 - Criteria for Archaeology Risk

Archaeology Risk:

High risk = 2

Moderate risk = 1

Low risk = 0

The vast majority of National Forest System roads managed by the Pike and San Isabel National Forests were rated as “low risk”. Generally these roads do not intersect or are not in close proximity to a historic property listed in or eligible for listing in the National Register of Historic Places. In some cases the road was in close proximity to a listed or eligible property, but public use or routine maintenance of the road, or new construction of all or a portion of the road would not affect the property. It should be noted that the Forest Service has not examined all or even most of the NFSR for impinging historic properties and possible effects. Also, not all NFSR roads have been evaluated in terms of intrinsic historic significance. The analysis was done on the state of knowledge to date (December 2006).

The analysis yielded thirty-five roads rated as “moderate” or “high” risk for present and continuing affects on historic properties. The moderate risk roads total twenty-three and comprise cases where the

road itself is a historic resources and cases where the road passes through the defined area of a historic property or is adjacent to the property. In moderate risk cases, maintaining current public use levels and the present level/intensity of routine maintenance will not affect the cultural property. However, improvements or other new construction, or increasing public use or maintenance levels might affect the property. Twelve NFSR were rated as “high risk”. These include cases where use and maintenance of the road has and continues to affect archeological deposits on the road’s surface or on its margins and where the impact has been documented. Also rated as high risk are cases where the road intersects an archeological site and impacts are suspected but not documented. These NFSR roads might be changed to low or moderate risk pending field examination and documentation of the suspected impacts.

5.11 - Criteria for Financial Burden

Financial Burden:

High burden = 2

Moderate burden = 1

Low burden = 0

The financial burden for roads is based on the estimated annual maintenance cost per mile and on the maintenance level of the road. The annual maintenance cost per mile was calculated from 2006 road data, using the INFRA R_DM03_L and R_DM03_L_CDW reports for current annual maintenance tasks per road, and the average annual maintenance costs by maintenance level. The results from these reports are as follows:

- Objective Maintenance Level 3: \$6,177 per mile average
- Objective Maintenance Level 4: \$9,649 per mile average
- Objective Maintenance Level 5: \$14,397 per mile average

A range of values within approximately \$3,000 per mile of the average was chosen for the moderate rating for each objective maintenance level. Roads with annual maintenance cost values above that range were assigned a High rating, and roads with values below that range were assigned a Low rating.

For Maintenance Level 3 roads, the range is: \$4,000 to \$8,000

For Maintenance Level 4 roads, the range is: \$7,000 to \$12,000

For Maintenance Level 5 roads, the range is: \$11,000 to \$17,000

5.12 – Road Management Opportunities and Priorities

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

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

- Low Benefit/Low Risk (L/L)

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

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

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

1. High Benefit/High Risk – Priority roads for capital improvements
2. High Benefit/Low Risk – Roads with Ideal Conditions
3. Low Benefit/High Risk – Priority roads for in-depth benefit/risk analysis
4. Low Benefit/Low Risk – Priority roads for reducing maintenance level

CHAPTER 6 REPORTING

6.1 – Key Findings

The roads analyzed in this report have been separated into four road management categories as follows:

ROAD MANAGEMENT CATEGORIES												
DISTRICT:	LEADVILLE		PIKES PEAK		SALIDA		SAN CARLOS		SOUTH PARK		SOUTH PLATTE	
H/H High Benefit High Risk												
	110		300	356.B	181	292	119	361	112.1A	56	118.B	518
	110.H		308	368	187	306.A	140.A	369	33	659	119	520
	116		320	369	200	308	140.B	374	361	96	119.A	533
	116.B		334	370	201	309	143	375	37	96.E	119.B211	541
	390		334.A	370.A	202	344	172	382	431	96.F	300	550
			334.B	371	228	375	198	383	435	96.G	502	556
			334.C	372	231	6	274	386	436	96.I	513	560
			334.D	376	251	6.2A	303	387	54			811
			334.E	383	272	6.3B	34	421				
			334.H	383.A			360	422				
			350					46				
								559				
							630					
DISTRICT:	LEADVILLE		PIKES PEAK		SALIDA		SAN CARLOS		SOUTH PARK		SOUTH PLATTE	
H/L High Benefit Low Risk												
	104.D	104.V	300.B	338.B	162.A	240.A	140.BA	373.A	141	39	100.A	523
	104.DA	104.W	303	338.BA	162.B	240.B	140.C	414	203	431.2B	102	528.A
	104.L	110.F	303.B	338.BB	162.C	250	287	422.A	33.3A	54.3D	102.A	528.B
	104.M	113	306	338.BC	162.D	252	300	422.AA	367.1A	61.A	110	528.D
	104.N	116.A	306.A	338.BD	184.A	273	310	422.B	37.2C	652	118.D	533.B
	104.O	125.A	306.AA	338.C	185	274	312	427	37.2D	77.A	120.2A	533.C
	104.P	126	306.B	338.D	185.C	344.A	316	436	37.2F	77.B	120.2B	533.D
	104.Q	172	306.C	338.DA	202.A	344.B	337	559.A		801.A	125	533.E
	104.R	172.A	306.D	338.DB	224		34.A	583			125.A	533.F
	104.S	172.B	306.E	338.E	225		34.B	634			126	533.G
		172.C	306.F	338.EA			371				126.C	533.J
			312	340.A			372				211.O	543.F
			312.A	340.AA			373				300.N	543.FA
			315	342							300.O	543.G
			321	342.A							300.P	549
			328	345							300.PA	550.B
			328.A	346							300.Q	550.C1
			333	353							300.T	550.H
		335	356.A							47.A	553	
		335.A	357							502.2	558	
										502.B	559	

			335.B	357.N						507	849	
			336	391						513.A	849.A	
			337							516		
DISTRICT:	LEADVILLE	PIKES PEAK	SALIDA	SAN CARLOS	SOUTH PARK	SOUTH PLATTE						
L/L												
	100	112.E	200.A		174	290.B	313		107	407	109.A	513.A
	103	112.S	300.L		185.B	305	317		108	438	109.B	531
Low Benefit	103.A	112.W	321.D		186	306.D	319		18.2C	439	115	533.I
Low Risk	104.A	127.A	321.E		188.A	306.G	376		210	440	115.A	543.H
	104.B	140	352		219	306.H	380		24.1A	56.3A	211.J	550.F
	104.F	170	353.A		221	318	388		37.2B	813	300.M	550.G
	104.H	170.A	361.A		226	376	418		37.2E	858	300.R	559
	104.I	170.B			240.C	377			37.2G	94.1A	300.S	849
	104.K	171.A			267.A						300.U	
	104.T	171.B										
	104.U	171.C										
	105.B	173										
	105.C	175										
	110.G	175.A										
	110.I	175.B										
		177										
DISTRICT:	LEADVILLE	PIKES PEAK	SALIDA	SAN CARLOS	SOUTH PARK	SOUTH PLATTE						
L/H												
	110.L		370.B		183	295			18.2A	96.D	118.A	
	171				188	311			96.A	96.H	118.C	
Low Benefit	398				234	315			96.B	96.J	211.M	
High Risk					237				96.C			
					292.A							

6.2 - Recommendations

Using the above Road Management Category table, Districts should consider those roads listed in the H/H (High benefit and High Risk) category for future capital improvements. These roads are needed as part of the minimum road system, and at the same time they are causing unacceptable resource and/or financial impacts. Action should be taken as soon as possible in order to reduce the risk impacts along these roads.

The roads listed above in the H/L (High benefit and Low risk) category are part of the minimum road system for the Pike and San Isabel National Forests. Regular maintenance of these roads should be the primary focus.

Roads in the L/L (Low benefit and Low risk) should be looked at by the Districts and considered for maintenance level reduction or conversion to motorized trails or administrative use only or decommissioning. These roads are not needed as part of the minimum road system but since they are not causing any significant resource damage, they may be useful at a lower level of maintenance.

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

The management options mentioned above are not legal decisions, however they will help in the development of future proposed actions and NEPA analysis. When Districts initiate projects involving the forest transportation system, the recommendations in this travel analysis process for maintenance level 3 through 5 roads should be incorporated into their sub-forest level and project level NEPA. Also, a similar travel analysis process should be completed for all maintenance level 2 roads and motorized trails within the project area. The information obtained from a complete project level travel analysis process sets the context for improving the road and motorized trail system on National Forest lands.

APPENDIX A ROAD MATRIX TABLES

- **A1 – Leadville RD**
- **A2 – Pikes Peak RD**
- **A3 – Salida RD**
- **A4 – San Carlos RD**
- **A5 – South Park RD**
- **A6 – South Platte RD**

Appendix A1 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: LEADVILLE RD (1 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
100	WURTS DITCH	0.70	3	N	\$6,013	L	M	H	L	L	L	L	L	L	M	L/L
103	SAINT KEVIN	2.50	3	N	\$3,298	M	M	H	L	L	M	M	L	L	L	L/L
103.A	PUMP STATION	0.10	3	N	\$670	L	H	L	L	L	L	L	L	L	L	L/L
104.A	SOUTH PORTAL SIGN	0.10	3	A	\$5,230	L	M	L	L	L	L	L	L	L	M	L/L
104.B	ABE LEE	0.50	3	N	\$1,234	H	M	M	L	L	L	L	L	L	L	L/L
104.D	MAY QUEEN CG	1.50	4	A	\$10,572	H	H	H	H	L	M	M	L	L	M	H/L
104.DA	BUTCHER BOY PG	0.25	4	A	\$9,768	H	H	H	H	L	M	L	L	L	M	H/L
104.F	SHIMMERING POINT O/L	0.10	3	G	\$9,800	L	M	H	L	L	L	L	L	L	H	L/L
104.H	MOSQUITO VIEW OVER	0.10	3	G	\$9,800	L	M	H	L	L	L	L	L	L	H	L/L
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	\$9,550	L	M	M	L	L	L	L	L	L	H	L/L
104.K	TABOR BOAT RAMP	0.60	4	A	\$10,688	M	M	L	H	L	L	L	L	L	M	L/L
104.L	LADY OF THE LAKE PG	0.30	4	A	\$9,127	M	H	M	H	L	L	L	L	L	M	H/L
104.M	BABY DOE CG	1.20	4	A	\$8,817	H	H	M	H	L	L	M	L	L	M	H/L
104.N	FATHER DYER CG	0.40	4	A	\$7,665	H	H	M	H	L	L	L	L	L	M	H/L
104.O	PRINTER BOY GROUP CG	0.50	4	A	\$8,674	H	H	M	H	L	L	L	L	L	M	H/L
104.P	SANITARY STATION	0.10	4	A	\$6,660	M	H	L	H	L	L	L	L	L	L	H/L
104.Q	BELLE OF COLO CG	0.40	4	A	\$12,608	H	H	H	H	L	L	L	L	L	H	H/L
104.R	MOLLY BROWN CG	1.50	4	A	\$10,807	H	H	M	H	L	L	M	L	L	M	H/L
104.S	SANITARY STATION	0.10	4	A	\$7,040	M	H	L	H	L	L	M	L	L	M	H/L
104.T	SEWAGE PLANT	0.10	3	G	\$7,350	L	H	L	L	L	L	L	L	L	M	L/L
104.U	MATCHLESS BOAT RAMP	0.90	4	A	\$9,891	M	M	L	H	L	L	L	L	L	M	L/L
104.V	MAID OF ERIN PG	0.25	4	A	\$10,856	H	H	M	H	L	L	L	L	L	M	H/L
104.W	SILVER DOLLAR CG	1.65	4	A	\$11,588	H	H	M	H	L	L	M	L	L	M	H/L
105.B	NATIVE TRAIL LOT	0.10	3	N	\$880	L	M	L	L	L	M	L	L	L	L	L/L

Appendix A1 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: LEADVILLE RD (2 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
105.C	WINDSOR TRAIL LOT	0.10	3	N	\$880	L	M	L	L	L	M	L	L	L	L	L/L
110	HALFMOON	4.10	3	N	\$1,002	M	H	H	L	L	M	H	L	H	L	H/H
110.F	HALFMOON CG	0.80	3	G	\$2,216	M	H	M	H	L	L	H	L	L	L	H/L
110.G	EMERALD LAKE PG PKG	0.10	3	N	\$880	L	H	L	L	L	L	H	L	L	L	L/L
110.H	ELBERT CR CG	0.40	3	G	\$5,713	L	H	M	H	L	M	H	L	L	M	H/H
110.I	MT. ELBERT TH	0.20	3	G	\$4,660	M	M	L	L	L	L	H	L	L	M	L/L
110.L	MT. MASSIVE TH	0.10	3	G	\$21,590	M	M	M	L	L	M	H	L	L	H	L/H
112.E	CRYSTAL LAKES EAST	0.30	3	G	\$3,293	L	H	L	L	L	L	H	L	L	L	L/L
112.S	CRYSTAL LAKES FA	0.40	3	G	\$11,720	L	H	L	L	L	L	H	L	L	H	L/L
112.W	CRYSTAL LAKES WEST	0.20	3	A	\$2,765	L	H	L	L	L	L	H	L	L	L	L/L
113	DDH HEADGATES	2.60	3	G,N	\$5,883	L	H	H	H	L	L	H	L	L	M	H/L
116	PARRY PEAK CG	0.30	3	G	\$11,383	H	H	M	L	L	H	L	L	L	H	H/H
116.A	NORTH CG LOOP	0.20	3	G	\$6,345	H	H	M	L	L	L	L	L	H	M	H/L
116.B	SOUTH CG LOOP	0.20	3	G	\$9,860	H	H	M	L	L	H	L	L	L	H	H/H
125.A	LAKEVIEW CG	2.40	3	G	\$11,112	H	H	H	H	L	L	M	M	L	H	H/L
126	TWIN PEAKS CG	0.80	3	G	\$11,075	H	H	M	H	L	L	L	L	L	H	H/L
127.A	NORTH PORTAL SIGN	0.10	4	A	\$9,470	L	L	L	L	L	L	L	L	L	M	L/L
140	BEAVER LAKES	2.90	4	G	\$7,736	L	M	H	L	L	L	M	H	L	M	L/L
170	DEXTER POINT REC AREA	0.60	4,3	A,G	\$9,690	M	H	M	L	L	L	L	L	H	M	L/L
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	\$9,918	L	M	L	L	L	L	L	L	L	H	L/L

Appendix A1 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: LEADVILLE RD (3 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	\$8,920	L	M	L	L	L	L	L	L	L	H	L/L
171	UPPER LAKE ACCESS	1.10	3	G	\$9,423	L	M	H	L	L	L	M	L	H	H	L/H
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	\$9,050	L	M	L	L	L	L	L	L	L	H	L/L
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	\$9,125	L	M	L	L	L	L	L	L	L	H	L/L
171.C	RED ROOSTER LOOP	0.20	3	G	\$7,485	M	H	M	L	L	L	L	L	L	M	L/L
172	WHITESTAR CG	0.20	3	A,G	\$10,790	H	H	H	L	L	L	L	L	H	H	H/L
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	\$8,837	H	H	M	L	L	L	L	L	L	H	H/L
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	\$10,140	H	H	M	L	L	L	L	L	L	H	H/L
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	\$8,663	H	H	M	L	L	L	L	L	L	H	H/L
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	\$21,820	L	M	M	L	L	L	L	L	L	H	L/L
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	\$7,607	L	M	M	L	L	L	M	L	L	M	L/L
175.A	MT ELBERT PICNIC AREA	0.20	3	G	\$8,905	L	H	L	L	L	L	L	L	H	H	L/L
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	\$8,905	L	M	L	L	L	L	L	L	L	H	L/L
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	\$17,160	L	M	H	L	L	L	L	L	L	H	L/L
390	CLEAR CREEK	7.85	3	G	\$10,499	M	H	H	H	H	M	H	L	M	H	H/H
398	LOST CANYON	3.70	3	N	\$4,678	M	M	H	L	L	M	H	M	L	M	L/H
TOTAL LDVLRD MILEAGE:		48.35														

Appendix A2 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: PIKES PEAK RD (1 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
200.A	TRAIL CREEK CG	0.10	3	N	\$1,540	L	H	L	L	L	M	L	L	L	L	L/L
300	RAMPART RANGE	36.32	3	N	\$4,307	H	H	H	H	L	M	H	H	M	M	H/H
300.B	SPRINGDALE CG	0.35	3	N	\$1,514	H	H	L	H	L	L	L	L	L	L	H/L
300.L	MICROWAVE	0.25	3	N	\$1,564	L	H	L	H	L	M	L	L	L	L	L/L
301	EAGLE LAKE	0.15	3	N	\$3,713	L	H	L	H	L	M	L	L	L	L	I/L
303	NORTHFIELD	3.90	3	N	\$2,348	M	H	H	H	L	M	M	L	L	L	H/L
303.B	STANLEY MICROWAVE	1.07	3	N	\$2,497	L	H	H	H	L	M	M	L	L	L	H/L
306	LAKE CIRCLE DRIVE	3.53	5	A	\$21,001	H	H	H	H	L	L	M	M	L	H	H/L
306.A	MEADOW RIDGE CG	0.70	5	A	\$13,304	H	H	H	H	L	L	L	L	L	M	H/L
306.AA	PEAK VIEW OVERLOOK	0.10	4	A	\$4,900	H	M	H	H	L	L	L	L	L	L	H/L
306.B	THUNDER RIDGE CG	0.65	5	A	\$13,046	H	H	H	H	L	L	L	L	L	M	H/L
306.C	PROMONTORY PG	1.00	5	A	\$19,107	H	H	H	H	L	L	M	L	L	H	H/L
306.D	BPW TRAILHEAD	0.10	4	A	\$5,570	H	M	H	H	L	L	L	L	L	L	H/L
306.E	WILDCAT OVERLOOK	0.10	5	A	\$15,050	H	M	H	H	L	L	L	L	L	M	H/L
306.F	DIKESIDE PARKING	0.45	5	A	\$38,462	H	M	H	H	L	M	L	L	L	H	H/L
308	SKELTON RIDGE	0.25	3	N	\$2,128	H	M	H	M	L	HH	L	L	L	L	H/H
312	FARRISH MEMORIAL	1.62	3	N	\$1,996	L	H	H	H	L	L	M	L	L	L	H/L
312.A	CARROLL LAKES	0.35	3	N	\$1,717	L	H	H	H	L	L	L	L	L	L	H/L
315	BEAVER CREEK S. H.	2.70	3	N	\$1,398	M	H	H	H	L	M	M	L	L	L	H/L
320	MOUNT HERMAN	13.70	3	N,A	\$3,383	H	H	H	H	L	M	H	M	L	L	H/H
321	MONUMENT FIRE CENTER	1.57	3	N	\$2,203	L	H	H	M	H	L	M	L	M	L	H/L
321.D	HOUSE	0.18	3	N	\$661	L	H	M	L	L	M	L	L	L	L	L/L
321.E	HELIBASE	0.35	3	N	\$2,280	L	H	L	L	L	L	L	L	L	L	L/L
328	NICHOLS RESERVOIR	0.25	3	N	\$12,016	M	M	H	H	L	M	L	L	L	M	H/L
328.A	NICHOLS SOUTH	0.50	3	N	\$4,520	M	M	H	H	L	M	L	L	L	M	H/L

Appendix A2 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: PIKES PEAK RD (2 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
333	CATAMOUNT SHORTCUT	0.50	3	N	\$3,243	H	H	H	H	L	L	L	L	L	L	H/L
334	PIKES PEAK HWY	19.20	5	A,N	\$12,107	H	H	H	H	H	H	H	H	H	M	H/H
334.A	CROWE GULCH PG	0.10	4	N	\$460	M	H	L	H	L	M	HH	L	L	L	H/H
334.B	CRYSTAL RESERVOIR O/L	0.10	4	G	\$460	H	M	L	H	L	L	HH	L	L	L	H/H
334.C	CRYSTAL RESERVOIR	1.00	3	N	\$2,125	H	M	H	H	L	M	HH	L	L	L	H/H
334.D	HALFWAY PG	0.30	3	N	\$2,237	M	H	L	H	L	L	HH	L	L	L	H/H
334.E	GLEN COVE PG	0.20	4	A	\$3,885	H	H	L	H	L	L	HH	L	L	L	H/H
334.H	BOTTOMLESS PIT OVERLC	0.10	4	N	\$34,660	H	M	L	H	L	M	H	L	L	H	H/H
335	RED ROCKS	0.60	3	N	\$2,807	M	H	H	H	L	L	L	L	L	L	H/L
335.A	RED ROCKS SPUR	0.40	3	N	\$1,160	L	H	H	H	L	L	L	L	L	L	H/L
335.B	RED ROCKS CG	0.30	3	N	\$1,650	M	H	L	H	L	L	L	L	L	L	H/L
336	QUAKER RIDGE	1.20	3	N	\$1,529	L	H	H	H	L	L	M	L	L	L	H/L
337	CRYSTOLA S.H.	0.94	3	A,N	\$2,986	L	H	H	H	L	M	M	L	M	L	H/L
338.B	SOUTH MEADOWS CG	0.80	4	A	\$9,990	H	H	L	H	L	L	L	L	L	M	H/L
338.BA	SOUTH MEADOWS CG	0.10	4	A	\$17,460	H	H	L	H	L	L	L	L	L	H	H/L
338.BB	SOUTH MEADOWS CG	0.10	4	A	\$7,190	H	H	L	H	L	L	L	L	L	M	H/L
338.BC	SOUTH MEADOWS CG	0.02	4	A	\$7,200	H	H	L	H	L	L	L	L	L	M	H/L
338.BD	SOUTH MEADOWS CG	0.05	4	A	\$7,180	H	H	L	H	L	L	L	L	L	M	H/L
338.C	PIKE COMMUNITY PG	0.50	4	A	\$11,542	M	H	H	H	L	L	L	L	L	M	H/L
338.D	COLORADO CG MAIN LOO	0.85	4	A	\$7,481	H	H	L	H	L	L	L	L	L	M	H/L
338.DA	COLORADO CG MIDDLE	0.35	4	A	\$8,311	H	H	L	H	L	L	L	L	L	M	H/L
338.DB	COLORADO CG NORTH	0.09	4	A	\$5,344	H	H	L	H	L	L	L	L	L	L	H/L
338.E	MANITOU PG	0.38	4	A	\$24,753	H	H	H	H	L	L	L	L	L	H	H/L
338.EA	MANITOU PG NORTH	0.35	4	A	\$16,371	M	H	H	H	L	L	L	L	L	H	H/L
340.A	PAINTED ROCK CG-East	0.25	3	N	\$9,180	M	H	L	H	L	L	L	L	L	H	H/L
340.AA	PAINTED ROCK CG-West	0.20	3	N	\$2,515	M	H	L	H	L	L	L	L	L	L	H/L
342	LIONS CAMP	1.10	3	N	\$2,923	L	H	H	H	L	M	M	M	L	L	H/L
342.A	TEMPLED HILLS	0.40	3	N	\$3,788	L	H	H	H	L	M	L	L	L	L	H/L

Appendix A2 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: PIKES PEAK RD (3 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
345	LOWER JOHNS GULCH	2.20	3	N	\$3,132	L	H	H	H	L	M	M	L	M	L	H/L
346	HOTEL GULCH	1.00	3	N	\$1,863	M	H	H	M	L	M	M	L	M	L	H/L
350	RAINBOW FALLS	2.06	3	N	\$2,816	M	H	H	H	L	H	H	L	L	L	H/H
352	TROUT CREEK RANCH	0.30	3	G	\$13,650	L	H	L	M	L	L	L	L	L	H	L/L
353	WOODLAND PARK WC	0.77	3	N	\$3,108	L	H	M	H	L	L	L	L	L	L	H/L
353.A	BONEYARD	0.21	3	N	\$1,043	L	H	L	H	L	M	L	L	L	L	L/L
356.A	ASPEN HILLS SHORT CUT	0.40	3	N	\$1,715	M	H	H	M	L	M	L	L	L	L	H/L
356.B	HIDDEN VALLEY RANCH	0.40	3	N	\$1,688	M	H	H	H	L	HH	L	L	L	L	H/H
357	RULE RIDGE	2.00	3	N	\$1,905	H	H	H	H	L	L	M	L	L	L	H/L
357.N	HARRY'S DRIVE	0.10	3	N	\$1,470	M	H	L	H	L	L	L	L	L	L	H/L
361.A	WILDHORN CG	0.20	3	N	\$1,235	L	H	L	L	L	M	L	L	L	L	L/L
368	OLD STAGE	2.53	3	N	\$4,711	H	H	H	H	L	H	M	M	L	M	H/H
369	TRANSMITTER	0.90	3	G	\$12,744	M	H	H	H	L	H	L	M	L	H	H/H
370	GOLD CAMP	17.75	4	A,N	\$2,439	H	H	H	H	H	H	H	H	M	L	H/H
370.A	BEAR TRAP	0.35	3	N	\$2,860	L	H	H	H	L	L	HH	L	L	L	H/H
370.B	WYE CG	0.50	3	N	\$3,166	L	H	H	L	L	H	H	L	L	L	L/H
371	EMERALD VALLEY	1.50	3	N	\$3,558	M	H	H	H	L	H	M	M	L	L	H/H
372	EAST BEAVER	2.00	3	N	\$4,068	M	H	H	M	L	H	M	M	L	M	H/H
376	SEVEN LAKES	3.30	3	N	\$4,412	M	H	H	H	L	M	M	H	L	M	H/H
383	UPPER FOURMILE	4.10	3	N	\$2,231	H	M	H	H	L	HH	M	L	L	L	H/H
383.A	THE CRAGS CG	0.30	3	N	\$3,737	H	H	M	H	L	HH	L	L	L	L	H/H
391	SAWMILL	1.10	3	N	\$2,483	M	H	H	H	L	L	M	L	L	L	H/L
	TOTAL PPRD MILEAGE:	144.69														

Appendix A3 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SALIDA RD (1 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
162.A	MT PRINCETON CG	0.30	3	G	\$16,913	H	H	M	H	L	M	L	L	L	H	H/L
162.B	CHALK LAKE CG	0.20	3	G	\$13,995	H	H	M	H	L	M	L	L	L	H	H/L
162.C	CHALK LAKE	0.10	3	G	\$14,590	H	H	M	H	L	L	L	L	L	H	H/L
162.D	CASCADE CG	0.40	3	G	\$14,523	H	H	M	H	L	M	L	L	L	H	H/L
174	HERRING PARK	1.80	3	N	\$1,079	L	H	H	L	L	L	M	L	L	L	L/L
181	FEDERAL QUARRY	1.65	3	N	\$2,492	L	H	H	H	L	HH	M	L	L	L	H/H
183	LONG'S GULCH	4.20	3	N	\$817	L	H	H	L	L	HH	M	L	L	L	H/H
184.A	HARRINGTON HILL	0.25	3	N	\$1,776	L	H	H	H	L	M	L	L	L	L	H/L
185	ASPEN RIDGE	2.60	3	N	\$1,712	M	H	H	H	L	M	M	L	L	L	H/L
185.B	ELK MOUNTAIN RANCH	0.55	3	N	\$2,367	L	H	H	L	L	M	L	L	L	L	L/L
185.C	FUTURITY GULCH	1.20	3	N	\$1,722	L	H	H	H	L	M	M	L	L	L	H/L
186	BULL GULCH	2.75	3	N	\$1,744	L	H	H	L	L	M	M	L	L	L	L/L
187	BASSAM	0.85	3	N	\$2,125	M	H	H	H	H	M	L	HH	L	L	H/H
188	CASTLE ROCK GULCH	5.20	3	N	\$1,400	M	M	H	L	L	M	HH	L	L	L	L/H
188.A	EAST CASTLE ROCK	0.92	3	N	\$1,223	M	M	H	L	L	M	M	L	L	L	L/L
200	MARSHALL PASS	8.45	3	G	\$6,465	H	M	H	H	H	H	H	L	M	M	H/H
201	SILVER CREEK	2.80	3	G	\$12,379	H	M	H	L	L	M	M	L	L	H	H/H
202	O'HAVER LAKE	1.62	4	G	\$18,662	H	H	H	H	L	M	M	L	L	H	H/H
202.A	O'HAVER LAKE CG	0.35	3	G	\$13,169	H	H	M	H	L	L	L	L	L	H	H/L
219	POWERLINE	0.77	3	N	\$1,979	L	H	H	L	L	L	L	L	L	L	L/L

Appendix A3 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS						
RANGER DISTRICT: SALIDA RD (2 of 3)						H, M, or L					H, M, or L						
ROAD NUMBER	NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
221		GREEN CREEK	1.15	3	N	\$2,269	M	M	H	L	L	M	M	L	L	L	L/L
224		LOST CREEK	0.63	3	G	\$8,008	M	H	H	L	L	M	L	L	L	H	H/L
225		FOOSES CREEK	2.11	3	N	\$3,773	H	H	H	L	L	M	M	L	L	L	H/L
226		PIPE	1.10	3	N	\$1,314	L	H	H	L	L	M	M	L	L	L	L/L
228		TAYLOR MOUNTAIN	6.95	3	N	\$4,591	L	M	H	H	L	M	H	L	L	M	H/H
231		MONARCH PARK CG	1.60	4	G	\$14,163	M	H	H	H	L	H	H	L	L	H	H/H
234		MONARCH SKI AREA	1.00	4	G	\$12,623	H	H	L	L	L	H	H	L	L	H	L/H
237		OLD MONARCH PASS	1.30	4	G	\$10,820	M	M	H	L	L	L	HH	L	L	M	L/H
240.A		ANGEL OF SHAVANO CG	0.29	3	G	\$12,990	H	H	M	H	L	M	L	L	L	H	H/L
240.B		N FORK LAKE CG	0.41	3	N	\$2,939	L	H	M	H	L	L	H	L	L	L	H/L
240.C		ANGEL OF SHAVANO TH	0.10	3	N	\$710	L	M	L	H	L	M	L	L	L	L	L/L
250		PLACER CREEK	2.80	3	N	\$2,496	H	M	H	L	H	M	M	L	L	L	H/L
251		DRONEY GULCH	3.70	3	N	\$4,553	L	H	H	L	H	M	M	H	L	M	H/H
252		BLANK'S CABIN	3.50	3	N	\$2,206	L	H	H	L	H	M	M	L	L	L	H/L
267.A		POPLAR GULCH TRAILHEAD	0.20	3	N	\$2,530	M	M	L	H	L	L	L	L	L	L	L/L
272		BROWNS CREEK	2.90	3	G	\$2,324	H	H	H	H	L	M	M	H	L	L	H/H
273		RASPBERRY GULCH	1.20	3	N	\$2,398	M	H	H	L	L	L	M	L	L	L	H/L
274		EDDY CREEK	0.90	3	N	\$2,179	L	H	H	H	L	M	L	L	L	L	H/L
290.B		CHALK CREEK SMR HOMES	0.20	3	G	\$14,075	L	H	M	L	L	L	L	L	L	H	L/L
292		OLD CHALK CR	3.50	3	N,G	\$5,233	H	H	H	L	H	H	M	L	L	M	H/H
292.A		ALPINE SPUR	0.10	3	G	\$19,590	H	H	L	L	L	H	L	L	L	H	L/H

Appendix A3 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SALIDA RD (3 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
295	HANCOCK	5.00	3	N	\$3,418	L	M	H	L	L	L	M	HH	L	L	L/H
305	MCGEE GULCH	2.40	3	N	\$1,455	M	M	H	L	L	M	M	L	L	L	L/L
306.A	COLLEGIATE PEAKS CG	1.05	3	G	\$12,697	H	H	M	H	L	M	M	L	L	H	H/H
306.D	AVALANCHE TRAILHEAD	0.60	4	A	\$9,425	H	M	L	L	L	L	L	L	L	M	L/L
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	\$34,890	H	M	L	L	L	M	L	L	L	H	L/L
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	\$8,550	H	M	L	L	L	M	L	L	L	M	L/L
308	MUSHROOM GULCH	2.80	3	N	\$2,892	M	H	H	L	L	HH	M	L	L	L	H/H
309	CHUBB PARK	2.66	3	N	\$1,719	M	H	H	L	L	H	M	H	L	L	H/H
311	SEVENMILE CREEK	5.85	3	N	\$2,073	M	M	H	L	L	M	H	L	H	L	L/H
315	SHIELDS GULCH	2.60	3	N	\$1,279	M	M	H	L	L	HH	M	L	L	L	L/H
318	BUCKRAKE DRIVE	0.17	3	G	\$21,882	L	M	L	H	L	L	L	L	L	H	L/L
344	SOUTH COTTONWOOD	9.75	4,3	G,N	\$7,585	M	H	H	H	H	H	H	M	L	M	H/H
344.A	COTTONWOOD LAKE PG	0.20	3	G	\$13,385	H	H	M	L	L	M	L	L	L	H	H/L
344.B	COTTONWOOD LAKE CG	0.60	3	G	\$1,575	H	H	M	H	L	L	L	L	L	L	H/L
375	FOURMILE CREEK	5.50	3	N	\$1,936	H	L	H	H	L	M	H	H	L	L	H/H
376	LENHARDY CUTOFF	1.00	3	N	\$1,831	M	L	H	L	L	L	M	L	L	L	L/L
377	HOMESTAKE PIPELINE	1.20	3	N	\$1,102	L	H	H	L	L	L	M	L	L	L	L/L
6	HAYDEN CREEK	1.30	3	N	\$2,208	M	M	H	H	L	H	H	L	L	L	H/H
6.2A	COALDALE CG	0.20	3	N	\$6,680	L	H	M	H	L	M	H	L	L	M	H/H
6.3B	HAYDEN CREEK CG	0.15	3	G	\$7,147	L	H	M	H	L	M	H	L	L	M	H/H

TOTAL SALRD MILEAGE: 115.83

Appendix A4 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SAN CARLOS RD (1 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
119	MUSIC PASS	0.52	3	N	\$2,877	M	H	H	L	L	L	HH	L	L	L	H/H
140.A	COMANCHE/VENABLE TH	0.42	3	N	\$2,640	M	M	H	H	L	L	HH	L	L	L	H/H
140.B	ALVARADO CG	0.98	3	G	\$9,587	H	H	H	H	L	M	H	L	L	H	H/H
140.BA	ALVARADO SW LOOP	0.15	3	G	\$12,413	H	H	H	H	L	L	H	L	L	H	H/L
140.C	ALVARADO CG LOOP 1	0.31	3	G	\$11,519	H	H	H	H	L	L	H	L	L	H	H/L
143	OAK CREEK GRADE	4.85	4	G	\$19,314	H	H	H	H	L	H	H	H	L	H	H/H
172	GIBSON	0.25	3	N	\$5,328	M	H	H	L	L	M	H	L	L	M	H/H
198	LAKE CREEK	0.56	3	G	\$21,180	M	H	H	H	L	L	H	L	M	H	H/H
274	LOCKE MTN	6.39	3	G,N	\$3,764	M	H	H	H	L	H	H	L	L	L	H/H
287	SMITH CREEK	0.28	3	G	\$16,532	M	H	H	L	L	M	L	L	L	H	H/L
300	LAKE CREEK CG	0.35	3	G	\$18,380	M	H	M	H	L	L	H	L	L	H	H/L
303	OAK CREEK CG	0.60	3	N	\$2,335	M	H	L	H	L	H	H	H	L	L	H/H
310	LEWIS CREEK	0.42	3	G	\$14,445	M	H	H	L	L	M	L	L	L	H	H/L
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	\$6,980	L	H	M	H	L	L	L	L	L	M	H/L
313	CANON CITY AD. SITE	0.04	3	N	\$3,925	L	H	L	L	L	L	L	L	L	L	L/L
316	MEADE	1.59	3	N	\$2,156	M	H	H	H	L	L	M	M	L	L	H/L
317	OVERFLOW	0.19	3	G	\$12,589	L	M	L	L	L	L	L	L	L	H	L/L
319	LAZY ACRES	0.41	3	N	\$929	L	H	H	L	L	L	L	L	L	L	L/L
337	DUCKETT	1.17	3	G,N	\$3,224	M	H	H	H	L	L	H	H	L	L	H/L

Appendix A4 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SAN CARLOS RD (2 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
34	NORTH FORK	4.23	3	G	\$7,882	H	M	H	H	L	H	L	M	L	M	H/H
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	\$15,243	M	H	H	H	L	M	L	L	L	H	H/L
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	\$12,496	M	H	H	H	L	M	L	L	L	H	H/L
360	OPHIR CREEK	8.14	3	G	\$19,900	M	H	H	H	H	H	H	L	L	H	H/H
361	OPHIR CREEK CG	0.74	3	G	\$14,170	M	H	M	H	L	M	L	L	M	H	H/H
369	GREENHORN MTN	18.11	3	G,N	\$13,678	H	H	H	L	H	M	H	H	L	H	H/H
371	GANN LOOP	1.89	4	A	\$12,244	H	H	M	H	L	L	M	L	L	M	H/L
372	SOUTHSIDE	0.21	4	A	\$9,086	M	H	M	H	L	L	L	L	L	M	H/L
373	LA VISTA	0.53	4	A	\$10,962	H	H	M	H	L	L	L	L	L	H	H/L
373.A	LA VISTA C.G. SPUR	0.03	4	A	\$2,667	H	H	M	H	L	L	L	L	L	L	H/L
374	ST. CHARLES	0.83	4	A	\$6,052	M	H	M	H	L	M	HH	L	L	L	H/H
375	ST. CHARLES CG	0.26	4	A	\$10,015	M	H	M	H	L	M	H	L	L	M	H/H
376	CISNEROS T.H.	0.22	4	A	\$10,614	L	M	L	L	H	M	L	L	L	M	L/L
380	ORGANIZATION	0.84	3	G	\$11,008	L	M	H	L	L	M	L	L	L	H	L/L
382	DAVENPORT CG	1.51	3	G	\$14,746	M	H	H	H	L	M	H	L	M	H	H/H
383	DITCH CREEK	3.51	3	G,N	\$4,386	M	H	H	L	H	M	H	L	M	M	H/H
386	SOUTH HARDSCRABBLE	3.78	3	G	\$19,620	M	M	H	L	H	H	M	L	M	H	H/H
387	NORTH CREEK	0.20	3	A	\$17,935	M	H	H	L	H	L	L	H	M	H	H/H
388	BABCOCK HOLE	0.40	3	N	\$3,033	L	H	H	L	L	L	L	L	L	L	L/L
414	SPRING CREEK PG	0.10	3	G	\$16,280	H	H	M	L	L	M	L	L	L	H	H/L
418	LA VETA WORK CENTER	0.10	3	G	\$11,480	L	H	L	L	L	L	L	L	L	H	L/L
421	EAST INDIAN CREEK	0.78	3	G,N	\$9,197	M	M	H	L	H	M	L	M	L	H	H/H

Appendix A4 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SAN CARLOS RD (3 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
422	BLUE LAKES	5.00	3	G	\$15,066	M	H	H	H	L	M	M	L	L	H	H/H
422.A	BLUE LAKES CG	0.20	3	G	\$12,490	M	H	H	H	L	M	L	L	L	H	H/L
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	\$12,427	M	H	H	H	L	M	L	L	L	H	H/L
422.B	BEAR LAKE CG	0.23	3	G	\$17,478	M	H	H	H	L	M	L	L	L	H	H/L
427	BARTLETT	1.90	3	G,N	\$16,372	M	H	H	L	L	L	M	L	L	H	H/L
436	TRINCHERA	0.19	3	G	\$15,826	L	M	H	H	L	M	L	L	L	H	H/L
46	CORDOVA PASS	6.04	3	N	\$5,830	L	H	H	H	H	M	H	H	L	M	H/H
559	MEDANO PASS	7.36	3	N	\$2,334	M	H	H	L	H	M	HH	L	L	L	H/H
559.A	MUDDY CREEK CG LOOP	0.09	3	N	\$2,600	M	H	H	L	L	L	L	L	L	L	H/L
583	MOSCA PASS	0.73	3	N	\$28,948	M	H	H	H	H	M	L	L	L	H	H/L
630	WILLIAMS CREEK	5.93	3	N	\$3,848	M	H	H	H	L	M	HH	L	L	L	H/H
634	GARDNER	9.22	3	N	\$3,476	L	H	H	H	L	M	M	L	L	L	H/L
	TOTAL SCR D MILEAGE:	103.65														

Appendix A5 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SOUTH PARK RD (1 of 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
107	PEASE SPRINGS	5.50	3	N	\$1,149	L	H	H	L	L	M	H	L	L	L	L/L
108	PARKER	5.35	3	N	\$1,638	L	H	H	L	L	L	H	L	L	L	L/L
112.1A	HAPPY MEADOWS CG	0.10	3	N	\$950	M	H	L	H	L	M	L	HH	L	L	H/H
141	CABIN SPRING	5.00	3	G,N	\$4,720	M	H	H	L	L	M	M	L	L	M	H/L
18.2A	HORSESHOE CG	0.60	3	G	\$9,357	L	H	L	H	L	L	L	H	M	H	L/H
18.2C	FOURMILE CG	0.24	3	G	\$7,638	L	H	L	H	L	L	L	L	L	M	L/L
203	ROUND MOUNTAIN CG	0.61	3	N	\$2,474	L	H	M	H	L	L	L	L	L	L	H/L
210	PLATTE SPRINGS	2.15	3	N	\$2,020	L	H	H	L	L	L	M	L	L	L	L/L
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A	\$12,035	H	M	L	L	L	L	L	L	L	M	L/L
33	BOREAS PASS	9.60	3	G,N	\$11,796	M	H	H	H	H	M	H	H	M	H	H/H
33.3A	SELKIRK	1.25	3	N	\$2,582	H	H	M	L	L	L	M	L	L	L	H/L
361	WILDHORN RANCH	1.80	3	N	\$2,285	M	H	H	L	L	HH	M	L	L	L	H/H
367.1A	TAYLOR SPUR	0.60	3	N	\$2,838	M	H	H	L	L	M	L	L	L	L	H/L
37	JEFFERSON LAKE	4.09	3	G,A	\$9,538	H	H	H	H	L	M	M	M	L	H	H/H
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N	\$6,320	H	H	L	L	L	M	L	L	L	M	L/L
37.2C	LODGEPOLE CG	0.40	3	G	\$7,383	H	H	M	H	L	L	L	L	L	M	H/L
37.2D	ASPEN CG	0.20	3	G	\$6,730	H	H	L	H	L	L	L	L	L	M	H/L
37.2E	BEAVER PONDS PG	0.10	3	G	\$5,830	H	H	L	L	L	L	L	L	L	M	L/L
37.2F	JEFFERSON CREEK CG	0.30	3	G	\$9,697	H	H	M	H	L	M	L	L	L	H	H/L
37.2G	JEFFERSON LAKE PG	0.20	3	G	\$6,310	H	H	L	L	L	L	L	L	L	M	L/L
39	ROCK CREEK HILLS	4.71	3	N	\$1,437	H	M	H	L	L	L	M	L	L	L	H/L
407	HOOSIER PASS OVERLOOK	0.10	3	G	\$8,900	L	M	L	L	L	L	L	L	L	H	L/L

Appendix A5 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SOUTH PARK RD (2 OF 3)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
431	BUFFALO PEAKS	8.88	3	G	\$7,721	M	H	H	H	H	M	H	H	L	M	H/H
431.2B	BUFFALO SPRINGS CG	0.60	3	G	\$6,952	M	H	M	H	L	L	L	L	L	M	H/L
435	SALT CREEK	6.60	3	N	\$1,946	M	H	H	L	L	M	H	M	L	L	H/H
436	SOUTH SALT CREEK	1.26	3	N	\$3,344	M	H	H	L	L	M	M	L	H	L	H/H
438	BONE YARD	0.20	3	G	\$5,830	L	H	L	L	L	L	L	L	L	M	L/L
439	SOUTH PARK RS	0.20	4	A	\$13,115	L	H	L	L	L	L	L	L	L	H	L/L
440	FAIRPLAY WC	0.30	3	G	\$6,097	L	H	L	L	L	L	L	L	L	M	L/L
54	MICHIGAN CREEK	7.10	3	G	\$11,541	M	H	H	H	L	M	H	M	L	H	H/H
54.3D	MICHIGAN CREEK CG	0.50	3	G	\$6,856	M	H	M	H	L	L	L	L	L	M	H/L
56	LOST PARK	17.66	3	G,N	\$15,524	L	H	H	H	H	M	H	H	L	H	H/H
56.3A	LOST PARK CG	0.56	3	G	\$13,648	L	H	L	H	L	M	L	L	L	H	L/L
61.A	BLUE MOUNTAIN CG	0.60	3	N	\$4,813	H	H	M	H	L	M	L	L	L	M	H/L
652	WEBBER PARK	1.70	3	N	\$2,402	H	H	H	L	L	L	M	L	L	L	H/L
659	W BEAVER CREEK	3.68	3	G,N	\$3,670	H	H	H	L	L	M	M	H	L	L	H/H
77.A	SPRUCE GROVE CG	0.45	3	G	\$15,418	M	H	L	H	L	L	L	L	L	H	H/L
77.B	TWIN EAGLES PG	0.30	3	N	\$1,950	M	H	L	H	L	M	L	L	L	L	H/L
801.A	SELKIRK CG	0.33	3	N	\$5,836	L	H	M	H	L	L	L	L	L	M	H/L
813	INGRAM	0.30	3	N	\$1,853	L	M	L	L	L	M	L	L	L	L	L/L
858	QUARTZVILLE	0.50	3	G	\$18,922	M	H	M	L	L	L	L	M	L	H	L/L
94.1A	LAKE GEORGE RS	0.30	3	G	\$1,530	L	H	L	L	L	L	L	L	L	L	L/L
96	ELEVENMILE CANYON	8.70	3	G	\$11,415	H	H	H	H	H	H	H	L	M	H	H/H
96.A	RIVERSIDE CG	0.15	3	N	\$2,207	L	H	L	H	L	HH	L	L	L	L	L/H

Appendix A6 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS						
RANGER DISTRICT: SOUTH PLATTE RD (1 of 4)						H, M, or L					H, M, or L						
ROAD NUMBER	NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
100.A		DEER CREEK CG	0.13	3	N	\$3,492	L	H	H	H	L	H	L	L	L	L	H/L
102		ELK CREEK	0.29	3	N	\$2,241	L	H	H	H	L	M	L	L	L	L	H/L
102.A		CAMP ROSALIE	0.11	3	N	\$645	L	H	H	H	L	L	L	L	L	L	H/L
109.A		LESLIE DEAL	0.20	3	N	\$3,050	L	M	H	L	L	L	L	M	L	L	L/L
109.B		BROOKSIDE/PAYNE GULCH TH	0.10	3	N	\$3,050	M	M	L	L	L	M	L	L	L	L	L/L
110		HAPPY TOP	1.30	3	N	\$1,819	L	H	H	H	L	M	M	L	L	L	H/L
115		AG RANCH	0.40	3	A,G	\$9,405	L	H	L	M	L	L	L	L	L	H	L/L
115.A		AG RANCH SPUR	0.24	3	N	\$2,692	L	H	L	M	L	M	L	L	L	L	L/L
118.A		GENEVA CREEK PG	0.10	3	N	\$460	L	H	L	H	L	HH	L	L	L	L	L/H
118.B		WHITESIDE PG	0.10	3	N	\$460	M	H	L	H	L	HH	L	L	L	L	H/H
118.C		THREEMILE CR TRHD	0.02	3	N	\$700	H	M	L	L	L	HH	L	L	L	L	L/H
118.D		BURNING BEAR CG	0.20	3	N	\$2,670	M	H	M	H	L	L	L	L	L	L	H/L
119		UPPER GENEVA	0.40	3	G	\$11,543	M	H	H	H	L	H	L	L	M	H	H/H
119.A		DUCK CREEK PG	0.10	3	G	\$8,730	H	H	L	H	L	H	L	L	L	H	H/H
119.B		GENEVA PARK CG	0.46	3	N	\$1,302	M	H	L	H	L	L	L	L	HH	L	H/H
120.2A		HANDCART CG	0.10	3	N	\$670	M	H	M	H	L	L	L	L	M	L	H/L
120.2B		HALL VALLEY CG	0.15	3	N	\$593	M	H	M	H	L	L	L	L	M	L	H/L
125		TIMBER LINE	0.30	3	N	\$3,603	M	H	H	H	L	L	L	L	L	L	H/L
125.A		TIMBER LINE CG	0.20	3	N	\$865	L	H	M	H	L	L	L	L	L	L	H/L
126		TWIN CONES	1.00	3	N	\$1,090	H	H	H	H	L	L	M	L	M	L	H/L
126.C		KENOSHA PASS PG	0.20	3	N	\$670	M	H	L	H	L	L	L	L	L	L	H/L
211		MATUKAT	17.70	3	N	\$3,266	M	M	H	H	H	H	H	L	L	L	H/H
211.J		GOOSE CREEK CG	0.30	3	N	\$13,440	L	H	L	H	L	M	L	L	L	H	L/L
211.M		MOLLY GULCH CG	0.40	3	N	\$13,440	L	H	L	L	L	H	L	L	L	H	L/H

Appendix A6 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SOUTH PLATTE RD (2 of 4)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
211.O	CHEESMAN	0.20	3	N	\$1,780	H	H	M	H	L	H	L	L	L	L	H/L
300	RAMPART RANGE	20.21	3	N,G	\$3,815	H	H	H	H	H	M	H	M	L	L	H/H
300.M	TOPAZ POINT PG	0.05	3	N	\$23,960	L	M	L	L	L	L	L	L	L	H	L/L
300.N	TELEPHONE	0.20	3	N	\$605	L	H	M	H	L	M	L	L	L	L	H/L
300.O	DEVILS HEAD TH/CG	0.65	3	N	\$4,723	H	H	M	H	L	M	L	L	L	M	H/L
300.P	DEVILS HEAD CG	0.38	3	N	\$4,676	H	H	L	H	L	M	L	L	L	M	H/L
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	\$7,700	H	H	M	H	L	M	L	L	L	M	H/L
300.Q	DEVILS HEAD CG	0.20	3	N	\$1,660	H	H	M	H	L	M	L	L	L	L	H/L
300.R	CABIN RIDGE PG	0.25	3	N	\$1,412	M	H	M	L	L	M	L	L	L	L	L/L
300.S	OBS PT O/L	0.10	3	N	\$44,600	M	H	L	L	L	L	L	L	L	H	L/L
300.T	FLAT ROCK CG	0.55	3	N	\$2,880	H	H	M	H	L	L	L	L	L	L	H/L
300.U	SUNSET POINT	0.06	3	N	\$80,750	M	M	L	L	L	L	L	L	L	H	L/L
47.A	MERIDIAN CG	0.46	3	N	\$1,930	H	H	M	H	L	L	L	L	L	L	H/L
502	JACKSON CREEK SOUTH	4.00	3	N	\$1,861	L	H	H	H	L	H	M	M	L	L	H/H
502.2	JACKSON CREEK NORTH	1.80	3	N	\$1,659	L	H	H	H	L	M	M	L	L	L	H/L
502.B	JACKSON CREEK CG	0.30	3	N	\$4,450	H	H	M	H	L	H	L	L	L	M	H/L
507	RIM	1.85	3	N	\$4,101	M	H	H	L	L	M	M	L	L	M	H/L
513	INDIAN CREEK CG	0.40	3	N	\$4,213	M	H	M	H	L	M	H	L	H	M	H/H
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	\$6,050	L	M	M	H	L	M	L	L	L	M	L/L
516	ARCHERY RANGE	0.80	3	N	\$721	M	M	H	H	L	L	L	L	L	L	H/L
518	SUGAR CREEK	8.20	3	N	\$5,857	L	H	H	H	H	H	H	M	L	M	H/H
520	SADDLE STRING RANCH	0.65	3	N	\$1,914	L	H	H	H	L	H	H	L	L	L	H/H
523	NINE-J	5.27	3	N	\$1,211	L	H	H	H	L	M	H	L	L	L	H/L
528.A	LONE ROCK CG	0.32	4	A	\$6,525	H	H	M	H	L	M	L	L	L	L	H/L

Appendix A6 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SOUTH PLATTE RD (3 of 4)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
528.B	CHEESMAN TH	0.10	4	A	\$7,590	H	M	M	L	L	M	L	L	L	M	L/L
528.D	KELSEY CG	0.30	3	A	\$14,730	H	H	M	H	L	L	L	L	L	H	H/L
531	BUFFALO CREEK W.C.	0.20	3	N	\$2,920	L	H	M	L	L	M	L	L	L	L	L/L
533	SO PLATTE RIVER	5.66	4	A,N	\$8,055	H	H	H	H	H	H	H	M	L	M	H/H
533.B	BRIDGE CROSSING PG	0.10	3	N	\$13,590	M	H	M	H	L	M	L	L	L	H	H/L
533.C	PLATTE RIVER CG	0.10	3	N	\$11,890	M	H	L	H	L	M	L	L	L	H	H/L
533.D	OUZEL CG	0.10	3	N	\$23,560	L	H	L	H	L	M	L	L	L	H	L/L
533.E	SCRAGGY VIEW PG	0.05	3	N	\$9,160	L	H	M	H	L	M	L	L	L	H	H/L
533.F	WILLOW BEND PG	0.05	3	N	\$10,320	L	H	M	H	L	M	L	L	L	H	H/L
533.G	OSPREY CG	0.10	3	N	\$13,450	L	H	M	H	L	M	L	L	L	H	H/L
533.I	CHUTES PARKING	0.05	3	N	\$26,410	M	M	L	L	L	M	L	L	L	H	L/L
533.J	COLORADO TRAIL PRKNG	0.10	3	N	\$1,966	H	M	L	H	L	M	L	L	L	L	H/L
541	FLYING G	1.30	3	N	\$2,502	L	H	H	H	L	H	M	L	H	L	H/H
543.F	MEADOWS GROUP CG	0.55	3	N	\$11,480	L	H	H	H	L	M	L	L	L	H	H/L
543.FA	BUFFALO TH	0.10	3	G	\$3,613	H	M	M	H	L	M	L	L	L	L	H/L
543.G	GREEN MTN CG	0.15	3	N	\$3,615	H	H	M	H	L	M	L	L	L	L	H/L
543.H	ROLLING CREEK TRHD	0.26	3	N	\$8,929	M	M	M	L	L	L	L	L	L	H	L/L
549	ECHO VALLEY	0.87	3	N,G	\$3,511	L	H	H	H	L	L	M	L	L	L	H/L
550	REDSKIN	8.87	3	A,N,G	\$6,140	H	H	H	H	H	M	H	L	L	M	H/H

Appendix A6 - Road Matrix Table						ROAD BENEFIT RATINGS					ROAD RISK RATINGS					
RANGER DISTRICT: SOUTH PLATTE RD (4 of 4)						H, M, or L					H, M, or L					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER ACCESS	SPECIAL USE ACCESS	FOREST MANAGEMENT ACCESS	WATERSHED RISK	WILDLIFE RISK	BOTANY RISK	ARCHAEOLOGY RISK	FINANCIAL BURDEN	ROAD MANAGEMENT CATEGORY
550.B	BUFFALO CREEK CG	0.50	3	N	\$3,766	H	H	L	H	L	L	L	L	L	L	H/L
550.C1	HULBURT	0.20	3	N	\$830	L	H	H	H	L	L	L	L	L	L	H/L
550.F	LOST ACRES	0.10	3	N	\$1,040	L	H	L	H	L	L	L	L	L	L	L/L
550.G	MERCHANT	0.30	3	N	\$900	L	H	L	H	L	L	L	L	L	L	L/L
550.H	LITTLE SCRAGGY TH	0.20	3	N	\$750	H	M	M	H	L	M	L	L	L	L	H/L
553	EOS MILL	1.40	3	N	\$1,326	L	H	H	H	L	L	M	L	L	L	H/L
556	SHADY BROOK	1.95	3	N	\$1,494	L	H	H	H	L	HH	M	L	L	L	H/H
558	GOOSE CR TRAILHEAD	1.30	3	N	\$3,066	H	M	H	L	L	M	M	M	L	L	H/L
559	INDIAN CREEK WC	0.10	3	N	\$1,660	L	H	L	H	L	L	L	L	L	L	L/L
560	STONE PASS	10.80	3	N	\$1,634	M	H	H	H	L	H	H	L	L	L	H/H
811	T-PIT	1.30	3	N	\$4,300	L	H	H	M	L	M	M	M	L	M	H/H
849	WELL	0.20	3	A,N	\$2,255	L	H	H	L	L	L	L	L	L	L	L/L
849.A	KENOSHA PASS CG	0.30	3	N	\$1,187	H	H	H	H	L	L	L	L	L	L	H/L
	TOTAL SPLTRD MILEAGE:	109.49														

APPENDIX B

INDIVIDUAL SPECIALIST ROAD RATINGS

- B1. Recreational Use Benefit
- B2. Fire/Fuels Access Benefit
- B3. Timber Access Benefit
- B4. Special Use Access Benefit
- B5. Forest Management Access Benefit
- B6. Watershed Risk
- B7. Wildlife Risk
- B8. Botany Risk
- B9. Archaeology Risk
- B10. Financial Burden

APPENDIX B1		SPECIALIST ROAD RATINGS: RECREATIONAL USE BENEFIT					
FOONUMBER NFR	ROAD NAME	FOODLENGTH (MILES)	CRUI MAINTENANCE LEVEL	SURFACE/TYPE	RATING H=High, primary access to developed rec sites/facilities M=Moderate, primary access to dispersed rec sites L=Low, secondary access to rec areas	COMMENTS	
RANGER DISTRICT: PIKES PEAK RD							
200.A	TRAIL CREEK CG	0.1	3	N	L		
300	RAMPART RANGE	36.32	3	N	H	Heavily used for motorized dispersed access	
300.B	SPRINGDALE CG	0.35	3	N	H	LOW VOLUME CAMPGROUND	
300.L	MICROWAVE	0.25	3	N	-		
301	EAGLE LAKE	0.15	3	N			
303	NORTHFIELD	4.8	3	N			
303.B	STANLEY MICROWAVE	1.07	3	N	-		
306	LAKE CIRCLE DRIVE	3.53	5	A			
306.A	MEADOW RIDGE CG	0.7	5	A	H		
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	H		
306.B	THUNDER RIDGE CG	0.65	5	A	H		
306.C	PROMONTORY PG	1	5	A	H		
306.D	BPW TRAILHEAD	0.1	4	A	H		
306.E	WILDCAT OVERLOOK	0.1	5	A	H		
306.F	DIKESIDE PARKING	0.45	5	A	H	use use, access to rampart reservoir shoreline	
309	SKELTON RIDGE	0.65	3	N		HIGH USE DAY AREA	
312	FARRISH MEMORIAL	1.62	3	N			
312.A	CARROLL LAKES	0.35	3	N			
315	BEAVER CREEK S. H.	2.7	3	N	L		
320	MOUNT HERMAN	13.7	3	N,A	H		
321	MONUMENT FIRE CENTER	1.57	3	N	L		
321.D	HOUSE	0.18	3	N			
321.E	HELIBASE	0.35	3	N	-		
328	NICHOLS RESERVOIR	0.25	3	N	-	no public access	
328.A	NICHOLS SOUTH	0.5	3	N	-		
333	CATAMOUNT SHORTCUT	0.8	3	N			
334	PIKES PEAK HWY	19.2	5	A,N	H	operated by city of Colorado Springs	
334.A	CROWE GULCH PG	0.1	4	N	M	"	
334.B	CRYSTAL RESERVOIR O/L	0.1	4	G	H	"	
334.C	CRYSTAL RESERVOIR	1	3	N	H	"	
334.D	HALFWAY PG	0.3	3	N	M	"	
334.E	GLEN COVE PG	0.2	4	A	H	"	
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	H	"	
335	RED ROCKS	0.6	3	N	M	"	
335.A	RED ROCKS SPUR	0.4	3	N	L	"	
335.B	RED ROCKS CG	0.3	3	N	M	"	
336	QUAKER RIDGE	1.2	3	N			
337	CRYSTOLA S.H.	0.94	3	A,N	L		
338.B	SOUTH MEADOWS CG	0.8	4	A	H	HIGHLY DEVELOPED, HIGHLY USED CG	
338.BA	SOUTH MEADOWS CG	0.1	4	A	H	"	
338.BB	SOUTH MEADOWS CG	0.1	4	A	H	"	
338.BC	SOUTH MEADOWS CG	0.02	4	A	H	"	
338.BD	SOUTH MEADOWS CG	0.05	4	A	H	"	
338.C	PIKE COMMUNITY PG	0.5	4	A	M	"	
338.D	COLORADO CG MAIN LOOP	0.85	4	A	H	HIGHLY DEVELOPED, HIGHLY USED CG	
338.DA	COLORADO CG MIDDLE	0.35	4	A	H	HIGHLY DEVELOPED, HIGHLY USED CG	
338.DB	COLORADO CG NORTH	0.09	4	A	H	HIGHLY DEVELOPED, HIGHLY USED CG	
338.E	MANITOU PG	0.38	4	A	H	day use area	
338.EA	MANITOU PG NORTH	0.35	4	A	M	Day use area	
340.A	PAINTED ROCK CG-East	0.25	3	N	M	Moderate development, mode use	
340.AA	PAINTED ROCK CG-West	0.2	3	N	M	"	
342	LIONS CAMP	1.1	3	N	L	not public access	
342.A	TEMPLED HILLS	0.4	3	N			
345	LOWER JOHNS GULCH	2.2	3	N			
346	HOTEL GULCH	1	3	N			
350	RAINBOW FALLS	2.06	3	N	M	motorized dispersed are, no developed sites	
352	TROUT CREEK RANCH	0.3	3	G			
353	WOODLAND PARK WC	0.77	3	N	L	limited public day use, equestrian access	
353.A	BONEYARD	0.21	3	N	-		
356.A	ASPEN HILLS SHORT CUT	0.4	3	N			
356.B	HIDDEN VALLEY RANCH	0.6	3	N			
357	RULE RIDGE	2	3	N			
357.N	HARRY'S DRIVE	0.1	3	N			
361.A	WILDHORN CG	0.2	3	N	-	closed after Hayman Fire	
368	OLD STAGE	2.53	3	N	H		
369	TRANSMITTER	0.9	3	G			
370	GOLD CAMP	17.75	4	A,N	H		
370.A	BEAR TRAP	0.35	3	N	L		
370.B	WYE CG	0.5	3	N	L		
371	EMERALD VALLEY	1.5	3	N			
372	EAST BEAVER	3.6	3	N			
376	SEVEN LAKES	3.3	3	N			
383	UPPER FOURMILE	3.75	3	N			
383.A	THE CRAGS CG	0.3	3	N	H	heavily used dispersed area and CG	
391	SAWMILL	1.1	3	N			
TOTAL PPRD MILEAGE:		147.74					

RANGER DISTRICT: SOUTH PARK RD						
107	PEASE SPRINGS	5.50	3	N		
108	PARKER	5.35	3	N		
112.1A	HAPPY MEADOWS CG	0.10	3	N	M	
141	CABIN SPRING	5.00	3	G,N		
18.2A	HORSESHOE CG	0.60	3	G	L	
18.2C	FOURMILE CG	0.24	3	G	L	
203	ROUND MOUNTAIN CG	0.61	3	N	L	
210	PLATTE SPRINGS	2.15	3	N	L	
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A	H	HEAVILY USED VISITOR CENTER AND OVERLOOK
33	BOREAS PASS	9.60	3	G,N	M	OPEN IN WINTER
33.3A	SELKIRK	1.25	3	N		
361	WILDHORN RANCH	1.80	3	N		
367.1A	TAYLOR SPUR	0.60	3	N		
37	JEFFERSON LAKE	4.09	3	G,A	H	
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N	H	
37.2C	LODGEPOLE CG	0.40	3	G	H	
37.2D	ASPEN CG	0.20	3	G	H	
37.2E	BEAVER PONDS PG	0.10	3	G	H	
37.2F	JEFFERSON CREEK CG	0.30	3	G	H	
37.2G	JEFFERSON LAKE PG	0.20	3	G	H	
39	ROCK CREEK HILLS	4.71	3	N		
407	HOOSIER PASS OVERLOOK	0.10	3	G	L	
431	BUFFALO PEAKS	8.88	3	G		
431.2B	BUFFALO SPRINGS CG	0.60	3	G	M	
435	SALT CREEK	6.60	3	N		
436	SOUTH SALT CREEK	1.26	3	N		
438	BONE YARD	0.20	3	G	-	
439	SOUTH PARK RS	0.20	4	A	-	
440	FAIRPLAY WC	0.30	3	G	L	
54	MICHIGAN CREEK	7.10	3	G	M	
54.3D	MICHIGAN CREEK CG	0.50	3	G	M	
56	LOST PARK	17.66	3	G,N	L	
56.3A	LOST PARK CG	0.56	3	G	L	
61.A	BLUE MOUNTAIN CG	0.60	3	N	H	
652	WEBBER PARK	1.70	3	N		
659	W BEAVER CREEK	3.68	3	G,N		
77.A	SPRUCE GROVE CG	0.45	3	G	M	GOOD Wilderness access
77.B	TWIN EAGLES PG	0.30	3	N	M	
801.A	SELKIRK CG	0.33	3	N	L	
813	INGRAM	0.30	3	N		
858	QUARTZVILLE	0.50	3	G		
94.1A	LAKE GEORGE RS	0.30	3	G	L	
96	ELEVENMILE CANYON	8.70	3	G	H	Access to multiple day use and camping areas
96.A	RIVERSIDE CG	0.15	3	N	L	
96.B	O BRIEN PG	0.10	3	N	L	
96.C	ELEVENMILE CANYON PG	0.10	3	N	M	Parking adjacent to 11mile canyon road
96.D	MESSENGER GULCH PG	0.10	3	N	M	
96.E	SPRINGER GULCH CG	0.50	3	N	M	
96.F	SLEEPING TOM SH	1.00	3	N	L	
96.G	COVE CG	0.30	3	N	M	
96.H	IDLEWILDE PG	0.10	3	N	M	
96.I	SPILLWAY CG	0.60	3	N	M	
96.J	ELEVENMILE FISHING	0.10	3	N	M	
TOTAL SPKRD MILEAGE:		106.92				

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N		
103	SAINT KEVIN	1.30	3	N		
103.A	PUMP STATION	0.10	3	N		
104.A	SOUTH PORTAL SIGN	0.10	3	A		
104.B	ABE LEE	0.50	3	N		
104.D	MAY QUEEN CG	1.50	4	A	H	
104.DA	BUTCHER BOY PG	0.25	4	A	H	
104.F	SHIMMERING POINT O/L	0.10	3	G	L	
104.H	MOSQUITO VIEW OV	0.10	3	G	L	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L	
104.K	TABOR BOAT RAMP	0.60	4	A	M	
104.L	LADY OF THE LAKE PG	0.30	4	A	M	
104.M	BABY DOE CG	1.20	4	A	H	
104.N	FATHER DYER CG	0.40	4	A	H	
104.O	PRINTER BOY GROUP CG	0.50	4	A	H	
104.P	SANITARY STATION	0.10	4	A	M	
104.Q	BELLE OF COLO CG	0.40	4	A	H	
104.R	MOLLY BROWN CG	1.50	4	A	H	
104.S	SANITARY STATION	0.10	4	A	M	
104.T	SEWAGE PLANT	0.10	3	G	-	
104.U	MATCHLESS BOAT RAMP	0.90	4	A	M	
104.V	MAID OF ERIN PG	0.25	4	A	H	
104.W	SILVER DOLLAR CG	1.65	4	A	H	
105.B	NATIVE TRAIL LOT	0.10	3	N		
105.C	WINDSOR TRAIL LOT	0.10	3	N		
110	HALFMOON	4.10	3	N	M	
110.F	HALFMOON CG	0.80	3	G	M	
110.G	EMERALD LAKE PG PKG	0.10	3	N	L	
110.H	ELBERT CR CG	0.40	3	G	L	
110.I	MT. ELBERT TH	0.20	3	G	M	
110.L	MT. MASSIVE TH	0.10	3	G	M	
112.E	CRYSTAL LAKES EAST	0.30	3	G	L	
112.S	CRYSTAL LAKES FA	0.40	3	G	L	
112.W	CRYSTAL LAKES WEST	0.20	3	A	L	
113	DDH HEADGATES	2.60	3	G,N		
116	PARRY PEAK CG	0.30	3	G	H	
116.A	NORTH CG LOOP	0.20	3	G	H	
116.B	SOUTH CG LOOP	0.20	3	G	H	
125.A	LAKEVIEW CG	2.40	3	G	H	
126	TWIN PEAKS CG	0.80	3	G	H	
127.A	NORTH PORTAL SIGN	0.10	4	A		
140	BEAVER LAKES	2.90	4	G		
170	DEXTER POINT REC AREA	0.60	4,3	A,G	M	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	
171	UPPER LAKE ACCESS	1.10	3	G	L	no developed rec sites at the forebay
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	
171.C	RED ROOSTER LOOP	0.20	3	G	M	heavily used for restrooms and local business
172	WHITESTAR CG	0.20	3	A,G	H	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	H	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	H	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	H	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	L	
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L	
390	CLEAR CREEK	7.85	3	G	M	access to lots of history
398	LOST CANYON	3.60	3	N		
TOTAL LDVLRD MILEAGE:		47.05				

RANGER DISTRICT: SOUTH PLATTE RD							
100.A	DEER CREEK CG	0.13	3	N	L		
102	ELK CREEK	0.29	3	N			
102.A	CAMP ROSALIE	0.11	3	N	L		
109.A	LESLIE DEAL	0.20	3	N			
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	M		
110	HAPPY TOP	1.30	3	N	L		
115	AG RANCH	0.40	3	A,G	L		
115.A	AG RANCH SPUR	0.24	3	N	L		
118.A	GENEVA CREEK PG	0.10	3	N	L		
118.B	WHITESIDE PG	0.10	3	N	M		
118.C	THREEMILE CR TRHD	0.02	3	N			
118.D	BURNING BEAR CG	0.20	3	N	M		
119	UPPER GENEVA	0.40	3	G			
119.A	DUCK CREEK PG	0.10	3	G		under construction with Guanella Pass Fed Hwy proj	
119.B	GENEVA PARK CG	0.46	3	N	M		
120.2A	HANDCART CG	0.10	3	N	M		
120.2B	HALL VALLEY CG	0.15	3	N	M		
125	TIMBER LINE	0.30	3	N	M		
125.A	TIMBER LINE CG	0.20	3	N	L		
126	TWIN CONES	1.00	3	N			
126.C	KENOSHA PASS PG	0.20	3	N	M		
211	MATUKAT	17.70	3	N	M		
211.J	GOOSE CREEK CG	0.30	3	N	L	poor access via county road	
211.M	MOLLY GULCH CG	0.40	3	N	L	closed after Hayman Fire	
211.O	CHEESMAN	0.20	3	N	H		
300	RAMPART RANGE	20.21	3	N,G	H		
300.M	TOPAZ POINT PG	0.05	3	N	-	CG closed	
300.N	TELEPHONE	0.20	3	N	-		
300.O	DEVILS HEAD TH/CG	0.65	3	N	H		
300.P	DEVILS HEAD CG	0.38	3	N	H		
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	H		
300.Q	DEVILS HEAD CG	0.20	3	N	H		
300.R	CABIN RIDGE PG	0.25	3	N			
300.S	OBS PT O/L	0.10	3	N			
300.T	FLAT ROCK CG	0.55	3	N			
300.U	SUNSET POINT	0.06	3	N			
47.A	MERIDIAN CG	0.47	3	N			
502	JACKSON CREEK SOUTH	4.00	3	N			
502.2	JACKSON CREEK NORTH	1.80	3	N			
502.B	JACKSON CREEK CG	0.30	3	N			
507	RIM	1.85	3	N			
513	INDIAN CREEK CG	0.40	3	N	M		
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	L		
516	ARCHERY RANGE	0.80	3	N			
518	SUGAR CREEK	8.20	3	N			
520	SADDLE STRING RANCH	0.65	3	N			
523	NINE-J	5.27	3	N			
528.A	LONE ROCK CG	0.32	4	A	H	very heavily used, adjacent to river	
528.B	CHEESMAN TH	0.10	4	A			
528.D	KELSEY CG	0.30	3	A			
531	BUFFALO CREEK W.C.	0.20	3	N	-		
533	SO PLATTE RIVER	5.66	4	A,N	H	day use	
533.B	BRIDGE CROSSING PG	0.10	3	N	M	Small but heavily used	
533.C	PLATTE RIVER CG	0.10	3	N	M	adjacent to river	
533.D	OUZEL CG	0.10	3	N	L	primitive development	
533.E	SCRAGGY VIEW PG	0.05	3	N	L	trailhead	
533.F	WILLOW BEND PG	0.05	3	N	L		
533.G	OSPREY CG	0.10	3	N	L	primitive development	
533.I	CHUTES PARKING	0.05	3	N		Chutes are closed to access	
533.J	COLORADO TRAIL PRKNG	0.10	3	N			
541	FLYING G	1.30	3	N			
543.F	MEADOWS GROUP CG	0.55	3	N	L		
543.FA	BUFFALO TH	0.10	3	G			
543.G	GREEN MTN CG	0.15	3	N			
543.H	ROLLING CREEK TRHD	0.26	3	N			
550	REDSKIN	8.87	3	A,N,G			
550.B	BUFFALO CREEK CG	0.50	3	N			
550.C1	HULBURT	0.20	3	N			
550.F	LOST ACRES	0.10	3	N			
550.G	MERCHANT	0.30	3	N			
550.H	LITTLE SCRAGGY TH	0.20	3	N	M	popolar w/ bicycles	
553	EQS MILL	1.40	3	N			
556	SHADY BROOK	1.95	3	N			
558	GOOSE CR TRAILHEAD	1.30	3	N			
559	INDIAN CREEK WC	0.10	3	N	-		
560	STONE PASS	10.80	3	N			
811	T-PIT	1.30	3	N			
849	WELL	0.20	3	A,N			
849.A	KENOSHA PASS CG	0.30	3	N	L	managed as campground not picnic area	
TOTAL SPLTRD MILEAGE:		108.63					

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N		
103	SAINT KEVIN	1.30	3	N		
103.A	PUMP STATION	0.10	3	N		
104.A	SOUTH PORTAL SIGN	0.10	3	A		
104.B	ABE LEE	0.50	3	N		
104.D	MAY QUEEN CG	1.50	4	A	H	
104.DA	BUTCHER BOY PG	0.25	4	A	H	
104.F	SHIMMERING POINT O/L	0.10	3	G	L	
104.H	MOSQUITO VIEW OV	0.10	3	G	L	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L	
104.K	TABOR BOAT RAMP	0.60	4	A	M	
104.L	LADY OF THE LAKE PG	0.30	4	A	M	
104.M	BABY DOE CG	1.20	4	A	H	
104.N	FATHER DYER CG	0.40	4	A	H	
104.O	PRINTER BOY GROUP CG	0.50	4	A	H	
104.P	SANITARY STATION	0.10	4	A	M	
104.Q	BELLE OF COLO CG	0.40	4	A	H	
104.R	MOLLY BROWN CG	1.50	4	A	H	
104.S	SANITARY STATION	0.10	4	A	M	
104.T	SEWAGE PLANT	0.10	3	G	-	
104.U	MATCHLESS BOAT RAMP	0.90	4	A	M	
104.V	MAID OF ERIN PG	0.25	4	A	H	
104.W	SILVER DOLLAR CG	1.65	4	A	H	
105.B	NATIVE TRAIL LOT	0.10	3	N		
105.C	WINDSOR TRAIL LOT	0.10	3	N		
110	HALFMOON	4.10	3	N	M	
110.F	HALFMOON CG	0.80	3	G	M	
110.G	EMERALD LAKE PG PKG	0.10	3	N	L	
110.H	ELBERT CR CG	0.40	3	G	L	
110.I	MT. ELBERT TH	0.20	3	G	M	
110.L	MT. MASSIVE TH	0.10	3	G	M	
112.E	CRYSTAL LAKES EAST	0.30	3	G	L	
112.S	CRYSTAL LAKES FA	0.40	3	G	L	
112.W	CRYSTAL LAKES WEST	0.20	3	A	L	
113	DDH HEADGATES	2.60	3	G,N		
116	PARRY PEAK CG	0.30	3	G	H	
116.A	NORTH CG LOOP	0.20	3	G	H	
116.B	SOUTH CG LOOP	0.20	3	G	H	
125.A	LAKEVIEW CG	2.40	3	G	H	
126	TWIN PEAKS CG	0.80	3	G	H	
127.A	NORTH PORTAL SIGN	0.10	4	A		
140	BEAVER LAKES	2.90	4	G		
170	DEXTER POINT REC AREA	0.60	4,3	A,G	M	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	
171	UPPER LAKE ACCESS	1.10	3	G	L	no developed rec sites at the forebay
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	
171.C	RED ROOSTER LOOP	0.20	3	G	M	heavily used for restrooms and local business
172	WHITESTAR CG	0.20	3	A,G	H	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	H	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	H	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	H	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	L	
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L	
390	CLEAR CREEK	7.85	3	G	M	access to lots of history
398	LOST CANYON	3.60	3	N		
TOTAL LDVLRD MILEAGE:		47.05				

RANGER DISTRICT: SALIDA RD						
162.A	MT PRINCETON CG	0.30	3	G	H	
162.B	CHALK LAKE CG	0.20	3	G	H	
162.C	CHALK LAKE	0.10	3	G	H	DAY USE AREA
162.D	CASCADE CG	0.40	3	G	H	
174	HERRING PARK	1.80	3	N		
181	FEDERAL QUARRY	1.65	3	N		
183	LONG'S GULCH	4.20	3	N		
184.A	HARRINGTON HILL	0.25	3	N		
185	ASPEN RIDGE	2.60	3	N		
185.B	ELK MOUNTAIN RANCH	0.55	3	N		
185.C	FUTURITY GULCH	1.20	3	N	L	
186	BULL GULCH	2.75	3	N		
187	BASSAM	0.85	3	N	L	LOW USE HISTORIC CABIN RENTAL
188	CASTLE ROCK GULCH	5.20	3	N		
188.A	EAST CASTLE ROCK	0.92	3	N		
200	MARSHALL PASS	8.45	3	G		
201	SILVER CREEK	2.80	3	G		
202	O'HAVER LAKE	1.62	4	G	H	
202.A	O'HAVER LAKE CG	0.35	3	G	H	
219	POWERLINE	0.77	3	N		
221	GREEN CREEK	1.15	3	N		
224	LOST CREEK	0.53	3	G		
225	FOOSES CREEK	2.11	3	N		
226	PIPE	1.10	3	N		
228	TAYLOR MOUNTAIN	6.95	3	N		
231	MONARCH PARK CG	1.60	4	G	M	
234	MONARCH SKI AREA	1.00	4	G	H	WINTER ACCESS ONLY
237	OLD MONARCH PASS	1.30	4	G		
240.A	ANGEL OF SHAVANO CG	0.29	3	G	H	
240.B	N FORK LAKE CG	0.41	3	N		CLOSED FY06 AND FY07
240.C	ANGEL OF SHAVANO TH	0.10	3	N	L	
250	PLACER CREEK	2.80	3	N		
251	DRONEY GULCH	1.88	3	N		
252	BLANK'S CABIN	3.50	3	N	L	dispersed access
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N		
272	BROWNS CREEK	2.90	3	G		
273	RASPBERRY GULCH	1.20	3	N		
274	EDDY CREEK	0.90	3	N		
290.B	CHALK CREEK SMR HOMES	0.20	3	G		
292	OLD CHALK CR	2.00	3	N,G		
292.A	ALPINE SPUR	0.10	3	G		
295	HANCOCK	5.00	3	N	L	high elev, primitive road
305	MCGEE GULCH	2.40	3	N		
306.A	COLLEGIATE PEAKS CG	1.05	3	G	H	
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L	cottonwood pass
306.G	DENNY CREEK TRAILHEAD	0.10	4	A		
306.H	PTARMIGAN TRAILHEAD	0.10	4	A		
308	MUSHROOM GULCH	2.80	3	N		
309	CHUBB PARK	2.66	3	N		
311	SEVENMILE CREEK	5.85	3	N		
315	SHIELDS GULCH	2.60	3	N		
318	BUCKRAKE DRIVE	0.17	3	G		
344	SOUTH COTTONWOOD	9.75	4,3	G,N	M	Picnic area and fishing
344.A	COTTONWOOD LAKE PG	0.20	3	G	H	
344.B	COTTONWOOD LAKE CG	0.60	3	G	H	
375	FOURMILE CREEK	5.50	3	N		
376	LENHARDY CUTOFF	1.00	3	N		
377	HOMESTAKE PIPELINE	1.20	3	N		
6	HAYDEN CREEK	1.30	3	N		
6.2A	COALDALE CG	0.20	3	N	L	minimal CG development, low use
6.3B	HAYDEN CREEK CG	0.15	3	G	L	""
TOTAL SALRD MILEAGE: 112.41						

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	M	access to Great Sand Dunes NP
140.A	COMANCHE/VENABLE TH	0.42	3	N	M	heavily used by horsemen
140.B	ALVARADO CG	0.98	3	G	H	Closed in CY06 and early 07
140.BA	ALVARADO SW LOOP	0.15	3	G	H	
140.C	ALVARADO CG LOOP 1	0.31	3	G	H	
143	OAK CREEK GRADE	4.85	4	G	H	
172	GIBSON	0.25	3	N		
198	LAKE CREEK	0.56	3	G	M	
274	LOCKE MTN	6.39	3	G,N		
287	SMITH CREEK	0.28	3	G		
300	LAKE CREEK CG	0.35	3	G	M	
303	OAK CREEK CG	0.60	3	N	M	primitive CG operated by others
310	LEWIS CREEK	0.42	3	G		
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	L	
313	CANON CITY AD. SITE	0.04	3	N	L	
316	MEADE	1.59	3	N		
317	OVERFLOW	0.19	3	G		
319	LAZY ACRES	0.41	3	N		
337	DUCKETT	1.18	3	G,N		
34	NORTH FORK	4.23	3	G		
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	M	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	M	
360	OPHIR CREEK	8.14	3	G	M	
361	OPHIR CREEK CG	0.74	3	G	M	
369	GREENHORN MTN	18.11	3	G,N	H	good wilderness access
371	GANN LOOP	1.89	4	A		
372	SOUTHSIDE	0.21	4	A	M	RV camping only 8 units moderate use
373	LA VISTA	0.53	4	A	H	elec hook-ups, heavily used
373.A	LA VISTA C.G. SPUR	0.03	4	A	H	
374	ST. CHARLES	0.83	4	A	M	access two group sites
375	ST. CHARLES CG	0.26	4	A	M	
376	CISNEROS T.H.	0.22	4	A	L	
380	ORGANIZATION	0.84	3	G		
382	DAVENPORT CG	1.51	3	G	M	
383	DITCH CREEK	3.51	3	G,N		
386	SOUTH HARDSCRABBLE	3.79	3	G	M	
387	NORTH CREEK	0.20	3	A		
388	BABCOCK HOLE	0.40	3	N	L	
414	SPRING CREEK PG	0.10	3	G		
418	LA VETA WORK CENTER	0.10	3	G	-	
421	EAST INDIAN CREEK	0.78	3	G,N		
422	BLUE LAKES	5.00	3	G	M	
422.A	BLUE LAKES CG	0.20	3	G	M	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	M	
422.B	BEAR LAKE CG	0.23	3	G	M	
427	BARTLETT	1.90	3	G,N		
436	TRINCHERA	0.19	3	G	L	
46	CORDOVA PASS	6.04	3	N	L	
559	MEDANO PASS	7.36	3	N	M	ACCESS TO Great Sand Dunes NP
559.A	MUDDY CREEK CG LOOP	0.09	3	N		
583	MOSCA PASS	0.73	3	N		
630	WILLIAMS CREEK	5.93	3	N		
634	GARDNER	9.22	3	N	L	dispersed activities
TOTAL SCR D MILEAGE: 103.67						
TOTAL PSI MILEAGE: 626.42						

APPENDIX B2 SPECIALIST ROAD RATINGS: FIRE/FUELS ACCESS BENEFIT						
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, primary access to high priority areas M=Moderate, primary access to medium priority areas L=Low, access to low priority areas or secondary access	COMMENTS
RANGER DISTRICT: PIKES PEAK RD						
200.A	TRAIL CREEK CG	0.1	3	N	H	Developed recreation complexes
300	RAMPART RANGE	36.32	3	N	H	Interface
300.B	SPRINGDALE CG	0.35	3	N	H	Developed recreation complexes
300.L	MICROWAVE	0.25	3	N	H	Designated utility corridors
301	EAGLE LAKE	0.15	3	N	H	Intermix
303	NORTHFIELD	4.8	3	N	H	Designated utility corridors
303.B	STANLEY MICROWAVE	1.07	3	N	H	Designated utility corridors
306	LAKE CIRCLE DRIVE	3.53	5	A	H	Designated utility corridors
306.A	MEADOW RIDGE CG	0.7	5	A	H	Developed recreation complexes
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	M	Scenic byways, scenic areas, vistas, or travel corridors
306.B	THUNDER RIDGE CG	0.65	5	A	H	Developed recreation complexes
306.C	PROMONTORY PG	1	5	A	H	Developed recreation complexes
306.D	BPW TRAILHEAD	0.1	4	A	M	Dispersed recreation
306.E	WILDCAT OVERLOOK	0.1	5	A	M	Scenic byways, scenic areas, vistas, or travel corridors
306.F	DIKESIDE PARKING	0.45	5	A	M	Dispersed recreation
308	SKELTON RIDGE	0.65	3	N	M	Dispersed recreation
312	FARRISH MEMORIAL	1.62	3	N	H	Intermix
312.A	CARROLL LAKES	0.35	3	N	H	Intermix
315	BEAVER CREEK S. H.	2.7	3	N	H	Intermix
320	MOUNT HERMAN	13.7	3	N.A	H	Interface
321	MONUMENT FIRE CENTER	1.57	3	N	H	Administrative
321.D	HOUSE	0.18	3	N	H	Administrative
321.E	HELIBASE	0.35	3	N	H	Administrative
328	NICHOLS RESERVOIR	0.25	3	N	M	Dispersed recreation
328.A	NICHOLS SOUTH	0.5	3	N	M	Dispersed recreation
333	CATAMOUNT SHORTCUT	0.8	3	N	H	Interface
334	PIKES PEAK HWY	19.2	5	A,N	H	Interface
334.A	CROWE GULCH PG	0.1	4	N	H	Developed recreation complexes
334.B	CRYSTAL RESERVOIR O/L	0.1	4	G	M	Dispersed recreation
334.C	CRYSTAL RESERVOIR	1	3	N	M	Dispersed recreation
334.D	HALFWAY PG	0.3	3	N	H	Developed recreation complexes
334.E	GLEN COVE PG	0.2	4	A	H	Developed recreation complexes
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	M	Scenic byways, scenic areas, vistas, or travel corridors
335	RED ROCKS	0.6	3	N	H	Developed recreation complexes
335.A	RED ROCKS SPUR	0.4	3	N	H	Developed recreation complexes
335.B	RED ROCKS CG	0.3	3	N	H	Developed recreation complexes
336	QUAKER RIDGE	1.2	3	N	H	Interface
337	CRYSTOLA S.H.	0.94	3	A,N	H	Interface
338.B	SOUTH MEADOWS CG	0.8	4	A	H	Developed recreation complexes
338.BA	SOUTH MEADOWS CG	0.1	4	A	H	Developed recreation complexes
338.BB	SOUTH MEADOWS CG	0.1	4	A	H	Developed recreation complexes
338.BC	SOUTH MEADOWS CG	0.02	4	A	H	Developed recreation complexes
338.BD	SOUTH MEADOWS CG	0.05	4	A	H	Developed recreation complexes
338.C	PIKE COMMUNITY PG	0.5	4	A	H	Developed recreation complexes
338.D	COLORADO CG MAIN LOOP	0.85	4	A	H	Developed recreation complexes
338.DA	COLORADO CG MIDDLE	0.35	4	A	H	Developed recreation complexes
338.DB	COLORADO CG NORTH	0.09	4	A	H	Developed recreation complexes
338.E	MANITOU PG	0.38	4	A	H	Developed recreation complexes
338.EA	MANITOU PG NORTH	0.35	4	A	H	Developed recreation complexes
340.A	PAINTED ROCK CG-East	0.25	3	N	H	Developed recreation complexes
340.AA	PAINTED ROCK CG-West	0.2	3	N	H	Developed recreation complexes
342	LIONS CAMP	1.1	3	N	H	Interface
342.A	TEMPLED HILLS	0.4	3	N	H	Interface
345	LOWER JOHNS GULCH	2.2	3	N	H	Interface
346	HOTEL GULCH	1	3	N	H	Interface
350	RAINBOW FALLS	2.06	3	N	H	Interface
352	TROUT CREEK RANCH	0.3	3	G	H	Administrative
353	WOODLAND PARK WC	0.77	3	N	H	Administrative
353.A	BONEYARD	0.21	3	N	H	Administrative
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	H	Intermix
356.B	HIDDEN VALLEY RANCH	0.6	3	N	H	Intermix
357	RULE RIDGE	2	3	N	H	Interface
357.N	HARRY'S DRIVE	0.1	3	N	H	Interface
361.A	WILDHORN CG	0.2	3	N	H	Developed recreation complexes
368	OLD STAGE	2.53	3	N	H	Interface
369	TRANSMITTER	0.9	3	G	H	Designated utility corridors
370	GOLD CAMP	17.75	4	A,N	H	Intermix
370.A	BEAR TRAP	0.35	3	N	H	Intermix
370.B	WYE CG	0.5	3	N	H	Developed recreation complexes
371	EMERALD VALLEY	1.5	3	N	H	Intermix
372	EAST BEAVER	3.6	3	N	H	Interface
376	SEVEN LAKES	3.3	3	N	H	Designated utility corridors
383	UPPER FOURMILE	3.75	3	N	M	Dispersed recreation
383.A	THE CRAGS CG	0.3	3	N	H	Developed recreation complexes
391	SAWMILL	1.1	3	N	H	Interface
TOTAL PPRD MILEAGE:		147.74				

RANGER DISTRICT: SOUTH PARK RD						
107	PEASE SPRINGS	5.50	3	N	H	Interface
108	PARKER	5.35	3	N	H	Resource production
112.1A	HAPPY MEADOWS CG	0.10	3	N	H	Developed recreation complexes
141	CABIN SPRING	5.00	3	G,N	H	Intermix
18.2A	HORSESHOE CG	0.60	3	G	H	Developed recreation complexes
18.2C	FOURMILE CG	0.24	3	G	H	Developed recreation complexes
203	ROUND MOUNTAIN CG	0.61	3	N	H	Developed recreation complexes
210	PLATTE SPRINGS	2.15	3	N	H	Interface
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A	M	Scenic byways, scenic areas, vistas, or travel corridors
33	BOREAS PASS	9.60	3	G,N	H	Interface
33.3A	SELKIRK	1.25	3	N	H	Interface
361	WILDHORN RANCH	1.80	3	N	H	Intermix
367.1A	TAYLOR SPUR	0.60	3	N	H	Intermix
37	JEFFERSON LAKE	4.09	3	G,A	H	Interface
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N	H	Developed recreation complexes
37.2C	LODGEPOLE CG	0.40	3	G	H	Developed recreation complexes
37.2D	ASPEN CG	0.20	3	G	H	Developed recreation complexes
37.2E	BEAVER PONDS PG	0.10	3	G	H	Developed recreation complexes
37.2F	JEFFERSON CREEK CG	0.30	3	G	H	Developed recreation complexes
37.2G	JEFFERSON LAKE PG	0.20	3	G	H	Developed recreation complexes
39	ROCK CREEK HILLS	4.71	3	N	M	Dispersed recreation
407	HOOSIER PASS OVERLOOK	0.10	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors
431	BUFFALO PEAKS	8.88	3	G	H	Intermix
431.2B	BUFFALO SPRINGS CG	0.60	3	G	H	Developed recreation complexes
435	SALT CREEK	6.60	3	N	H	Intermix
436	SOUTH SALT CREEK	1.26	3	N	H	Intermix
438	BONE YARD	0.20	3	G	H	Administrative
439	SOUTH PARK RS	0.20	4	A	H	Administrative
440	FAIRPLAY WC	0.30	3	G	H	Administrative
54	MICHIGAN CREEK	7.10	3	G	H	Intermix
54.3D	MICHIGAN CREEK CG	0.50	3	G	H	Developed recreation complexes
56	LOST PARK	17.66	3	G,N	H	Developed recreation complexes
56.3A	LOST PARK CG	0.56	3	G	H	Developed recreation complexes
61.A	BLUE MOUNTAIN CG	0.60	3	N	H	Developed recreation complexes
652	WEBBER PARK	1.70	3	N	H	Intermix
659	W BEAVER CREEK	3.68	3	G,N	H	Intermix
77.A	SPRUCE GROVE CG	0.45	3	G	H	Developed recreation complexes
77.B	TWIN EAGLES PG	0.30	3	N	H	Developed recreation complexes
801.A	SELKIRK CG	0.33	3	N	H	Developed recreation complexes
813	INGRAM	0.30	3	N	M	Dispersed recreation
858	QUARTZVILLE	0.50	3	G	H	Interface
94.1A	LAKE GEORGE RS	0.30	3	G	H	Interface
96	ELEVENMILE CANYON	8.70	3	G	H	Interface
96.A	RIVERSIDE CG	0.15	3	N	H	Developed recreation complexes
96.B	O BRIEN PG	0.10	3	N	H	Developed recreation complexes
96.C	ELEVENMILE CANYON PG	0.10	3	N	H	Developed recreation complexes
96.D	MESSENGER GULCH PG	0.10	3	N	H	Developed recreation complexes
96.E	SPRINGER GULCH CG	0.50	3	N	H	Developed recreation complexes
96.F	SLEEPING TOM SH	1.00	3	N	M	Dispersed recreation
96.G	COVE CG	0.30	3	N	H	Developed recreation complexes
96.H	IDLEWILDE PG	0.10	3	N	H	Developed recreation complexes
96.I	SPILLWAY CG	0.60	3	N	H	Developed recreation complexes
96.J	ELEVENMILE FISHING	0.10	3	N	M	Dispersed recreation
TOTAL SPKRD MILEAGE:		106.92				

RANGER DISTRICT: SOUTH PLATTE RD						
100.A	DEER CREEK CG	0.13	3	N	H	Developed recreation complexes
102	ELK CREEK	0.29	3	N	H	Interface
102.A	CAMP ROSALIE	0.11	3	N	H	Developed recreation complexes
109.A	LESLIE DEAL	0.20	3	N	M	Dispersed recreation
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	M	Dispersed recreation
110	HAPPY TOP	1.30	3	N	H	Interface
115	AG RANCH	0.40	3	A,G	H	Administrative
115.A	AG RANCH SPUR	0.24	3	N	H	Administrative
118.A	GENEVA CREEK PG	0.10	3	N	H	Developed recreation complexes
118.B	WHITESIDE PG	0.10	3	N	H	Developed recreation complexes
118.C	THREEMILE CR TRHD	0.02	3	N	M	Dispersed recreation
118.D	BURNING BEAR CG	0.20	3	N	H	Developed recreation complexes
119	UPPER GENEVA	0.40	3	G	H	Intermix
119.A	DUCK CREEK PG	0.10	3	G	H	Developed recreation complexes
119.B	GENEVA PARK CG	0.46	3	N	H	Developed recreation complexes
120.2A	HANDCART CG	0.10	3	N	H	Developed recreation complexes
120.2B	HALL VALLEY CG	0.15	3	N	H	Developed recreation complexes
125	TIMBER LINE	0.30	3	N	H	Developed recreation complexes
125.A	TIMBER LINE CG	0.20	3	N	H	Developed recreation complexes
126	TWIN CONES	1.00	3	N	H	Designated utility corridors
126.C	KENOSHA PASS PG	0.20	3	N	H	Developed recreation complexes
211	MATUKAT	17.70	3	N	M	Scenic byways, scenic areas, vistas, or travel corridors
211.J	GOOSE CREEK CG	0.30	3	N	H	Developed recreation complexes
211.M	MOLLY GULCH CG	0.40	3	N	H	Developed recreation complexes
211.O	CHEESMAN	0.20	3	N	H	Designated utility corridors
300	RAMPART RANGE	20.21	3	N,G	H	Interface
300.M	TOPAZ POINT PG	0.05	3	N	M	Dispersed recreation
300.N	TELEPHONE	0.20	3	N	H	Designated utility corridors
300.O	DEVILS HEAD TH/CG	0.65	3	N	H	Developed recreation complexes
300.P	DEVILS HEAD CG	0.38	3	N	H	Developed recreation complexes
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	H	Developed recreation complexes
300.Q	DEVILS HEAD CG	0.20	3	N	H	Developed recreation complexes
300.R	CABIN RIDGE PG	0.25	3	N	H	Developed recreation complexes
300.S	OBS PT O/L	0.10	3	N	H	Administrative
300.T	FLAT ROCK CG	0.55	3	N	H	Developed recreation complexes
300.U	SUNSET POINT	0.06	3	N	M	Scenic byways, scenic areas, vistas, or travel corridors
47.A	MERIDIAN CG	0.47	3	N	H	Developed recreation complexes
502	JACKSON CREEK SOUTH	4.00	3	N	H	Interface
502.2	JACKSON CREEK NORTH	1.80	3	N	H	Interface
502.B	JACKSON CREEK CG	0.30	3	N	H	Developed recreation complexes
507	RIM	1.85	3	N	H	Interface
513	INDIAN CREEK CG	0.40	3	N	H	Developed recreation complexes
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	M	Dispersed recreation
516	ARCHERY RANGE	0.80	3	N	M	Dispersed recreation
518	SUGAR CREEK	8.20	3	N	H	Intermix
520	SADDLE STRING RANCH	0.65	3	N	H	Intermix
523	NINE-J	5.27	3	N	H	Resource production
528.A	LONE ROCK CG	0.32	4	A	H	Developed recreation complexes
528.B	CHEESMAN TH	0.10	4	A	M	Dispersed recreation
528.D	KELSEY CG	0.30	3	A	H	Developed recreation complexes
531	BUFFALO CREEK W.C.	0.20	3	N	H	Administrative
533	SO PLATTE RIVER	5.66	4	A,N	H	Interface
533.B	BRIDGE CROSSING PG	0.10	3	N	H	Developed recreation complexes
533.C	PLATTE RIVER CG	0.10	3	N	H	Developed recreation complexes
533.D	OUZEL CG	0.10	3	N	H	Developed recreation complexes
533.E	SCRAGGY VIEW PG	0.05	3	N	H	Developed recreation complexes
533.F	WILLOW BEND PG	0.05	3	N	H	Developed recreation complexes
533.G	OSPREY CG	0.10	3	N	H	Developed recreation complexes
533.H	FROG ROCK	0.20	3	N	M	Dispersed recreation
533.I	CHUTES PARKING	0.05	3	N	M	Dispersed recreation
533.J	COLORADO TRAIL PRKNG	0.10	3	N	M	Dispersed recreation
541	FLYING G	1.30	3	N	H	Administrative
543.F	MEADOWS GROUP CG	0.55	3	N	H	Developed recreation complexes
543.FA	BUFFALO TH	0.10	3	G	M	Dispersed recreation
543.G	GREEN MTN CG	0.15	3	N	H	Developed recreation complexes
543.H	ROLLING CREEK TRHD	0.26	3	N	M	Dispersed recreation
550	REDSKIN	8.87	3	A,N,G	H	Interface
550.B	BUFFALO CREEK CG	0.50	3	N	H	Developed recreation complexes
550.C1	HULBURT	0.20	3	N	H	Interface
550.F	LOST ACRES	0.10	3	N	H	Interface
550.G	MERCHANT	0.30	3	N	H	Interface
550.H	LITTLE SCRAGGY TH	0.20	3	N	M	Dispersed recreation
553	EOS MILL	1.40	3	N	H	Interface
556	SHADY BROOK	1.95	3	N	H	Interface
558	GOOSE CR TRAILHEAD	1.30	3	N	M	Dispersed recreation
559	INDIAN CREEK WC	0.10	3	N	H	Administrative
560	STONE PASS	10.80	3	N	H	Intermix
811	T-PIT	1.30	3	N	H	Designated utility corridors
849	WELL	0.20	3	A,N	H	Designated utility corridors
849.A	KENOSHA PASS CG	0.30	3	N	H	Developed recreation complexes
TOTAL SPLTRD MILEAGE: 108.83						

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N	M	Dispersed recreation
103	SAINT KEVIN	1.30	3	N	M	Scenic byways, scenic areas, vistas, or travel corridors
103.A	PUMP STATION	0.10	3	N	H	Designated utility corridors
104.A	SOUTH PORTAL SIGN	0.10	3	A	M	Dispersed recreation
104.B	ABE LEE	0.50	3	N	M	Dispersed recreation
104.D	MAY QUEEN CG	1.50	4	A	H	Developed recreation complexes
104.DA	BUTCHER BOY PG	0.25	4	A	H	Developed recreation complexes
104.F	SHIMMERING POINT O/L	0.10	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors
104.H	MOSQUITO VIEW OV	0.10	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors
104.K	TABOR BOAT RAMP	0.60	4	A	M	Dispersed recreation
104.L	LADY OF THE LAKE PG	0.30	4	A	H	Developed recreation complexes
104.M	BABY DOE CG	1.20	4	A	H	Developed recreation complexes
104.N	FATHER DYER CG	0.40	4	A	H	Developed recreation complexes
104.O	PRINTER BOY GROUP CG	0.50	4	A	H	Developed recreation complexes
104.P	SANITARY STATION	0.10	4	A	H	Designated utility corridors
104.Q	BELLE OF COLO CG	0.40	4	A	H	Developed recreation complexes
104.R	MOLLY BROWN CG	1.50	4	A	H	Developed recreation complexes
104.S	SANITARY STATION	0.10	4	A	H	Designated utility corridors
104.T	SEWAGE PLANT	0.10	3	G	H	Designated utility corridors
104.U	MATCHLESS BOAT RAMP	0.90	4	A	M	Dispersed recreation
104.V	MAID OF ERIN PG	0.25	4	A	H	Developed recreation complexes
104.W	SILVER DOLLAR CG	1.65	4	A	H	Developed recreation complexes
105.B	NATIVE TRAIL LOT	0.10	3	N	M	Dispersed recreation
105.C	WINDSOR TRAIL LOT	0.10	3	N	M	Dispersed recreation
110	HALFMOON	4.10	3	N	H	Interface
110.F	HALFMOON CG	0.80	3	G	H	Developed recreation complexes
110.G	EMERALD LAKE PG PKG	0.10	3	N	H	Developed recreation complexes
110.H	ELBERT CR CG	0.40	3	G	H	Developed recreation complexes
110.I	MT. ELBERT TH	0.20	3	G	M	Dispersed recreation
110.L	MT. MASSIVE TH	0.10	3	G	M	Dispersed recreation
112.E	CRYSTAL LAKES EAST	0.30	3	G	H	Interface
112.S	CRYSTAL LAKES FA	0.40	3	G	H	Interface
112.W	CRYSTAL LAKES WEST	0.20	3	A	H	Interface
113	DDH HEADGATES	2.60	3	G,N	H	Administrative
116	PARRY PEAK CG	0.30	3	G	H	Developed recreation complexes
116.A	NORTH CG LOOP	0.20	3	G	H	Developed recreation complexes
116.B	SOUTH CG LOOP	0.20	3	G	H	Developed recreation complexes
125.A	LAKEVIEW CG	2.40	3	G	H	Developed recreation complexes
126	TWIN PEAKS CG	0.80	3	G	H	Developed recreation complexes
127.A	NORTH PORTAL SIGN	0.10	4	A	L	Semi-primitive wilderness
140	BEAVER LAKES	2.90	4	G	M	Dispersed recreation
170	DEXTER POINT REC AREA	0.60	4,3	A,G	H	Developed recreation complexes
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	M	Dispersed recreation
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	M	Dispersed recreation
171	UPPER LAKE ACCESS	1.10	3	G	M	Dispersed recreation
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	M	Dispersed recreation
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	M	Dispersed recreation
171.C	RED ROOSTER LOOP	0.20	3	G	H	Developed recreation complexes
172	WHITESTAR CG	0.20	3	A,G	H	Developed recreation complexes
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	H	Developed recreation complexes
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	H	Developed recreation complexes
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	H	Developed recreation complexes
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	M	Dispersed recreation
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	M	Dispersed recreation
175.A	MT ELBERT PICNIC AREA	0.20	3	G	H	Developed recreation complexes
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	M	Dispersed recreation
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	M	Dispersed recreation
390	CLEAR CREEK	7.85	3	G	H	Intermix
398	LOST CANYON	3.60	3	N	M	Backcountry recreation, year-round motorized
TOTAL LDVLRD MILEAGE: 47.05						

RANGER DISTRICT: SALIDA RD							
162.A	MT PRINCETON CG	0.30	3	G	H	Developed recreation complexes	
162.B	CHALK LAKE CG	0.20	3	G	H	Developed recreation complexes	
162.C	CHALK LAKE	0.10	3	G	H	Developed recreation complexes	
162.D	CASCADE CG	0.40	3	G	H	Developed recreation complexes	
174	HERRING PARK	1.80	3	N	H	Interface	
181	FEDERAL QUARRY	1.65	3	N	H	Designated utility corridors	
183	LONG'S GULCH	4.20	3	N	H	Intermix	
184.A	HARRINGTON HILL	0.25	3	N	H	Intermix	
185	ASPEN RIDGE	2.60	3	N	H	Intermix	
185.B	ELK MOUNTAIN RANCH	0.55	3	N	H	Intermix	
185.C	FUTURITY GULCH	1.20	3	N	H	Intermix	
186	BULL GULCH	2.75	3	N	H	Intermix	
187	BASSAM	0.85	3	N	H	Intermix	
188	CASTLE ROCK GULCH	5.20	3	N	M	Scenic byways, scenic areas, vistas, or travel corridors	
188.A	EAST CASTLE ROCK	0.92	3	N	M	Scenic byways, scenic areas, vistas, or travel corridors	
200	MARSHALL PASS	8.45	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors	
201	SILVER CREEK	2.80	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors	
202	O'HAVER LAKE	1.62	4	G	H	Developed recreation complexes	
202.A	O'HAVER LAKE CG	0.35	3	G	H	Developed recreation complexes	
219	POWERLINE	0.77	3	N	H	Designated utility corridors	
221	GREEN CREEK	1.15	3	N	M	Dispersed recreation	
224	LOST CREEK	0.53	3	G	H	Interface	
225	FOOSES CREEK	2.11	3	N	H	Designated utility corridors	
226	PIPE	1.10	3	N	H	Designated utility corridors	
228	TAYLOR MOUNTAIN	6.95	3	N	M	Dispersed recreation	
231	MONARCH PARK CG	1.60	4	G	H	Developed recreation complexes	
234	MONARCH SKI AREA	1.00	4	G	H	Developed recreation complexes	
237	OLD MONARCH PASS	1.30	4	G	M	Scenic byways, scenic areas, vistas, or travel corridors	
240.A	ANGEL OF SHAVANO CG	0.29	3	G	H	Developed recreation complexes	
240.B	N FORK LAKE CG	0.41	3	N	H	Developed recreation complexes	
240.C	ANGEL OF SHAVANO TH	0.10	3	N	M	Dispersed recreation	
250	PLACER CREEK	2.80	3	N	M	Dispersed recreation	
251	DRONEY GULCH	1.88	3	N	H	Intermix	
252	BLANK'S CABIN	3.50	3	N	H	Intermix	
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	M	Dispersed recreation	
272	BROWNS CREEK	2.90	3	G	H	Interface	
273	RASPBERRY GULCH	1.20	3	N	H	Interface	
274	EDDY CREEK	0.90	3	N	H	Interface	
290.B	CHALK CREEK SMR HOMES	0.20	3	G	H	Intermix	
292	OLD CHALK CR	2.00	3	N,G	H	Interface	
292.A	ALPINE SPUR	0.10	3	G	H	Interface	
295	HANCOCK	5.00	3	N	M	Dispersed recreation	
305	MCGEE GULCH	2.40	3	N	M	Dispersed recreation	
306.A	COLLEGIATE PEAKS CG	1.05	3	G	H	Developed recreation complexes	
306.D	AVALANCHE TRAILHEAD	0.60	4	A	M	Dispersed recreation	
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	M	Dispersed recreation	
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	M	Dispersed recreation	
308	MUSHROOM GULCH	2.80	3	N	H	Intermix	
309	CHUBB PARK	2.66	3	N	H	Intermix	
311	SEVENMILE CREEK	5.85	3	N	M	Dispersed recreation	
315	SHIELDS GULCH	2.60	3	N	M	Dispersed recreation	
318	BUCKRAKE DRIVE	0.17	3	G	M	Dispersed recreation	
344	SOUTH COTTONWOOD	9.75	4,3	G,N	H	Developed recreation complexes	
344.A	COTTONWOOD LAKE PG	0.20	3	G	H	Developed recreation complexes	
344.B	COTTONWOOD LAKE CG	0.60	3	G	H	Developed recreation complexes	
375	FOURMILE CREEK	5.50	3	N	L	Semi-primitive wilderness	
376	LENHARDY CUTOFF	1.00	3	N	L	Semi-primitive wilderness	
377	HOMESTAKE PIPELINE	1.20	3	N	H	Designated utility corridors	
6	HAYDEN CREEK	1.30	3	N	M	Dispersed recreation	
6.2A	COALDALE CG	0.20	3	N	H	Developed recreation complexes	
6.3B	HAYDEN CREEK CG	0.15	3	G	H	Developed recreation complexes	
TOTAL SALRD MILEAGE:		112.41					

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	H	Intermix
140.A	COMANCHE/VENABLE TH	0.42	3	N	M	Dispersed recreation
140.B	ALVARADO CG	0.98	3	G	H	Developed recreation complexes
140.BA	ALVARADO SW LOOP	0.15	3	G	H	Developed recreation complexes
140.C	ALVARADO CG LOOP 1	0.31	3	G	H	Developed recreation complexes
143	OAK CREEK GRADE	4.85	4	G	H	Interface
172	GIBSON	0.25	3	N	H	Intermix
198	LAKE CREEK	0.56	3	G	H	Intermix
274	LOCKE MTN	6.39	3	G,N	H	Resource production
287	SMITH CREEK	0.28	3	G	H	Intermix
300	LAKE CREEK CG	0.35	3	G	H	Developed recreation complexes
303	OAK CREEK CG	0.60	3	N	H	Developed recreation complexes
310	LEWIS CREEK	0.42	3	G	H	Interface
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	H	Administrative
313	CANON CITY AD. SITE	0.04	3	N	H	Administrative
316	MEADE	1.59	3	N	H	Intermix
317	OVERFLOW	0.19	3	G	M	Dispersed recreation
319	LAZY ACRES	0.41	3	N	H	Interface
337	DUCKETT	1.18	3	G,N	H	Intermix
34	NORTH FORK	4.23	3	G	M	Dispersed recreation
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	H	Developed recreation complexes
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	H	Developed recreation complexes
360	OPHIR CREEK	8.14	3	G	H	Developed recreation complexes
361	OPHIR CREEK CG	0.74	3	G	H	Developed recreation complexes
369	GREENHORN MTN	18.11	3	G,N	H	Resource production
371	GANN LOOP	1.89	4	A	H	Developed recreation complexes
372	SOUTHSIDE	0.21	4	A	H	Developed recreation complexes
373	LA VISTA	0.53	4	A	H	Developed recreation complexes
373.A	LA VISTA C.G. SPUR	0.03	4	A	H	Developed recreation complexes
374	ST. CHARLES	0.83	4	A	H	Developed recreation complexes
375	ST. CHARLES CG	0.26	4	A	H	Developed recreation complexes
376	CISNEROS T.H.	0.22	4	A	M	Dispersed recreation
380	ORGANIZATION	0.84	3	G	M	Dispersed recreation
382	DAVENPORT CG	1.51	3	G	H	Developed recreation complexes
383	DITCH CREEK	3.51	3	G,N	H	Resource production
386	SOUTH HARDCRABBLE	3.79	3	G	M	Dispersed recreation
387	NORTH CREEK	0.20	3	A	H	Interface
388	BABCOCK HOLE	0.40	3	N	H	Interface
414	SPRING CREEK PG	0.10	3	G	H	Developed recreation complexes
418	LA VETA WORK CENTER	0.10	3	G	H	Administrative
421	EAST INDIAN CREEK	0.78	3	G,N	M	Dispersed recreation
422	BLUE LAKES	5.00	3	G	H	Developed recreation complexes
422.A	BLUE LAKES CG	0.20	3	G	H	Developed recreation complexes
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	H	Developed recreation complexes
422.B	BEAR LAKE CG	0.23	3	G	H	Developed recreation complexes
427	BARTLETT	1.90	3	G,N	H	Interface
436	TRINCHERA	0.19	3	G	M	Scenic byways, scenic areas, vistas, or travel corridors
46	CORDOVA PASS	6.04	3	N	H	Interface (escape route)
559	MEDANO PASS	7.36	3	N	H	Resource production
559.A	MUDDY CREEK CG LOOP	0.09	3	N	H	Developed recreation complexes
583	MOSCA PASS	0.73	3	N	H	Designated utility corridors
630	WILLIAMS CREEK	5.93	3	N	H	Resource production
634	GARDNER	9.22	3	N	H	Resource production
TOTAL SCR D MILEAGE:		103.67				
TOTAL PSI MILEAGE:		626.62				

APPENDIX B3						SPECIALIST ROAD RATINGS: TIMBER ACCESS BENEFIT	
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, primary access to high priority areas M=Moderate, primary access to medium priority areas L=Low, access to low priority areas or secondary access	COMMENTS	
RANGER DISTRICT: PIKES PEAK RD							
200.A	TRAIL CREEK CG	0.1	3	N	L		
300	RAMPART RANGE	36.32	3	N	H		
300.B	SPRINGDALE CG	0.35	3	N	L		
300.L	MICROWAVE	0.25	3	N	L		
301	EAGLE LAKE	0.15	3	N	L		
303	NORTHFIELD	4.8	3	N	H		
303.B	STANLEY MICROWAVE	1.07	3	N	H		
306	LAKE CIRCLE DRIVE	3.53	5	A	H		
306.A	MEADOW RIDGE CG	0.7	5	A	H		
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	H		
306.B	THUNDER RIDGE CG	0.65	5	A	H		
306.C	PROMONTORY PG	1	5	A	H		
306.D	BPW TRAILHEAD	0.1	4	A	H		
306.E	WILDCAT OVERLOOK	0.1	5	A	H		
306.F	DIKESIDE PARKING	0.45	5	A	H		
308	SKELTON RIDGE	0.65	3	N	H		
312	FARRISH MEMORIAL	1.62	3	N	H		
312.A	CARROLL LAKES	0.35	3	N	H		
315	BEAVER CREEK S. H.	2.7	3	N	H		
320	MOUNT HERMAN	13.7	3	N,A	H		
321	MONUMENT FIRE CENTER	1.57	3	N	H		
321.D	HOUSE	0.18	3	N	M		
321.E	HELIBASE	0.35	3	N	L		
328	NICHOLS RESERVOIR	0.25	3	N	H		
328.A	NICHOLS SOUTH	0.5	3	N	H		
333	CATAMOUNT SHORTCUT	0.8	3	N	H		
334	PIKES PEAK HWY	19.2	5	A,N	H		
334.A	CROWE GULCH PG	0.1	4	N	L		
334.B	CRYSTAL RESERVOIR OIL	0.1	4	G	L		
334.C	CRYSTAL RESERVOIR	1	3	N	H		
334.D	HALFWAY PG	0.3	3	N	L		
334.E	GLEN COVE PG	0.2	4	A	L		
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	L		
335	RED ROCKS	0.6	3	N	H		
335.A	RED ROCKS SPUR	0.4	3	N	H		
335.B	RED ROCKS CG	0.3	3	N	L		
336	QUAKER RIDGE	1.2	3	N	H		
337	CRYSTOLA S.H.	0.94	3	A,N	H		
338.B	SOUTH MEADOWS CG	0.8	4	A	L		
338.BA	SOUTH MEADOWS CG	0.1	4	A	L		
338.BB	SOUTH MEADOWS CG	0.1	4	A	L		
338.BC	SOUTH MEADOWS CG	0.02	4	A	L		
338.BD	SOUTH MEADOWS CG	0.05	4	A	L		
338.C	PIKE COMMUNITY PG	0.5	4	A	H		
338.D	COLORADO CG MAIN LOOP	0.85	4	A	L		
338.DA	COLORADO CG MIDDLE	0.35	4	A	L		
338.DB	COLORADO CG NORTH	0.09	4	A	L		
338.E	MANITOU PG	0.38	4	A	H		
338.EA	MANITOU PG NORTH	0.35	4	A	H		
340.A	PAINTED ROCK CG-East	0.25	3	N	L		
340.AA	PAINTED ROCK CG-West	0.2	3	N	L		
342	LIONS CAMP	1.1	3	N	H		
342.A	TEMPLED HILLS	0.4	3	N	H		
345	LOWER JOHNS GULCH	2.2	3	N	H		
346	HOTEL GULCH	1	3	N	H		
350	RAINBOW FALLS	2.06	3	N	H		
352	TROUT CREEK RANCH	0.3	3	G	L		
353	WOODLAND PARK WC	0.77	3	N	M		
353.A	BONEYARD	0.21	3	N	L		
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	H		
356.B	HIDDEN VALLEY RANCH	0.6	3	N	H		
357	RULE RIDGE	2	3	N	H		
357.N	HARRY'S DRIVE	0.1	3	N	L		
361.A	WILDHORN CG	0.2	3	N	L		
368	OLD STAGE	2.53	3	N	H		
369	TRANSMITTER	0.9	3	G	H		
370	GOLD CAMP	17.75	4	A,N	H		
370.A	BEAR TRAP	0.35	3	N	H		
370.B	WYE CG	0.5	3	N	H		
371	EMERALD VALLEY	1.5	3	N	H		
372	EAST BEAVER	3.6	3	N	H		
376	SEVEN LAKES	3.3	3	N	H		
383	UPPER FOURMILE	3.75	3	N	H		
383.A	THE CRAGS CG	0.3	3	N	M		
391	SAWMILL	1.1	3	N	H		
	TOTAL PPRD MILEAGE:	147.74					

RANGER DISTRICT: SOUTH PLATTE RD							
100.A	DEER CREEK CG	0.13	3	N		H	
102	ELK CREEK	0.29	3	N		H	
102.A	CAMP ROSALIE	0.11	3	N		H	
109.A	LESLIE DEAL	0.20	3	N		H	
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N		L	
110	HAPPY TOP	1.30	3	N		H	
115	AG RANCH	0.40	3	A,G		L	
115.A	AG RANCH SPUR	0.24	3	N		L	
118.A	GENEVA CREEK PG	0.10	3	N		L	
118.B	WHITESIDE PG	0.10	3	N		L	
118.C	THREEMILE CR TRHD	0.02	3	N		L	
118.D	BURNING BEAR CG	0.20	3	N		M	
119	UPPER GENEVA	0.40	3	G		H	
119.A	DUCK CREEK PG	0.10	3	G		L	
119.B	GENEVA PARK CG	0.46	3	N		L	
120.2A	HANDCART CG	0.10	3	N		M	
120.2B	HALL VALLEY CG	0.15	3	N		M	
125	TIMBER LINE	0.30	3	N		H	
125.A	TIMBER LINE CG	0.20	3	N		M	
126	TWIN CONES	1.00	3	N		H	
126.C	KENOSHA PASS PG	0.20	3	N		L	
211	MATUKAT	17.70	3	N		H	
211.J	GOOSE CREEK CG	0.30	3	N		L	
211.M	MOLLY GULCH CG	0.40	3	N		L	
211.O	CHEESMAN	0.20	3	N		M	
300	RAMPART RANGE	20.21	3	N,G		H	
300.M	TOPAZ POINT PG	0.05	3	N		L	
300.N	TELEPHONE	0.20	3	N		M	
300.O	DEVILS HEAD TH/CG	0.65	3	N		M	
300.P	DEVILS HEAD CG	0.38	3	N		L	
300.PA	DEVILS HEAD CG SPUR	0.03	3	N		M	
300.Q	DEVILS HEAD CG	0.20	3	N		M	
300.R	CABIN RIDGE PG	0.25	3	N		M	
300.S	OBS PT O/L	0.10	3	N		L	
300.T	FLAT ROCK CG	0.55	3	N		M	
300.U	SUNSET POINT	0.06	3	N		L	
47.A	MERIDIAN CG	0.47	3	N		M	
502	JACKSON CREEK SOUTH	4.00	3	N		H	
502.2	JACKSON CREEK NORTH	1.80	3	N		H	
502.B	JACKSON CREEK CG	0.30	3	N		M	
507	RIM	1.85	3	N		H	
513	INDIAN CREEK CG	0.40	3	N		M	
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G		M	
516	ARCHERY RANGE	0.80	3	N		H	
518	SUGAR CREEK	8.20	3	N		H	
520	SADDLE STRING RANCH	0.65	3	N		H	
523	NINE-J	5.27	3	N		H	
528.A	LONE ROCK CG	0.32	4	A		M	
528.B	CHEESMAN TH	0.10	4	A		M	
528.D	KELSEY CG	0.30	3	A		M	
531	BUFFALO CREEK W.C.	0.20	3	N		M	
533	SO PLATTE RIVER	5.66	4	A,N		H	
533.B	BRIDGE CROSSING PG	0.10	3	N		M	
533.C	PLATTE RIVER CG	0.10	3	N		L	
533.D	OUZEL CG	0.10	3	N		L	
533.E	SCRAGGY VIEW PG	0.05	3	N		M	
533.F	WILLOW BEND PG	0.05	3	N		M	
533.G	OSPREY CG	0.10	3	N		M	
533.H	FROG ROCK	0.20	3	N		M	
533.I	CHUTES PARKING	0.05	3	N		L	
533.J	COLORADO TRAIL PRKNG	0.10	3	N		L	
541	FLYING G	1.30	3	N		H	
543.F	MEADOWS GROUP CG	0.55	3	N		H	
543.FA	BUFFALO TH	0.10	3	G		M	
543.G	GREEN MTN CG	0.15	3	N		M	
543.H	ROLLING CREEK TRHD	0.26	3	N		M	
550	REDSKIN	8.87	3	A,N,G		H	
550.B	BUFFALO CREEK CG	0.50	3	N		B	
550.C1	HULBURT	0.20	3	N		H	
550.F	LOST ACRES	0.10	3	N		L	
550.G	MERCHANT	0.30	3	N		L	
550.H	LITTLE SCRAGGY TH	0.20	3	N		M	
553	EOS MILL	1.40	3	N		H	
556	SHADY BROOK	1.95	3	N		H	
558	GOOSE CR TRAILHEAD	1.30	3	N		H	
559	INDIAN CREEK WC	0.10	3	N		L	
560	STONE PASS	10.80	3	N		H	
811	T-PIT	1.30	3	N		H	
849	WELL	0.20	3	A,N		H	
849.A	KENOSHA PASS CG	0.30	3	N		H	
TOTAL SPLTRD MILEAGE:						108.83	

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N	H	
103	SAINT KEVIN	1.30	3	N	H	
103.A	PUMP STATION	0.10	3	N	L	
104.A	SOUTH PORTAL SIGN	0.10	3	A	L	
104.B	ABE LEE	0.50	3	N	M	
104.D	MAY QUEEN CG	1.50	4	A	H	
104.DA	BUTCHER BOY PG	0.25	4	A	H	
104.F	SHIMMERING POINT O/L	0.10	3	G	H	
104.H	MOSQUITO VIEW OV	0.10	3	G	H	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	M	
104.K	TABOR BOAT RAMP	0.60	4	A	L	
104.L	LADY OF THE LAKE PG	0.30	4	A	M	
104.M	BABY DOE CG	1.20	4	A	M	
104.N	FATHER DYER CG	0.40	4	A	M	
104.O	PRINTER BOY GROUP CG	0.50	4	A	M	
104.P	SANITARY STATION	0.10	4	A	L	
104.Q	BELLE OF COLO CG	0.40	4	A	H	
104.R	MOLLY BROWN CG	1.50	4	A	M	
104.S	SANITARY STATION	0.10	4	A	L	
104.T	SEWAGE PLANT	0.10	3	G	L	
104.U	MATCHLESS BOAT RAMP	0.90	4	A	L	
104.V	MAID OF ERIN PG	0.25	4	A	M	
104.W	SILVER DOLLAR CG	1.65	4	A	M	
105.B	NATIVE TRAIL LOT	0.10	3	N	L	
105.C	WINDSOR TRAIL LOT	0.10	3	N	L	
110	HALFMOON	4.10	3	N	H	
110.F	HALFMOON CG	0.80	3	G	M	
110.G	EMERALD LAKE PG PKG	0.10	3	N	L	
110.H	ELBERT CR CG	0.40	3	G	M	
110.I	MT. ELBERT TH	0.20	3	G	L	
110.L	MT. MASSIVE TH	0.10	3	G	M	
112.E	CRYSTAL LAKES EAST	0.30	3	G	L	
112.S	CRYSTAL LAKES FA	0.40	3	G	L	
112.W	CRYSTAL LAKES WEST	0.20	3	A	L	
113	DDH HEADGATES	2.60	3	G,N	H	
116	PARRY PEAK CG	0.30	3	G	M	
116.A	NORTH CG LOOP	0.20	3	G	M	
116.B	SOUTH CG LOOP	0.20	3	G	M	
125.A	LAKEVIEW CG	2.40	3	G	H	
126	TWIN PEAKS CG	0.80	3	G	M	
127.A	NORTH PORTAL SIGN	0.10	4	A	L	
140	BEAVER LAKES	2.90	4	G	H	
170	DEXTER POINT REC AREA	0.60	4,3	A,G	M	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	
171	UPPER LAKE ACCESS	1.10	3	G	H	
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	
171.C	RED ROOSTER LOOP	0.20	3	G	M	
172	WHITESTAR CG	0.20	3	A,G	H	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	M	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	M	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	M	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	M	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	M	
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	H	
390	CLEAR CREEK	7.85	3	G	H	
398	LOST CANYON	3.60	3	N	H	
TOTAL LDVLRD MILEAGE:					47.05	

RANGER DISTRICT: SALIDA RD						
162.A	MT PRINCETON CG	0.30	3	G	M	
162.B	CHALK LAKE CG	0.20	3	G	M	
162.C	CHALK LAKE	0.10	3	G	M	
162.D	CASCADE CG	0.40	3	G	M	
174	HERRING PARK	1.80	3	N	H	
181	FEDERAL QUARRY	1.65	3	N	H	
183	LONG'S GULCH	4.20	3	N	H	
184.A	HARRINGTON HILL	0.25	3	N	H	
185	ASPEN RIDGE	2.60	3	N	H	
185.B	ELK MOUNTAIN RANCH	0.55	3	N	H	
185.C	FUTURITY GULCH	1.20	3	N	H	
186	BULL GULCH	2.75	3	N	H	
187	BASSAM	0.85	3	N	H	
188	CASTLE ROCK GULCH	5.20	3	N	H	
188.A	EAST CASTLE ROCK	0.92	3	N	H	
200	MARSHALL PASS	8.45	3	G	H	
201	SILVER CREEK	2.80	3	G	H	
202	O'HAVER LAKE	1.62	4	G	H	
202.A	O'HAVER LAKE CG	0.35	3	G	M	
219	POWERLINE	0.77	3	N	H	
221	GREEN CREEK	1.15	3	N	H	
224	LOST CREEK	0.53	3	G	H	
225	FOOSES CREEK	2.11	3	N	H	
226	PIPE	1.10	3	N	H	
228	TAYLOR MOUNTAIN	6.95	3	N	H	
231	MONARCH PARK CG	1.60	4	G	H	
234	MONARCH SKI AREA	1.00	4	G	L	
237	OLD MONARCH PASS	1.30	4	G	H	
240.A	ANGEL OF SHAVANO CG	0.29	3	G	M	
240.B	N FORK LAKE CG	0.41	3	N	M	
240.C	ANGEL OF SHAVANO TH	0.10	3	N	L	
250	PLACER CREEK	2.80	3	N	H	
251	DRONEY GULCH	1.88	3	N	H	
252	BLANK'S CABIN	3.50	3	N	H	
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	L	
272	BROWNS CREEK	2.90	3	G	H	
273	RASPBERRY GULCH	1.20	3	N	H	
274	EDDY CREEK	0.90	3	N	H	
290.B	CHALK CREEK SMR HOMES	0.20	3	G	M	
292	OLD CHALK CR	2.00	3	N,G	H	
292.A	ALPINE SPUR	0.10	3	G	L	
295	HANCOCK	5.00	3	N	H	
305	MCGEE GULCH	2.40	3	N	H	
306.A	COLLEGIATE PEAKS CG	1.05	3	G	M	
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L	
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	L	
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	L	
308	MUSHROOM GULCH	2.80	3	N	H	
309	CHUBB PARK	2.66	3	N	H	
311	SEVENMILE CREEK	5.85	3	N	H	
315	SHIELDS GULCH	2.60	3	N	H	
318	BUCKRAKE DRIVE	0.17	3	G	L	
344	SOUTH COTTONWOOD	9.75	4,3	G,N	H	
344.A	COTTONWOOD LAKE PG	0.20	3	G	M	
344.B	COTTONWOOD LAKE CG	0.60	3	G	M	
375	FOURMILE CREEK	5.50	3	N	H	
376	LENHARDY CUTOFF	1.00	3	N	H	
377	HOMESTAKE PIPELINE	1.20	3	N	H	
6	HAYDEN CREEK	1.30	3	N	H	
6.2A	COALDALE CG	0.20	3	N	M	
6.3B	HAYDEN CREEK CG	0.15	3	G	M	
TOTAL SALRD MILEAGE:		112.41				

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	H	
140.A	COMANCHE/VENABLE TH	0.42	3	N	H	
140.B	ALVARADO CG	0.98	3	G	H	
140.BA	ALVARADO SW LOOP	0.15	3	G	H	
140.C	ALVARADO CG LOOP 1	0.31	3	G	H	
143	OAK CREEK GRADE	4.85	4	G	H	
172	GIBSON	0.25	3	N	H	
198	LAKE CREEK	0.56	3	G	H	
274	LOCKE MTN	6.39	3	G,N	H	
287	SMITH CREEK	0.28	3	G	H	
300	LAKE CREEK CG	0.35	3	G	M	
303	OAK CREEK CG	0.60	3	N	L	
310	LEWIS CREEK	0.42	3	G	H	
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	M	
313	CANON CITY AD. SITE	0.04	3	N	L	
316	MEADE	1.59	3	N	H	
317	OVERFLOW	0.19	3	G	L	
319	LAZY ACRES	0.41	3	N	H	
337	DUCKETT	1.18	3	G,N	H	
34	NORTH FORK	4.23	3	G	H	
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	H	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	H	
360	OPHIR CREEK	8.14	3	G	H	
361	OPHIR CREEK CG	0.74	3	G	M	
369	GREENHORN MTN	18.11	3	G,N	H	
371	GANN LOOP	1.89	4	A	M	
372	SOUTHSIDE	0.21	4	A	M	
373	LA VISTA	0.53	4	A	M	
373.A	LA VISTA C.G. SPUR	0.03	4	A	M	
374	ST. CHARLES	0.83	4	A	M	
375	ST. CHARLES CG	0.26	4	A	M	
376	CISNEROS T.H.	0.22	4	A	L	
380	ORGANIZATION	0.84	3	G	H	
382	DAVENPORT CG	1.51	3	G	H	
383	DITCH CREEK	3.51	3	G,N	H	
386	SOUTH HARDCRABBLE	3.79	3	G	H	
387	NORTH CREEK	0.20	3	A	H	
388	BABCOCK HOLE	0.40	3	N	H	
414	SPRING CREEK PG	0.10	3	G	M	
418	LA VETA WORK CENTER	0.10	3	G	L	
421	EAST INDIAN CREEK	0.78	3	G,N	H	
422	BLUE LAKES	5.00	3	G	H	
422.A	BLUE LAKES CG	0.20	3	G	H	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	H	
422.B	BEAR LAKE CG	0.23	3	G	H	
427	BARTLETT	1.90	3	G,N	H	
436	TRINCHERA	0.19	3	G	H	
46	CORDOVA PASS	6.04	3	N	H	
559	MEDANO PASS	7.36	3	N	H	
559.A	MUDDY CREEK CG LOOP	0.09	3	N	H	
583	MOSCA PASS	0.73	3	N	H	
630	WILLIAMS CREEK	5.93	3	N	H	
634	GARDNER	9.22	3	N	H	
TOTAL SCRD MILEAGE: 103.67						
TOTAL PSI MILEAGE: 626.62						

APPENDIX B4 SPECIALIST ROAD RATINGS: SPECIAL USE ACCESS BENEFIT						
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, primary access to high priority areas M=Moderate, primary access to medium priority areas L=Low, access to low priority areas or secondary access	COMMENTS
RANGER DISTRICT: PIKES PEAK RD						
200.A	TRAIL CREEK CG	0.1	3	N	L	Decommissioned
300	RAMPART RANGE	36.32	3	N	H	Primary access for multiple special use authorizations
300.B	SPRINGDALE CG	0.35	3	N	H	
300.L	MICROWAVE	0.25	3	N	H	Special Use Authorization
301	EAGLE LAKE	0.15	3	N	H	Special Use Authorization
303	NORTHFIELD	4.8	3	N	H	Special Use Authorization
303.B	STANLEY MICROWAVE	1.07	3	N	H	Special Use Authorization
306	LAKE CIRCLE DRIVE	3.53	5	A	H	Access to Special Use Authorizations
306.A	MEADOW RIDGE CG	0.7	5	A	H	
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	H	
306.B	THUNDER RIDGE CG	0.65	5	A	H	
306.C	PROMONTORY PG	1	5	A	H	
306.D	BPW TRAILHEAD	0.1	4	A	H	
306.E	WILDCAT OVERLOOK	0.1	5	A	H	
306.F	DIKESIDE PARKING	0.45	5	A	H	
308	SKELTON RIDGE	0.65	3	N	M	Access to Special Use Authorization
312	FARRISH MEMORIAL	1.62	3	N	H	Special Use Authorization
312.A	CARROLL LAKES	0.35	3	N	H	Special Use Authorization
315	BEAVER CREEK S. H.	2.7	3	N	H	Special Use Authorization
320	MOUNT HERMAN	13.7	3	N,A	H	Special Use Authorization
321	MONUMENT FIRE CENTER	1.57	3	N	M	Access to Special Use Authorizations
321.D	HOUSE	0.18	3	N	L	
321.E	HELIBASE	0.35	3	N	L	
328	NICHOLS RESERVOIR	0.25	3	N	H	Special Use Authorization
328.A	NICHOLS SOUTH	0.5	3	N	H	Special Use Authorization
333	CATAMOUNT SHORTCUT	0.8	3	N	H	Special Use Authorization
334	PIKES PEAK HWY	19.2	5	A,N	H	Special Use Authorizations
334.A	CROWE GULCH PG	0.1	4	N	H	Special Use Authorization
334.B	CRYSTAL RESERVOIR OIL	0.1	4	G	H	Special Use Authorization
334.C	CRYSTAL RESERVOIR	1	3	N	H	Special Use Authorization
334.D	HALFWAY PG	0.3	3	N	H	Special Use Authorization
334.E	GLEN COVE PG	0.2	4	A	H	Special Use Authorization
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	H	Special Use Authorization
335	RED ROCKS	0.6	3	N	H	Special Use Authorization
335.A	RED ROCKS SPUR	0.4	3	N	H	Special Use Authorization
335.B	RED ROCKS CG	0.3	3	N	H	
336	QUAKER RIDGE	1.2	3	N	H	Special Use Authorization
337	CRYSTOLA S.H.	0.94	3	A,N	H	Special Use Authorizations
338.B	SOUTH MEADOWS CG	0.8	4	A	H	
338.BA	SOUTH MEADOWS CG	0.1	4	A	H	
338.BB	SOUTH MEADOWS CG	0.1	4	A	H	
338.BC	SOUTH MEADOWS CG	0.02	4	A	H	
338.BD	SOUTH MEADOWS CG	0.05	4	A	H	
338.C	PIKE COMMUNITY PG	0.5	4	A	H	
338.D	COLORADO CG MAIN LOOP	0.85	4	A	H	
338.DA	COLORADO CG MIDDLE	0.35	4	A	H	
338.DB	COLORADO CG NORTH	0.09	4	A	H	
338.E	MANITOU PG	0.38	4	A	H	
338.EA	MANITOU PG NORTH	0.35	4	A	H	
340.A	PAINTED ROCK CG-East	0.25	3	N	H	
340.AA	PAINTED ROCK CG-West	0.2	3	N	H	
342	LIONS CAMP	1.1	3	N	H	Special Use Authorization
342.A	TEMPLED HILLS	0.4	3	N	H	Special Use Authorization
345	LOWER JOHNS GULCH	2.2	3	N	H	Special Use Authorization
346	HOTEL GULCH	1	3	N	M	Access to Special Use Authorization
350	RAINBOW FALLS	2.06	3	N	H	Access to Special Use Authorizations
352	TROUT CREEK RANCH	0.3	3	G	M	Candidate for Easement Grant to Douglas County
353	WOODLAND PARK WC	0.77	3	N	H	Access for administration and operations support
353.A	BONEYARD	0.21	3	N	H	Access for administration and operations support
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	M	Candidate for Easement to Teller County
356.B	HIDDEN VALLEY RANCH	0.6	3	N	H	Special Use Authorization
357	RULE RIDGE	2	3	N	H	Access to Special Use Authorizations
357.N	HARRY'S DRIVE	0.1	3	N	H	Special Use Authorization. Candidate to adjust to M.L. 2
361.A	WILDHORN CG	0.2	3	N	L	Decommissioned
368	OLD STAGE	2.53	3	N	H	Candidate for Easement to El Paso County
369	TRANSMITTER	0.9	3	G	H	Special Use Authorization
370	GOLD CAMP	17.75	4	A,N	H	SUA to Teller CO. Candidate for Easement to El Paso County
370.A	BEAR TRAP	0.35	3	N	H	Special Use Authorization
370.B	WYE CG	0.5	3	N	L	
371	EMERALD VALLEY	1.5	3	N	H	Special Use Authorizations
372	EAST BEAVER	3.6	3	N	M	Access to Special Use Authorizations
376	SEVEN LAKES	3.3	3	N	H	Special Use Authorization
383	UPPER FOURMILE	3.75	3	N	H	
383.A	THE CRAGS CG	0.3	3	N	H	
391	SAWMILL	1.1	3	N	H	Candidate for Easement to Teller County or Association
TOTAL PPRD MILEAGE:		147.74				

RANGER DISTRICT: SOUTH PLATTE RD							
100.A	DEER CREEK CG	0.13	3	N	H		cabins, concession
102	ELK CREEK	0.29	3	N	H		camp
102.A	CAMP ROSALIE	0.11	3	N	H		camp
109.A	LESLIE DEAL	0.20	3	N	L		
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	L		
110	HAPPY TOP	1.30	3	N	H		cabins
115	AG RANCH	0.40	3	A,G	M		pasture
115.A	AG RANCH SPUR	0.24	3	N	M		pasture
118.A	GENEVA CREEK PG	0.10	3	N	H		concession
118.B	WHITESIDE PG	0.10	3	N	H		concession
118.C	THREEMILE CR TRHD	0.02	3	N	L		
118.D	BURNING BEAR CG	0.20	3	N	H		concession
119	UPPER GENEVA	0.40	3	G	H		private
119.A	DUCK CREEK PG	0.10	3	G	H		concession
119.B	GENEVA PARK CG	0.46	3	N	H		concession
120.2A	HANDCART CG	0.10	3	N	H		concession
120.2B	HALL VALLEY CG	0.15	3	N	H		concession
125	TIMBER LINE	0.30	3	N	H		concession
125.A	TIMBER LINE CG	0.20	3	N	H		concession
126	TWIN CONES	1.00	3	N	H		cabins
126.C	KENOSHA PASS PG	0.20	3	N	H		concession
211	MATUKAT	17.70	3	N	H		resorts
211.J	GOOSE CREEK CG	0.30	3	N	H		concession
211.M	MOLLY GULCH CG	0.40	3	N	L		decommissioned
211.O	CHEESMAN	0.20	3	N	H		Denver Water
300	RAMPART RANGE	20.21	3	N,G	H		Private, concession
300.M	TOPAZ POINT PG	0.05	3	N	L		
300.N	TELEPHONE	0.20	3	N	H		utilities, com site
300.O	DEVILS HEAD TH/CG	0.65	3	N	H		concession
300.P	DEVILS HEAD CG	0.38	3	N	H		concession
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	H		concession
300.Q	DEVILS HEAD CG	0.20	3	N	H		concession
300.R	CABIN RIDGE PG	0.25	3	N	L		
300.S	OBS PT O/L	0.10	3	N	L		
300.T	FLAT ROCK CG	0.55	3	N	H		concession
300.U	SUNSET POINT	0.06	3	N	L		
47.A	MERIDIAN CG	0.47	3	N	H		concession, private
502	JACKSON CREEK SOUTH	4.00	3	N	H		cabins
502.2	JACKSON CREEK NORTH	1.80	3	N	H		house
502.B	JACKSON CREEK CG	0.30	3	N	H		concession, cabins
507	RIM	1.85	3	N	L		
513	INDIAN CREEK CG	0.40	3	N	H		concession
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	H		concession
516	ARCHERY RANGE	0.80	3	N	H		range
518	SUGAR CREEK	8.20	3	N	H		private, county
520	SADDLE STRING RANCH	0.65	3	N	H		county
523	NINE-J	5.27	3	N	H		private, county
528.A	LONE ROCK CG	0.32	4	A	H		concession
528.B	CHEESMAN TH	0.10	4	A	L		
528.D	KELSEY CG	0.30	3	A	H		concession
531	BUFFALO CREEK W.C.	0.20	3	N	L		
533	SO PLATTE RIVER	5.66	4	A,N	H		county
533.B	BRIDGE CROSSING PG	0.10	3	N	H		concession
533.C	PLATTE RIVER CG	0.10	3	N	H		concession
533.D	OUZEL CG	0.10	3	N	H		concession
533.E	SCRAGGY VIEW PG	0.05	3	N	H		concession
533.F	WILLOW BEND PG	0.05	3	N	H		concession
533.G	OSPREY CG	0.10	3	N	H		concession
533.H	FROG ROCK	0.20	3	N	H		concession
533.I	CHUTES PARKING	0.05	3	N	L		
533.J	COLORADO TRAIL PRKNG	0.10	3	N	H		concession
541	FLYING G	1.30	3	N	H		resorts
543.F	MEADOWS GROUP CG	0.55	3	N	H		concession
543.FA	BUFFALO TH	0.10	3	G	H		concession
543.G	GREEN MTN CG	0.15	3	N	H		concession
543.H	ROLLING CREEK TRHD	0.26	3	N	L		
550	REDSKIN	8.87	3	A,N,G	H		Private, concession
550.B	BUFFALO CREEK CG	0.50	3	N	H		concession
550.C1	HULBURT	0.20	3	N	H		house, exchanged?
550.F	LOST ACRES	0.10	3	N	H		house, exchanged?
550.G	MERCHANT	0.30	3	N	H		house, exchanged?
550.H	LITTLE SCRAGGY TH	0.20	3	N	H		concession
553	EOS MILL	1.40	3	N	H		private
556	SHADY BROOK	1.95	3	N	H		resorts, county
558	GOOSE CR TRAILHEAD	1.30	3	N	L		
559	INDIAN CREEK WC	0.10	3	N	H		Com site
560	STONE PASS	10.80	3	N	H		private
811	T-PIT	1.30	3	N	M		ditch
849	WELL	0.20	3	A,N	L		
849.A	KENOSHA PASS CG	0.30	3	N	H		concession
TOTAL SPLTRD MILEAGE:		108.83					

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N	L	
103	SAINT KEVIN	1.30	3	N	L	
103.A	PUMP STATION	0.10	3	N	L	
104.A	SOUTH PORTAL SIGN	0.10	3	A	L	
104.B	ABE LEE	0.50	3	N	L	
104.D	MAY QUEEN CG	1.50	4	A	H	
104.DA	BUTCHER BOY PG	0.25	4	A	H	
104.F	SHIMMERING POINT O/L	0.10	3	G	L	
104.H	MOSQUITO VIEW OV	0.10	3	G	L	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L	
104.K	TABOR BOAT RAMP	0.60	4	A	H	
104.L	LADY OF THE LAKE PG	0.30	4	A	H	
104.M	BABY DOE CG	1.20	4	A	H	
104.N	FATHER DYER CG	0.40	4	A	H	
104.O	PRINTER BOY GROUP CG	0.50	4	A	H	
104.P	SANITARY STATION	0.10	4	A	H	
104.Q	BELLE OF COLO CG	0.40	4	A	H	
104.R	MOLLY BROWN CG	1.50	4	A	H	
104.S	SANITARY STATION	0.10	4	A	H	
104.T	SEWAGE PLANT	0.10	3	G	L	
104.U	MATCHLESS BOAT RAMP	0.90	4	A	H	
104.V	MAID OF ERIN PG	0.25	4	A	H	
104.W	SILVER DOLLAR CG	1.65	4	A	H	
105.B	NATIVE TRAIL LOT	0.10	3	N	L	
105.C	WINDSOR TRAIL LOT	0.10	3	N	L	
110	HALFMOON	4.10	3	N	L	
110.F	HALFMOON CG	0.80	3	G	H	
110.G	EMERALD LAKE PG PKG	0.10	3	N	L	
110.H	ELBERT CR CG	0.40	3	G	H	
110.I	MT. ELBERT TH	0.20	3	G	L	
110.L	MT. MASSIVE TH	0.10	3	G	L	
112.E	CRYSTAL LAKES EAST	0.30	3	G	L	
112.S	CRYSTAL LAKES FA	0.40	3	G	L	
112.W	CRYSTAL LAKES WEST	0.20	3	A	L	
113	DDH HEADGATES	2.60	3	G,N	H	
116	PARRY PEAK CG	0.30	3	G	L	
116.A	NORTH CG LOOP	0.20	3	G	L	
116.B	SOUTH CG LOOP	0.20	3	G	L	
125.A	LAKEVIEW CG	2.40	3	G	H	
126	TWIN PEAKS CG	0.80	3	G	H	
127.A	NORTH PORTAL SIGN	0.10	4	A	L	
140	BEAVER LAKES	2.90	4	G	L	
170	DEXTER POINT REC AREA	0.60	4,3	A,G	L	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	
171	UPPER LAKE ACCESS	1.10	3	G	L	
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	
171.C	RED ROOSTER LOOP	0.20	3	G	L	
172	WHITESTAR CG	0.20	3	A,G	L	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	L	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	L	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	L	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	L	
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L	
390	CLEAR CREEK	7.85	3	G	H	
398	LOST CANYON	3.60	3	N	L	
TOTAL LDVLRD MILEAGE:		47.05				

RANGER DISTRICT: SALIDA RD							
162.A	MT PRINCETON CG	0.30	3	G	H		
162.B	CHALK LAKE CG	0.20	3	G	H		
162.C	CHALK LAKE	0.10	3	G	H		
162.D	CASCADE CG	0.40	3	G	H		
174	HERRING PARK	1.80	3	N	L		
181	FEDERAL QUARRY	1.65	3	N	H		
183	LONG'S GULCH	4.20	3	N	L		
184.A	HARRINGTON HILL	0.25	3	N	H		
185	ASPEN RIDGE	2.60	3	N	H		
185.B	ELK MOUNTAIN RANCH	0.55	3	N	L		
185.C	FUTURITY GULCH	1.20	3	N	H		
186	BULL GULCH	2.75	3	N	L		
187	BASSAM	0.85	3	N	H		
188	CASTLE ROCK GULCH	5.20	3	N	L		
188.A	EAST CASTLE ROCK	0.92	3	N	L		
200	MARSHALL PASS	8.45	3	G	H		
201	SILVER CREEK	2.80	3	G	L		
202	O'HAVER LAKE	1.62	4	G	H		
202.A	O'HAVER LAKE CG	0.35	3	G	H		
219	POWERLINE	0.77	3	N	L		
221	GREEN CREEK	1.15	3	N	L		
224	LOST CREEK	0.53	3	G	L		
225	FOOSES CREEK	2.11	3	N	L		
226	PIPE	1.10	3	N	L		
228	TAYLOR MOUNTAIN	6.95	3	N	H		
231	MONARCH PARK CG	1.60	4	G	H		
234	MONARCH SKI AREA	1.00	4	G	L		
237	OLD MONARCH PASS	1.30	4	G	L		
240.A	ANGEL OF SHAVANO CG	0.29	3	G	H		
240.B	N FORK LAKE CG	0.41	3	N	H		
240.C	ANGEL OF SHAVANO TH	0.10	3	N	H		
250	PLACER CREEK	2.80	3	N	L		
251	DRONEY GULCH	1.88	3	N	L		
252	BLANK'S CABIN	3.50	3	N	L		
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	H		
272	BROWNS CREEK	2.90	3	G	H		
273	RASPBERRY GULCH	1.20	3	N	L		
274	EDDY CREEK	0.90	3	N	H		
290.B	CHALK CREEK SMR HOMES	0.20	3	G	L		
292	OLD CHALK CR	2.00	3	N,G	L		
292.A	ALPINE SPUR	0.10	3	G	L		
295	HANCOCK	5.00	3	N	L		
305	MCGEE GULCH	2.40	3	N	L		
306.A	COLLEGIATE PEAKS CG	1.05	3	G	H		
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L		
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	L		
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	L		
308	MUSHROOM GULCH	2.80	3	N	L		
309	CHUBB PARK	2.66	3	N	L		
311	SEVENMILE CREEK	5.85	3	N	L		
315	SHIELDS GULCH	2.60	3	N	L		
318	BUCKRAKE DRIVE	0.17	3	G	H		
344	SOUTH COTTONWOOD	9.75	4,3	G,N	H		
344.A	COTTONWOOD LAKE PG	0.20	3	G	L		
344.B	COTTONWOOD LAKE CG	0.60	3	G	H		
375	FOURMILE CREEK	5.50	3	N	H		
376	LENHARDY CUTOFF	1.00	3	N	L		
377	HOMESTAKE PIPELINE	1.20	3	N	L		
6	HAYDEN CREEK	1.30	3	N	H		
6.2A	COALDALE CG	0.20	3	N	H		
6.3B	HAYDEN CREEK CG	0.15	3	G	H		
TOTAL SALRD MILEAGE:						112.41	

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	L	
140.A	COMANCHE/VENABLE TH	0.42	3	N	H	
140.B	ALVARADO CG	0.98	3	G	H	
140.BA	ALVARADO SW LOOP	0.15	3	G	H	
140.C	ALVARADO CG LOOP 1	0.31	3	G	H	
143	OAK CREEK GRADE	4.85	4	G	H	
172	GIBSON	0.25	3	N	L	
198	LAKE CREEK	0.56	3	G	H	
274	LOCKE MTN	6.39	3	G,N	H	
287	SMITH CREEK	0.28	3	G	L	
300	LAKE CREEK CG	0.35	3	G	H	
303	OAK CREEK CG	0.60	3	N	H	
310	LEWIS CREEK	0.42	3	G	L	
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	H	
313	CANON CITY AD. SITE	0.04	3	N	L	
316	MEADE	1.59	3	N	H	
317	OVERFLOW	0.19	3	G	L	
319	LAZY ACRES	0.41	3	N	L	
337	DUCKETT	1.18	3	G,N	H	
34	NORTH FORK	4.23	3	G	H	
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	H	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	H	
360	OPHIR CREEK	8.14	3	G	H	
361	OPHIR CREEK CG	0.74	3	G	H	
369	GREENHORN MTN	18.11	3	G,N	L	
371	GANN LOOP	1.89	4	A	H	
372	SOUTHSIDE	0.21	4	A	H	
373	LA VISTA	0.53	4	A	H	
373.A	LA VISTA C.G. SPUR	0.03	4	A	H	
374	ST. CHARLES	0.83	4	A	H	
375	ST. CHARLES CG	0.26	4	A	H	
376	CISNEROS T.H.	0.22	4	A	L	
380	ORGANIZATION	0.84	3	G	L	
382	DAVENPORT CG	1.51	3	G	H	
383	DITCH CREEK	3.51	3	G,N	L	
386	SOUTH HARDSCRABBLE	3.79	3	G	L	
387	NORTH CREEK	0.20	3	A	L	
388	BABCOCK HOLE	0.40	3	N	L	
414	SPRING CREEK PG	0.10	3	G	L	
418	LA VETA WORK CENTER	0.10	3	G	L	
421	EAST INDIAN CREEK	0.78	3	G,N	L	
422	BLUE LAKES	5.00	3	G	H	
422.A	BLUE LAKES CG	0.20	3	G	H	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	H	
422.B	BEAR LAKE CG	0.23	3	G	H	
427	BARTLETT	1.90	3	G,N	L	
436	TRINCHERA	0.19	3	G	H	
46	CORDOVA PASS	6.04	3	N	H	
559	MEDANO PASS	7.36	3	N	L	
559.A	MUDDY CREEK CG LOOP	0.09	3	N	L	
583	MOSCA PASS	0.73	3	N	H	
630	WILLIAMS CREEK	5.93	3	N	H	
634	GARDNER	9.22	3	N	H	
TOTAL SCRD MILEAGE: 103.67						
TOTAL PSI MILEAGE: 626.62						

APPENDIX B5						SPECIALIST ROAD RATINGS: FOREST MANAGEMENT ACCESS BENEFIT					
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, primary access to high priority areas M=Moderate, primary access to medium priority areas L=Low, access to low priority areas or secondary access	COMMENTS					
RANGER DISTRICT: PIKES PEAK RD											
200.A	TRAIL CREEK CG	0.1	3	N	L						
300	RAMPART RANGE	36.32	3	N	L						
300.B	SPRINGDALE CG	0.35	3	N	L						
300.L	MICROWAVE	0.25	3	N	L						
301	EAGLE LAKE	0.15	3	N	L						
303	NORTHFIELD	4.8	3	N	L						
303.B	STANLEY MICROWAVE	1.07	3	N	L						
306	LAKE CIRCLE DRIVE	3.53	5	A	L						
306.A	MEADOW RIDGE CG	0.7	5	A	L						
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	L						
306.B	THUNDER RIDGE CG	0.65	5	A	L						
306.C	PROMONTORY PG	1	5	A	L						
306.D	BPW TRAILHEAD	0.1	4	A	L						
306.E	WILDCAT OVERLOOK	0.1	5	A	L						
306.F	DIKESIDE PARKING	0.45	5	A	L						
308	SKELTON RIDGE	0.65	3	N	L						
312	FARRISH MEMORIAL	1.62	3	N	L						
312.A	CARROLL LAKES	0.35	3	N	L						
315	BEAVER CREEK S. H.	2.7	3	N	L						
320	MOUNT HERMAN	13.7	3	N,A	L						
321	MONUMENT FIRE CENTER	1.57	3	N	H						
321.D	HOUSE	0.18	3	N	L						
321.E	HELIBASE	0.35	3	N	L						
328	NICHOLS RESERVOIR	0.25	3	N	L						
328.A	NICHOLS SOUTH	0.5	3	N	L						
333	CATAMOUNT SHORTCUT	0.8	3	N	L						
334	PIKES PEAK HWY	19.2	5	A,N	H						
334.A	CROWE GULCH PG	0.1	4	N	L						
334.B	CRYSTAL RESERVOIR O/L	0.1	4	G	L						
334.C	CRYSTAL RESERVOIR	1	3	N	L						
334.D	HALFWAY PG	0.3	3	N	L						
334.E	GLEN COVE PG	0.2	4	A	L						
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	L						
335	RED ROCKS	0.6	3	N	L						
335.A	RED ROCKS SPUR	0.4	3	N	L						
335.B	RED ROCKS CG	0.3	3	N	L						
336	QUAKER RIDGE	1.2	3	N	L						
337	CRYSTOLA S.H.	0.94	3	A,N	L						
338.B	SOUTH MEADOWS CG	0.8	4	A	L						
338.BA	SOUTH MEADOWS CG	0.1	4	A	L						
338.BB	SOUTH MEADOWS CG	0.1	4	A	L						
338.BC	SOUTH MEADOWS CG	0.02	4	A	L						
338.BD	SOUTH MEADOWS CG	0.05	4	A	L						
338.C	PIKE COMMUNITY PG	0.5	4	A	L						
338.D	COLORADO CG MAIN LOOP	0.85	4	A	L						
338.DA	COLORADO CG MIDDLE	0.35	4	A	L						
338.DB	COLORADO CG NORTH	0.09	4	A	L						
338.E	MANITOU PG	0.38	4	A	L						
338.EA	MANITOU PG NORTH	0.35	4	A	L						
340.A	PAINTED ROCK CG-East	0.25	3	N	L						
340.AA	PAINTED ROCK CG-West	0.2	3	N	L						
342	LIONS CAMP	1.1	3	N	L						
342.A	TEMPLED HILLS	0.4	3	N	L						
345	LOWER JOHNS GULCH	2.2	3	N	L						
346	HOTEL GULCH	1	3	N	L						
350	RAINBOW FALLS	2.06	3	N	L						
352	TROUT CREEK RANCH	0.3	3	G	L						
353	WOODLAND PARK WC	0.77	3	N	L						
353.A	BONEYARD	0.21	3	N	L						
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	L						
356.B	HIDDEN VALLEY RANCH	0.6	3	N	L						
357	RULE RIDGE	2	3	N	L						
357.N	HARRY'S DRIVE	0.1	3	N	L						
361.A	WILDHORN CG	0.2	3	N	L						
368	OLD STAGE	2.53	3	N	L						
369	TRANSMITTER	0.9	3	G	L						
370	GOLD CAMP	17.75	4	A,N	H						
370.A	BEAR TRAP	0.35	3	N	L						
370.B	WYE CG	0.5	3	N	L						
371	EMERALD VALLEY	1.5	3	N	L						
372	EAST BEAVER	3.6	3	N	L						
376	SEVEN LAKES	3.3	3	N	L						
383	UPPER FOURMILE	3.75	3	N	L						
383.A	THE CRAGS CG	0.3	3	N	L						
391	SAWMILL	1.1	3	N	L						
TOTAL PPRD MILEAGE:		147.74									

RANGER DISTRICT: SOUTH PARK RD						
107	PEASE SPRINGS	5.50	3	N	L	
108	PARKER	5.35	3	N	L	
112.1A	HAPPY MEADOWS CG	0.10	3	N	L	
141	CABIN SPRING	5.00	3	G,N	L	
18.2A	HORSESHOE CG	0.60	3	G	L	
18.2C	FOURMILE CG	0.24	3	G	L	
203	ROUND MOUNTAIN CG	0.61	3	N	L	
210	PLATTE SPRINGS	2.15	3	N	L	
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A	L	
33	BOREAS PASS	9.60	3	G,N	H	
33.3A	SELKIRK	1.25	3	N	L	
361	WILDHORN RANCH	1.80	3	N	L	
367.1A	TAYLOR SPUR	0.60	3	N	L	
37	JEFFERSON LAKE	4.09	3	G,A	L	
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N	L	
37.2C	LODGEPOLE CG	0.40	3	G	L	
37.2D	ASPEN CG	0.20	3	G	L	
37.2E	BEAVER PONDS PG	0.10	3	G	L	
37.2F	JEFFERSON CREEK CG	0.30	3	G	L	
37.2G	JEFFERSON LAKE PG	0.20	3	G	L	
39	ROCK CREEK HILLS	4.71	3	N	L	
407	HOOSIER PASS OVERLOOK	0.10	3	G	L	
431	BUFFALO PEAKS	8.88	3	G	H	
431.2B	BUFFALO SPRINGS CG	0.60	3	G	L	
435	SALT CREEK	6.60	3	N	L	
436	SOUTH SALT CREEK	1.26	3	N	L	
438	BONE YARD	0.20	3	G	L	
439	SOUTH PARK RS	0.20	4	A	L	
440	FAIRPLAY WC	0.30	3	G	L	
54	MICHIGAN CREEK	7.10	3	G	L	
54.3D	MICHIGAN CREEK CG	0.50	3	G	L	
56	LOST PARK	17.66	3	G,N	H	
56.3A	LOST PARK CG	0.56	3	G	L	
61.A	BLUE MOUNTAIN CG	0.60	3	N	L	
652	WEBBER PARK	1.70	3	N	L	
659	W BEAVER CREEK	3.68	3	G,N	L	
77.A	SPRUCE GROVE CG	0.45	3	G	L	
77.B	TWIN EAGLES PG	0.30	3	N	L	
801.A	SELKIRK CG	0.33	3	N	L	
813	INGRAM	0.30	3	N	L	
858	QUARTZVILLE	0.50	3	G	L	
94.1A	LAKE GEORGE RS	0.30	3	G	L	
96	ELEVENMILE CANYON	8.70	3	G	H	
96.A	RIVERSIDE CG	0.15	3	N	L	
96.B	O BRIEN PG	0.10	3	N	L	
96.C	ELEVENMILE CANYON PG	0.10	3	N	L	
96.D	MESSENGER GULCH PG	0.10	3	N	L	
96.E	SPRINGER GULCH CG	0.50	3	N	L	
96.F	SLEEPING TOM SH	1.00	3	N	L	
96.G	COVE CG	0.30	3	N	L	
96.H	IDLEWILDE PG	0.10	3	N	L	
96.I	SPILLWAY CG	0.60	3	N	L	
96.J	ELEVENMILE FISHING	0.10	3	N	L	
TOTAL SPKRD MILEAGE:		106.92				

RANGER DISTRICT: SOUTH PLATTE RD						
100.A	DEER CREEK CG	0.13	3	N	L	
102	ELK CREEK	0.29	3	N	L	
102.A	CAMP ROSALIE	0.11	3	N	L	
109.A	LESLIE DEAL	0.20	3	N	L	
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	L	
110	HAPPY TOP	1.30	3	N	L	
115	AG RANCH	0.40	3	A,G	L	
115.A	AG RANCH SPUR	0.24	3	N	L	
118.A	GENEVA CREEK PG	0.10	3	N	L	
118.B	WHITESIDE PG	0.10	3	N	L	
118.C	THREEMILE CR TRHD	0.02	3	N	L	
118.D	BURNING BEAR CG	0.20	3	N	L	
119	UPPER GENEVA	0.40	3	G	L	
119.A	DUCK CREEK PG	0.10	3	G	L	
119.B	GENEVA PARK CG	0.46	3	N	L	
120.2A	HANDCART CG	0.10	3	N	L	
120.2B	HALL VALLEY CG	0.15	3	N	L	
125	TIMBER LINE	0.30	3	N	L	
125.A	TIMBER LINE CG	0.20	3	N	L	
126	TWIN CONES	1.00	3	N	L	
126.C	KENOSHA PASS PG	0.20	3	N	L	
211	MATUKAT	17.70	3	N	H	
211.J	GOOSE CREEK CG	0.30	3	N	L	
211.M	MOLLY GULCH CG	0.40	3	N	L	
211.O	CHEESMAN	0.20	3	N	L	
300	RAMPART RANGE	20.21	3	N,G	H	
300.M	TOPAZ POINT PG	0.05	3	N	L	
300.N	TELEPHONE	0.20	3	N	L	
300.O	DEVILS HEAD TH/CG	0.65	3	N	L	
300.P	DEVILS HEAD CG	0.38	3	N	L	
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	L	
300.Q	DEVILS HEAD CG	0.20	3	N	L	
300.R	CABIN RIDGE PG	0.25	3	N	L	
300.S	OBS PT O/L	0.10	3	N	L	
300.T	FLAT ROCK CG	0.55	3	N	L	
300.U	SUNSET POINT	0.06	3	N	L	
47.A	MERIDIAN CG	0.47	3	N	L	
502	JACKSON CREEK SOUTH	4.00	3	N	L	
502.2	JACKSON CREEK NORTH	1.80	3	N	L	
502.B	JACKSON CREEK CG	0.30	3	N	L	
507	RIM	1.85	3	N	L	
513	INDIAN CREEK CG	0.40	3	N	L	
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	L	
516	ARCHERY RANGE	0.80	3	N	L	
518	SUGAR CREEK	8.20	3	N	H	
520	SADDLE STRING RANCH	0.65	3	N	L	
523	NINE-J	5.27	3	N	L	
528.A	LONE ROCK CG	0.32	4	A	L	
528.B	CHEESMAN TH	0.10	4	A	L	
528.D	KELSEY CG	0.30	3	A	L	
531	BUFFALO CREEK W.C.	0.20	3	N	L	
533	SO PLATTE RIVER	5.66	4	A,N	H	
533.B	BRIDGE CROSSING PG	0.10	3	N	L	
533.C	PLATTE RIVER CG	0.10	3	N	L	
533.D	OUZEL CG	0.10	3	N	L	
533.E	SCRAGGY VIEW PG	0.05	3	N	L	
533.F	WILLOW BEND PG	0.05	3	N	L	
533.G	OSPREY CG	0.10	3	N	L	
533.H	FROG ROCK	0.20	3	N	L	
533.I	CHUTES PARKING	0.05	3	N	L	
533.J	COLORADO TRAIL PRKNG	0.10	3	N	L	
541	FLYING G	1.30	3	N	L	
543.F	MEADOWS GROUP CG	0.55	3	N	L	
543.FA	BUFFALO TH	0.10	3	G	L	
543.G	GREEN MTN CG	0.15	3	N	L	
543.H	ROLLING CREEK TRHD	0.26	3	N	L	
550	REDSKIN	8.87	3	A,N,G	H	
550.B	BUFFALO CREEK CG	0.50	3	N	L	
550.C1	HULBURT	0.20	3	N	L	
550.F	LOST ACRES	0.10	3	N	L	
550.G	MERCHANT	0.30	3	N	L	
550.H	LITTLE SCRAGGY TH	0.20	3	N	L	
553	EOS MILL	1.40	3	N	L	
556	SHADY BROOK	1.95	3	N	L	
558	GOOSE CR TRAILHEAD	1.30	3	N	L	
559	INDIAN CREEK WC	0.10	3	N	L	
560	STONE PASS	10.80	3	N	L	
811	T-PIT	1.30	3	N	L	
849	WELL	0.20	3	A,N	L	
849.A	KENOSHA PASS CG	0.30	3	N	L	
TOTAL SPLTRD MILEAGE:		108.83				

RANGER DISTRICT: LEADVILLE RD						
100	WURTS DITCH	0.70	3	N	L	
103	SAINT KEVIN	1.30	3	N	L	
103.A	PUMP STATION	0.10	3	N	L	
104.A	SOUTH PORTAL SIGN	0.10	3	A	L	
104.B	ABE LEE	0.50	3	N	L	
104.D	MAY QUEEN CG	1.50	4	A	L	
104.DA	BUTCHER BOY PG	0.25	4	A	L	
104.F	SHIMMERING POINT O/L	0.10	3	G	L	
104.H	MOSQUITO VIEW OV	0.10	3	G	L	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L	
104.K	TABOR BOAT RAMP	0.60	4	A	L	
104.L	LADY OF THE LAKE PG	0.30	4	A	L	
104.M	BABY DOE CG	1.20	4	A	L	
104.N	FATHER DYER CG	0.40	4	A	L	
104.O	PRINTER BOY GROUP CG	0.50	4	A	L	
104.P	SANITARY STATION	0.10	4	A	L	
104.Q	BELLE OF COLO CG	0.40	4	A	L	
104.R	MOLLY BROWN CG	1.50	4	A	L	
104.S	SANITARY STATION	0.10	4	A	L	
104.T	SEWAGE PLANT	0.10	3	G	L	
104.U	MATCHLESS BOAT RAMP	0.90	4	A	L	
104.V	MAID OF ERIN PG	0.25	4	A	L	
104.W	SILVER DOLLAR CG	1.65	4	A	L	
105.B	NATIVE TRAIL LOT	0.10	3	N	L	
105.C	WINDSOR TRAIL LOT	0.10	3	N	L	
110	HALFMOON	4.10	3	N	L	
110.F	HALFMOON CG	0.80	3	G	L	
110.G	EMERALD LAKE PG PKG	0.10	3	N	L	
110.H	ELBERT CR CG	0.40	3	G	L	
110.I	MT. ELBERT TH	0.20	3	G	L	
110.L	MT. MASSIVE TH	0.10	3	G	L	
112.E	CRYSTAL LAKES EAST	0.30	3	G	L	
112.S	CRYSTAL LAKES FA	0.40	3	G	L	
112.W	CRYSTAL LAKES WEST	0.20	3	A	L	
113	DDH HEADGATES	2.60	3	G,N	L	
116	PARRY PEAK CG	0.30	3	G	L	
116.A	NORTH CG LOOP	0.20	3	G	L	
116.B	SOUTH CG LOOP	0.20	3	G	L	
125.A	LAKEVIEW CG	2.40	3	G	L	
126	TWIN PEAKS CG	0.80	3	G	L	
127.A	NORTH PORTAL SIGN	0.10	4	A	L	
140	BEAVER LAKES	2.90	4	G	L	
170	DEXTER POINT REC AREA	0.60	4,3	A,G	L	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	
171	UPPER LAKE ACCESS	1.10	3	G	L	
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	
171.C	RED ROOSTER LOOP	0.20	3	G	L	
172	WHITESTAR CG	0.20	3	A,G	L	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	L	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	L	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	L	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	L	
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L	
390	CLEAR CREEK	7.85	3	G	H	
398	LOST CANYON	3.60	3	N	L	
TOTAL LDVLRD MILEAGE:		47.05				

RANGER DISTRICT: SALIDA RD						
162.A	MT PRINCETON CG	0.30	3	G	L	
162.B	CHALK LAKE CG	0.20	3	G	L	
162.C	CHALK LAKE	0.10	3	G	L	
162.D	CASCADE CG	0.40	3	G	L	
174	HERRING PARK	1.80	3	N	L	
181	FEDERAL QUARRY	1.65	3	N	L	
183	LONG'S GULCH	4.20	3	N	L	
184.A	HARRINGTON HILL	0.25	3	N	L	
185	ASPEN RIDGE	2.60	3	N	L	
185.B	ELK MOUNTAIN RANCH	0.55	3	N	L	
185.C	FUTURITY GULCH	1.20	3	N	L	
186	BULL GULCH	2.75	3	N	L	
187	BASSAM	0.85	3	N	H	
188	CASTLE ROCK GULCH	5.20	3	N	L	
188.A	EAST CASTLE ROCK	0.92	3	N	L	
200	MARSHALL PASS	8.45	3	G	H	
201	SILVER CREEK	2.80	3	G	L	
202	O'HAVER LAKE	1.62	4	G	L	
202.A	O'HAVER LAKE CG	0.35	3	G	L	
219	POWERLINE	0.77	3	N	L	
221	GREEN CREEK	1.15	3	N	L	
224	LOST CREEK	0.53	3	G	L	
225	FOOSES CREEK	2.11	3	N	L	
226	PIPE	1.10	3	N	L	
228	TAYLOR MOUNTAIN	6.95	3	N	L	
231	MONARCH PARK CG	1.60	4	G	L	
234	MONARCH SKI AREA	1.00	4	G	L	
237	OLD MONARCH PASS	1.30	4	G	L	
240.A	ANGEL OF SHAVANO CG	0.29	3	G	L	
240.B	N FORK LAKE CG	0.41	3	N	L	
240.C	ANGEL OF SHAVANO TH	0.10	3	N	L	
250	PLACER CREEK	2.80	3	N	H	
251	DRONEY GULCH	1.88	3	N	H	
252	BLANK'S CABIN	3.50	3	N	H	
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	L	
272	BROWNS CREEK	2.90	3	G	L	
273	RASPBERRY GULCH	1.20	3	N	L	
274	EDDY CREEK	0.90	3	N	L	
290.B	CHALK CREEK SMR HOMES	0.20	3	G	L	
292	OLD CHALK CR	2.00	3	N,G	H	
292.A	ALPINE SPUR	0.10	3	G	L	
295	HANCOCK	5.00	3	N	L	
305	MCGEE GULCH	2.40	3	N	L	
306.A	COLLEGIATE PEAKS CG	1.05	3	G	L	
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L	
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	L	
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	L	
308	MUSHROOM GULCH	2.80	3	N	L	
309	CHUBB PARK	2.66	3	N	L	
311	SEVENMILE CREEK	5.85	3	N	L	
315	SHIELDS GULCH	2.60	3	N	L	
318	BUCKRAKE DRIVE	0.17	3	G	L	
344	SOUTH COTTONWOOD	9.75	4,3	G,N	H	
344.A	COTTONWOOD LAKE PG	0.20	3	G	L	
344.B	COTTONWOOD LAKE CG	0.60	3	G	L	
375	FOURMILE CREEK	5.50	3	N	L	
376	LENHARDY CUTOFF	1.00	3	N	L	
377	HOMESTAKE PIPELINE	1.20	3	N	L	
6	HAYDEN CREEK	1.30	3	N	L	
6.2A	COALDALE CG	0.20	3	N	L	
6.3B	HAYDEN CREEK CG	0.15	3	G	L	
TOTAL SALRD MILEAGE:		112.41				

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	L	
140.A	COMANCHE/VENABLE TH	0.42	3	N	L	
140.B	ALVARADO CG	0.98	3	G	L	
140.BA	ALVARADO SW LOOP	0.15	3	G	L	
140.C	ALVARADO CG LOOP 1	0.31	3	G	L	
143	OAK CREEK GRADE	4.85	4	G	L	
172	GIBSON	0.25	3	N	L	
198	LAKE CREEK	0.56	3	G	L	
274	LOCKE MTN	6.39	3	G,N	L	
287	SMITH CREEK	0.28	3	G	L	
300	LAKE CREEK CG	0.35	3	G	L	
303	OAK CREEK CG	0.60	3	N	L	
310	LEWIS CREEK	0.42	3	G	L	
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	L	
313	CANON CITY AD. SITE	0.04	3	N	L	
316	MEADE	1.59	3	N	L	
317	OVERFLOW	0.19	3	G	L	
319	LAZY ACRES	0.41	3	N	L	
337	DUCKETT	1.18	3	G,N	L	
34	NORTH FORK	4.23	3	G	L	
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	L	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	L	
360	OPHIR CREEK	8.14	3	G	H	
361	OPHIR CREEK CG	0.74	3	G	L	
369	GREENHORN MTN	18.11	3	G,N	H	
371	GANN LOOP	1.89	4	A	L	
372	SOUTHSIDE	0.21	4	A	L	
373	LA VISTA	0.53	4	A	L	
373.A	LA VISTA C.G. SPUR	0.03	4	A	L	
374	ST. CHARLES	0.83	4	A	L	
375	ST. CHARLES CG	0.26	4	A	L	
376	CISNEROS T.H.	0.22	4	A	H	
380	ORGANIZATION	0.84	3	G	L	
382	DAVENPORT CG	1.51	3	G	L	
383	DITCH CREEK	3.51	3	G,N	H	
386	SOUTH HARDSCRABBLE	3.79	3	G	H	
387	NORTH CREEK	0.20	3	A	H	
388	BABCOCK HOLE	0.40	3	N	L	
414	SPRING CREEK PG	0.10	3	G	L	
418	LA VETA WORK CENTER	0.10	3	G	L	
421	EAST INDIAN CREEK	0.78	3	G,N	H	
422	BLUE LAKES	5.00	3	G	L	
422.A	BLUE LAKES CG	0.20	3	G	L	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	L	
422.B	BEAR LAKE CG	0.23	3	G	L	
427	BARTLETT	1.90	3	G,N	L	
436	TRINCHERA	0.19	3	G	L	
46	CORDOVA PASS	6.04	3	N	H	
559	MEDANO PASS	7.36	3	N	H	
559.A	MUDDY CREEK CG LOOP	0.09	3	N	L	
583	MOSCA PASS	0.73	3	N	H	
630	WILLIAMS CREEK	5.93	3	N	L	
634	GARDNER	9.22	3	N	L	
TOTAL SCRD MILEAGE: 103.67						
TOTAL PSI MILEAGE: 626.62						

HUC6 #	HUC NAME	WCC	Road ID	Road NAME	Length of Road within Watershed	Road Density	# of Strm_xings	Length of Road within Highly Erodible Soils	percent	Length of Road within 300' from a Stream	percent	RATING	comments
101900010101	South Fork Headwaters	2	431	BUFFALO PEAKS	1.93	0.04	3	0.00	0.00	0.55	28.38	2	gravel, low density, no he, but most by stream, lot of crossings
101900010103	Antero Reservoir	2	431	BUFFALO PEAKS	6.95		10	0.51	7.28	5.81	83.64	2	gravel, low density, no he, but most by stream, lot of crossings
101900010103	Antero Reservoir		431.2B	BUFFALO SPRINGS C	0.57		0	0.00	0.00	0.05	9.58	1	short, gravel, no crossings
	TOTAL				7.51	0.10	10	0.51	6.73	5.87	78.07		
101900010104	Salt Creek	3	435	SALT CREEK	6.48		7	0.80	12.35	2.69	41.61	2	N, lot of sc, some he, lot by stream
101900010104	Salt Creek		436	SOUTH SALT CREEK	1.23		2	0.00	0.00	0.85	69.36	2	N, lot of sc for short road, high % by stream, 2 ws (crosses divide to ark)
	TOTALS				7.70	0.23	9	0.80	10.38	3.55	46.03		
101900010106	Upper Agate Creek	2	107	PEASE SPRINGS	1.10		0	0.00	0.00	0.85	77.56	2	N, high % by stream, also in 2 other Ark side WS
101900010106	Upper Agate Creek		108	PARKER	1.17		1	0.00	0.00	0.42	35.80	1	N, lower % by stream, also in 2 other WS
	TOTALS				2.27	0.04	1	0.00	0.00	1.27	55.98		
101900010109	Fourmile Creek	2	18.2A	HORSESHOE CG	0.68		1	0.00	0.00	0.17	24.78	1	G, short, not many xings or he, not much by stream
101900010109	Fourmile Creek		18.2C	FOURMILE CG	0.25		0	0.00	0.00	0.04	15.61	1	G, short, not many xings or he, not much by stream
	TOTALS				0.93	0.02	1	0.00	0.00	0.21	22.33		
101900010201	Middle Fork Headwaters	2	407	HOOSIER PASS OVE	0.06		1	0.00	0.00	0.06	100.00	1	G, short
101900010201	Middle Fork Headwaters		858	QUARTZVILLE	0.62		1	0.00	0.00	0.16	26.34	1	g, short,
	TOTALS				0.68	0.02	2	0.00	0.00	0.22	32.88		
101900010203	Fairplay	2	438	BONE YARD	0.12		0	0.00	0.00	0.00	0.00	1	G, short
101900010203	Fairplay		439	SOUTH PARK RS	0.09		0	0.00	0.00	0.00	0.00	1	A, short
101900010203	Fairplay		440	FAIRPLAY WC	0.25		0	0.00	0.00	0.00	0.00	1	G, short
101900010203	Fairplay		659	W BEAVER CREEK	3.68		2	0.10	2.68	2.78	75.53	2	G/N, crossings, 75% by stream
	TOTALS				4.14	0.10	2	0.10	2.38	2.78	67.08		
101900010303	Three Mile Creek	2	108	PARKER	3.65	0.11	1	0.00	0.00	0.97	26.51	1	N, lower % by stream, also in 2 other WS
101900010401	Elevenmile Canyon	3	61.A	BLUE MOUNTAIN CG	0.57		0	0.00	0.00	0.27	48.28	2	N, half by stream, WCC3 WS
101900010401	Elevenmile Canyon		94.1A	LAKE GEORGE RS	0.28		0	0.00	0.00	0.00	0.00	1	G, short, no xings
101900010401	Elevenmile Canyon		96	ELEVENMILE CANYC	8.68		12	2.31	26.62	8.48	97.65	3	G, all by stream, lot of crossings WCC3, 2 ws
101900010401	Elevenmile Canyon		96.A	RIVERSIDE CG	0.13		0	0.00	0.00	0.13	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.B	O BRIEN PG	0.06		0	0.00	0.00	0.06	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.C	ELEVENMILE CANYC	0.05		0	0.01	28.10	0.05	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.D	MESSENGER GULCH	0.06		0	0.00	0.00	0.06	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.E	SPRINGER GULCH C	0.36		0	0.00	0.00	0.36	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.F	SLEEPING TOM SH	0.82		0	0.01	1.13	0.04	4.39	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.G	COVE CG	0.17		0	0.09	49.40	0.17	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.H	IDLEWILDE PG	0.11		0	0.03	29.65	0.11	99.60	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.I	SPILLWAY CG	0.38		0	0.00	0.00	0.38	100.00	3	N, most by stream, WCC3 WS
101900010401	Elevenmile Canyon		96.J	ELEVENMILE FISHIN	0.17		1	0.00	0.00	0.12	66.48	3	N, most by stream, WCC3 WS
	TOTALS				11.85	0.22	13	2.45	20.70	10.23	86.35		
101900010402	Pulver Gulch	3	203	ROUND MOUNTAIN C	0.45		0	0.00	0.00	0.06	12.65	1	N, short, CG road, in 2 ws
101900010402	Pulver Gulch		24.1A	WILKERSON PASS C	0.16		0	0.00	0.00	0.00	0.00	1	A, short, overlook, no xings

	TOTALS				0.62	0.03	0	0.00	0.00	0.06	9.31		
101900010403	Lower Lake George	3	112.1A	HAPPY MEADOWS C	0.10		0	0.10	100.00	0.10	100.00	2	N, short, CG road, but by river and highly erodible
101900010403	Lower Lake George		203	ROUND MOUNTAIN C	0.18		0	0.00	0.00	0.00	0.00	1	N, short, CG road, in 2 ws
101900010403	Lower Lake George		210	PLATTE SPRINGS	0.71		1	0.00	0.00	0.12	16.29	1	N, short, low xings, low % by stream, 2 ws
	TOTALS				0.98	0.03	1	0.10	9.78	0.21	21.52		
101900010406	Twin Creek	3	96	ELEVENMILE CANYO	0.02	0.00	0	0.00	0.00	0.00	0.00	3	G, all by stream, lot of crossings WCC3, 2 ws
101900010501	Jefferson Creek	2	126	TWIN CONES	0.17		0	0.00	0.00	0.06	36.37	1	N, short, no xings, in 2 ws's
101900010501	Jefferson Creek		37	JEFFERSON LAKE	4.08		5	0.31	7.54	2.66	65.15	2	G, A, many crossings, lot w/in stream
101900010501	Jefferson Creek		37.2B	JEFFERSON BOUND	0.14		1	0.00	0.00	0.14	100.00	2	N, short, but 100%near stream
101900010501	Jefferson Creek		37.2C	LODGEPOLE CG	0.38		0	0.00	0.00	0.00	0.17	1	G, short, not much near stream
101900010501	Jefferson Creek		37.2D	ASPEN CG	0.18		0	0.00	0.00	0.00	0.00	1	G, short, not much near stream
101900010501	Jefferson Creek		37.2E	BEAVER PONDS PG	0.07		0	0.00	0.00	0.03	45.22	1	G, short, not much near stream
101900010501	Jefferson Creek		37.2F	JEFFERSON CREEK	0.29		1	0.00	0.00	0.26	91.14	2	G, but high % near stream
101900010501	Jefferson Creek		37.2G	JEFFERSON LAKE P	0.20		0	0.00	0.00	0.00	0.00	1	G, short, not much near stream
101900010501	Jefferson Creek		39	ROCK CREEK HILLS	0.37		0	0.00	0.00	0.00	0.00	1	N, no crossing, no he small near stream, 4 ws
101900010501	Jefferson Creek		56	LOST PARK	1.64		3	0.00	0.00	1.22	74.33	2	G,N many crossings, much near stream, 3 ws
101900010501	Jefferson Creek		849	WELL	0.20		0	0.00	0.00	0.00	0.00	1	A, N, short, well road
101900010501	Jefferson Creek		849.A	KENOSHA PASS CG	0.09		0	0.00	0.00	0.00	0.00	1	N, short, CG road, 2 ws
	TOTALS				7.79	0.18	10	0.31	3.95	4.36	55.97		
101900010502	Michigan Creek	2	54	MICHIGAN CREEK	7.10		6	0.02	0.33	2.12	29.88	2	G, several xings, 30% nr. Stream
101900010502	Michigan Creek		54.3D	MICHIGAN CREEK C	0.34		0	0.00	0.00	0.13	39.13	1	G, short, no crossings, CG road
						0.18							
101900010503	Upper Tarryall Creek	2	33	BOREAS PASS	9.25		5	2.04	22.01	1.16	12.56	2	G, N, several crossings, some he, close to stream, 2 watersheds
101900010503	Upper Tarryall Creek		33.3A	SELKIRK	1.31		1	0.13	9.68	0.12	9.56	1	N, short, one crossing, only 10 % he, close to stream
101900010503	Upper Tarryall Creek		801.A	SELKIRK CG	0.31		0	0.00	0.00	0.05	14.57	1	N, short, CG road
	TOTALS				10.86	0.30	6	2.16	19.90	1.33	12.26		
101900010504	Park Gulch	2	33	BOREAS PASS	0.27	0.01	0	0.00	0.00	0.00	0.00	2	G, N, several crossings, some he, close to stream, 2 watersheds
101900010505	Mich-Tarryall	2	39	ROCK CREEK HILLS	1.88	0.09	0	0.00	0.00	0.70	37.44	1	N, no crossing, no he small near stream, 4 ws
101900010601	Lower Tarryall	2	141	CABIN SPRING	4.83		5	0.00	0.00	2.39	49.57	2	G, N, 5 crossings, 50% by stream
101900010601	Lower Tarryall		39	ROCK CREEK HILLS	0.68		0	0.00	0.00	0.16	23.21	1	N, no crossing, no he small near stream, 4 ws
	TOTALS				5.51	0.09	5	0.00	0.00	2.55	46.30		
101900010602	Rock Creek	2	39	ROCK CREEK HILLS	1.86		1	0.00	0.00	0.18	9.84	1	N, no crossing, no he small near stream, 4 ws
101900010602	Rock Creek		56	LOST PARK	9.80		12	0.00	0.00	7.04	71.82	2	G,N many crossings, much near stream, 3 ws
101900010602	Rock Creek		813	INGRAM	0.31		2	0.00	0.00	0.26	81.96	2	N, short but 2 crossings and 82% near stream
	TOTALS				11.98	0.26	15	0.00	0.00	7.48	62.45		
101900010605	Puma City	2	652	WEBBER PARK	1.69		1	0.00	0.00	0.36	21.45	1	N, short, only 1 crossing, 22% near stream
101900010605	Puma City		77.A	SPRUCE GROVE CG	0.47		0	0.00	0.00	0.18	38.36	1	G, short, no xings,

101900010605	Puma City		77.B	TWIN EAGLES PG	0.30		0	0.00	0.00	0.30	100.00	2	N, short, but 100% near stream
	TOTALS				2.46	0.06	1	0.00	0.00	0.84	34.23		
101900010607	Tappan Mountain	2	210	PLATTE SPRINGS	1.02	0.04	1	0.00	0.00	0.19	18.13	1	N, short, low xings, low % by stream, 2 ws
101900020101	Cheeseman Reservoir	3	211	MATUKAT	4.03		4	0.32	7.87	0.81	20.06	3	N, long, many crossings, he and lot near water, 3 ws
101900020101	Cheeseman Reservoir		211.O	CHEESMAN	0.18		0	0.11	62.35	0.10	56.13	3	N, short but high % he, high % near stream, 2 ws
101900020101	Cheeseman Reservoir		361	WILDHORN RANCH	1.80		4	0.00	0.00	1.31	72.66	3	N, 4 crossings, high % near stream
101900020101	Cheeseman Reservoir		367.1A	TAYLOR SPUR	0.57		0	0.00	0.00	0.33	58.63	2	N, short, but in WCC 3 and high % near stream, 2ws
101900020101	Cheeseman Reservoir		523	NINE-J	1.92		0	0.14	7.14	0.00	0.00	2	N, no crossings, but in WCC 3, 3 ws
101900020101	Cheeseman Reservoir		560	STONE PASS	0.06		0	0.00	0.00	0.00	0.00	3	N, crossings in other 2 ws, high % near streams
	TOTALS				8.56	0.14	8	0.57	6.63	2.55	29.82		
101900020102	Lost Creek	2	56	LOST PARK	6.22		3	0.03	0.47	3.73	59.92	2	G,N many crossings, much near stream, 3 ws
101900020102	Lost Creek		56.3A	LOST PARK CG	0.18		0	0.00	0.00	0.03	16.36	1	G, short, CG road
	TOTALS				6.40	0.15	3	0.03	0.45	3.75	58.68		
101900020104	Goose Creek	2	211	MATUKAT	8.77		8	0.04	0.49	2.62	29.94	3	N, long, many crossings, he and lot near water, 3 ws
101900020104	Goose Creek		211.J	GOOSE CREEK CG	0.25		0	0.00	0.00	0.25	100.00	2	N, short, CG road, but 100% in floodplain
101900020104	Goose Creek		211.M	MOLLY GULCH CG	0.38		2	0.00	0.00	0.32	84.75	3	N, short, Closed CG road, Crossing damage after fire, poorly located, DO NOT NEED
101900020104	Goose Creek		558	GOOSE CR TRAILHE	1.20		1	0.02	1.70	0.29	24.29	2	N, short, 1 crossing, 25% near stream
	TOTALS				10.60	0.35	11	0.06	0.60	3.49	32.89		
101900020105	Fourmile/ Deckers	3	523	NINE-J	1.93		0	0.00	0.00	0.02	1.23	2	N, no crossings, but in WCC 3, 3 ws
101900020105	Fourmile/ Deckers		528.A	LONE ROCK CG	0.35		0	0.00	0.00	0.17	47.26	2	A, but high % near stream, WCC 3
101900020105	Fourmile/ Deckers		556	SHADY BROOK	1.64		0	0.00	0.00	1.61	98.41	3	N, close to stream, 98% in floodplain
	TOTALS				3.92	0.23	0	0.00	0.00	1.80	45.96		
101900020106	Wigwam Creek	3	211	MATUKAT	4.65		2	1.22	26.32	1.70	36.54	3	N, long, many crossings, he and lot near water, 3 ws
101900020106	Wigwam Creek		211.O	CHEESMAN	0.02		0	0.00	0.00	0.00	0.00	3	N, short but high % he, high % near stream, 2 ws
101900020106	Wigwam Creek		528.B	CHEESMAN TH	0.08		0	0.05	56.41	0.08	100.00	2	A, short, but 100% near stream, high % he
101900020106	Wigwam Creek		541	FLYING G	1.36		4	0.13	9.83	1.36	100.00	3	N, 100% near stream, high fire impacts, several crossings
101900020106	Wigwam Creek		560	STONE PASS	8.25		6	0.10	1.16	3.97	48.09	3	N, many crossings, high % near stream, 2 other ws
	TOTALS				14.36	0.39	12	1.50	10.44	7.11	49.51		
101900020107	Waterton/Deckers	3	300	RAMPART RANGE	2.29		0	1.71	74.55	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, crosses 16 watersheds
101900020107	Waterton/Deckers		300.M	TOPAZ POINT PG	0.04		0	0.00	0.00	0.00	0.00	1	N, short, PG access, 2 ws
101900020107	Waterton/Deckers		300.N	TELEPHONE	0.09		0	0.08	83.61	0.00	0.00	2	N, short, but all in he, 2 ws
101900020107	Waterton/Deckers		300.O	DEVILS HEAD TH/CG	0.01		0	0.01	100.00	0.00	0.00	2	N, short, but all in he, 2 ws
101900020107	Waterton/Deckers		300.R	CABIN RIDGE PG	0.26		0	0.26	100.00	0.00	0.00	2	N, short, but all in he
101900020107	Waterton/Deckers		300.T	FLAT ROCK CG	0.24		0	0.08	32.37	0.00	0.00	1	N, short, less he, no streams, 2 ws
101900020107	Waterton/Deckers		516	ARCHERY RANGE	0.80		0	0.20	24.88	0.00	0.00	1	N, short, less he, no streams
101900020107	Waterton/Deckers		518	SUGAR CREEK	5.60		7	4.46	79.61	4.34	77.44	3	N, many crossings, high % near stream, needs paving!
101900020107	Waterton/Deckers		528.D	KELSEY CG	0.32		0	0.32	100.00	0.00	0.00	1	A, short, paved, high in ws
101900020107	Waterton/Deckers		533	SO PLATTE RIVER	5.64		11	4.13	73.22	5.61	99.54	3	A, N, high he, mostly near stream/river, needs paving all the way through!
101900020107	Waterton/Deckers		533.B	BRIDGE CROSSING	0.12		0	0.00	0.00	0.12	100.00	2	N, all w/in floodplain, but flat, not he
101900020107	Waterton/Deckers		533.C	PLATTE RIVER CG	0.07		0	0.00	0.00	0.07	100.00	2	N, all w/in floodplain, but flat, not he
101900020107	Waterton/Deckers		533.D	OUZEL CG	0.17		0	0.17	100.00	0.04	24.84	2	N, some in floodplain, all he
101900020107	Waterton/Deckers		533.E	SCRAGGY VIEW PG	0.18		2	0.15	85.34	0.18	100.00	2	N, short, w/in floodplain, mostly he

101900020107	Waterton/Deckers		533.F	WILLOW BEND PG	0.10	1	0.04	39.22	0.10	100.00	2	N, short, w/in floodplain, some he	
101900020107	Waterton/Deckers		533.G	OSPREY CG	0.17	0	0.13	77.18	0.10	55.24	2	N, short, w/in floodplain, some he	
101900020107	Waterton/Deckers		533.I	CHUTES PARKING	0.08	0	0.08	100.00	0.08	100.00	2	N, short, w/in floodplain, some he	
101900020107	Waterton/Deckers		533.J	COLORADO TRAIL P	0.11	1	0.01	11.80	0.11	100.00	2	N, short, w/in floodplain, some he	
101900020107	Waterton/Deckers		550	REDSKIN	0.11	0	0.00	0.00	0.00	0.00	2	A,N,G, 3 ws, several crossings, some he, some floodplain	
	TOTALS				16.40		0.20	22	11.82	72.08		10.75	65.56
101900020301	North Fork Headwaters	3	120.2A	HANDCART CG	0.09	0	0.00	0.00	0.03	32.05	1	N, short, CG road	
101900020301	North Fork Headwaters		120.2B	HALL VALLEY CG	0.16	0	0.00	0.00	0.12	70.53	1	N, short, CG road	
101900020301	North Fork Headwaters		125	TIMBER LINE	0.30	0	0.00	0.00	0.01	3.20	1	N, short, no issues	
101900020301	North Fork Headwaters		125.A	TIMBER LINE CG	0.25	0	0.00	0.00	0.00	0.00	1	N, short, CG road	
101900020301	North Fork Headwaters		126	TWIN CONES	0.83	0	0.00	0.00	0.00	0.00	1	N, short, no xings, in 2+O33 ws's	
101900020301	North Fork Headwaters		126.C	KENOSHA PASS PG	0.18	0	0.00	0.00	0.00	0.00	1	N, short, PG road	
101900020301	North Fork Headwaters		811	T-PIT	1.30	2	0.00	0.00	0.76	58.10	2	N, 2 crossings, half+ near stream	
101900020301	North Fork Headwaters		849.A	KENOSHA PASS CG	0.19	0	0.00	0.00	0.00	0.00	1	N, short, CG road, 2 ws	
	TOTALS				3.30		0.07	2	0.00	0.00		0.91	27.54
101900020302	Geneva Creek	3	118.A	GENEVA CREEK PG	0.10	2	0.00	0.00	0.10	100.00	3	N, all in floodplain, WCC3	
101900020302	Geneva Creek		118.B	WHITESIDE PG	0.07	0	0.05	79.44	0.07	100.00	3	N, all in floodplain, WCC3	
101900020302	Geneva Creek		118.C	THREEMILE CR TRH	0.02	0	0.00	0.00	0.02	100.00	3	N, all in floodplain, WCC3	
101900020302	Geneva Creek		118.D	BURNING BEAR CG	0.29	0	0.03	10.19	0.00	0.00	1	N, short, out of floodplain	
101900020302	Geneva Creek		119	UPPER GENEVA	0.40	1	0.00	0.00	0.40	100.00	3	G, all in floodplain, WCC3	
101900020302	Geneva Creek		119.A	DUCK CREEK PG	0.10	0	0.00	0.00	0.10	100.00	3	G, all in floodplain, WCC3	
101900020302	Geneva Creek		119.B	GENEVA PARK CG	0.46	1	0.00	0.00	0.09	18.98	1	N, short, mostly out of floodplain	
	TOTALS				1.44		0.02	4	0.08	5.80		0.78	53.81
101900020303	Bailey	2	109.A	LESLIE DEAL	0.16	0	0.00	0.00	0.00	0.00	1	N, short, no stream or he	
101900020303	Bailey		109.B	BROOKSIDE/PAYNE	0.08	1	0.00	0.00	0.08	100.00	2	N, short, but in floodplain, 1 xing	
101900020303	Bailey		110	HAPPY TOP	1.30	1	0.00	0.00	0.41	31.90	2	N, short, but some in floodplain, 1 xing	
101900020303	Bailey		115	AG RANCH	0.35	0	0.00	0.00	0.18	51.06	1	A, G paved, short	
101900020303	Bailey		115.A	AG RANCH SPUR	0.02	0	0.00	0.00	0.02	100.00	2	N, short, but all in floodplain	
	TOTALS				1.91		0.03	2	0.00	0.69		0.69	36.26
101900020401	Pine-Rowland	2	549	ECHO VALLEY	0.13	0	0.00	0.00	0.00	0.00	1	?? Not on chart	
101900020401	Pine-Rowland		550	REDSKIN	0.00	0	0.00	0.00	0.00	0.00	2	A,N,G, 3 ws, several crossings, some he, some floodplain	
101900020401	Pine-Rowland		550.C1	HULBURT	0.16	0	0.00	0.00	0.00	0.00	1	N, short, no issues	
101900020401	Pine-Rowland		550.F	LOST ACRES	0.08	0	0.00	0.00	0.00	0.00	1	N, short, no issues	
101900020401	Pine-Rowland		550.G	MERCHANT	0.22	0	0.00	0.00	0.00	0.00	1	N, short, no issues	
101900020401	Pine-Rowland		550.H	LITTLE SCRAGGY TH	0.28	0	0.00	0.00	0.15	55.80	2	N, short, but half floodplain	
101900020401	Pine-Rowland		553	EOS MILL	1.39	0	0.00	0.00	0.00	0.00	1	N, short, no issues	
	TOTALS				2.25		0.05	0	0.00	0.15		0.15	6.87
101900020402	Deer Creek	2	100.A	DEER CREEK CG	0.20	3	0.00	0.00	0.20	100.00	3	N, short but 3 crossings and all in floodplain	
101900020403	Elk Creek	2	102	ELK CREEK	0.29	1	0.00	0.00	0.18	62.26	2	N, short, but 1 crossing and high % near stream	
101900020403	Elk Creek		102.A	CAMP ROSALIE	0.25	0	0.00	0.00	0.09	36.36	1	N, short, no crossings	
101900020403	Elk Creek		47.A	MERIDIAN CG	0.42	0	0.00	0.00	0.00	0.00	1	N, short, no crossings	
	TOTALS				0.96		0.02	1	0.00	0.00		0.27	28.40

101900020404	Buffalo Creek	3	531	BUFFALO CREEK W	0.11	0	0.00	0.00	0.11	100.00	2	N, short but all in floodplain
101900020404	Buffalo Creek		543.F	MEADOWS GROUP	0.55	1	0.00	0.00	0.55	100.00	2	N, short but all in floodplain
101900020404	Buffalo Creek		543.FA	BUFFALO TH	0.09	0	0.00	0.00	0.09	100.00	2	N, short but all in floodplain
101900020404	Buffalo Creek		543.G	GREEN MTN CG	0.13	0	0.00	0.00	0.13	100.00	2	G, short but all in floodplain
101900020404	Buffalo Creek		543.H	ROLLING CREEK TR	0.26	0	0.00	0.00	0.00	0.00	1	N, short, no issues
101900020404	Buffalo Creek		549	ECHO VALLEY	0.74	0	0.00	0.00	0.00	0.00	1	?? Not on chart
101900020404	Buffalo Creek		550	REDSKIN	8.76	8	2.78	31.68	3.38	38.58	2	A,N,G, 3 ws, several crossings, some he, some floodplain
101900020404	Buffalo Creek		550.B	BUFFALO CREEK CG	0.49	0	0.00	0.00	0.01	2.77	1	N, short, no issues
101900020404	Buffalo Creek		560	STONE PASS	2.32	3	0.51	21.91	0.98	42.37	3	N, many crossings, high % near stream, 2 other ws
	TOTALS				13.45	0.28	12	3.28	24.42	5.25		39.06
101900020501	South Platte Canyon	3	300	RAMPART RANGE	1.10	0	0.00	0.00	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020501	South Platte Canyon		300.T	FLAT ROCK CG	0.34	0	0.00	0.00	0.00	0.00	1	N, short, less he, no streams, 2 ws
101900020501	South Platte Canyon		300.U	SUNSET POINT	0.01	0	0.00	0.00	0.00	0.00	1	N, short, no he or streams
101900020501	South Platte Canyon		513	INDIAN CREEK CG	0.38	4	0.00	0.00	0.38	100.00	2	N, short, but 4 crossings and all floodplain
101900020501	South Platte Canyon		513.A	INDIAN CREEK EQU	0.29	0	0.00	0.00	0.29	100.00	2	G, short, but all floodplain
	TOTALS				2.12	0.06	4	0.00	0.00	0.67		31.64
101900020601	Chimney Peak	2	300	RAMPART RANGE	3.11	0	0.03	1.04	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020701	Storm Peak	3	300	RAMPART RANGE	0.85	0	0.30	35.68	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020702	Bear Creek	3	300	RAMPART RANGE	3.89	0	0.93	23.78	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020702	Bear Creek		300.L	MICROWAVE	0.20	0	0.18	91.54	0.00	0.00	2	N??not on list, mostly he, 2 ws
	TOTALS				4.09	0.25	0	1.11	27.04	0.00		0.00
101900020705	Jackson Creek	3	300	RAMPART RANGE	5.36	0	2.94	54.81	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020705	Jackson Creek		300.M	TOPAZ POINT PG	0.04	0	0.02	49.68	0.00	0.00	1	N, short, PG access, 2 ws
101900020705	Jackson Creek		300.N	TELEPHONE	0.07	0	0.07	100.00	0.00	0.00	2	N, short, but all in he, 2 ws
101900020705	Jackson Creek		300.O	DEVILS HEAD TH/CG	0.63	0	0.59	93.47	0.00	0.00	2	N, short, but all in he, 2 ws
101900020705	Jackson Creek		300.P	DEVILS HEAD CG	0.35	0	0.35	100.00	0.25	71.51	2	N, short, but high he and near streams
101900020705	Jackson Creek		300.PA	DEVILS HEAD CG SF	0.03	0	0.03	100.00	0.03	97.86	2	N, short, but high he and near streams
101900020705	Jackson Creek		300.Q	DEVILS HEAD CG	0.21	0	0.18	85.58	0.00	0.00	2	N, short, but high he and near streams
101900020705	Jackson Creek		502	JACKSON CREEK SC	3.98	11	3.01	75.63	3.79	95.16	3	N, many crossings, high he and by streams, 2ws
101900020705	Jackson Creek		502.2	JACKSON CREEK NC	0.63	0	0.00	0.00	0.38	60.37	2	N, short, but high % near stream, 2ws
101900020705	Jackson Creek		502.B	JACKSON CREEK CG	0.25	1	0.25	100.00	0.25	100.00	3	N, short, but all he and near streams
101900020705	Jackson Creek		507	RIM	1.17	0	0.29	24.85	0.13	11.51	2	N, some he and floodplain, 2 ws
	TOTALS				12.72	0.51	12	7.72	60.71	4.83		37.99
101900020706	Garber Creek	3	300	RAMPART RANGE	3.53	0	0.38	10.67	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020706	Garber Creek		300.S	OBS PT O/L	0.08	0	0.00	0.00	0.00	0.00	1	N, short, no he or streams
101900020706	Garber Creek		300.U	SUNSET POINT	0.09	0	0.00	0.00	0.00	0.00	1	N, short, no he or streams
101900020706	Garber Creek		502.2	JACKSON CREEK NC	0.87	0	0.00	0.00	0.01	1.57	2	N, short, but high % near stream, 2ws
101900020706	Garber Creek		507	RIM	0.68	0	0.10	14.02	0.03	4.42	2	N, some he and floodplain, 2 ws
	TOTALS				5.25	0.39	0	0.47	9.00	0.04		0.83
101900020708	Indian Creek	3	300	RAMPART RANGE	1.72	0	0.00	0.00	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020708	Indian Creek		559	INDIAN CREEK WC	0.06	0	0.00	0.00	0.00	0.00	1	N, short, no issues

	TOTALS				1.78	0.10	0	0.00	0.00	0.00	0.00		
101900020801	Rule Creek	3	308	SKELTON RIDGE	0.00		0	0.00	0.00	0.00	0.00	3	N, short, but table says 0.65, road in bad condition during site visit fall '06, 2 ws
101900020801	Rule Creek		357	RULE RIDGE	0.64		0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
101900020801	Rule Creek		357.N	HARRY'S DRIVE	0.08		0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
	TOTALS				0.71	0.04	0	0.00	0.00	0.00	0.00		
101900020802	Trout Creek Headwaters	3	300	RAMPART RANGE	1.31		0	0.00	0.00	0.18	13.90	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020802	Trout Creek Headwaters		308	SKELTON RIDGE	0.25		0	0.00	0.00	0.00	0.00	3	N, short, but table says 0.65, road in bad condition during site visit fall '06, 2 ws
101900020802	Trout Creek Headwaters		335	RED ROCKS	0.37		0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
101900020802	Trout Creek Headwaters		335.B	RED ROCKS CG	0.29		0	0.00	0.00	0.00	0.00	1	N, short, no apparent issues
101900020802	Trout Creek Headwaters		342	LIONS CAMP	1.08		0	0.29	26.36	0.47	42.91	2	N, 26% he, 43% by streams
101900020802	Trout Creek Headwaters		342.A	TEMPLED HILLS	0.44		1	0.00	0.00	0.26	57.67	2	N, crossing and high % by streams
101900020802	Trout Creek Headwaters		353	WOODLAND PARK W	0.82		1	0.00	0.00	0.13	16.18	1	N, short, one crossing, small by stream, OK?
101900020802	Trout Creek Headwaters		353.A	BONEYARD	0.28		0	0.00	0.00	0.14	49.35	2	N, half by stream
101900020802	Trout Creek Headwaters		356.A	ASPEN HILLS SHORT	0.34		0	0.00	0.00	0.34	100.00	2	N, all by stream
101900020802	Trout Creek Headwaters		356.B	HIDDEN VALLEY RA	0.48		0	0.26	53.80	0.48	100.00	3	N, all by stream, half he
	TOTALS				5.68	0.20	2	0.55	9.62	2.00	35.19		
101900020803	Trout Creek-Rule Creek	3	300	RAMPART RANGE	5.68		0	1.37	24.12	0.05	0.89	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020803	Trout Creek-Rule Creek To Mis		315	BEAVER CREEK S. H	0.04		0	0.00	0.00	0.00	0.00	2	N, 1 crossing, some he and floodplain, 2 ws
101900020803	Trout Creek-Rule Creek To Mis		335	RED ROCKS	0.15		0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
101900020803	Trout Creek-Rule Creek To Mis		335.A	RED ROCKS SPUR	0.36		0	0.00	0.00	0.00	0.00	1	N, short, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		336	QUAKER RIDGE	1.21		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.B	SOUTH MEADOWS C	0.87		0	0.00	0.00	0.02	2.71	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.BA	SOUTH MEADOWS C	0.10		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.BB	SOUTH MEADOWS C	0.14		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.BC	SOUTH MEADOWS C	0.05		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.BD	SOUTH MEADOWS C	0.05		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.C	PIKE COMMUNITY P	0.32		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.D	COLORADO CG MAIN	0.84		0	0.00	0.00	0.11	12.54	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.DA	COLORADO CG MID	0.33		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.DB	COLORADO CG NOF	0.09		0	0.00	0.00	0.09	99.09	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.E	MANITOU PG	0.39		0	0.00	0.00	0.07	18.54	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		338.EA	MANITOU PG NORTH	0.36		0	0.00	0.00	0.14	40.75	1	A, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		340.A	PAINTED ROCK CG	0.25		0	0.00	0.00	0.05	21.41	1	N, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		340.AA	PAINTED ROCK CG	0.20		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
101900020803	Trout Creek-Rule Creek To Mis		345	LOWER JOHNS GUL	2.18		1	0.14	6.36	0.14	6.63	2	N, 1 crossing, some he and floodplain
101900020803	Trout Creek-Rule Creek To Mis		346	HOTEL GULCH	1.00		2	0.09	9.33	0.85	84.56	2	N, 2 crossings, lot in floodplain
101900020803	Trout Creek-Rule Creek To Mis		350	RAINBOW FALLS	0.19		0	0.00	0.00	0.04	21.64	3	N, high % in floodplain, heavy use area, 2ws
101900020803	Trout Creek-Rule Creek To Mis		391	SAWMILL	1.10		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
	TOTALS				15.91	0.36	3	1.60	10.07	1.57	9.89		
101900020804	Mouth of Trout Creek	3	300	RAMPART RANGE	3.42		0	0.60	17.59	0.00	0.00	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
101900020804	Mouth of Trout Creek		300.L	MICROWAVE	0.07		0	0.07	100.00	0.00	0.00	2	N?not on list, short, but all he, 2 ws
101900020804	Mouth of Trout Creek		350	RAINBOW FALLS	1.84		4	0.00	0.00	1.19	65.08	3	N, high % in floodplain, heavy use area, 2ws
101900020804	Mouth of Trout Creek		352	TROUT CREEK RANG	0.33		0	0.00	0.00	0.00	0.00	1	G, no apparent issues, 2 ws
101900020804	Mouth of Trout Creek		502	JACKSON CREEK SC	0.01		0	0.00	0.00	0.00	0.00	3	N, many crossings, high he and by streams, 2ws
101900020804	Mouth of Trout Creek		520	SADDLE STRING RA	0.74		1	0.74	100.00	0.70	94.17	3	N, crossing, high % he and streams
	TOTALS				6.40	0.13	5	1.41	22.05	1.89	29.56		

101900020805	West Creek	3	200.A	TRAIL CREEK CG	0.09	0	0.00	0.00	0.05	56.07	2	N, short but high % floodplain
101900020805	West Creek		352	TROUT CREEK RAN	0.05	0	0.00	0.00	0.00	0.00	1	G, no apparent issues, 2 ws
101900020805	West Creek		357	RULE RIDGE	1.34	0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
101900020805	West Creek		357.N	HARRY'S DRIVE	0.02	0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2 ws
101900020805	West Creek		361.A	WILDHORN CG	0.21	1	0.00	0.00	0.21	100.00	2	N, short but high % floodplain
101900020805	West Creek		367.1A	TAYLOR SPUR	0.02	0	0.00	0.00	0.00	0.00	2	N, short, but in WCC 3 and high % near stream, 2ws
101900020805	West Creek		523	NINE-J	1.12	0	0.00	0.00	0.10	8.51	2	N, no crossings, but in WCC 3, 3 ws
	TOTALS				2.84	0.04	1	0.00	0.00	0.36		12.56
110200010102	Tennessee Creeks	2	100	WURTS DITCH	0.69	0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200010102	Tennessee Creeks		103	SAINT KEVIN	2.46	2	0.00	0.00	1.24	50.25	2	N, 2 xings, 50% near stream
110200010102	Tennessee Creeks		103.A	PUMP STATION	0.07	0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200010102	Tennessee Creeks		104.M	BABY DOE CG	0.22	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010102	Tennessee Creeks		104.N	FATHER DYER CG	0.40	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010102	Tennessee Creeks		104.O	PRINTER BOY GROU	0.56	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010102	Tennessee Creeks		104.P	SANITARY STATION	0.07	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010102	Tennessee Creeks		104.Q	BELLE OF COLO CG	0.06	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010102	Tennessee Creeks		104.R	MOLLY BROWN CG	0.77	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010102	Tennessee Creeks		104.S	SANITARY STATION	0.10	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010102	Tennessee Creeks		104.T	SEWAGE PLANT	0.16	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010102	Tennessee Creeks		104.W	SILVER DOLLAR CG	1.12	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010102	Tennessee Creeks		127.A	NORTH PORTAL SIG	0.09	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
	TOTALS				6.77	0.15	2	0.00	0.00	1.24		18.26
110200010103	Leadville	3	104.A	SOUTH PORTAL SIG	0.08	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010103	Leadville		104.U	MATCHLESS BOAT F	0.10	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010103	Leadville		112.E	CRYSTAL LAKES EA	0.17	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010103	Leadville		112.S	CRYSTAL LAKES FA	0.36	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010103	Leadville		112.W	CRYSTAL LAKES WE	0.14	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010103	Leadville		113	DDH HEADGATES	2.60	0	0.00	0.00	0.45	17.28	1	G,N only low % in floodplain
110200010103	Leadville		140	BEAVER LAKES	2.91	0	0.00	0.00	0.48	16.39	1	G, only low % in floodplain
	TOTALS				6.37	0.10	0	0.00	0.00	0.93		14.55
110200010104	Turquoise Lake	2	104.B	ABE LEE	0.42	0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200010104	Turquoise Lake		104.D	MAY QUEEN CG	0.78	1	0.00	0.00	0.53	67.69	2	A, high % near stream, 1 crossing
110200010104	Turquoise Lake		104.DA	BUTCHER BOY PG	0.21	0	0.00	0.00	0.18	83.82	2	A, high % near stream
110200010104	Turquoise Lake		104.F	SHIMMERING POINT	0.11	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010104	Turquoise Lake		104.H	MOSQUITO VIEW OV	0.11	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010104	Turquoise Lake		104.I	VALLEY VIEW OVER	0.14	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010104	Turquoise Lake		104.K	TABOR BOAT RAMP	0.22	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010104	Turquoise Lake		104.L	LADY OF THE LAKE	0.31	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010104	Turquoise Lake		104.M	BABY DOE CG	0.92	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010104	Turquoise Lake		104.Q	BELLE OF COLO CG	0.24	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010104	Turquoise Lake		104.R	MOLLY BROWN CG	0.61	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010104	Turquoise Lake		104.U	MATCHLESS BOAT F	0.40	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010104	Turquoise Lake		104.V	MAID OF ERIN PG	0.26	0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200010104	Turquoise Lake		104.W	SILVER DOLLAR CG	0.13	0	0.00	0.00	0.00	0.00	1	A, no apparent issues, 2ws
110200010104	Turquoise Lake		105.B	NATIVE TRAIL LOT	0.10	0	0.00	0.00	0.06	63.34	2	N, high % near stream
110200010104	Turquoise Lake		105.C	WINDSOR TRAIL LO	0.03	0	0.00	0.00	0.03	100.00	2	N, high % near stream

	TOTALS				4.98	0.18	1	0.00	0.00	0.80	15.98		
110200010108	Halfmoon Creek	2	110	HALFMOON	4.10		3	0.00	0.00	2.36	57.47	2	N, 3 crossings, high % near stream
110200010108	Halfmoon Creek		110.F	HALFMOON CG	0.62		0	0.00	0.00	0.01	1.26	1	G, no apparent issues
110200010108	Halfmoon Creek		110.G	EMERALD LAKE PG	0.11		0	0.00	0.00	0.04	33.48	1	N, but 33% near stream
110200010108	Halfmoon Creek		110.H	ELBERT CR CG	0.23		0	0.00	0.00	0.21	91.04	2	G, high % near stream
110200010108	Halfmoon Creek		110.I	MT. ELBERT TH	0.08		0	0.00	0.00	0.08	100.00	2	G, high % near stream
110200010108	Halfmoon Creek		110.L	MT. MASSIVE TH	0.11		0	0.00	0.00	0.08	65.59	2	G, high % near stream
	TOTALS				5.25	0.21	3	0.00	0.00	2.76	52.57		
110200010203	Lake Creek	3	116	PARRY PEAK CG	0.30		1	0.00	0.00	0.30	100.00	3	G, 1 crossing, all near stream
110200010203	Lake Creek		116.A	NORTH CG LOOP	0.16		0	0.00	0.00	0.04	25.44	1	G, no crossings, low % near stream
110200010203	Lake Creek		116.B	SOUTH CG LOOP	0.15		2	0.00	0.00	0.15	100.00	3	G, 2 crossings, all near stream
110200010203	Lake Creek		125.A	LAKEVIEW CG	1.80		0	0.00	0.00	0.00	0.00	1	G, no crossings, low % near stream
110200010203	Lake Creek		126	TWIN PEAKS CG	0.70		0	0.00	0.00	0.31	43.98	1	G, no crossings, low % near stream
110200010203	Lake Creek		170	DEXTER POINT REC	0.28		0	0.00	0.00	0.00	0.00	1	A,G, no apparent road issues
110200010203	Lake Creek		170.A	SUNNYSIDE FISHING	0.23		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		170.B	DEXTER POINT BOA	0.27		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		171	UPPER LAKE ACCES	1.05		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		171.A	RED ROOSTER BOA	0.08		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		171.B	PRAYING ANGEL FIS	0.17		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		171.C	RED ROOSTER LOO	0.20		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		172	WHITESTAR CG	0.23		0	0.00	0.00	0.00	0.00	1	A,G, no apparent road issues
110200010203	Lake Creek		172.A	WHITESTAR CG-SAG	0.60		0	0.00	0.00	0.00	0.00	1	A, no apparent road issues
110200010203	Lake Creek		172.B	WHITESTAR CG-N.V	0.38		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		172.C	WHITESTAR CG-RID	0.28		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		173	MOACHE FISHERMA	0.29		0	0.00	0.00	0.04	13.95	1	A,G, no apparent road issues
110200010203	Lake Creek		175	WHISTLER POINT FI	1.03		0	0.00	0.00	0.00	0.00	1	A,G, no apparent road issues
110200010203	Lake Creek		175.A	MT ELBERT PICNIC A	0.05		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		175.B	BIG MAC FISHERMA	0.05		0	0.00	0.00	0.00	0.00	1	G, no apparent road issues
110200010203	Lake Creek		177	MTN VIEW FISHERM	0.50		0	0.00	0.00	0.00	0.00	1	A,G, no apparent road issues
	TOTALS				8.81	0.15	3	0.00	0.00	0.84	9.53		
110200010302	Granite	2	398	LOST CANYON	3.60	0.08	3	0.00	0.00	0.71	19.82	2	N, 3 xings, 20% near stream
110200010306	Clear Creek Headwaters	2	390	CLEAR CREEK	0.09	0.00	0	0.00	0.00	0.08	90.49	2	G, many crossings, high % near stream, 2 ws
110200010307	Clear Creek	2	390	CLEAR CREEK	7.76	0.25	14	0.06	0.77	4.48	57.65	2	G, many crossings, high % near stream, 2 ws
110200010314	Four Mile Creek	3	305	MCGEE GULCH	0.02		0	0.00	0.00	0.00	0.00	2	N, 6 crossings, high % near streams, 2 ws
110200010314	Four Mile Creek		311	SEVENMILE CREEK	1.58		1	0.00	0.00	0.40	25.51	2	N, 5 crossings, med % near streams, 2 ws
110200010314	Four Mile Creek		375	FOURMILE CREEK	5.50		4	0.00	0.00	1.56	28.42	2	N, 4 crossings, med % near streams
110200010314	Four Mile Creek		376	LENHARDY CUTOFF	0.37		0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2ws
110200010314	Four Mile Creek		377	HOMESTAKE PIPELIN	1.20		0	0.07	6.10	0.00	0.00	1	N, small % in he, otherwise seems ok
	TOTALS				8.68	0.23	5	0.07	0.84	1.97	22.66		
110200010401	Middle Cottonwood Cree	2	306.A	COLLEGIATE PEAKS	0.46		1	0.00	0.00	0.27	57.39	2	G, 1 crossing, higher % near stream

110200010401	Middle Cottonwood Creek		306.D	AVALANCHE TRAILH	0.49	0	0.00	0.00	0.10	21.07	1	A, only 21% near streams, otherwise ok
110200010401	Middle Cottonwood Creek		306.G	DENNY CREEK TRAI	0.08	0	0.00	0.00	0.08	100.00	2	A, but all near stream
110200010401	Middle Cottonwood Creek		306.H	PTARMIGAN TRAILH	0.13	0	0.00	0.00	0.10	74.52	2	A, but mostly near streams
	TOTALS				1.17	0.03	1	0.00	0.00	0.55		47.25
110200010402	South Cottonwood Cree	2	344	SOUTH COTTONWO	9.54	13	0.31	3.27	5.78	60.57	3	G,N, many crossings, high % near stream
110200010402	South Cottonwood Creek		344.A	COTTONWOOD LAK	0.18	0	0.00	0.00	0.07	39.99	2	G, but 40% near stream
110200010402	South Cottonwood Creek		344.B	COTTONWOOD LAK	0.38	0	0.00	0.00	0.03	6.82	1	G, no apparent issues
	TOTALS				10.10	0.31	13	0.31	3.08	5.88		58.16
110200010506	Trout Creek	3	185	ASPEN RIDGE	0.23	0	0.00	0.00	0.00	0.00	2	N, 5 crossings, 77% near stream, 2WS
110200010506	Trout Creek		188	CASTLE ROCK GULC	4.00	5	0.00	0.00	3.20	80.11	2	N, several crossings, high % near streams, 2WS
110200010506	Trout Creek		188.A	EAST CASTLE ROCK	0.92	1	0.00	0.00	0.92	100.00	1	N, short, but all near stream, 1 xing
110200010506	Trout Creek		305	MC GEE GULCH	2.32	6	0.04	1.86	2.18	93.93	2	N, 6 crossings, high % near streams, 2 ws
110200010506	Trout Creek		308	MUSHROOM GULCH	2.80	3	0.36	12.91	2.56	91.27	3	N, crossings, some he, high near streams, WCC3
110200010506	Trout Creek		309	CHUBB PARK	2.24	1	0.00	0.00	2.11	94.17	3	N, crossing, high near streams, WCC3
110200010506	Trout Creek		311	SEVENMILE CREEK	4.27	4	0.53	12.47	0.78	18.35	2	N, 5 crossings, med % near streams, 2 ws
110200010506	Trout Creek		315	Shields Gulch	2.57	23	0.00	0.00	1.44	56.26	3	N, 23 stream crossings, high % nr. Streams
110200010506	Trout Creek		318	BUCKRAKE DRIVE	0.18	0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200010506	Trout Creek		376	LENHARDY CUTOFF	0.53	0	0.00	0.00	0.00	0.00	1	N, no apparent issues, 2ws
110200010506	Trout Creek		436	SOUTH SALT CREEK	0.03	0	0.00	0.00	0.00	0.00	2	N, lot of sc for short road, high % by stream, 2 ws (crosses divide to splatte)
	TOTALS				20.08	0.31	43	0.94	4.67	13.19		65.71
110200010510	Nathrop	3	185	ASPEN RIDGE	2.34	5	0.00	0.00	1.81	77.30	2	N, 5 crossings, 77% near stream, 2WS
110200010510	Nathrop		185.B	ELK MOUNTAIN RAN	0.55	0	0.00	0.00	0.33	59.20	2	N, short, but high % near stream, WCC3
110200010510	Nathrop		185.C	FUTURITY GULCH	1.17	0	0.00	0.00	1.02	87.31	2	N, short, but high % near stream, WCC3
110200010510	Nathrop		186	BULL GULCH	0.79	0	0.00	0.00	0.00	0.00	2	N, 5 crossings, high % near streams, some he, 3 ws
110200010510	Nathrop		272	BROWNS CREEK	2.58	1	0.00	0.00	0.41	15.75	2	G, 2 crossings, 40% near stream, WCC3, 2 ws
110200010510	Nathrop		273	RASPBERRY GULCH	1.20	0	0.00	0.00	0.09	7.30	1	N, short, only 7% near stream
110200010510	Nathrop		274	EDDY CREEK	0.90	2	0.00	0.00	0.26	28.91	2	N, 2 crossings, 29% near stream, WCC 3
	TOTALS				9.53	0.14	8	0.00	0.00	3.91		41.02
110200010514	Browns Creek	2	272	BROWNS CREEK	0.32	0.02	1	0.00	0.00	0.13	2	G, 2 crossings, 40% near stream, WCC3, 2 ws
110200010515	Browns Canyon	3	184.A	HARRINGTON HILL	0.22	0.00	1	0.00	0.00	0.09	2	N, short, but 1 crossing and 43% near stream
110200010516	Salida	3	183	LONG'S GULCH	3.92	3	0.70	17.88	2.59	66.13	3	N, 3 crossings, 18%he, 66% near streams, 2ws
110200010516	Salida		250	PLACER CREEK	2.88	3	0.22	7.67	0.84	29.29	2	N, 3 crossings, 8%he, 30% near streams
110200010516	Salida		251	DRONEY GULCH	1.88	4	0.00	0.00	1.02	54.11	2	N, 4 crossings, no he, 54% near streams
110200010516	Salida		252	BLANK'S CABIN	0.83	0	0.00	0.00	0.22	26.85	2	N, 1 crossing, mod-high near streams, 2 ws
	TOTALS				9.50	0.14	10	0.92	9.69	4.67		49.18
110200010518	East Salida Creeks	3	181	FEDERAL QUARRY	1.65	4	0.23	13.77	0.77	46.97	3	N, 4 crossings on short road, 13%he, 47% near streams
110200010518	East Salida Creeks		183	LONG'S GULCH	0.01	0	0.00	0.00	0.00	0.00	3	N, 3 crossings, 18%he, 66% near streams, 2ws
	TOTALS				1.66	0.05	4	0.23	13.66	0.77		46.59
110200010601	Chalk Creek Headwaters	3	267.A	POPLAR GULCH TRA	0.20	0	0.00	0.00	0.01	5.63	1	N, short road, no apparent issues
110200010601	Chalk Creek Headwaters		292	OLD CHALK CR	1.11	3	0.00	0.00	0.88	79.50	3	N, G, 5 crossings, high % near stream, 2 ws

110200010601	Chalk Creek Headwaters		292.A	ALPINE SPUR	0.14		1	0.00	0.00	0.14	100.00	3	G, short but 1 crossing and all near stream
110200010601	Chalk Creek Headwaters		295	HANCOCK	5.00		1	0.00	0.00	0.22	4.47	1	N, 1 crossing, 5% near streams
	TOTALS				6.45	0.12	5	0.00	0.00	1.25	19.46		
110200010602	Lower Chalk Creek	3	162.A	MT PRINCETON CG	0.29		0	0.00	0.00	0.22	74.12	2	G, short, but 74% near stream
110200010602	Lower Chalk Creek		162.B	CHALK LAKE CG	0.20		0	0.00	0.00	0.20	100.00	2	G, short, but all near stream
110200010602	Lower Chalk Creek		162.C	CHALK LAKE	0.09		0	0.00	0.00	0.01	10.10	1	G, short
110200010602	Lower Chalk Creek		162.D	CASCADE CG	0.37		0	0.00	0.00	0.18	49.40	2	G, short, but 50% near stream
110200010602	Lower Chalk Creek		290.B	CHALK CREEK SMR	0.28		0	0.00	0.00	0.05	17.22	1	G, short, only 17% near streams
110200010602	Lower Chalk Creek		292	OLD CHALK CR	0.91		2	0.00	0.00	0.83	91.47	3	N, G, 5 crossings, high % near stream, 2 ws
	TOTALS				2.15	0.06	2	0.00	0.00	1.49	69.33		
110200010701	Middle Fork South Arkan	2	226	PIPE	1.09		0	0.00	0.00	0.95	86.64	2	N, short, but 86% near stream
110200010701	Middle Fork South Arkansas Ri		228	TAYLOR MOUNTAIN	2.42		2	0.27	11.35	0.99	40.86	2	N, several crossings, 40% near stream, 2 ws
110200010701	Middle Fork South Arkansas Ri		231	MONARCH PARK CG	1.29		5	0.02	1.85	1.23	95.03	3	G, but 5 crossings, 95% near stream
110200010701	Middle Fork South Arkansas Ri		234	MONARCH SKI AREA	0.33		2	0.00	0.00	0.31	93.72	3	G, but 2 crossings, 94% near stream, issues with parking lot drainage
110200010701	Middle Fork South Arkansas Ri		237	OLD MONARCH PAS	1.34		0	0.05	3.98	0.00	0.00	1	G, no apparent issues
	TOTALS				6.47	0.29	9	0.35	5.43	3.48	53.67		
110200010702	Fooses Creek	2	225	FOOSES CREEK	2.11	0.14	2	0.00	0.00	1.67	79.27	2	N, 2 crossings, 80% near stream
110200010703	Maysville	2	219	POWERLINE	0.77		1	0.00	0.00	0.21	26.65	1	N, short, only 1 crossing, 27% near stream
110200010703	Maysville		224	LOST CREEK	0.53		1	0.00	0.00	0.53	100.00	2	G, short, only 1 crossing, but 100% near stream
110200010703	Maysville		228	TAYLOR MOUNTAIN	4.27		1	0.00	0.00	0.59	13.76	2	N, several crossings, 40% near stream, 2 ws
	TOTALS				5.57	0.41	3	0.00	0.00	1.32	23.74		
110200010704	North Fork South Arkansas	2	240.A	ANGEL OF SHAVANC	0.29		2	0.00	0.00	0.29	100.00	2	G, but 2 crossings, and 100% near stream
110200010704	North Fork South Arkansas Riv		240.B	N FORK LAKE CG	0.34		0	0.00	0.00	0.08	23.36	1	N, short, no apparent issues
110200010704	North Fork South Arkansas Riv		240.C	ANGEL OF SHAVANC	0.08		0	0.00	0.00	0.08	100.00	2	N, short, but 100% near stream
	TOTALS				0.72	0.03	2	0.00	0.00	0.45	63.22		
110200010705	Missouri Park	2	252	BLANK'S CABIN	2.67	0.12	1	0.00	0.00	2.02	75.71	2	N, 1 crossing, mod-high near streams, 2 ws
110200010706	Green Creek	2	221	GREEN CREEK	1.15	0.06	2	0.00	0.00	1.10	96.07	2	N, short, but 2 crossings, 96% near stream
110200010710	Starvation Creek	2	200	MARSHALL PASS	7.02		12	0.21	2.93	2.35	33.51	3	G, many crossings, moderate % near stream, 2 ws+off forest
110200010710	Starvation Creek		201	SILVER CREEK	0.01		0	0.00	0.00	0.01	100.00	2	G, no crossings, 100% near stream, 2ws
110200010710	Starvation Creek		202	O'HAVER LAKE	0.00		0	0.00	0.00	0.00	100.00	2	G, 1 crossing, but 100% near stream, 2ws
	TOTALS				7.03	0.38	12	0.21	2.93	2.36	33.60		
110200010712	Silver Creek	2	201	SILVER CREEK	2.79	0.15	0	0.00	0.00	2.74	98.05	2	G, no crossings, 100% near stream, 2ws
110200010714	Poncha Creek	2	200	MARSHALL PASS	0.50		0	0.00	0.00	0.39	78.06	3	G, many crossings, moderate % near stream, 2 ws+off forest
110200010714	Poncha Creek		202	O'HAVER LAKE	1.59		1	0.00	0.00	0.84	52.58	2	G, 1 crossing, but 100% near stream, 2ws
110200010714	Poncha Creek		202.A	O'HAVER LAKE CG	0.35		0	0.00	0.00	0.00	0.00	1	G, short, no apparent issues
	TOTALS				2.44	0.10	1	0.00	0.00	1.23	50.32		

110200010810	Hayden Creek	2	6	HAYDEN CREEK	1.30		3	1.18	90.92	1.30	100.00	3	N, short, but 3 crossings, 90%he, 100%near streams
110200010810	Hayden Creek		6.2A	COALDALE CG	0.12		1	0.12	100.00	0.12	100.00	2	N, short, but 1 crossing and 100% he and near stream
110200010810	Hayden Creek		6.3B	HAYDEN CREEK CG	0.09		0	0.09	100.00	0.09	100.00	2	G, short, but 100% he and near stream
	TOTALS				1.51	0.07	4	1.40	92.20	1.51	100.00		
110200010902	Upper Badger Creek	2	186	BULL GULCH	0.86		1	0.21	23.86	0.38	44.51	2	N, 5 crossings, high % near streams, some he, 3 ws
110200010902	Upper Badger Creek		187	BASSAM	0.25		1	0.00	0.00	0.12	47.37	2	N, high % near streams, 2 xings, 2 ws
110200010902	Upper Badger Creek		188	CASTLE ROCK GULCH	1.22		1	0.00	0.00	0.13	10.47	2	N, several crossings, high % near streams, 2WS
	TOTALS				2.34	0.07	3	0.21	8.81	0.63	26.99		
110200010905	Herring Creek	2	186	BULL GULCH	1.07		4	0.06	5.57	0.63	58.43	2	N, 5 crossings, high % near streams, some he, 3 ws
110200010905	Herring Creek		187	BASSAM	0.60		1	0.00	0.00	0.60	100.00	2	N, high % near streams, 2 xings, 2 ws
	TOTALS				1.67	0.09	5	0.06	3.57	1.23	73.33		
110200010907	Rye Slough	3	174	HERRING PARK	1.82	0.04	2	0.00	0.00	0.42	23.00	1	N, but short, 2 crossings, only 23% near stream
110200011104	Lake Creek	2	198	LAKE CREEK	0.56		1	0.00	0.00	0.17	30.94	1	G, short, 1 crossing, 31% near stream
110200011104	Lake Creek		300	LAKE CREEK CG	0.35		0	0.00	0.00	0.24	67.71	1	G, short, no crossings, but 67% near stream
110200011104	Lake Creek		337	DUCKETT	1.17		1	0.00	0.00	0.20	17.27	1	G,N, only 1 crossing, 17% near stream
	TOTALS				2.08	0.14	2	0.00	0.00	0.61	29.42		
110200011201	Dicks Peak Headwaters	2	107	PEASE SPRINGS	0.52		1	0.00	0.00	0.30	57.74	2	N, high % by stream, also in 1 other Ark side WS and 1 Splatte side ws
110200011201	Dicks Peak Headwaters		108	PARKER	0.53		0	0.00	0.00	0.07	13.05	1	N, lower % by stream, also in 2 other Splatte WS
	TOTALS				1.05	0.05	1	0.00	0.00	0.37	35.13		
110200011203	Thirtyone Mile Creek	2	107	PEASE SPRINGS	3.88	0.18	4	0.01	0.36	2.33	59.91	2	N, high % by stream, also in 1 other Ark side WS and 1 Splatte side ws
110200011303	Alverado Creek	2	140.A	COMANCHE/VENABLE	0.42		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200011303	Alverado Creek		140.B	ALVARADO CG	0.98		3	0.00	0.00	0.44	44.50	2	G, 3 crossings, 45% near stream
110200011303	Alverado Creek		140.BA	ALVARADO SW LOOP	0.15		0	0.00	0.00	0.03	19.01	1	G, short, no crossings 19% near stream
110200011303	Alverado Creek		140.C	ALVARADO CG LOOP	0.31		1	0.00	0.00	0.19	59.20	1	G, short, 1 crossing, 59% near stream
	TOTALS				1.86	0.06	4	0.00	0.00	0.65	34.90		
110200011304	Taylor Creek	2	172	GIBSON	0.25	0.01	0	0.00	0.00	0.25	100.00	1	N, short, but all near stream
110200011306	Grape Creek Headwater	2	119	MUSIC PASS	0.35	0.01	0	0.00	0.00	0.00	0.00	1	N, short, no apparent issues
110200020101	West Beaver Creek	2	334	PIKES PEAK HWY	3.50		0	3.32	94.75	0.00	0.00	3	A,N, lot of crossings, he, near streams, 5 WS
110200020101	West Beaver Creek		334.H	BOTTOMLESS PIT O	0.01		0	0.01	100.00	0.00	0.00	2	N, short, but all he, 2 ws
	TOTALS				3.51	0.11	0	3.33	94.77	0.00	0.00		
110200020102	Middle Beaver Creek	2	334	PIKES PEAK HWY	0.06		0	0.06	100.00	0.00	0.00	3	A,N, lot of crossings, he, near streams, 5 WS
110200020102	Middle Beaver Creek		376	SEVEN LAKES	3.24		1	1.57	48.47	3.02	93.30	2	A, 1 crossings, 48%he, 93% near stream
	TOTALS				3.30	0.13	1	1.63	49.37	3.02	91.67		

110200020104	East Beaver Creek	3	372	EAST BEAVER	2.12	0.08	6	0.37	17.27	1.78	84.14	3	N, 6 crossings, 17% he, 84% near streams
110200020201	Upper Four Mile Creek	2	383	UPPER FOURMILE	3.92		3	2.60	66.39	3.19	81.55	3	N, 3 crossings, 66%he, 82% near streams
110200020201	Upper Four Mile Creek		383.A	THE CRAGS CG	0.33		2	0.33	100.00	0.33	100.00	3	N, short but 2 xings, 100% he and near streams
	TOTALS				4.25	0.10	5	2.93	69.01	3.52	82.98		
		3											
110200020401	Upper Oak Creek		274	LOCKE MTN	3.15	0.07	4	1.76	55.98	2.21	70.29	3	G, N, 7 crossings, mod-high he and near streams, WCC3, 2WS
110200020402	Oak Creek	3	143	OAK CREEK GRADE	4.78		7	0.87	18.12	3.96	82.76	3	G, 9 crossings, mod %he, high % near stream, WCC3, 2 ws,
110200020402	Oak Creek		303	OAK CREEK CG	0.60		2	0.00	0.12	0.52	86.39	2	N, short, 2 crossings, 86% near streams
	TOTALS				5.38	0.19	9	0.87	16.11	4.48	83.16		
110200020403	Chandler Creek	2	143	OAK CREEK GRADE	0.41	0.02	2	0.14	33.83	0.29	72.18	3	G, 9 crossings, mod %he, high % near stream, WCC3, 2 ws
110200020405	Canon City	0	313	CANON CITY AD. SIT	0.04	0.00	0	0.00	0.00	0.00	0.00	1	N, very short, no apparent issues
110200020601	North Hardscrabble Cree	2	287	SMITH CREEK	0.28	0.01	2	0.01	4.86	0.28	100.00	2	G, short, some he, all near stream
110200020602	South Hardscrabble Cre	2	386	SOUTH HARDSCRAE	3.78		7	0.35	9.25	3.78	100.00	3	G, but 7 crossings, 100% near stream
110200020602	South Hardscrabble Creek		387	NORTH CREEK	0.20		0	0.00	0.00	0.06	29.76	1	A, no apparent issues
	TOTALS				3.98	0.14	7	0.35	8.79	3.84	96.47		
110200020603	Hardscrabble Creek	2	310	LEWIS CREEK	0.42		1	0.00	0.00	0.42	100.00	2	G, short, but all near stream
110200020603	Hardscrabble Creek		388	BABCOCK HOLE	0.40		1	0.00	0.00	0.12	29.68	1	N, but short, only 1 crossing, 30% near streams
	TOTALS				0.82	0.02	2	0.00	0.00	0.54	65.66		
110200020605	Newlin Creek	2	274	LOCKE MTN	3.24	0.13	3	0.29	8.99	0.78	23.97	3	G, N, 7 crossings, mod-high he and near streams, WCC3, 2WS
110200020701	Saint Charles River Hea	2	312	LAKE ISABEL WORK	0.25		0	0.00	0.00	0.01	2.98	1	N, short, no apparent issues
110200020701	Saint Charles River Headwaters		316	MEADE	1.59		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200020701	Saint Charles River Headwaters		317	OVERFLOW	0.19		0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200020701	Saint Charles River Headwaters		369	GREENHORN MTN	5.54		2	0.00	0.00	0.30	5.37	2	G, N 8 crossings, moderate % near stream, 5 WS
110200020701	Saint Charles River Headwaters		371	GANN LOOP	1.91		4	0.00	0.00	0.94	49.30	2	A, 4 crossings, 50% near steram
110200020701	Saint Charles River Headwaters		372	SOUTHSIDE	0.21		0	0.00	0.00	0.03	14.79	1	A, short, no apparent issues
110200020701	Saint Charles River Headwaters		373	LA VISTA	0.53		0	0.00	0.00	0.05	8.59	1	A, short, no apparent issues
110200020701	Saint Charles River Headwaters		373.A	LA VISTA C.G. SPUR	0.03		0	0.00	0.00	0.00	0.00	1	A, short, no apparent issues
110200020701	Saint Charles River Headwaters		374	ST. CHARLES	0.83		3	0.42	51.46	0.83	100.00	2	A, but xings, high he and all near streams
110200020701	Saint Charles River Headwaters		375	ST. CHARLES CG	0.26		2	0.00	0.00	0.26	100.00	2	A, but xings, all near streams
110200020701	Saint Charles River Headwaters		376	CISNEROS T.H.	0.22		3	0.22	100.00	0.22	100.00	2	A, but xings, high he and all near streams
110200020701	Saint Charles River Headwaters		380	ORGANIZATION	0.85		0	0.20	23.52	0.38	44.61	2	G, 23%he, 45% near streams
	TOTALS				12.39	0.23	14	0.42	3.36	3.01	24.25		
110200020702	Middle Creek	2	360	OPHIR CREEK	8.13		12	1.57	19.28	5.25	64.61	3	G, 12 crossings, 20% he, 65% near streams, 2ws
110200020702	Middle Creek		361	OPHIR CREEK CG	0.74		3	0.00	0.00	0.74	100.00	2	G, 3 crossings, all near stream

110200020702	Middle Creek		369	GREENHORN MTN	1.81		1	0.00	0.00	0.13	6.99	2	G, N 8 crossings, moderate % near stream, 5 WS
110200020702	Middle Creek		383	DITCH CREEK	0.67		2	0.00	0.00	0.42	62.50	2	G, N 4 crossings, moderate % near streams, 2ws
	TOTALS				11.34	0.37	18	1.57	13.81	6.53	57.61		
110200020703	Squirrel Creek	2	382	DAVENPORT CG	1.52	0.08	4	0.38	24.73	1.52	100.00	2	G, short, but 4 crossings and all near stream
110200020704	North Creek	2	383	DITCH CREEK	2.83	0.14	2	0.55	19.37	0.73	25.82	2	G, N 4 crossings, moderate % near streams, 2ws
110200020801	Upper Greenhorn Creek	2	369	GREENHORN MTN	0.83	0.03	0	0.00	0.00	0.00	0.00	2	G, N 8 crossings, moderate % near stream, 5 WS
110200020802	Muddy Creek	2	319	LAZY ACRES	0.41	0.01	0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200020803	Graneros Creek	2	427	BARTLETT	1.90	0.06	3	0.00	0.00	0.27	14.00	1	G, N not long, 3 crossings, no he, only 14% near stream
110200030101	Upper Fountain Creek	3	300	RAMPART RANGE	2.44		0	0.97	39.74	0.32	13.00	2	N, G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
110200030101	Upper Fountain Creek		301	EAGLE LAKE	0.01		0	0.01	100.00	0.00	0.00	2	N, short, but high he, 50% near streams, 2ws
110200030101	Upper Fountain Creek		334	PIKES PEAK HWY	2.04		1	0.65	31.95	0.46	22.33	3	A, N, lot of crossings, he, near streams, 5 WS
110200030101	Upper Fountain Creek		337	CRYSTOLA S.H.	0.96		0	0.87	90.79	0.80	83.84	2	A, N mostly in he and floodplain
	TOTALS				5.46	0.21	1	2.51	45.95	1.58	28.90		
110200030102	Reservoirs	3	333	CATAMOUNT SHORT	0.50		0	0.00	0.00	0.16	31.85	1	N, short, no xings, only 32% near streams
110200030102	Reservoirs		334	PIKES PEAK HWY	9.40		2	5.01	53.28	0.79	8.42	3	A, N, lot of crossings, he, near streams, 5 WS
110200030102	Reservoirs		334.B	CRYSTAL RESERVO	0.05		0	0.00	0.00	0.00	0.00	1	G, short, no apparent issues, 2 ws
110200030102	Reservoirs		334.C	CRYSTAL RESERVO	1.09		1	0.00	0.00	0.78	71.67	2	N, 1 crossings, 72% near stream
110200030102	Reservoirs		334.D	HALFWAY PG	0.30		0	0.00	0.00	0.00	0.00	1	N, short, no apparent issues
110200030102	Reservoirs		334.E	GLEN COVE PG	0.27		0	0.27	100.00	0.02	5.72	2	A, short, 100% he
	TOTALS				11.61	0.65	3	5.28	45.45	1.75	15.04		
110200030103	Manitou Reservoir	2	334	PIKES PEAK HWY	4.20		3	1.85	43.92	3.13	74.56	3	A, N, lot of crossings, he, near streams, 5 WS
110200030103	Manitou Reservoir		334.A	CROWE GULCH PG	0.10		0	0.10	100.00	0.05	47.19		
110200030103	Manitou Reservoir		334.B	CRYSTAL RESERVO	0.06		0	0.00	0.00	0.00	0.00	1	G, short, no apparent issues, 2 ws
110200030103	Manitou Reservoir		334.H	BOTTOMLESS PIT O	0.10		0	0.10	100.00	0.00	0.00	2	N, short, but all he, 2 ws
	TOTALS				4.46	0.24	3	2.04	45.83	3.18	71.40		
110200030104	Garden of the Gods	3	300	RAMPART RANGE	13.04		6	4.99	38.26	3.06	23.47	2	N, G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
110200030104	Garden of the Gods		301	EAGLE LAKE	0.16		0	0.11	67.00	0.08	50.22	2	N, short, but high he, 50% near streams, 2ws
110200030104	Garden of the Gods		303	NORTHFIELD	0.42		0	0.00	0.00	0.00	0.00	2	N, 2 crossings, moderate he and near streams, 2ws
110200030104	Garden of the Gods		370	GOLD CAMP	0.14		0	0.00	0.00	0.00	0.00	3	A, N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
	TOTALS				13.77	0.36	6	5.10	37.03	3.14	22.82		
110200030201	North Monument Creek	2	300	RAMPART RANGE	1.52		0	0.21	13.84	0.00	0.00	2	N, G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
110200030201	North Monument Creek		320	MOUNT HERMAN	6.86		6	2.58	37.61	0.96	14.03	2	N, A 8 crossings, moderate he and near streams, 2ws
110200030201	North Monument Creek		321	MONUMENT FIRE CE	1.58		5	0.00	0.00	1.08	68.65	1	N, 5 crossings, 69% near streams, but benign per site visit by Dana
110200030201	North Monument Creek		321.D	HOUSE	0.13		1	0.00	0.00	0.13	100.00	2	N, 1 crossing, all near stream
110200030201	North Monument Creek		321.E	HELIBASE	0.33		0	0.00	0.00	0.11	32.42	1	N, short, only 32% near stream

	TOTALS				10.42	0.24	12	2.79	26.77	2.29	21.93		
110200030202	Beaver Creek	2	300	RAMPART RANGE	3.73		0	0.38	10.08	0.13	3.44	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
110200030202	Beaver Creek		300.B	SPRINGDALE CG	0.18		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
110200030202	Beaver Creek		312	FARRISH MEMORIAL	1.62		0	0.41	25.10	0.00	0.00	1	N, no apparent issues
110200030202	Beaver Creek		312.A	CARROLL LAKES	0.36		0	0.09	25.97	0.00	0.00	1	N, short, 26% he
110200030202	Beaver Creek		315	BEAVER CREEK S. H	2.82		1	0.08	2.66	0.80	28.54	2	N, 1 crossing, some he and floodplain, 2 ws
110200030202	Beaver Creek		320	MOUNT HERMAN	5.77		2	4.72	81.81	0.56	9.67	2	N,A 8 crossings, moderate he and near streams, 2ws
	TOTALS				14.47	0.54	3	5.67	39.16	1.49	10.30		
110200030204	West Monument Creek	2	300	RAMPART RANGE	3.43		0	0.42	12.09	0.06	1.78	2	N,G, he soils but ridge top, worse issue with level 1&2's in this area and unauthorized trails and roads, 16 other ws also
110200030204	West Monument Creek		303	NORTHFIELD	3.60		2	2.27	63.01	0.83	23.18	2	N, 2 crossings, moderate he and near streams, 2ws
110200030204	West Monument Creek		303.B	STANLEY MICROWA	1.06		0	1.06	100.00	0.01	0.77	2	N, all he
110200030204	West Monument Creek		306	LAKE CIRCLE DRIVE	3.22		1	0.00	0.00	0.61	19.06	1	A, only 1 crossing, 19%near streams
110200030204	West Monument Creek		306.A	MEADOW RIDGE CG	0.76		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200030204	West Monument Creek		306.AA	PEAK VIEW OVERLO	0.08		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200030204	West Monument Creek		306.B	THUNDER RIDGE CG	0.69		0	0.00	0.00	0.08	11.85	1	A, no apparent issues
110200030204	West Monument Creek		306.C	PROMONTORY PG	1.06		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200030204	West Monument Creek		306.D	BPW TRAILHEAD	0.03		0	0.00	0.00	0.03	100.00	1	A, very short, but all near stream
110200030204	West Monument Creek		306.E	WILDCAT OVERLOO	0.07		0	0.00	0.00	0.00	0.00	1	A, no apparent issues
110200030204	West Monument Creek		306.F	DIKESIDE PARKING	0.37		2	0.14	38.01	0.25	67.09	2	A, but 2 crossings, 38%he, 67%near streams
110200030204	West Monument Creek		328	NICHOLS RESERVO	0.26		0	0.05	20.00	0.16	60.00	2	N, 20% he, 60% near stream
110200030204	West Monument Creek		328.A	NICHOLS SOUTH	0.46		0	0.38	84.02	0.26	58.03	2	N, 84% he, 58% near stream
	TOTALS				15.09	0.64	5	4.32	28.66	2.30	15.25		
110200030301	Cheyenne Creek	3	368	OLD STAGE	1.68		5	0.21	12.29	1.56	92.88	3	N, 6 crossings, moderate he, high % near streams, 2 ws
110200030301	Cheyenne Creek		370	GOLD CAMP	10.77		15	8.94	83.01	3.07	28.54	3	A,N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
	TOTALS				12.44	0.50	20	9.14	73.48	4.63	37.21		
110200030302	Colorado Springs	3	370	GOLD CAMP	2.62	0.06	3	0.15	5.68	0.80	30.70	3	A,N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
110200030303	Upper Little Fountain Cr	3	370	GOLD CAMP	2.06		5	1.94	94.27	0.73	35.58	3	A,N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
110200030303	Upper Little Fountain Creek		370.B	WYE CG	0.54		0	0.41	76.09	0.54	100.00	3	N, short, but 76% he, 100% near streams, WCC3
110200030303	Upper Little Fountain Creek		371	EMERALD VALLEY	1.18		5	0.42	35.49	1.10	93.28	3	N, 6 crossings, moderate he, high % near stream, 2ws
	TOTALS				3.78	0.14	10	2.78	73.38	2.37	62.78		
110200030304	Rock Creek	3	368	OLD STAGE	0.82		1	0.49	59.63	0.82	100.00	3	A,N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
110200030304	Rock Creek		369	TRANSMITTER	0.90		8	0.27	29.71	0.78	87.21	3	G, 8 crossings, 30% he 87% near streams
110200030304	Rock Creek		370	GOLD CAMP	2.16		2	1.74	80.66	0.74	34.40	3	A,N, many crossings, high he and near streams, WCC 3, many erosion issues, 5 ws
110200030304	Rock Creek		370.A	BEAR TRAP	0.36		0	0.21	58.46	0.03	7.84	1	N, short, 58% he, only 8% near stream
110200030304	Rock Creek		371	EMERALD VALLEY	0.32		1	0.12	38.34	0.23	72.74	3	N, 6 crossings, moderate he, high % near stream, 2ws
	TOTALS				4.56	0.23	12	2.83	62.10	2.61	57.25		
110200060102	May Creek	2	583	MOSCA PASS	0.73	0.04	0	0.73	100.00	0.06	7.56	2	N, short, but 100% he, only 7.5% near streams
110200060108	Bruff Creek	2	559	MEDANO PASS	3.70	0.27	0	0.00	0.00	0.78	20.99	2	N, 2 crossings, low % he, moderate near streams, 2 ws

110200060109	Muddy Creek Headwater	2	559	MEDANO PASS	3.65		2	0.14	3.75	1.24	34.01	2	N, 2 crossings, low % he, moderate near streams, 2 ws
110200060109	Muddy Creek Headwaters		559.A	MUDDY CREEK CG L	0.09		0	0.00	0.00	0.00	0.00	1	N, no apparent issues
	TOTALS				3.74	0.10	2	0.14	3.66	1.24	33.20		
110200060201	Williams Headwaters	3	360	OPHIR CREEK	0.03		0	0.00	0.00	0.00	0.00	3	G, 12 crossings, 20% he, 65% near streams, 2ws
110200060201	Williams Headwaters		369	GREENHORN MTN	2.42		1	0.00	0.00	0.14	5.64	2	G, N 8 crossings, moderate % near stream, 5 WS
110200060201	Williams Headwaters		630	WILLIAMS CREEK	3.04		3	0.00	0.00	0.61	20.01	2	N, 11 crossings, no he, moderate near streams, 3ws
110200060201	Williams Headwaters		634	GARDNER	2.68		1	0.00	0.00	0.18	6.78	2	N, 6 crossings, no he, low near streams
	TOTALS				8.17	0.21	5	0.00	0.00	0.93	11.35		
110200060203		3	630	WILLIAMS CREEK	1.61		5	0.00	0.00	0.75	46.73	2	N, 11 crossings, no he, moderate near streams, 3ws
110200060203			634	GARDNER	6.54		5	0.00	0.00	1.71	26.14	2	N, 6 crossings, no he, low near streams
	TOTALS				8.15	0.29	10	0.00	0.00	2.46	30.22		
110200060205	Turkey Creek	2	369	GREENHORN MTN	7.52		5	0.00	0.00	0.91	12.05	2	G, N 8 crossings, moderate % near stream, 5 WS
110200060205	Turkey Creek		630	WILLIAMS CREEK	1.27		3	0.00	0.00	0.44	34.34	2	N, 11 crossings, no he, moderate near streams, 3ws
	TOTALS				8.79	0.12	8	0.00	0.00	1.34	15.28		
110200060401	Cucharas River Headwa	2	414	SPRING CREEK PG	0.11		0	0.00	0.00	0.11	100.00	2	G, short, but 100% near streams
110200060401	Cucharas River Headwaters		422	BLUE LAKES	5.01		5	0.00	0.00	3.97	79.29	2	G, 5 xings (1/mile), 80% near stream
110200060401	Cucharas River Headwaters		422.A	BLUE LAKES CG	0.20		0	0.00	0.00	0.20	100.00	2	G, short, but 100% near streams
110200060401	Cucharas River Headwaters		422.AA	BLUE LAKE C.G. LOC	0.14		1	0.00	0.00	0.14	100.00	2	G, short, 1 crossing and 100% near streams
110200060401	Cucharas River Headwaters		422.B	BEAR LAKE CG	0.22		2	0.00	0.00	0.22	97.39	2	G, short, but 2 crossings and 100% near stream
110200060401	Cucharas River Headwaters		436	TRINCHERA	0.19		0	0.00	0.00	0.19	100.00	2	G, short but 100% near stream
110200060401	Cucharas River Headwaters		46	CORDOVA PASS	0.05		0	0.00	0.00	0.00	0.00	2	N, 5 crossings, moderate % near stream, 3 ws
	TOTALS				5.93	0.18	8	0.00	0.00	4.84	81.48		
110200060402	Indian Creek	2	421	EAST INDIAN CREEK	0.78	0.04	4	0.08	10.38	0.78	100.00	2	G, N short, but 4 crossings, 100% near streams
110200060404	Upper Cucharas River	2	418	LA VETA WORK CEN	0.03		0	0.00	0.00	0.00	0.00	1	G, no apparent issues
110200060404	Upper Cucharas River		46	CORDOVA PASS	3.45		2	0.00	0.00	0.31	9.04	2	N, 5 crossings, moderate % near stream, 3 ws
	TOTALS				3.49	0.07	2	0.00	0.00	0.31	8.96		
110200070102	Seco/ Jarosa	2	46	CORDOVA PASS	2.53	0.09	3	0.00	0.00	1.62	63.84	2	N, 5 crossings, moderate % near stream, 3 ws
110200100103	North Fork Purgatoire Ri	2	34	NORTH FORK	4.23		14	0.00	0.00	3.85	90.93	3	G, 14 crossings, 90% near streams
110200100103	North Fork Purgatoire River		34.A	PURGATOIRE C.G. L	0.21		0	0.00	0.00	0.21	100.00	2	G, short but 100% near stream
110200100103	North Fork Purgatoire River		34.B	PURGATOIRE C.G. L	0.25		2	0.00	0.00	0.25	100.00	2	G, short but 100% near stream
	TOTALS				4.69	0.11	16	0.00	0.00	4.31	91.82		
	Outside of Forest Bdny		100	WURTS DITCH	0.00		0	0.00	0.00	0.00	0.00		
	Outside of Forest Bdny		200	MARSHALL PASS	0.00		0	0.00	0.00	0.00	0.00	3	G, many crossings, moderate % near stream, 2 ws+off forest
	Outside of Forest Bdny		33	BOREAS PASS	0.06		0	0.00	0.00	0.00	0.00		

Appendix B6 Specialist Road Ratings: Watershed Risk											
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	Length of Road in Highly Erodible Soils	# of Stream Crossings	# of Stream Crossings in 6th Level Watersheds with Severe Damage (Condition Class III)	Length of Road within 300' of a Stream	Length of Road within 300' of a Stream in 6th Level Watersheds with Severe Damage (Condition Class III)	Watershed Risk Rating - High,Moderate,Low (H,M,L)	Comments
RANGER DISTRICT: LEADVILLE RD											
100	WURTS DITCH	0.70	3	N	See attached sheets for analysis info				1	High=3, Moderate=2, Low=1	
103	SAINT KEVIN	1.30	3	N						2	
103.A	PUMP STATION	0.10	3	N						1	
104.A	SOUTH PORTAL SIGN	0.10	3	A						1	
104.B	ABE LEE	0.50	3	N						1	
104.D	MAY QUEEN CG	1.50	4	A						2	
104.DA	BUTCHER BOY PG	0.25	4	A						2	
104.F	SHIMMERING POINT O/L	0.10	3	G						1	
104.H	MOSQUITO VIEW OVERLOOK	0.10	3	G						1	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G						1	
104.K	TABOR BOAT RAMP	0.60	4	A						1	
104.L	LADY OF THE LAKE PG	0.30	4	A						1	
104.M	BABY DOE CG	1.20	4	A						1	
104.N	FATHER DYER CG	0.40	4	A						1	
104.O	PRINTER BOY GROUP CG	0.50	4	A						1	
104.P	SANITARY STATION	0.10	4	A						1	
104.Q	BELLE OF COLO CG	0.40	4	A						1	
104.R	MOLLY BROWN CG	1.50	4	A						1	
104.S	SANITARY STATION	0.10	4	A						1	
104.T	SEWAGE PLANT	0.10	3	G						1	
104.U	MATCHLESS BOAT RAMP	0.90	4	A						1	
104.V	MAID OF ERIN PG	0.25	4	A						1	
104.W	SILVER DOLLAR CG	1.65	4	A						1	
105.B	NATIVE TRAIL LOT	0.10	3	N						2	
105.C	WINDSOR TRAIL LOT	0.10	3	N						2	
110	HALFMOON	4.10	3	N						2	
110.F	HALFMOON CG	0.80	3	G						1	
110.G	EMERALD LAKE PG PKG	0.10	3	N						1	
110.H	ELBERT CR CG	0.40	3	G						2	
110.I	MT. ELBERT TH	0.20	3	G						1	
110.L	MT. MASSIVE TH	0.10	3	G						2	
112.E	CRYSTAL LAKES EAST	0.30	3	G						1	
112.S	CRYSTAL LAKES FA	0.40	3	G						1	
112.W	CRYSTAL LAKES WEST	0.20	3	A						1	
113	DDH HEADGATES	2.60	3	G,N						1	
116	PARRY PEAK CG	0.30	3	G						3	
116.A	NORTH CG LOOP	0.20	3	G						1	
116.B	SOUTH CG LOOP	0.20	3	G						3	
125.A	LAKEVIEW CG	2.40	3	G						1	
126	TWIN PEAKS CG	0.80	3	G						1	
127.A	NORTH PORTAL SIGN	0.10	4	A						1	
140	BEAVER LAKES	2.90	4	G						1	
170	DEXTER POINT REC AREA	0.60	4,3	A,G						1	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G						1	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G						1	
171	UPPER LAKE ACCESS	1.10	3	G						1	
171.A	RED ROOSTER BOAT RAMP	0.10	3	G						1	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G						1	
171.C	RED ROOSTER LOOP	0.20	3	G						1	
172	WHITESTAR CG	0.20	3	A,G						1	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A						1	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G						1	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G						1	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G						1	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G						1	
175.A	MT ELBERT PICNIC AREA	0.20	3	G						1	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G						1	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G						1	
390	CLEAR CREEK	7.85	3	G						2	
398	LOST CANYON	3.60	3	N						2	

RANGER DISTRICT: PIKES PEAK RD											
200.A	TRAIL CREEK CG	0.10	3	N							2
300	RAMPART RANGE	36.32	3	N							2
300.B	SPRINGDALE CG	0.35	3	N							1
300.L	MICROWAVE	0.25	3	N							2
301	EAGLE LAKE	0.15	3	N							2
303	NORTHFIELD	4.80	3	N							2
303.B	STANLEY MICROWAVE	1.07	3	N							2
306	LAKE CIRCLE DRIVE	3.53	5	A							1
306.A	MEADOW RIDGE CG	0.70	5	A							1
306.AA	PEAK VIEW OVERLOOK	0.10	4	A							1
306.B	THUNDER RIDGE CG	0.65	5	A							1
306.C	PROMONTORY PG	1.00	5	A							1
306.D	BPW TRAILHEAD	0.10	4	A							1
306.E	WILDCAT OVERLOOK	0.10	5	A							1
306.F	DIKESIDE PARKING	0.45	5	A							2
308	SKELTON RIDGE	0.65	3	N							3
312	FARRISH MEMORIAL	1.62	3	N							1
312.A	CARROLL LAKES	0.35	3	N							1
315	BEAVER CREEK S. H.	2.70	3	N							2
320	MOUNT HERMAN	13.70	3	N,A							2
321	MONUMENT FIRE CENTER	1.57	3	N							1
321.D	HOUSE	0.18	3	N							2
321.E	HELIBASE	0.35	3	N							1
328	NICHOLS RESERVOIR	0.25	3	N							2
328.A	NICHOLS SOUTH	0.50	3	N							2
333	CATAMOUNT SHORTCUT	0.80	3	N							1
334	PIKES PEAK HWY	19.20	5	A,N							3
334.A	CROWE GULCH PG	0.10	4	N							2
334.B	CRYSTAL RESERVOIR O/L	0.10	4	G							1
334.C	CRYSTAL RESERVOIR	1.00	3	N							2
334.D	HALFWAY PG	0.30	3	N							1
334.E	GLEN COVE PG	0.20	4	A							1
334.H	BOTTOMLESS PIT OVERLOOK	0.10	4	N							2
335	RED ROCKS	0.60	3	N							1
335.A	RED ROCKS SPUR	0.40	3	N							1
335.B	RED ROCKS CG	0.30	3	N							1
336	QUAKER RIDGE	1.20	3	N							1
337	CRYSTOLA S.H.	0.94	3	A,N							2
338.B	SOUTH MEADOWS CG	0.80	4	A							1
338.BA	SOUTH MEADOWS CG	0.10	4	A							1
338.BB	SOUTH MEADOWS CG	0.10	4	A							1
338.BC	SOUTH MEADOWS CG	0.02	4	A							1
338.BD	SOUTH MEADOWS CG	0.05	4	A							1
338.C	PIKE COMMUNITY PG	0.50	4	A							1
338.D	COLORADO CG MAIN LOOP	0.85	4	A							1
338.DA	COLORADO CG MIDDLE	0.35	4	A							1
338.DB	COLORADO CG NORTH	0.09	4	A							1
338.E	MANITOU PG	0.38	4	A							1
338.EA	MANITOU PG NORTH	0.35	4	A							1
340.A	PAINTED ROCK CG-East	0.25	3	N							1
340.AA	PAINTED ROCK CG-West	0.20	3	N							1
342	LIONS CAMP	1.10	3	N							2
342.A	TEMPLED HILLS	0.40	3	N							2
345	LOWER JOHNS GULCH	2.20	3	N							2
346	HOTEL GULCH	1.00	3	N							2
350	RAINBOW FALLS	2.06	3	N							3
352	TROUT CREEK RANCH	0.30	3	G							1
353	WOODLAND PARK WC	0.77	3	N							1
353.A	BONEYARD	0.21	3	N							2
356.A	ASPEN HILLS SHORT CUT	0.40	3	N							2
356.B	HIDDEN VALLEY RANCH	0.60	3	N							3
357	RULE RIDGE	2.00	3	N							1
357.N	HARRY'S DRIVE	0.10	3	N							1
361.A	WILDHORN CG	0.20	3	N							2
368	OLD STAGE	2.53	3	N							3
369	TRANSMITTER	0.90	3	G							3
370	GOLD CAMP	17.75	4	A,N							3
370.A	BEAR TRAP	0.35	3	N							1
370.B	WYE CG	0.50	3	N							3
371	EMERALD VALLEY	1.50	3	N							3
372	EAST BEAVER	3.60	3	N							3
376	SEVEN LAKES	3.30	3	N							2
383	UPPER FOURMILE	3.75	3	N							3
383.A	THE CRAGS CG	0.30	3	N							3
391	SAWMILL	1.10	3	N							1

Nasty road that we drove with Bob

Benign Road /per Dana

RANGER DISTRICT: SAN CARLOS RD										
119	MUSIC PASS	0.52	3	N						1
140.A	COMANCHE/VENABLE TH	0.42	3	N						1
140.B	ALVARADO CG	0.98	3	G						2
140.BA	ALVARADO SW LOOP	0.15	3	G						1
140.C	ALVARADO CG LOOP 1	0.31	3	G						1
143	OAK CREEK GRADE	4.85	4	G						3
172	GIBSON	0.25	3	N						2
198	LAKE CREEK	0.56	3	G						1
274	LOCKE MTN	6.39	3	G,N						3
287	SMITH CREEK	0.28	3	G						2
300	LAKE CREEK CG	0.35	3	G						1
303	OAK CREEK CG	0.60	3	N						2
310	LEWIS CREEK	0.42	3	G						2
312	LAKE ISABEL WORK CENTER	0.25	3	A,N						1
313	CANON CITY AD. SITE	0.04	3	N						1
316	MEADE	1.59	3	N						1
317	OVERFLOW	0.19	3	G						1
319	LAZY ACRES	0.41	3	N						1
337	DUCKETT	1.18	3	G,N						1
34	NORTH FORK	4.23	3	G						3
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G						2
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G						2
360	OPHIR CREEK	8.14	3	G						3
361	OPHIR CREEK CG	0.74	3	G						2
369	GREENHORN MTN	18.11	3	G,N						2
371	GANN LOOP	1.89	4	A						1
372	SOUTHSIDE	0.21	4	A						1
373	LA VISTA	0.53	4	A						1
373.A	LA VISTA C.G. SPUR	0.03	4	A						1
374	ST. CHARLES	0.83	4	A						2
375	ST. CHARLES CG	0.26	4	A						2
376	CISNEROS T.H.	0.22	4	A						2
380	ORGANIZATION	0.84	3	G						2
382	DAVENPORT CG	1.51	3	G						2
383	DITCH CREEK	3.51	3	G,N						2
386	SOUTH HARDSCRABBLE	3.79	3	G						3
387	NORTH CREEK	0.20	3	A						1
388	BABCOCK HOLE	0.40	3	N						1
414	SPRING CREEK PG	0.10	3	G						2
418	LA VETA WORK CENTER	0.10	3	G						1
421	EAST INDIAN CREEK	0.78	3	G,N						2
422	BLUE LAKES	5.00	3	G						2
422.A	BLUE LAKES CG	0.20	3	G						2
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G						2
422.B	BEAR LAKE CG	0.23	3	G						2
427	BARTLETT	1.90	3	G,N						1
436	TRINCHERA	0.19	3	G						2
46	CORDOVA PASS	6.04	3	N						2
559	MEDANO PASS	7.36	3	N						2
559.A	MUDDY CREEK CG LOOP	0.09	3	N						1
583	MOSCA PASS	0.73	3	N						2
630	WILLIAMS CREEK	5.93	3	N						2
634	GARDNER	9.22	3	N						2

RANGER DISTRICT: SOUTH PARK RD											
107	PEASE SPRINGS	5.50	3	N							2
108	PARKER	5.35	3	N							1
112.1A	HAPPY MEADOWS CG	0.10	3	N							2
141	CABIN SPRING	5.00	3	G,N							2
18.2A	HORSESHOE CG	0.60	3	G							1
18.2C	FOURMILE CG	0.24	3	G							1
203	ROUND MOUNTAIN CG	0.61	3	N							1
210	PLATTE SPRINGS	2.15	3	N							1
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A							1
33	BOREAS PASS	9.60	3	G,N							2
33.3A	SELKIRK	1.25	3	N							1
361	WILDHORN RANCH	1.80	3	N							3
367.1A	TAYLOR SPUR	0.60	3	N							2
37	JEFFERSON LAKE	4.09	3	G,A							2
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N							2
37.2C	LODGEPOLE CG	0.40	3	G							1
37.2D	ASPEN CG	0.20	3	G							1
37.2E	BEAVER PONDS PG	0.10	3	G							1
37.2F	JEFFERSON CREEK CG	0.30	3	G							2
37.2G	JEFFERSON LAKE PG	0.20	3	G							1
39	ROCK CREEK HILLS	4.71	3	N							1
407	HOOSIER PASS OVERLOOK	0.10	3	G							1
431	BUFFALO PEAKS	8.88	3	G							2
431.2B	BUFFALO SPRINGS CG	0.60	3	G							1
435	SALT CREEK	6.60	3	N							2
436	SOUTH SALT CREEK	1.26	3	N							2
438	BONE YARD	0.20	3	G							1
439	SOUTH PARK RS	0.20	4	A							1
440	FAIRPLAY WC	0.30	3	G							1
54	MICHIGAN CREEK	7.10	3	G							2
54.3D	MICHIGAN CREEK CG	0.50	3	G							1
56	LOST PARK	17.66	3	G,N							2
56.3A	LOST PARK CG	0.56	3	G							2
61.A	BLUE MOUNTAIN CG	0.60	3	N							2
652	WEBBER PARK	1.70	3	N							1
659	W BEAVER CREEK	3.68	3	G,N							2
77.A	SPRUCE GROVE CG	0.45	3	G							1
77.B	TWIN EAGLES PG	0.30	3	N							2
801.A	SELKIRK CG	0.33	3	N							1
813	INGRAM	0.30	3	N							2
858	QUARTZVILLE	0.50	3	G							1
94.1A	LAKE GEORGE RS	0.30	3	G							1
96	ELEVENMILE CANYON	8.70	3	G							3
96.A	RIVERSIDE CG	0.15	3	N							3
96.B	O BRIEN PG	0.10	3	N							3
96.C	ELEVENMILE CANYON PG	0.10	3	N							3
96.D	MESSENGER GULCH PG	0.10	3	N							3
96.E	SPRINGER GULCH CG	0.50	3	N							3
96.F	SLEEPING TOM SH	1.00	3	N							3
96.G	COVE CG	0.30	3	N							3
96.H	IDLEWILDE PG	0.10	3	N							3
96.I	SPILLWAY CG	0.60	3	N							3
96.J	ELEVENMILE FISHING	0.10	3	N							3

RANGER DISTRICT: SOUTH PLATTE RD											
100.A	DEER CREEK CG	0.13	3	N							3
102	ELK CREEK	0.29	3	N							2
102.A	CAMP ROSALIE	0.11	3	N							1
109.A	LESLIE DEAL	0.20	3	N							1
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N							2
110	HAPPY TOP	1.30	3	N							2
115	AG RANCH	0.40	3	A,G							1
115.A	AG RANCH SPUR	0.24	3	N							2
118.A	GENEVA CREEK PG	0.10	3	N							3
118.B	WHITESIDE PG	0.10	3	N							3
118.C	THREEMILE CR TRHD	0.02	3	N							3
118.D	BURNING BEAR CG	0.20	3	N							1
119	UPPER GENEVA	0.40	3	G							3
119.A	DUCK CREEK PG	0.10	3	G							3
119.B	GENEVA PARK CG	0.46	3	N							1
120.2A	HANDCART CG	0.10	3	N							1
120.2B	HALL VALLEY CG	0.15	3	N							1
125	TIMBER LINE	0.30	3	N							1
125.A	TIMBER LINE CG	0.20	3	N							1
126	TWIN CONES	1.00	3	N							1
126.C	KENOSHA PASS PG	0.20	3	N							1
211	MATUKAT	17.70	3	N							3
211.J	GOOSE CREEK CG	0.30	3	N							2
211.M	MOLLY GULCH CG	0.40	3	N							3
211.O	CHEESMAN	0.20	3	N							3
300	RAMPART RANGE	20.21	3	N,G							2
300.M	TOPAZ POINT PG	0.05	3	N							1
300.N	TELEPHONE	0.20	3	N							2
300.O	DEVILS HEAD TH/CG	0.65	3	N							2
300.P	DEVILS HEAD CG	0.38	3	N							2
300.PA	DEVILS HEAD CG SPUR	0.03	3	N							2
300.Q	DEVILS HEAD CG	0.20	3	N							2
300.R	CABIN RIDGE PG	0.25	3	N							2
300.S	OBS PT O/L	0.10	3	N							1
300.T	FLAT ROCK CG	0.55	3	N							1
300.U	SUNSET POINT	0.06	3	N							1
47.A	MERIDIAN CG	0.47	3	N							1
502	JACKSON CREEK SOUTH	4.00	3	N							3
502.2	JACKSON CREEK NORTH	1.80	3	N							2
502.B	JACKSON CREEK CG	0.30	3	N							3
507	RIM	1.85	3	N							2
513	INDIAN CREEK CG	0.40	3	N							2
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G							2
516	ARCHERY RANGE	0.80	3	N							1
518	SUGAR CREEK	8.20	3	N							3
520	SADDLE STRING RANCH	0.65	3	N							3
523	NINE-J	5.27	3	N							2
528.A	LONE ROCK CG	0.32	4	A							2
528.B	CHEESMAN TH	0.10	4	A							2
528.D	KELSEY CG	0.30	3	A							1
531	BUFFALO CREEK W.C.	0.20	3	N							2
533	SO PLATTE RIVER	5.66	4	A,N							3
533.B	BRIDGE CROSSING PG	0.10	3	N							2
533.C	PLATTE RIVER CG	0.10	3	N							2
533.D	OUZEL CG	0.10	3	N							2
533.E	SCRAGGY VIEW PG	0.05	3	N							2
533.F	WILLOW BEND PG	0.05	3	N							2
533.G	OSPREY CG	0.10	3	N							2
533.H	FROG ROCK	0.20	3	N							?
533.I	CHUTES PARKING	0.05	3	N							2
533.J	COLORADO TRAIL PRKNG	0.10	3	N							2
541	FLYING G	1.30	3	N							3
543.F	MEADOWS GROUP CG	0.55	3	N							2
543.FA	BUFFALO TH	0.10	3	G							2
543.G	GREEN MTN CG	0.15	3	N							2
543.H	ROLLING CREEK TRHD	0.26	3	N							1
550	REDSKIN	8.87	3	A,N,G							2
550.B	BUFFALO CREEK CG	0.50	3	N							1
550.C1	HULBURT	0.20	3	N							1
550.F	LOST ACRES	0.10	3	N							1
550.G	MERCHANT	0.30	3	N							1
550.H	LITTLE SCRAGGY TH	0.20	3	N							2
553	EOS MILL	1.40	3	N							1
556	SHADY BROOK	1.95	3	N							3
558	GOOSE CR TRAILHEAD	1.30	3	N							2
559	INDIAN CREEK WC	0.10	3	N							1
560	STONE PASS	10.80	3	N							3
811	T-PIT	1.30	3	N							2
849	WELL	0.20	3	A,N							1
849.A	KENOSHA PASS CG	0.30	3	N							1

ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, access to highly sensitive areas M=Moderate, access to moderately sensitive areas L=Low, access to low sensitivity areas	AFFECTED SPECIES/COMMENTS
RANGER DISTRICT: PIKES PEAK RD					RFSS* = Regional Forester's Sensitive Species List	
200.A	TRAIL CREEK CG	0.1	3	N	L	RFSS*
300	RAMPART RANGE	36.32	3	N	Very High	RFSS
300.B	SPRINGDALE CG	0.35	3	N	L	RFSS
300.L	MICROWAVE	0.25	3	N	L	RFSS
301	EAGLE LAKE	0.15	3	N	L	MSO and RFSS
303	NORTHFIELD	4.8	3	N	M	MSO and RFSS
303.B	STANLEY MICROWAVE	1.07	3	N	M	RFSS
306	LAKE CIRCLE DRIVE	3.53	5	A	M	RFSS
306.A	MEADOW RIDGE CG	0.7	5	A	L	RFSS
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	L	RFSS
306.B	THUNDER RIDGE CG	0.65	5	A	L	RFSS
306.C	PROMONTORY PG	1	5	A	M	RFSS
306.D	BPW TRAILHEAD	0.1	4	A	L	RFSS
306.E	WILDCAT OVERLOOK	0.1	5	A	L	RFSS
306.F	DIKESIDE PARKING	0.45	5	A	L	RFSS
308	SKELTON RIDGE	0.65	3	N	L	RFSS
312	FARRISH MEMORIAL	1.62	3	N	M	RFSS
312.A	CARROLL LAKES	0.35	3	N	L	RFSS
315	BEAVER CREEK S. H.	2.7	3	N	M	RFSS
320	MOUNT HERMAN	13.7	3	N.A	H	RFSS
321	MONUMENT FIRE CENTER	1.57	3	N	M	RFSS
321.D	HOUSE	0.18	3	N	L	RFSS
321.E	HELIBASE	0.35	3	N	L	RFSS
328	NICHOLS RESERVOIR	0.25	3	N	L	MSO and RFSS
328.A	NICHOLS SOUTH	0.5	3	N	L	MSO and RFSS
333	CATAMOUNT SHORTCUT	0.8	3	N	L	RFSS
334	PIKES PEAK HWY	19.2	5	A,N	Very High	MSO, GBCTT and RFSS
334.A	CROWE GULCH PG	0.1	4	N	Very High	MSO, GBCTT and RFSS
334.B	CRYSTAL RESERVOIR O/L	0.1	4	G	Very High	MSO, GBCTT and RFSS
334.C	CRYSTAL RESERVOIR	1	3	N	Very High	MSO, GBCTT and RFSS
334.D	HALFWAY PG	0.3	3	N	Very High	MSO, GBCTT and RFSS
334.E	GLEN COVE PG	0.2	4	A	Very High	MSO, GBCTT and RFSS
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	Very High	MSO, GBCTT and RFSS
335	RED ROCKS	0.6	3	N	L	RFSS
335.A	RED ROCKS SPUR	0.4	3	N	L	RFSS
335.B	RED ROCKS CG	0.3	3	N	L	RFSS
336	QUAKER RIDGE	1.2	3	N	M	RFSS
337	CRYSTOLA S.H.	0.94	3	A,N	M	RFSS
338.B	SOUTH MEADOWS CG	0.8	4	A	L	RFSS
338.BA	SOUTH MEADOWS CG	0.1	4	A	L	RFSS
338.BB	SOUTH MEADOWS CG	0.1	4	A	L	RFSS
338.BC	SOUTH MEADOWS CG	0.02	4	A	L	RFSS
338.BD	SOUTH MEADOWS CG	0.05	4	A	L	RFSS
338.C	PIKE COMMUNITY PG	0.5	4	A	L	RFSS
338.D	COLORADO CG MAIN LOOP	0.85	4	A	L	RFSS
338.DA	COLORADO CG MIDDLE	0.35	4	A	L	RFSS
338.DB	COLORADO CG NORTH	0.09	4	A	L	RFSS
338.E	MANITOU PG	0.38	4	A	L	RFSS
338.EA	MANITOU PG NORTH	0.35	4	A	L	RFSS
340.A	PAINTED ROCK CG-East	0.25	3	N	L	RFSS
340.AA	PAINTED ROCK CG-West	0.2	3	N	L	RFSS
342	LIONS CAMP	1.1	3	N	M	RFSS
342.A	TEMPLED HILLS	0.4	3	N	L	RFSS
345	LOWER JOHNS GULCH	2.2	3	N	M	RFSS
346	HOTEL GULCH	1	3	N	M	RFSS
350	RAINBOW FALLS	2.06	3	N	Very High	RFSS & Preble's Mouse Critical Habitat
352	TROUT CREEK RANCH	0.3	3	G	L	RFSS
353	WOODLAND PARK WC	0.77	3	N	L	RFSS
353.A	BONEYARD	0.21	3	N	L	RFSS
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	L	RFSS

356.B	HIDDEN VALLEY RANCH	0.6	3	N	L	RFSS
357	RULE RIDGE	2	3	N	M	RFSS
357.N	HARRY'S DRIVE	0.1	3	N	L	RFSS
361.A	WILDHORN CG	0.2	3	N	L	RFSS
368	OLD STAGE	2.53	3	N	M	RFSS
369	TRANSMITTER	0.9	3	G	L	RFSS
370	GOLD CAMP	17.75	4	A,N	Very High	RFSS
370.A	BEAR TRAP	0.35	3	N	Very High	RFSS
370.B	WYE CG	0.5	3	N	Very High	RFSS
371	EMERALD VALLEY	1.5	3	N	M	RFSS
372	EAST BEAVER	3.6	3	N	M	RFSS
376	SEVEN LAKES	3.3	3	N	M	RFSS
383	UPPER FOURMILE	3.75	3	N	M	RFSS
383.A	THE CRAGS CG	0.3	3	N	L	RFSS
391	SAWMILL	1.1	3	N	M	RFSS
	TOTAL PPRD MILEAGE:	147.74			Impacts in TW 1 & 3	Plus 43.0 miles state/county/federal roads

RANGER DISTRICT: SOUTH PARK RD						RFSS* = Regional Forester's Sensitive Species List
107	PEASE SPRINGS	5.50	3	N	H	Canada Lynx & RFSS
108	PARKER	5.35	3	N	H	Canada Lynx & RFSS
112.1A	HAPPY MEADOWS CG	0.10	3	N	L	Canada Lynx & RFSS
141	CABIN SPRING	5.00	3	G,N	M	Canada Lynx & RFSS
18.2A	HORSESHOE CG	0.60	3	G	L	Canada Lynx & RFSS
18.2C	FOURMILE CG	0.24	3	G	L	Canada Lynx & RFSS
203	ROUND MOUNTAIN CG	0.61	3	N	L	Canada Lynx & RFSS
210	PLATTE SPRINGS	2.15	3	N	M	Canada Lynx & RFSS
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A	L	Canada Lynx & RFSS
33	BOREAS PASS	9.60	3	G,N	H	Canada Lynx & RFSS
33.3A	SELKIRK	1.25	3	N	M	Canada Lynx & RFSS
361	WILDHORN RANCH	1.80	3	N	M	Canada Lynx & RFSS
367.1A	TAYLOR SPUR	0.60	3	N	L	Canada Lynx & RFSS
37	JEFFERSON LAKE	4.09	3	G,A	M	Canada Lynx & RFSS
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N	L	Canada Lynx & RFSS
37.2C	LODGEPOLE CG	0.40	3	G	L	Canada Lynx & RFSS
37.2D	ASPEN CG	0.20	3	G	L	Canada Lynx & RFSS
37.2E	BEAVER PONDS PG	0.10	3	G	L	Canada Lynx & RFSS
37.2F	JEFFERSON CREEK CG	0.30	3	G	L	Canada Lynx & RFSS
37.2G	JEFFERSON LAKE PG	0.20	3	G	L	Canada Lynx & RFSS
39	ROCK CREEK HILLS	4.71	3	N	M	Canada Lynx & RFSS
407	HOOSIER PASS OVERLOOK	0.10	3	G	L	Canada Lynx & RFSS
431	BUFFALO PEAKS	8.88	3	G	H	Canada Lynx & RFSS
431.2B	BUFFALO SPRINGS CG	0.60	3	G	L	Canada Lynx & RFSS
435	SALT CREEK	6.60	3	N	H	Canada Lynx & RFSS
436	SOUTH SALT CREEK	1.26	3	N	M	Canada Lynx & RFSS
438	BONE YARD	0.20	3	G	L	Canada Lynx & RFSS
439	SOUTH PARK RS	0.20	4	A	L	Canada Lynx & RFSS
440	FAIRPLAY WC	0.30	3	G	L	Canada Lynx & RFSS
54	MICHIGAN CREEK	7.10	3	G	H	Canada Lynx & RFSS
54.3D	MICHIGAN CREEK CG	0.50	3	G	L	Canada Lynx & RFSS
56	LOST PARK	17.66	3	G,N	H	Canada Lynx & RFSS
56.3A	LOST PARK CG	0.56	3	G	L	Canada Lynx & RFSS
61.A	BLUE MOUNTAIN CG	0.60	3	N	L	Canada Lynx & RFSS
652	WEBBER PARK	1.70	3	N	M	Canada Lynx & RFSS
659	W BEAVER CREEK	3.68	3	G,N	M	Canada Lynx & RFSS
77.A	SPRUCE GROVE CG	0.45	3	G	L	Canada Lynx & RFSS
77.B	TWIN EAGLES PG	0.30	3	N	L	Canada Lynx & RFSS
801.A	SELKIRK CG	0.33	3	N	L	Canada Lynx & RFSS
813	INGRAM	0.30	3	N	L	Canada Lynx & RFSS
858	QUARTZVILLE	0.50	3	G	L	Canada Lynx & RFSS
94.1A	LAKE GEORGE RS	0.30	3	G	L	Canada Lynx & RFSS
96	ELEVENMILE CANYON	8.70	3	G	H	Canada Lynx & RFSS
96.A	RIVERSIDE CG	0.15	3	N	L	Canada Lynx & RFSS
96.B	O BRIEN PG	0.10	3	N	L	Canada Lynx & RFSS
96.C	ELEVENMILE CANYON PG	0.10	3	N	L	Canada Lynx & RFSS
96.D	MESSINGER GULCH PG	0.10	3	N	L	Canada Lynx & RFSS
96.E	SPRINGER GULCH CG	0.50	3	N	L	Canada Lynx & RFSS
96.F	SLEEPING TOM SH	1.00	3	N	M	Canada Lynx & RFSS
96.G	COVE CG	0.30	3	N	L	Canada Lynx & RFSS
96.H	IDLEWILDE PG	0.10	3	N	L	Canada Lynx & RFSS
96.I	SPILLWAY CG	0.60	3	N	L	Canada Lynx & RFSS
96.J	ELEVENMILE FISHING	0.10	3	N	L	Canada Lynx & RFSS
TOTAL SPKRD MILEAGE: 106.92					Impacts in TW 1 & 3	Plus 21.7 miles state/county/federal roads

RANGER DISTRICT: SOUTH PLATTE RD						RFSS* = Regional Forester's Sensitive Species List
100.A	DEER CREEK CG	0.13	3	N	L	GBCTT and RFSS
102	ELK CREEK	0.29	3	N	L	GBCTT and RFSS
102.A	CAMP ROSALIE	0.11	3	N	L	GBCTT and RFSS
109.A	LESLIE DEAL	0.20	3	N	L	GBCTT and RFSS
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	L	GBCTT and RFSS
110	HAPPY TOP	1.30	3	N	M	GBCTT and RFSS
115	AG RANCH	0.40	3	A,G	L	GBCTT and RFSS
115.A	AG RANCH SPUR	0.24	3	N	L	GBCTT and RFSS
118.A	GENEVA CREEK PG	0.10	3	N	L	GBCTT and RFSS
118.B	WHITESIDE PG	0.10	3	N	L	GBCTT and RFSS
118.C	THREEMILE CR TRHD	0.02	3	N	L	GBCTT and RFSS
118.D	BURNING BEAR CG	0.20	3	N	L	GBCTT and RFSS
119	UPPER GENEVA	0.40	3	G	L	GBCTT and RFSS
119.A	DUCK CREEK PG	0.10	3	G	L	GBCTT and RFSS
119.B	GENEVA PARK CG	0.46	3	N	L	GBCTT and RFSS
120.2A	HANDCART CG	0.10	3	N	L	GBCTT and RFSS
120.2B	HALL VALLEY CG	0.15	3	N	L	GBCTT and RFSS
125	TIMBER LINE	0.30	3	N	L	GBCTT and RFSS
125.A	TIMBER LINE CG	0.20	3	N	L	GBCTT and RFSS
126	TWIN CONES	1.00	3	N	M	GBCTT and RFSS
126.C	KENOSHA PASS PG	0.20	3	N	L	GBCTT and RFSS
211	MATUKAT	17.70	3	N	H	GBCTT and RFSS
211.J	GOOSE CREEK CG	0.30	3	N	L	GBCTT and RFSS
211.M	MOLLY GULCH CG	0.40	3	N	L	GBCTT and RFSS
211.O	CHEESMAN	0.20	3	N	L	GBCTT and RFSS
300	RAMPART RANGE	20.21	3	N,G	H	GBCTT and RFSS
300.M	TOPAZ POINT PG	0.05	3	N	L	GBCTT and RFSS
300.N	TELEPHONE	0.20	3	N	L	GBCTT and RFSS
300.O	DEVILS HEAD TH/CG	0.65	3	N	L	GBCTT and RFSS
300.P	DEVILS HEAD CG	0.38	3	N	L	GBCTT and RFSS
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	L	GBCTT and RFSS
300.Q	DEVILS HEAD CG	0.20	3	N	L	GBCTT and RFSS
300.R	CABIN RIDGE PG	0.25	3	N	L	GBCTT and RFSS
300.S	OBS PT O/L	0.10	3	N	L	GBCTT and RFSS
300.T	FLAT ROCK CG	0.55	3	N	L	GBCTT and RFSS
300.U	SUNSET POINT	0.06	3	N	L	GBCTT and RFSS
47.A	MERIDIAN CG	0.47	3	N	L	GBCTT and RFSS
502	JACKSON CREEK SOUTH	4.00	3	N	M	GBCTT and RFSS
502.2	JACKSON CREEK NORTH	1.80	3	N	M	GBCTT and RFSS
502.B	JACKSON CREEK CG	0.30	3	N	L	GBCTT and RFSS
507	RIM	1.85	3	N	M	GBCTT and RFSS
513	INDIAN CREEK CG	0.40	3	N	Very High	Preble's Mouse, GBCTT and RFSS
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	L	GBCTT and RFSS
516	ARCHERY RANGE	0.80	3	N	L	GBCTT and RFSS
518	SUGAR CREEK	8.20	3	N	Very High	Preble's Mouse, GBCTT and RFSS
520	SADDLE STRING RANCH	0.65	3	N	Very High	Preble's Mouse, GBCTT and RFSS
523	NINE-J	5.27	3	N	H	GBCTT and RFSS
528.A	LONE ROCK CG	0.32	4	A	L	GBCTT and RFSS
528.B	CHEESMAN TH	0.10	4	A	L	GBCTT and RFSS
528.D	KELSEY CG	0.30	3	A	L	GBCTT and RFSS
531	BUFFALO CREEK W.C.	0.20	3	N	L	GBCTT and RFSS
533	SO PLATTE RIVER	5.66	4	A,N	Very High	Preble's Mouse, GBCTT and RFSS
533.B	BRIDGE CROSSING PG	0.10	3	N	L	GBCTT and RFSS
533.C	PLATTE RIVER CG	0.10	3	N	L	GBCTT and RFSS
533.D	OUZEL CG	0.10	3	N	L	GBCTT and RFSS
533.E	SCRAGGY VIEW PG	0.05	3	N	L	GBCTT and RFSS
533.F	WILLOW BEND PG	0.05	3	N	L	GBCTT and RFSS
533.G	OSPREY CG	0.10	3	N	L	GBCTT and RFSS

533.H	FROG ROCK	0.20	3	N	L	GBCTT and RFSS
533.I	CHUTES PARKING	0.05	3	N	L	GBCTT and RFSS
533.J	COLORADO TRAIL PRKNG	0.10	3	N	L	GBCTT and RFSS
541	FLYING G	1.30	3	N	M	GBCTT and RFSS
543.F	MEADOWS GROUP CG	0.55	3	N	L	GBCTT and RFSS
543.FA	BUFFALO TH	0.10	3	G	L	GBCTT and RFSS
543.G	GREEN MTN CG	0.15	3	N	L	GBCTT and RFSS
543.H	ROLLING CREEK TRHD	0.26	3	N	L	GBCTT and RFSS
550	REDSKIN	8.87	3	A,N,G	H	GBCTT and RFSS
550.B	BUFFALO CREEK CG	0.50	3	N	L	GBCTT and RFSS
550.C1	HULBURT	0.20	3	N	L	GBCTT and RFSS
550.F	LOST ACRES	0.10	3	N	L	GBCTT and RFSS
550.G	MERCHANT	0.30	3	N	L	GBCTT and RFSS
550.H	LITTLE SCRAGGY TH	0.20	3	N	L	GBCTT and RFSS
553	EOS MILL	1.40	3	N	M	GBCTT and RFSS
556	SHADY BROOK	1.95	3	N	M	GBCTT and RFSS
558	GOOSE CR TRAILHEAD	1.30	3	N	M	GBCTT and RFSS
559	INDIAN CREEK WC	0.10	3	N	L	GBCTT and RFSS
560	STONE PASS	10.80	3	N	H	GBCTT and RFSS
811	T-PIT	1.30	3	N	M	GBCTT and RFSS
849	WELL	0.20	3	A,N	L	GBCTT and RFSS
849.A	KENOSHA PASS CG	0.30	3	N	L	GBCTT and RFSS
TOTAL SPLTRD MILEAGE: 108.83						Impacts in TW 1 & 3 Plus 40.2 miles state/county/federal roads

RANGER DISTRICT: LEADVILLE RD						RFSS* = Regional Forester's Sensitive Species List
100	WURTS DITCH	0.70	3	N	L	Canada Lynx & RFSS
103	SAINT KEVIN	1.30	3	N	M	Canada Lynx & RFSS
103.A	PUMP STATION	0.10	3	N	L	Canada Lynx & RFSS
104.A	SOUTH PORTAL SIGN	0.10	3	A	L	Canada Lynx & RFSS
104.B	ABE LEE	0.50	3	N	L	Canada Lynx & RFSS
104.D	MAY QUEEN CG	1.50	4	A	M	Canada Lynx & RFSS
104.DA	BUTCHER BOY PG	0.25	4	A	L	Canada Lynx & RFSS
104.F	SHIMMERING POINT O/L	0.10	3	G	L	Canada Lynx & RFSS
104.H	MOSQUITO VIEW OV	0.10	3	G	L	Canada Lynx & RFSS
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L	Canada Lynx & RFSS
104.K	TABOR BOAT RAMP	0.60	4	A	L	Canada Lynx & RFSS
104.L	LADY OF THE LAKE PG	0.30	4	A	L	Canada Lynx & RFSS
104.M	BABY DOE CG	1.20	4	A	M	Canada Lynx & RFSS
104.N	FATHER DYER CG	0.40	4	A	L	Canada Lynx & RFSS
104.O	PRINTER BOY GROUP CG	0.50	4	A	L	Canada Lynx & RFSS
104.P	SANITARY STATION	0.10	4	A	L	Canada Lynx & RFSS
104.Q	BELLE OF COLO CG	0.40	4	A	L	Canada Lynx & RFSS
104.R	MOLLY BROWN CG	1.50	4	A	M	Canada Lynx & RFSS
104.S	SANITARY STATION	0.10	4	A	M	Canada Lynx & RFSS
104.T	SEWAGE PLANT	0.10	3	G	L	Canada Lynx & RFSS
104.U	MATCHLESS BOAT RAMP	0.90	4	A	L	Canada Lynx & RFSS
104.V	MAID OF ERIN PG	0.25	4	A	L	Canada Lynx & RFSS
104.W	SILVER DOLLAR CG	1.65	4	A	M	Canada Lynx & RFSS
105.B	NATIVE TRAIL LOT	0.10	3	N	L	Canada Lynx & RFSS
105.C	WINDSOR TRAIL LOT	0.10	3	N	L	Canada Lynx & RFSS
110	HALFMOON	4.10	3	N	Very High	Canada Lynx & RFSS
110.F	HALFMOON CG	0.80	3	G	Very High	Canada Lynx & RFSS
110.G	EMERALD LAKE PG PKG	0.10	3	N	Very High	Canada Lynx & RFSS
110.H	ELBERT CR CG	0.40	3	G	Very High	Canada Lynx & RFSS
110.I	MT. ELBERT TH	0.20	3	G	Very High	Canada Lynx & RFSS
110.L	MT. MASSIVE TH	0.10	3	G	Very High	Canada Lynx & RFSS
112.E	CRYSTAL LAKES EAST	0.30	3	G	Very High	Canada Lynx & RFSS
112.S	CRYSTAL LAKES FA	0.40	3	G	Very High	Canada Lynx & RFSS
112.W	CRYSTAL LAKES WEST	0.20	3	A	Very High	Canada Lynx & RFSS
113	DDH HEADGATES	2.60	3	G,N	Very High	Canada Lynx & RFSS
116	PARRY PEAK CG	0.30	3	G	L	Canada Lynx & RFSS
116.A	NORTH CG LOOP	0.20	3	G	L	Canada Lynx & RFSS
116.B	SOUTH CG LOOP	0.20	3	G	L	Canada Lynx & RFSS
125.A	LAKEVIEW CG	2.40	3	G	M	Canada Lynx & RFSS
126	TWIN PEAKS CG	0.80	3	G	L	Canada Lynx & RFSS
127.A	NORTH PORTAL SIGN	0.10	4	A	L	Canada Lynx & RFSS
140	BEAVER LAKES	2.90	4	G	M	Canada Lynx & RFSS
170	DEXTER POINT REC AREA	0.60	4,3	A,G	L	Canada Lynx & RFSS
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L	Canada Lynx & RFSS
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L	Canada Lynx & RFSS
171	UPPER LAKE ACCESS	1.10	3	G	M	Canada Lynx & RFSS
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L	Canada Lynx & RFSS
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L	Canada Lynx & RFSS
171.C	RED ROOSTER LOOP	0.20	3	G	L	Canada Lynx & RFSS
172	WHITESTAR CG	0.20	3	A,G	L	Canada Lynx & RFSS
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	L	Canada Lynx & RFSS
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	L	Canada Lynx & RFSS
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	L	Canada Lynx & RFSS
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L	Canada Lynx & RFSS
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	M	Canada Lynx & RFSS
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L	Canada Lynx & RFSS
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L	Canada Lynx & RFSS
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L	Canada Lynx & RFSS
390	CLEAR CREEK	7.85	3	G	Very High	Canada Lynx & RFSS
398	LOST CANYON	3.60	3	N	Very High	Canada Lynx & RFSS
TOTAL LDVLRD MILEAGE:		47.05			Impacts in TW 1 & 3	Plus 14.9 miles state/county/federal roads

RANGER DISTRICT: SALIDA RD						RFSS* = Regional Forester's Sensitive Species List
162.A	MT PRINCETON CG	0.30	3	G	L	Canada Lynx and RFSS
162.B	CHALK LAKE CG	0.20	3	G	L	Canada Lynx and RFSS
162.C	CHALK LAKE	0.10	3	G	L	Canada Lynx and RFSS
162.D	CASCADE CG	0.40	3	G	L	Canada Lynx and RFSS
174	HERRING PARK	1.80	3	N	M	Canada Lynx and RFSS
181	FEDERAL QUARRY	1.65	3	N	M	Canada Lynx and RFSS
183	LONG'S GULCH	4.20	3	N	M	Canada Lynx and RFSS
184.A	HARRINGTON HILL	0.25	3	N	L	Canada Lynx and RFSS
185	ASPEN RIDGE	2.60	3	N	M	Canada Lynx and RFSS
185.B	ELK MOUNTAIN RANCH	0.55	3	N	L	Canada Lynx and RFSS
185.C	FUTURITY GULCH	1.20	3	N	M	Canada Lynx and RFSS
186	BULL GULCH	2.75	3	N	M	Canada Lynx and RFSS
187	BASSAM	0.85	3	N	L	Canada Lynx and RFSS
188	CASTLE ROCK GULCH	5.20	3	N	H	Canada Lynx and RFSS
188.A	EAST CASTLE ROCK	0.92	3	N	M	Canada Lynx and RFSS
200	MARSHALL PASS	8.45	3	G	H	Canada Lynx and RFSS
201	SILVER CREEK	2.80	3	G	M	Canada Lynx and RFSS
202	O'HAVER LAKE	1.62	4	G	M	Canada Lynx and RFSS
202.A	O'HAVER LAKE CG	0.35	3	G	L	Canada Lynx and RFSS
219	POWERLINE	0.77	3	N	L	Canada Lynx and RFSS
221	GREEN CREEK	1.15	3	N	M	Canada Lynx and RFSS
224	LOST CREEK	0.53	3	G	L	Canada Lynx and RFSS
225	FOOSES CREEK	2.11	3	N	M	Canada Lynx and RFSS
226	PIPE	1.10	3	N	M	Canada Lynx and RFSS
228	TAYLOR MOUNTAIN	6.95	3	N	Very High	Canada Lynx and RFSS
231	MONARCH PARK CG	1.60	4	G	Very High	Canada Lynx and RFSS
234	MONARCH SKI AREA	1.00	4	G	Very High	Canada Lynx and RFSS
237	OLD MONARCH PASS	1.30	4	G	Very High	Canada Lynx and RFSS
240.A	ANGEL OF SHAVANO CG	0.29	3	G	L	Canada Lynx and RFSS
240.B	N FORK LAKE CG	0.41	3	N	Very High	Canada Lynx, GBCTT and RFSS
240.C	ANGEL OF SHAVANO TH	0.10	3	N	L	Canada Lynx and RFSS
250	PLACER CREEK	2.80	3	N	M	Canada Lynx and RFSS
251	DRONEY GULCH	1.88	3	N	M	Canada Lynx and RFSS
252	BLANK'S CABIN	3.50	3	N	M	Canada Lynx and RFSS
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	L	Canada Lynx and RFSS
272	BROWNS CREEK	2.90	3	G	M	Canada Lynx and RFSS
273	RASPBERRY GULCH	1.20	3	N	M	Canada Lynx and RFSS
274	EDDY CREEK	0.90	3	N	L	Canada Lynx and RFSS
290.B	CHALK CREEK SMR HOMES	0.20	3	G	L	Canada Lynx and RFSS
292	OLD CHALK CR	2.00	3	N,G	M	Canada Lynx and RFSS
292.A	ALPINE SPUR	0.10	3	G	L	Canada Lynx and RFSS
295	HANCOCK	5.00	3	N	M	Canada Lynx and RFSS
305	MCGEE GULCH	2.40	3	N	M	Canada Lynx and RFSS
306.A	COLLEGIATE PEAKS CG	1.05	3	G	M	Canada Lynx and RFSS
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L	Canada Lynx and RFSS
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	L	Canada Lynx and RFSS
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	L	Canada Lynx and RFSS
308	MUSHROOM GULCH	2.80	3	N	M	Canada Lynx and RFSS
309	CHUBB PARK	2.66	3	N	M	Canada Lynx and RFSS
311	SEVENMILE CREEK	5.85	3	N	H	Canada Lynx, GBCTT and RFSS
315	SHIELDS GULCH	2.60	3	N	M	Canada Lynx and RFSS
318	BUCKRAKE DRIVE	0.17	3	G	L	Canada Lynx and RFSS
344	SOUTH COTTONWOOD	9.75	4,3	G,N	H	Canada Lynx and RFSS
344.A	COTTONWOOD LAKE PG	0.20	3	G	L	Canada Lynx and RFSS
344.B	COTTONWOOD LAKE CG	0.60	3	G	L	Canada Lynx and RFSS
375	FOURMILE CREEK	5.50	3	N	Very High	Canada Lynx, GBCTT and RFSS
376	LENHARDY CUTOFF	1.00	3	N	M	Canada Lynx and RFSS
377	HOMESTAKE PIPELINE	1.20	3	N	M	Canada Lynx and RFSS
6	HAYDEN CREEK	1.30	3	N	Very High	Canada Lynx, GBCTT and RFSS
6.2A	COALDALE CG	0.20	3	N	Very High	Canada Lynx, GBCTT and RFSS
6.3B	HAYDEN CREEK CG	0.15	3	G	Very High	Canada Lynx, GBCTT and RFSS
TOTAL SALRD MILEAGE: 112.41					Impacts in TW 1 & 3	Plus 106.9 miles state/county/federal roads

RANGER DISTRICT: SAN CARLOS RD						RFSS* = Regional Forester's Sensitive Species List
119	MUSIC PASS	0.52	3	N	Very High	Canada Lynx, GBCTT and RFSS
140.A	COMANCHE/VENABLE TH	0.42	3	N	Very High	Canada Lynx, GBCTT and RFSS
140.B	ALVARADO CG	0.98	3	G	Very High	Canada Lynx, GBCTT and RFSS
140.BA	ALVARADO SW LOOP	0.15	3	G	Very High	Canada Lynx, GBCTT and RFSS
140.C	ALVARADO CG LOOP 1	0.31	3	G	Very High	Canada Lynx, GBCTT and RFSS
143	OAK CREEK GRADE	4.85	4	G	Very High	RFSS
172	GIBSON	0.25	3	N	Very High	Canada Lynx, GBCTT and RFSS
198	LAKE CREEK	0.56	3	G	Very High	Canada Lynx, GBCTT and RFSS
274	LOCKE MTN	6.39	3	G,N	H	Canada Lynx, MSO and RFSS
287	SMITH CREEK	0.28	3	G	L	Canada Lynx, MSO and RFSS
300	LAKE CREEK CG	0.35	3	G	Very High	Canada Lynx, GBCTT and RFSS
303	OAK CREEK CG	0.60	3	N	Very High	RFSS
310	LEWIS CREEK	0.42	3	G	L	Canada Lynx and RFSS
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	L	
313	CANON CITY AD. SITE	0.04	3	N	L	RFSS
316	MEADE	1.59	3	N	M	Canada Lynx, MSO and RFSS
317	OVERFLOW	0.19	3	G	L	Canada Lynx, MSO, GBCTT and RFSS
319	LAZY ACRES	0.41	3	N	L	Canada Lynx, MSO, GBCTT and RFSS
337	DUCKETT	1.18	3	G,N	Very High	Canada Lynx, GBCTT and RFSS
34	NORTH FORK	4.23	3	G	L	RFSS
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	L	RFSS
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	L	RFSS
360	OPHIR CREEK	8.14	3	G	H	Canada Lynx, MSO, GBCTT and RFSS
361	OPHIR CREEK CG	0.74	3	G	L	Canada Lynx, MSO, GBCTT and RFSS
369	GREENHORN MTN	18.11	3	G,N	Very High	Canada Lynx, MSO, GBCTT and RFSS
371	GANN LOOP	1.89	4	A	M	Canada Lynx, MSO, GBCTT and RFSS
372	SOUTHSIDE	0.21	4	A	L	Canada Lynx, MSO, GBCTT and RFSS
373	LA VISTA	0.53	4	A	L	Canada Lynx, MSO, GBCTT and RFSS
373.A	LA VISTA C.G. SPUR	0.03	4	A	L	Canada Lynx, MSO, GBCTT and RFSS
374	ST. CHARLES	0.83	4	A	Very High	Canada Lynx, MSO, GBCTT and RFSS
375	ST. CHARLES CG	0.26	4	A	Very High	Canada Lynx, MSO, GBCTT and RFSS
376	CISNEROS T.H.	0.22	4	A	L	Canada Lynx, MSO, GBCTT and RFSS
380	ORGANIZATION	0.84	3	G	L	Canada Lynx, MSO, GBCTT and RFSS
382	DAVENPORT CG	1.51	3	G	Very High	Canada Lynx, MSO, GBCTT and RFSS
383	DITCH CREEK	3.51	3	G,N	Very High	Canada Lynx, MSO, GBCTT and RFSS
386	SOUTH HARDSCRABBLE	3.79	3	G	M	Canada Lynx and RFSS
387	NORTH CREEK	0.20	3	A	L	Canada Lynx and RFSS
388	BABCOCK HOLE	0.40	3	N	L	Canada Lynx and RFSS
414	SPRING CREEK PG	0.10	3	G	L	Canada Lynx and RFSS
418	LA VETA WORK CENTER	0.10	3	G	L	
421	EAST INDIAN CREEK	0.78	3	G,N	L	Canada Lynx and RFSS
422	BLUE LAKES	5.00	3	G	M	Canada Lynx and RFSS
422.A	BLUE LAKES CG	0.20	3	G	L	Canada Lynx and RFSS
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	L	Canada Lynx and RFSS
422.B	BEAR LAKE CG	0.23	3	G	L	Canada Lynx and RFSS
427	BARTLETT	1.90	3	G,N	M	Canada Lynx, MSO and RFSS
436	TRINCHERA	0.19	3	G	L	Canada Lynx, MSO and RFSS
46	CORDOVA PASS	6.04	3	N	H	Canada Lynx, MSO and RFSS
559	MEDANO PASS	7.36	3	N	H	Canada Lynx, GBCTT and RFSS
559.A	MUDDY CREEK CG LOOP	0.09	3	N	L	Canada Lynx, GBCTT and RFSS
583	MOSCA PASS	0.73	3	N	L	Canada Lynx, GBCTT and RFSS
630	WILLIAMS CREEK	5.93	3	N	Very High	Canada Lynx and RFSS
634	GARDNER	9.22	3	N	M	RFSS
TOTAL SCR D MILEAGE: 103.67					Impacts in TW 1 & 3	Plus 45.6 miles state/county/federal roads
TOTAL PSI MILEAGE: 626.62					Impacts in TW 1 & 3	Plus 272.2miles state/county/federal roads

APPENDIX B8 SPECIALIST ROAD RATINGS: BOTANY RISK						
ROAD NUMBER NFSR	ROAD NAME	ROAD LENGTH (MILES)	OBJ. MAINTENANCE LEVEL	SURFACE TYPE	RATING H=High, access to highly sensitive areas M=Moderate, access to moderately sensitive areas L=Low, access to low sensitivity areas	AFFECTED SPECIES/COMMENTS
RANGER DISTRICT: PIKES PEAK RD						
200.A	TRAIL CREEK CG	0.1	3	N	L	
300	RAMPART RANGE	36.32	3	N	H	Cypripedium parviflorum, Juncus brachycephalus, Oenothera harringtonii, Woodsia plummeri, Carex leptalea, Aquilegia chrysantha, Carex torreyi, Pellaea atropurpurea, Cheilanthes eatonii
300.B	SPRINGDALE CG	0.35	3	N	L	
300.L	MICROWAVE	0.25	3	N	L	
301	EAGLE LAKE	0.15	3	N	L	
303	NORTHFIELD	4.8	3	N	L	
303.B	STANLEY MICROWAVE	1.07	3	N	L	
306	LAKE CIRCLE DRIVE	3.53	5	A	M	Cypripedium parviflorum, Botrychium virginianum
306.A	MEADOW RIDGE CG	0.7	5	A	L	
306.AA	PEAK VIEW OVERLOOK	0.1	4	A	L	
306.B	THUNDER RIDGE CG	0.65	5	A	L	
306.C	PROMONTORY PG	1	5	A	L	
306.D	BPW TRAILHEAD	0.1	4	A	L	
306.E	WILDCAT OVERLOOK	0.1	5	A	L	
306.F	DIKESIDE PARKING	0.45	5	A	L	
308	SKELTON RIDGE	0.65	3	N	L	
312	FARRISH MEMORIAL	1.62	3	N	L	
312.A	CARROLL LAKES	0.35	3	N	L	
315	BEAVER CREEK S. H.	2.7	3	N	L	
320	MOUNT HERMAN	13.7	3	N,A	M	Liatris ligulistylis, Amorpha nana
321	MONUMENT FIRE CENTER	1.57	3	N	L	
321.D	HOUSE	0.18	3	N	L	
321.E	HELIBASE	0.35	3	N	L	
328	NICHOLS RESERVOIR	0.25	3	N	L	
328.A	NICHOLS SOUTH	0.5	3	N	L	
333	CATAMOUNT SHORTCUT	0.8	3	N	L	
334	PIKES PEAK HWY	19.2	5	A,N	H	Botrychium virginianum, Botrychium simplex, Mentzelia speciosa, Botrychium lineare, Cypripedium parviflorum, Malaxis brachypoda, Aquilegia saximontana, Botrychium pallidum, Botrychium hesperium, Botrychium echo, Oreoxis humilis, Telesonix jamesii, Draba e
334.A	CROWE GULCH PG	0.1	4	N	L	
334.B	CRYSTAL RESERVOIR O.L	0.1	4	G	L	
334.C	CRYSTAL RESERVOIR	1	3	N	L	
334.D	HALFWAY PG	0.3	3	N	L	
334.E	GLEN COVE PG	0.2	4	A	L	
334.H	BOTTOMLESS PIT OVERLOOK	0.1	4	N	L	
335	RED ROCKS	0.6	3	N	L	
335.A	RED ROCKS SPUR	0.4	3	N	L	
335.B	RED ROCKS CG	0.3	3	N	L	
336	QUAKER RIDGE	1.2	3	N	L	
337	CRYSTOLA S.H.	0.94	3	A,N	L	
338.B	SOUTH MEADOWS CG	0.8	4	A	L	
338.BA	SOUTH MEADOWS CG	0.1	4	A	L	
338.BB	SOUTH MEADOWS CG	0.1	4	A	L	
338.BC	SOUTH MEADOWS CG	0.02	4	A	L	
338.BD	SOUTH MEADOWS CG	0.05	4	A	L	
338.C	PIKE COMMUNITY PG	0.5	4	A	L	
338.D	COLORADO CG MAIN LOOP	0.85	4	A	L	
338.DA	COLORADO CG MIDDLE	0.35	4	A	L	
338.DB	COLORADO CG NORTH	0.09	4	A	L	
338.E	MANITOU PG	0.38	4	A	L	
338.EA	MANITOU PG NORTH	0.35	4	A	L	
340.A	PAINTED ROCK CG-East	0.25	3	N	L	
340.AA	PAINTED ROCK CG-West	0.2	3	N	L	
342	LIONS CAMP	1.1	3	N	M	Cypripedium parviflorum
342.A	TEMPLER HILLS	0.4	3	N	L	
345	LOWER JOHNS GULCH	2.2	3	N	L	
346	HOTEL GULCH	1	3	N	L	
350	RAINBOW FALLS	2.06	3	N	L	
352	TROUT CREEK RANCH	0.3	3	G	L	
353	WOODLAND PARK WC	0.77	3	N	L	
353.A	BONEYARD	0.21	3	N	L	
356.A	ASPEN HILLS SHORT CUT	0.4	3	N	L	
356.B	HIDDEN VALLEY RANCH	0.6	3	N	L	
357	RULE RIDGE	2	3	N	L	
357.N	HARRY'S DRIVE	0.1	3	N	L	
361.A	WILDHORN CG	0.2	3	N	L	
368	OLD STAGE	2.53	3	N	M	Cypripedium parviflorum, Carex oreocharis, Botrychium simplex, Telesonix jamesii, Carex leptalea, Pellaea atropurpurea, Liatris ligulistylis, Oligoneuron album, Physaria bellii
369	TRANSMITTER	0.9	3	G	M	Carex oreocharis, Botrychium simplex, Telesonix jamesii, Physaria bellii, Liatris ligulistylis, Oligoneuron album
370	GOLD CAMP	17.75	4	A,N	H	Juncus brachycephalus, Cypripedium parviflorum, Carex oreocharis, Telesonix jamesii, Botrychium virginianum, Mentzelia speciosa, Botrychium simplex, Aquilegia chrysantha, Carex leptalea, Pellaea atropurpurea, Aquilegia saximontana
370.A	BEAR TRAP	0.35	3	N	L	
370.B	WYE CG	0.5	3	N	L	
371	EMERALD VALLEY	1.5	3	N	M	Carex oreocharis, Botrychium simplex, Telesonix jamesii, Physaria bellii, Cypripedium parviflorum
372	EAST BEAVER	3.6	3	N	M	Aquilegia saximontana, Carex oreocharis, Botrychium simplex, Telesonix jamesii
376	SEVEN LAKES	3.3	3	N	H	Aquilegia saximontana, Botrychium simplex, Heuchera hallii
383	UPPER FOURMILE	3.75	3	N	L	
383.A	THE CRAGS CG	0.3	3	N	L	
391	SAWMILL	1.1	3	N	L	
TOTAL PPRD MILEAGE:		147.74				

RANGER DISTRICT: SOUTH PARK RD							
107	PEASE SPRINGS	5.50	3	N		L	
108	PARKER	5.35	3	N		L	
112.1A	HAPPY MEADOWS CG	0.10	3	N		(H)	two species associated with 112: <i>Mentzelia densa</i> , <i>Sisyrinchium pallidum</i>
141	CABIN SPRING	5.00	3	G,N		L	
18.2A	HORSESHOE CG	0.60	3	G		(H)	seven species associated with 18: <i>Carex leptalea</i> , <i>Draba incerta</i> , <i>Ipomopsis globularis</i> , <i>Trichophorum pumillum</i> , <i>Astragalus molybdenus</i> , <i>Botrychium echo</i> , <i>Botrychium pallidum</i>
18.2C	FOURMILE CG	0.24	3	G		L	
203	ROUND MOUNTAIN CG	0.61	3	N		L	
210	PLATTE SPRINGS	2.15	3	N		L	
24.1A	WILKERSON PASS OVERLOOK	0.20	5	A		L	
33	BOREAS PASS	9.60	3	G,N		H	<i>Townsendia rothrockii</i> , <i>Saussurea weberi</i> , <i>Aquilegia saximontana</i> , <i>Botrychium echo</i> , <i>Botrychium simplex</i> , <i>Draba streptobrachia</i> , <i>Eriophorum gracile</i>
33.3A	SELKIRK	1.25	3	N		L	
361	WILDHORN RANCH	1.80	3	N		L	
367.1A	TAYLOR SPUR	0.60	3	N		L	
37	JEFFERSON LAKE	4.09	3	G,A		M	<i>Eriogonum brandegeei</i>
37.2B	JEFFERSON BOUNDARY PG	0.05	3	N		L	
37.2C	LODGEPOLE CG	0.40	3	G		L	
37.2D	ASPEN CG	0.20	3	G		L	
37.2E	BEAVER PONDS PG	0.10	3	G		L	
37.2F	JEFFERSON CREEK CG	0.30	3	G		L	
37.2G	JEFFERSON LAKE PG	0.20	3	G		L	
39	ROCK CREEK HILLS	4.71	3	N		L	
407	HOOSIER PASS OVERLOOK	0.10	3	G		L	
431	BUFFALO PEAKS	8.88	3	G		H	<i>Sisyrinchium pallidum</i>
431.2B	BUFFALO SPRINGS CG	0.60	3	G		L	
435	SALT CREEK	6.60	3	N		M	<i>Primula egaliksensis</i>
436	SOUTH SALT CREEK	1.26	3	N		L	
438	BONE YARD	0.20	3	G		L	
439	SOUTH PARK RS	0.20	4	A		L	
440	FAIRPLAY WC	0.30	3	G		L	
54	MICHIGAN CREEK	7.10	3	G		M	<i>Eriogonum brandegeei</i> , <i>Aquilegia saximontana</i>
54.3D	MICHIGAN CREEK CG	0.50	3	G		L	
56	LOST PARK	17.66	3	G,N		H	<i>Eriogonum brandegeei</i> , <i>Aquilegia saximontana</i> , <i>Heuchera hallii</i> , <i>Ptilagrostis porteri</i> , <i>Carex tenuiflora</i> , <i>Carex livida</i> , <i>Eriophorum gracile</i>
56.3A	LOST PARK CG	0.56	3	G		L	
61.A	BLUE MOUNTAIN CG	0.60	3	N		L	
652	WEBBER PARK	1.70	3	N		L	
659	W BEAVER CREEK	3.68	3	G,N		H	<i>Trichophorum pumillum</i> , <i>Carex leptalea</i> , <i>Ptilagrostis porteri</i>
77.A	SPRUCE GROVE CG	0.45	3	G		L	
77.B	TWIN EAGLES PG	0.30	3	N		L	
801.A	SELKIRK CG	0.33	3	N		L	
813	INGRAM	0.30	3	N		L	
858	QUARTZVILLE	0.50	3	G		M	<i>Townsendia rothrockii</i> , <i>Draba fladnizensis</i> , <i>Oxytropis parryi</i> , <i>Astragalus bodinii</i> , <i>Trichophorum pumillum</i> , <i>Draba streptobrachia</i> , <i>Draba oligosperma</i>
94.1A	LAKE GEORGE RS	0.30	3	G		L	
96	ELEVENMILE CANYON	8.70	3	G		L	
96.A	RIVERSIDE CG	0.15	3	N		L	
96.B	O BRIEN PG	0.10	3	N		L	
96.C	ELEVENMILE CANYON PG	0.10	3	N		L	
96.D	MESSANGER GULCH PG	0.10	3	N		L	
96.E	SPRINGER GULCH CG	0.50	3	N		L	
96.F	SLEEPING TOM SH	1.00	3	N		L	
96.G	COVE CG	0.30	3	N		L	
96.H	IDLEWILDE PG	0.10	3	N		L	
96.I	SPILLWAY CG	0.60	3	N		L	
96.J	ELEVENMILE FISHING	0.10	3	N		L	
TOTAL SPKRD MILEAGE:		106.92					

RANGER DISTRICT: SOUTH PLATTE RD						
100.A	DEER CREEK CG	0.13	3	N	L	
102	ELK CREEK	0.29	3	N	L	
102.A	CAMP ROSALIE	0.11	3	N	L	
109.A	LESLIE DEAL	0.20	3	N	(M)	one species associated with 109: Heuchera hallii
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N	L	
110	HAPPY TOP	1.30	3	N	L	
115	AG RANCH	0.40	3	A,G	L	
115.A	AG RANCH SPUR	0.24	3	N	L	
118.A	GENEVA CREEK PG	0.10	3	N	L	
118.B	WHITESIDE PG	0.10	3	N	L	
118.C	THREEMILE CR TRHD	0.02	3	N	L	
118.D	BURNING BEAR CG	0.20	3	N	L	
119	UPPER GENEVA	0.40	3	G	L	
119.A	DUCK CREEK PG	0.10	3	G	L	
119.B	GENEVA PARK CG	0.46	3	N	L	
120.2A	HANDCART CG	0.10	3	N	L	
120.2B	HALL VALLEY CG	0.15	3	N	L	
125	TIMBER LINE	0.30	3	N	L	
125.A	TIMBER LINE CG	0.20	3	N	L	
126	TWIN CONES	1.00	3	N	L	
126.C	KENOSHA PASS PG	0.20	3	N	L	
211	MATUKAT	17.70	3	N	L	
211.J	GOOSE CREEK CG	0.30	3	N	L	
211.M	MOLLY GULCH CG	0.40	3	N	L	
211.O	CHEESMAN	0.20	3	N	L	
300	RAMPART RANGE	20.21	3	N,G	M	Viola selkirkii, Viola pedatifida
300.M	TOPAZ POINT PG	0.05	3	N	L	
300.N	TELEPHONE	0.20	3	N	L	
300.O	DEVILS HEAD TH/CG	0.65	3	N	L	
300.P	DEVILS HEAD CG	0.38	3	N	L	
300.PA	DEVILS HEAD CG SPUR	0.03	3	N	L	
300.Q	DEVILS HEAD CG	0.20	3	N	L	
300.R	CABIN RIDGE PG	0.25	3	N	L	
300.S	OBS PT O/L	0.10	3	N	L	
300.T	FLAT ROCK CG	0.55	3	N	L	
300.U	SUNSET POINT	0.06	3	N	L	
47.A	MERIDIAN CG	0.47	3	N	L	
502	JACKSON CREEK SOUTH	4.00	3	N	M	Viola selkirkii
502.2	JACKSON CREEK NORTH	1.80	3	N	L	
502.B	JACKSON CREEK CG	0.30	3	N	L	
507	RIM	1.85	3	N	L	
513	INDIAN CREEK CG	0.40	3	N	L	
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G	L	
516	ARCHERY RANGE	0.80	3	N	L	
518	SUGAR CREEK	8.20	3	N	M	Viola pedatifida, Carex peckii
520	SADDLE STRING RANCH	0.65	3	N	L	
523	NINE-J	5.27	3	N	L	
528.A	LONE ROCK CG	0.32	4	A	L	
528.B	CHEESMAN TH	0.10	4	A	L	
528.D	KELSEY CG	0.30	3	A	L	
531	BUFFALO CREEK W.C.	0.20	3	N	L	
533	SO PLATTE RIVER	5.66	4	A,N	M	Agastache foeniculum
533.B	BRIDGE CROSSING PG	0.10	3	N	L	
533.C	PLATTE RIVER CG	0.10	3	N	L	
533.D	OUZEL CG	0.10	3	N	L	
533.E	SCRAGGY VIEW PG	0.05	3	N	L	
533.F	WILLOW BEND PG	0.05	3	N	L	
533.G	OSPREY CG	0.10	3	N	L	
533.H	FROG ROCK	0.20	3	N	L	
533.I	CHUTES PARKING	0.05	3	N	L	
533.J	COLORADO TRAIL PRKNG	0.10	3	N	L	
541	FLYING G	1.30	3	N	L	
543.F	MEADOWS GROUP CG	0.55	3	N	L	
543.FA	BUFFALO TH	0.10	3	G	L	
543.G	GREEN MTN CG	0.15	3	N	L	
543.H	ROLLING CREEK TRHD	0.26	3	N	L	
550	REDSKIN	8.87	3	A,N,G	L	
550.B	BUFFALO CREEK CG	0.50	3	N	L	
550.C1	HULBURT	0.20	3	N	L	
550.F	LOST ACRES	0.10	3	N	L	
550.G	MERCHANT	0.30	3	N	L	
550.H	LITTLE SCRAGGY TH	0.20	3	N	L	
553	EOS MILL	1.40	3	N	L	
556	SHADY BROOK	1.95	3	N	L	
558	GOOSE CR TRAILHEAD	1.30	3	N	M	Asplenium trichomanes, Mimulus gemmiparus
559	INDIAN CREEK WC	0.10	3	N	L	
560	STONE PASS	10.80	3	N	L	
811	T-PIT	1.30	3	N	M	Eriogonum brandegeei
849	WELL	0.20	3	A,N	L	
849.A	KENOSHA PASS CG	0.30	3	N	L	
TOTAL SPLTRD MILEAGE:		108.83				

RANGER DISTRICT: LEADVILLE RD							
100	WURTS DITCH	0.70	3	N	L		
103	SAINT KEVIN	1.30	3	N	L		
103.A	PUMP STATION	0.10	3	N	L		
104.A	SOUTH PORTAL SIGN	0.10	3	A	L		
104.B	ABE LEE	0.50	3	N	L		
104.D	MAY QUEEN CG	1.50	4	A	L		
104.DA	BUTCHER BOY PG	0.25	4	A	L		
104.F	SHIMMERING POINT O/L	0.10	3	G	L		
104.H	MOSQUITO VIEW OVERLOOK	0.10	3	G	L		
104.I	VALLEY VIEW OVERLOOK	0.10	3	G	L		
104.K	TABOR BOAT RAMP	0.60	4	A	L		
104.L	LADY OF THE LAKE PG	0.30	4	A	L		
104.M	BABY DOE CG	1.20	4	A	L		
104.N	FATHER DYER CG	0.40	4	A	L		
104.O	PRINTER BOY GROUP CG	0.50	4	A	L		
104.P	SANITARY STATION	0.10	4	A	L		
104.Q	BELLE OF COLO CG	0.40	4	A	L		
104.R	MOLLY BROWN CG	1.50	4	A	L		
104.S	SANITARY STATION	0.10	4	A	L		
104.T	SEWAGE PLANT	0.10	3	G	L		
104.U	MATCHLESS BOAT RAMP	0.90	4	A	L		
104.V	MAID OF ERIN PG	0.25	4	A	L		
104.W	SILVER DOLLAR CG	1.65	4	A	L		
105.B	NATIVE TRAIL LOT	0.10	3	N	L		
105.C	WINDSOR TRAIL LOT	0.10	3	N	L		
110	HALFMOON	4.10	3	N	L		
110.F	HALFMOON CG	0.80	3	G	L		
110.G	EMERALD LAKE PG PKG	0.10	3	N	L		
110.H	ELBERT CR CG	0.40	3	G	L		
110.I	MT. ELBERT TH	0.20	3	G	L		
110.L	MT. MASSIVE TH	0.10	3	G	L		
112.E	CRYSTAL LAKES EAST	0.30	3	G	L		
112.S	CRYSTAL LAKES FA	0.40	3	G	L		
112.W	CRYSTAL LAKES WEST	0.20	3	A	L		
113	DDH HEADGATES	2.60	3	G,N	L		
116	PARRY PEAK CG	0.30	3	G	L		
116.A	NORTH CG LOOP	0.20	3	G	L		
116.B	SOUTH CG LOOP	0.20	3	G	L		
125.A	LAKEVIEW CG	2.40	3	G	(M)	two species associated with 125: <i>Liatris ligulistylis</i> , <i>Ptilagrostis porteri</i>	
126	TWIN PEAKS CG	0.80	3	G	L		
127.A	NORTH PORTAL SIGN	0.10	4	A	L		
140	BEAVER LAKES	2.90	4	G	H	<i>Astragalus molybdenus</i> , <i>Arabis crandallii</i>	
170	DEXTER POINT REC AREA	0.60	4,3	A,G	L		
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G	L		
170.B	DEXTER POINT BOAT RAMP	0.20	3	G	L		
171	UPPER LAKE ACCESS	1.10	3	G	L		
171.A	RED ROOSTER BOAT RAMP	0.10	3	G	L		
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G	L		
171.C	RED ROOSTER LOOP	0.20	3	G	L		
172	WHITESTAR CG	0.20	3	A,G	L		
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A	L		
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G	L		
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G	L		
173	MOACHE FISHERMAN PARKING	0.25	3	A,G	L		
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G	L		
175.A	MT ELBERT PICNIC AREA	0.20	3	G	L		
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G	L		
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G	L		
390	CLEAR CREEK	7.85	3	G	L		
398	LOST CANYON	3.60	3	N	M	<i>Liatris ligulistylis</i>	
TOTAL LDVLRD MILEAGE:		47.05					

RANGER DISTRICT: SALIDA RD						
162.A	MT PRINCETON CG	0.30	3	G	L	
162.B	CHALK LAKE CG	0.20	3	G	L	
162.C	CHALK LAKE	0.10	3	G	L	
162.D	CASCADE CG	0.40	3	G	L	
174	HERRING PARK	1.80	3	N	L	
181	FEDERAL QUARRY	1.65	3	N	L	
183	LONG'S GULCH	4.20	3	N	L	
184.A	HARRINGTON HILL	0.25	3	N	L	
185	ASPEN RIDGE	2.60	3	N	L	
185.B	ELK MOUNTAIN RANCH	0.55	3	N	L	
185.C	FUTURITY GULCH	1.20	3	N	L	
186	BULL GULCH	2.75	3	N	L	
187	BASSAM	0.85	3	N	H	Heuchera hallii
188	CASTLE ROCK GULCH	5.20	3	N	L	
188.A	EAST CASTLE ROCK	0.92	3	N	L	
200	MARSHALL PASS	8.45	3	G	L	
201	SILVER CREEK	2.80	3	G	L	
202	O'HAVER LAKE	1.62	4	G	L	
202.A	O'HAVER LAKE CG	0.35	3	G	L	
219	POWERLINE	0.77	3	N	L	
221	GREEN CREEK	1.15	3	N	L	
224	LOST CREEK	0.53	3	G	L	
225	FOOSES CREEK	2.11	3	N	L	
226	PIPE	1.10	3	N	L	
228	TAYLOR MOUNTAIN	6.95	3	N	L	
231	MONARCH PARK CG	1.60	4	G	L	
234	MONARCH SKI AREA	1.00	4	G	L	
237	OLD MONARCH PASS	1.30	4	G	L	
240.A	ANGEL OF SHAVANO CG	0.29	3	G	L	
240.B	N FORK LAKE CG	0.41	3	N	L	
240.C	ANGEL OF SHAVANO TH	0.10	3	N	L	
250	PLACER CREEK	2.80	3	N	L	
251	DRONEY GULCH	1.88	3	N	H	Eriogonum brandegeei
252	BLANK'S CABIN	3.50	3	N	L	
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N	L	
272	BROWNS CREEK	2.90	3	G	H	Eriogonum brandegeei
273	RASPBERRY GULCH	1.20	3	N	L	
274	EDDY CREEK	0.90	3	N	L	
290.B	CHALK CREEK SMR HOMES	0.20	3	G	L	
292	OLD CHALK CR	2.00	3	N,G	L	
292.A	ALPINE SPUR	0.10	3	G	L	
295	HANCOCK	5.00	3	N	H	Carex concinna, Listera borealis
305	MCGEE GULCH	2.40	3	N	L	
306.A	COLLEGIATE PEAKS CG	1.05	3	G	L	
306.D	AVALANCHE TRAILHEAD	0.60	4	A	L	
306.G	DENNY CREEK TRAILHEAD	0.10	4	A	L	
306.H	PTARMIGAN TRAILHEAD	0.10	4	A	L	
308	MUSHROOM GULCH	2.80	3	N	L	
309	CHUBB PARK	2.66	3	N	H	Heuchera hallii
311	SEVENMILE CREEK	5.85	3	N	L	
315	SHIELDS GULCH	2.60	3	N	L	
318	BUCKRAKE DRIVE	0.17	3	G	L	
344	SOUTH COTTONWOOD	9.75	4,3	G,N	M	Draba oligosperma, Draba ventosa, Draba porsildii, Braya humilis, Braya glabella
344.A	COTTONWOOD LAKE PG	0.20	3	G	L	
344.B	COTTONWOOD LAKE CG	0.60	3	G	L	
375	FOURMILE CREEK	5.50	3	N	H	Heuchera hallii, Argyrochosma fendleri
376	LENHARDY CUTOFF	1.00	3	N	L	
377	HOMESTAKE PIPELINE	1.20	3	N	L	
6	HAYDEN CREEK	1.30	3	N	L	
6.2A	COALDALE CG	0.20	3	N	L	
6.3B	HAYDEN CREEK CG	0.15	3	G	L	
TOTAL SALRD MILEAGE:		112.41				

RANGER DISTRICT: SAN CARLOS RD						
119	MUSIC PASS	0.52	3	N	L	
140.A	COMANCHE/VENABLE TH	0.42	3	N	L	
140.B	ALVARADO CG	0.98	3	G	L	
140.BA	ALVARADO SW LOOP	0.15	3	G	L	
140.C	ALVARADO CG LOOP 1	0.31	3	G	L	
143	OAK CREEK GRADE	4.85	4	G	H	Penstemon degeneri
172	GIBSON	0.25	3	N	L	
198	LAKE CREEK	0.56	3	G	L	
274	LOCKE MTN	6.39	3	G,N	L	
287	SMITH CREEK	0.28	3	G	L	
300	LAKE CREEK CG	0.35	3	G	L	
303	OAK CREEK CG	0.60	3	N	L	
310	LEWIS CREEK	0.42	3	G	L	
312	LAKE ISABEL WORK CENTER	0.25	3	A,N	L	
313	CANON CITY AD. SITE	0.04	3	N	L	
316	MEADE	1.59	3	N	M	Cypripedium parviflorum
317	OVERFLOW	0.19	3	G	L	
319	LAZY ACRES	0.41	3	N	L	
337	DUCKETT	1.18	3	G,N	H	Carex oreocharis
34	NORTH FORK	4.23	3	G	M	Delphinium robustum
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G	L	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G	L	
360	OPHIR CREEK	8.14	3	G	L	
361	OPHIR CREEK CG	0.74	3	G	L	
369	GREENHORN MTN	18.11	3	G,N	H	Botrychium echo
371	GANN LOOP	1.89	4	A	L	
372	SOUTHSIDE	0.21	4	A	L	
373	LA VISTA	0.53	4	A	L	
373.A	LA VISTA C.G. SPUR	0.03	4	A	L	
374	ST. CHARLES	0.83	4	A	L	
375	ST. CHARLES CG	0.26	4	A	L	
376	CISNEROS T.H.	0.22	4	A	L	
380	ORGANIZATION	0.84	3	G	L	
382	DAVENPORT CG	1.51	3	G	L	
383	DITCH CREEK	3.51	3	G,N	L	
386	SOUTH HARDCRABBLE	3.79	3	G	L	
387	NORTH CREEK	0.20	3	A	H	Cheilanthes eatonii, Viola pedatifida, Carex peckii
388	BABCOCK HOLE	0.40	3	N	L	
414	SPRING CREEK PG	0.10	3	G	L	
418	LA VETA WORK CENTER	0.10	3	G	L	
421	EAST INDIAN CREEK	0.78	3	G,N	M	Oxytropis parryi, Delphinium robustum, Draba rectifruca
422	BLUE LAKES	5.00	3	G	L	
422.A	BLUE LAKES CG	0.20	3	G	L	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G	L	
422.B	BEAR LAKE CG	0.23	3	G	L	
427	BARTLETT	1.90	3	G,N	L	
436	TRINCHERA	0.19	3	G	L	
46	CORDOVA PASS	6.04	3	N	H	Agastache foeniculum, Crepis nana, Festuca hallii
559	MEDANO PASS	7.36	3	N	L	
559.A	MUDDY CREEK CG LOOP	0.09	3	N	L	
583	MOSCA PASS	0.73	3	N	L	
630	WILLIAMS CREEK	5.93	3	N	L	
634	GARDNER	9.22	3	N	L	
TOTAL SCR D MILEAGE:		103.67				
TOTAL PSI MILEAGE:		626.62				

RANGER DISTRICT: SOUTH PLATTE RD							
100.A	DEER CREEK CG	0.13	3	N			L
102	ELK CREEK	0.29	3	N			L
102.A	CAMP ROSALIE	0.11	3	N			L
109.A	LESLIE DEAL	0.20	3	N			L
109.B	BROOKSIDE/PAYNE GULCH TH	0.10	3	N			L
110	HAPPY TOP	1.30	3	N			L
115	AG RANCH	0.40	3	A,G			L
115.A	AG RANCH SPUR	0.24	3	N			L
118.A	GENEVA CREEK PG	0.10	3	N			L
118.B	WHITESIDE PG	0.10	3	N			L
118.C	THREEMILE CR TRHD	0.02	3	N			L
118.D	BURNING BEAR CG	0.20	3	N			L
119	UPPER GENEVA	0.40	3	G			M
119.A	DUCK CREEK PG	0.10	3	G			L
119.B	GENEVA PARK CG	0.46	3	N			H
120.2A	HANDCART CG	0.10	3	N			M
120.2B	HALL VALLEY CG	0.15	3	N			M
125	TIMBER LINE	0.30	3	N			L
125.A	TIMBER LINE CG	0.20	3	N			L
126	TWIN CONES	1.00	3	N			M
126.C	KENOSHA PASS PG	0.20	3	N			L
211	MATUKAT	17.70	3	N			L
211.J	GOOSE CREEK CG	0.30	3	N			L
211.M	MOLLY GULCH CG	0.40	3	N			L
211.O	CHEESMAN	0.20	3	N			L
300	RAMPART RANGE	20.21	3	N,G			L
300.M	TOPAZ POINT PG	0.05	3	N			L
300.N	TELEPHONE	0.20	3	N			L
300.O	DEVILS HEAD TH/CG	0.65	3	N			L
300.P	DEVILS HEAD CG	0.38	3	N			L
300.PA	DEVILS HEAD CG SPUR	0.03	3	N			L
300.Q	DEVILS HEAD CG	0.20	3	N			L
300.R	CABIN RIDGE PG	0.25	3	N			L
300.S	OBS PT O/L	0.10	3	N			L
300.T	FLAT ROCK CG	0.55	3	N			L
300.U	SUNSET POINT	0.06	3	N			L
47.A	MERIDIAN CG	0.47	3	N			L
502	JACKSON CREEK SOUTH	4.00	3	N			L
502.2	JACKSON CREEK NORTH	1.80	3	N			L
502.B	JACKSON CREEK CG	0.30	3	N			L
507	RIM	1.85	3	N			L
513	INDIAN CREEK CG	0.40	3	N			H
513.A	INDIAN CREEK EQUESTRIAN	0.40	3	G			L
516	ARCHERY RANGE	0.80	3	N			L
518	SUGAR CREEK	8.20	3	N			L
520	SADDLE STRING RANCH	0.65	3	N			L
523	NINE-J	5.27	3	N			L
528.A	LONE ROCK CG	0.32	4	A			L
528.B	CHEESMAN TH	0.10	4	A			L
528.D	KELSEY CG	0.30	3	A			L
531	BUFFALO CREEK W.C.	0.20	3	N			L
533	SO PLATTE RIVER	5.66	4	A,N			L
533.B	BRIDGE CROSSING PG	0.10	3	N			L
533.C	PLATTE RIVER CG	0.10	3	N			L
533.D	OUZEL CG	0.10	3	N			L
533.E	SCRAGGY VIEW PG	0.05	3	N			L
533.F	WILLOW BEND PG	0.05	3	N			L
533.G	OSPREY CG	0.10	3	N			L
533.H	FROG ROCK	0.20	3	N			L
533.I	CHUTES PARKING	0.05	3	N			L
533.J	COLORADO TRAIL PRKNG	0.10	3	N			L
541	FLYING G	1.30	3	N			H
543.F	MEADOWS GROUP CG	0.55	3	N			L
543.FA	BUFFALO TH	0.10	3	G			L
543.G	GREEN MTN CG	0.15	3	N			L
543.H	ROLLING CREEK TRHD	0.26	3	N			L
550	REDSKIN	8.87	3	A,N,G			L
550.B	BUFFALO CREEK CG	0.50	3	N			L
550.C1	HULBURT	0.20	3	N			L
550.F	LOST ACRES	0.10	3	N			L
550.G	MERCHANT	0.30	3	N			L
550.H	LITTLE SCRAGGY TH	0.20	3	N			L
553	EOS MILL	1.40	3	N			L
556	SHADY BROOK	1.95	3	N			L
558	GOOSE CR TRAILHEAD	1.30	3	N			L
559	INDIAN CREEK WC	0.10	3	N			L
560	STONE PASS	10.80	3	N			L
811	T-PIT	1.30	3	N			L
849	WELL	0.20	3	A,N			L
849.A	KENOSHA PASS CG	0.30	3	N			L
TOTAL SPLTRD MILEAGE:					108.83		

RANGER DISTRICT: LEADVILLE RD							
100	WURTS DITCH	0.70	3	N		L	
103	SAINT KEVIN	1.30	3	N		L	
103.A	PUMP STATION	0.10	3	N		L	
104.A	SOUTH PORTAL SIGN	0.10	3	A		L	
104.B	ABE LEE	0.50	3	N		L	
104.D	MAY QUEEN CG	1.50	4	A		L	
104.DA	BUTCHER BOY PG	0.25	4	A		L	
104.F	SHIMMERING POINT O/L	0.10	3	G		L	
104.H	MOSQUITO VIEW OVERLOOK	0.10	3	G		L	
104.I	VALLEY VIEW OVERLOOK	0.10	3	G		L	
104.K	TABOR BOAT RAMP	0.60	4	A		L	
104.L	LADY OF THE LAKE PG	0.30	4	A		L	
104.M	BABY DOE CG	1.20	4	A		L	
104.N	FATHER DYER CG	0.40	4	A		L	
104.O	PRINTER BOY GROUP CG	0.50	4	A		L	
104.P	SANITARY STATION	0.10	4	A		L	
104.Q	BELLE OF COLO CG	0.40	4	A		L	
104.R	MOLLY BROWN CG	1.50	4	A		L	
104.S	SANITARY STATION	0.10	4	A		L	
104.T	SEWAGE PLANT	0.10	3	G		L	
104.U	MATCHLESS BOAT RAMP	0.90	4	A		L	
104.V	MAID OF ERIN PG	0.25	4	A		L	
104.W	SILVER DOLLAR CG	1.65	4	A		L	
105.B	NATIVE TRAIL LOT	0.10	3	N		L	
105.C	WINDSOR TRAIL LOT	0.10	3	N		L	
110	HALFMOON	4.10	3	N		H	
110.F	HALFMOON CG	0.80	3	G		L	
110.G	EMERALD LAKE PG PKG	0.10	3	N		L	
110.H	ELBERT CR CG	0.40	3	G		L	
110.I	MT. ELBERT TH	0.20	3	G		L	
110.L	MT. MASSIVE TH	0.10	3	G		L	
112.E	CRYSTAL LAKES EAST	0.30	3	G		L	
112.S	CRYSTAL LAKES FA	0.40	3	G		L	
112.W	CRYSTAL LAKES WEST	0.20	3	A		L	
113	DDH HEADGATES	2.60	3	G,N		L	
116	PARRY PEAK CG	0.30	3	G		L	
116.A	NORTH CG LOOP	0.20	3	G		H	
116.B	SOUTH CG LOOP	0.20	3	G		L	
125.A	LAKEVIEW CG	2.40	3	G		L	
126	TWIN PEAKS CG	0.80	3	G		L	
127.A	NORTH PORTAL SIGN	0.10	4	A		L	
140	BEAVER LAKES	2.90	4	G		L	
170	DEXTER POINT REC AREA	0.60	4,3	A,G		H	
170.A	SUNNYSIDE FISHING ACCESS	0.40	3	G		L	
170.B	DEXTER POINT BOAT RAMP	0.20	3	G		L	
171	UPPER LAKE ACCESS	1.10	3	G		H	
171.A	RED ROOSTER BOAT RAMP	0.10	3	G		L	
171.B	PRAYING ANGEL FISHING ACCESS	0.20	3	G		L	
171.C	RED ROOSTER LOOP	0.20	3	G		L	
172	WHITESTAR CG	0.20	3	A,G		H	
172.A	WHITESTAR CG-SAGE LOOP	0.60	3	A		L	
172.B	WHITESTAR CG-N.VALLEY LP	0.40	3	G		L	
172.C	WHITESTAR CG-RIDGE LOOP	0.30	3	G		L	
173	MOACHE FISHERMAN PARKING	0.25	3	A,G		L	
175	WHISTLER POINT FISHERMAN PRKG	1.10	4,3	A,G		L	
175.A	MT ELBERT PICNIC AREA	0.20	3	G		H	
175.B	BIG MAC FISHERMAN PRKG	0.20	3	G		L	
177	MTN VIEW FISHERMAN PRKNG	0.50	3	A,G		L	
390	CLEAR CREEK	7.85	3	G		M	
398	LOST CANYON	3.60	3	N		L	
TOTAL LDVLRD MILEAGE:		47.05					

RANGER DISTRICT: SALIDA RD							
162.A	MT PRINCETON CG	0.30	3	G		L	
162.B	CHALK LAKE CG	0.20	3	G		L	
162.C	CHALK LAKE	0.10	3	G		L	
162.D	CASCADE CG	0.40	3	G		L	
174	HERRING PARK	1.80	3	N		L	
181	FEDERAL QUARRY	1.65	3	N		L	
183	LONG'S GULCH	4.20	3	N		L	
184.A	HARRINGTON HILL	0.25	3	N		L	
185	ASPEN RIDGE	2.60	3	N		L	
185.B	ELK MOUNTAIN RANCH	0.55	3	N		L	
185.C	FUTURITY GULCH	1.20	3	N		L	
186	BULL GULCH	2.75	3	N		L	
187	BASSAM	0.85	3	N		L	
188	CASTLE ROCK GULCH	5.20	3	N		L	
188.A	EAST CASTLE ROCK	0.92	3	N		L	
200	MARSHALL PASS	8.45	3	G		M	
201	SILVER CREEK	2.80	3	G		L	
202	O'HAVER LAKE	1.62	4	G		L	
202.A	O'HAVER LAKE CG	0.35	3	G		L	
219	POWERLINE	0.77	3	N		L	
221	GREEN CREEK	1.15	3	N		L	
224	LOST CREEK	0.53	3	G		L	
225	FOOSES CREEK	2.11	3	N		L	
226	PIPE	1.10	3	N		L	
228	TAYLOR MOUNTAIN	6.95	3	N		L	
231	MONARCH PARK CG	1.60	4	G		L	
234	MONARCH SKI AREA	1.00	4	G		L	
237	OLD MONARCH PASS	1.30	4	G		L	
240.A	ANGEL OF SHAVANO CG	0.29	3	G		L	
240.B	N FORK LAKE CG	0.41	3	N		L	
240.C	ANGEL OF SHAVANO TH	0.10	3	N		L	
250	PLACER CREEK	2.80	3	N		L	
251	DRONEY GULCH	1.88	3	N		L	
252	BLANK'S CABIN	3.50	3	N		L	
267.A	POPLAR GULCH TRAILHEAD	0.20	3	N		L	
272	BROWNS CREEK	2.90	3	G		L	
273	RASPBERRY GULCH	1.20	3	N		L	
274	EDDY CREEK	0.90	3	N		L	
290.B	CHALK CREEK SMR HOMES	0.20	3	G		L	
292	OLD CHALK CR	2.00	3	N,G		L	
292.A	ALPINE SPUR	0.10	3	G		L	
295	HANCOCK	5.00	3	N		L	
305	MCGEE GULCH	2.40	3	N		L	
306.A	COLLEGIATE PEAKS CG	1.05	3	G		L	
306.D	AVALANCHE TRAILHEAD	0.60	4	A		L	
306.G	DENNY CREEK TRAILHEAD	0.10	4	A		L	
306.H	PTARMIGAN TRAILHEAD	0.10	4	A		L	
308	MUSHROOM GULCH	2.80	3	N		L	
309	CHUBB PARK	2.66	3	N		L	
311	SEVENMILE CREEK	5.85	3	N		H	
315	SHIELDS GULCH	2.60	3	N		L	
318	BUCKRAKE DRIVE	0.17	3	G		L	
344	SOUTH COTTONWOOD	9.75	4,3	G,N		L	
344.A	COTTONWOOD LAKE PG	0.20	3	G		L	
344.B	COTTONWOOD LAKE CG	0.60	3	G		L	
375	FOURMILE CREEK	5.50	3	N		L	
376	LENHARDY CUTOFF	1.00	3	N		L	
377	HOMESTAKE PIPELINE	1.20	3	N		L	
6	HAYDEN CREEK	1.30	3	N		L	
6.2A	COALDALE CG	0.20	3	N		L	
6.3B	HAYDEN CREEK CG	0.15	3	G		L	
TOTAL SALRD MILEAGE: 112.41							

RANGER DISTRICT: SAN CARLOS RD							
119	MUSIC PASS	0.52	3	N		L	
140.A	COMANCHE/VENABLE TH	0.42	3	N		L	
140.B	ALVARADO CG	0.98	3	G		L	
140.BA	ALVARADO SW LOOP	0.15	3	G		L	
140.C	ALVARADO CG LOOP 1	0.31	3	G		L	
143	OAK CREEK GRADE	4.85	4	G		L	
172	GIBSON	0.25	3	N		L	
198	LAKE CREEK	0.56	3	G		M	
274	LOCKE MTN	6.39	3	G,N		L	
287	SMITH CREEK	0.28	3	G		L	
300	LAKE CREEK CG	0.35	3	G		L	
303	OAK CREEK CG	0.60	3	N		L	
310	LEWIS CREEK	0.42	3	G		L	
312	LAKE ISABEL WORK CENTER	0.25	3	A,N		L	
313	CANON CITY AD. SITE	0.04	3	N		L	
316	MEADE	1.59	3	N		L	
317	OVERFLOW	0.19	3	G		L	
319	LAZY ACRES	0.41	3	N		L	
337	DUCKETT	1.18	3	G,N		L	
34	NORTH FORK	4.23	3	G		L	
34.A	PURGATOIRE C.G. LOOP A	0.21	3	G		L	
34.B	PURGATOIRE C.G. LOOP B	0.26	3	G		L	
360	OPHIR CREEK	8.14	3	G		L	
361	OPHIR CREEK CG	0.74	3	G		M	
369	GREENHORN MTN	18.11	3	G,N		L	
371	GANN LOOP	1.89	4	A		L	
372	SOUTHSIDE	0.21	4	A		L	
373	LA VISTA	0.53	4	A		L	
373.A	LA VISTA C.G. SPUR	0.03	4	A		L	
374	ST. CHARLES	0.83	4	A		L	
375	ST. CHARLES CG	0.26	4	A		L	
376	CISNEROS T.H.	0.22	4	A		L	
380	ORGANIZATION	0.84	3	G		L	
382	DAVENPORT CG	1.51	3	G		M	
383	DITCH CREEK	3.51	3	G,N		M	
386	SOUTH HARDCRABBLE	3.79	3	G		M	
387	NORTH CREEK	0.20	3	A		M	
388	BABCOCK HOLE	0.40	3	N		L	
414	SPRING CREEK PG	0.10	3	G		L	
418	LA VETA WORK CENTER	0.10	3	G		L	
421	EAST INDIAN CREEK	0.78	3	G,N		L	
422	BLUE LAKES	5.00	3	G		L	
422.A	BLUE LAKES CG	0.20	3	G		L	
422.AA	BLUE LAKE C.G. LOOP	0.15	3	G		L	
422.B	BEAR LAKE CG	0.23	3	G		L	
427	BARTLETT	1.90	3	G,N		L	
436	TRINCHERA	0.19	3	G		L	
46	CORDOVA PASS	6.04	3	N		L	
559	MEDANO PASS	7.36	3	N		L	
559.A	MUDDY CREEK CG LOOP	0.09	3	N		L	
583	MOSCA PASS	0.73	3	N		L	
630	WILLIAMS CREEK	5.93	3	N		L	
634	GARDNER	9.22	3	N		L	
TOTAL SCRD MILEAGE:					103.67		
TOTAL PSI MILEAGE:					626.62		



R_DM03_L_CDW - Forest Cost Per Mile Deferred Maintenance Summary

Annual Maintenance Tasks Only

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Database: fs.usda.gov



Admin Org: 0212		DM Summary Date: ,						
Obj Mtc Level	Miles Surveyed	Miles Existing	Work Item Type	Needed \$	Extrapolated \$	Total \$ (Needed+Extrap)	\$ Cost / Mile Surveyed	\$ Cost / Mile Existing
1	.5000	410.3900	Annual Maintenance	87.01	72,421.33	72,508.34	174.02	176.68
Obj Mtc Level Total:				87.01	72,421.33	72,508.34		
2	6.7200	2,734.6400	Annual Maintenance	6,470.38	2,581,681.62	2,588,152.00	962.85	946.43
Obj Mtc Level Total:				6,470.38	2,581,681.62	2,588,152.00		
3	621.2270	621.7170	Annual Maintenance	3,837,507.76	3,072.46	3,840,580.22	6,177.30	6,177.38
Obj Mtc Level Total:				3,837,507.76	3,072.46	3,840,580.22		
4	45.5700	45.5700	Annual Maintenance	439,692.42	0.00	439,692.42	9,648.73	9,648.73
Obj Mtc Level Total:				439,692.42	0.00	439,692.42		
5	27.8000	27.8000	Annual Maintenance	400,237.38	0.00	400,237.38	14,397.03	14,397.03
Obj Mtc Level Total:				400,237.38	0.00	400,237.38		
Admin Org Total:				4,683,994.95	2,657,175.41	7,341,170.36		
Report Total:				4,683,994.95	2,657,175.41	7,341,170.36		

Appendix B10

Report: R_DM03_L_CDW - Forest Cost Per Mile Deferred Maintenance Summary

fs.usda.gov

June 17, 2009 1:31 PM

Run by GARYMORRISON

DM Summary Event: October, 2005 -- Region: XX Forest: XX

Notes:

This report displays the results of the year-end DM Summary routine. Any year for which a DM Summary has been run can be selected. View used: II_WH_RTE_DM_SUMMARY_VW

Admin Org: 0212

Objective Maint Level: %

Work Item Type: ANNUAL MAINTENANCE

Parameters Selected

Annual Maintenance Tasks Only

Page 2 of 2

Appendix B10

Report: R_DM05_L - Road Work Item Log

fs.usda.gov
September 6, 2006 2:10 PM
Run by FS_PUBLIC_0212
Route ID: %

Parameters Selected

Notes:

A listing of work items by route.
Tables used: RTE_BASICS, II_TASKS
Task Work Item Type: ANNUAL MAINTENANCE
Task Priority: %
Task Reason: %
Sort Routes By: RTE_ID, RTE_NAME
Task Year: Current Tasks
Route Name: %
Sort Tasks By: TASK_BMP, TASK_EMP, TASK_ID, TASK_WORK_ITEM_TYPE

Current Annual Maintenance Tasks

* Security ID: %

Page 963 of 963

Note: As of 7/17/2009, Report R_DM05_L - Road Work Item Log, now has a new name in INFRA. It is now called R_DM03_L - Road Work Item Log.

This report provides calculated annual maintenance costs for individual roads. The individual calculated road cost was divided by the length of the road and then used in the TAP Road Matrix Table under the column “Annual Maintenance Cost Per Mile”. Due to the large size of this report, it is not included in the TAP appendices, but an electronic copy can be provided to anyone needing to review it. Send an email to: garymorrison@fs.fed.us to request a copy of this report. A sample page of this report is included for general review purposes (see next page).

Appendix B10



ID: 104.B		Name: ABE LEE		BMP: .0000		EMP: .5000				
BMP	EMP	Task ID	Task Description / (optional comment)	WI	Priority	Reason	Severity	Task Year	Needed \$	% Comp.
.0000	.5000	D080101	Drainage-Linear drainage-Ditch (left or right)-General maintenance - (clean and reshape)-Hand and machine work	AM	C	RP	Hand and machine work	2006	186.45	
.0000	.5000	R01020201	Ditch right - heavy mtc Surface and Roadway-Surface-General maintenance-Reshape/blading w/water-1 lane--Several passes	AM	N	RP	Several passes	2006	214.70	
.0000	.5000	R0301	1 lane - native Surface and Roadway-Condition survey-Road condition survey/road log-Drive	AM	C	FM	Drive	2006	18.08	
.0000	.5000	V01020101	Driving condition survey Vegetation-Removal-Brush-Mechanized-1 shoulder--1/2-2in	AM	N	FM	1/2-2in	2006	118.65	
.0000		T010202	Light clearing - 1 shoulder Signs and Traffic Control-Sign (Includes supports)-Remove existing/install new (keep old posts/base)-Regulatory--< 36in/1 post	AM	C	H&S	< 36in/1 post	2006	58.76	
.0000		T01020401	Replace stop sign Signs and Traffic Control-Sign (Includes supports)-Remove existing/install new (keep old posts/base)-Route marker-Road marker--Horizontal	AM	N	FM	Horizontal	2006	20.34	
Subtotals:		6 task record(s)	Drainage:					Annual Maintenance:		616.98
			Signs and Traffic:							
			Surface and Roadway:							\$616.98
			Vegetation:							

ID: 104.D		Name: MAY QUEEN CG		BMP: .0000		EMP: 1.5000				
BMP	EMP	Task ID	Task Description / (optional comment)	WI	Priority	Reason	Severity	Task Year	Needed \$	% Comp.
.0000	.5000	V01020101	Vegetation-Removal-Brush-Mechanized-1 shoulder--1/2-2in	AM	N	FM	1/2-2in	2006	118.65	
.0000	1.5000	R01050302	L Clearing - brush 1 shoulder Surface and Roadway-Surface-Asphalt maintenance-Crack sealing-2 lanes--Unrouted cracks	AM	N	RP	Unrouted cracks	2006	1,356.00	
.0000	1.5000	R01050502	2 Lane Asphalt Surface and Roadway-Surface-Asphalt maintenance-Chip seal-2 lanes--Single chip	AM	N	RP	Single chip	2006	3,813.75	
.0000	1.5000	R0301	2 Lane asphalt Surface and Roadway-Condition survey-Road condition survey/road log-Drive Driving road condition survey	AM	C	FM	Drive	2006	55.37	

In this example above, road 104.B, Abe Lee, shows a calculated annual maintenance cost of \$616.98, and a road length of 0.5 miles. Therefore, the annual maintenance cost per mile is: $616.98/0.5 = \$1234$. On the Road Matrix Table, Appendix A1, Leadville, the annual maintenance cost per mile for road 104.B is \$1234. This number falls below the average range of annual maintenance costs for a maintenance level 3 road, which is \$4000 - \$8000 per mile. Therefore, the Financial Burden "Risk" rating is "L".

Appendix B10

APPENDIX C

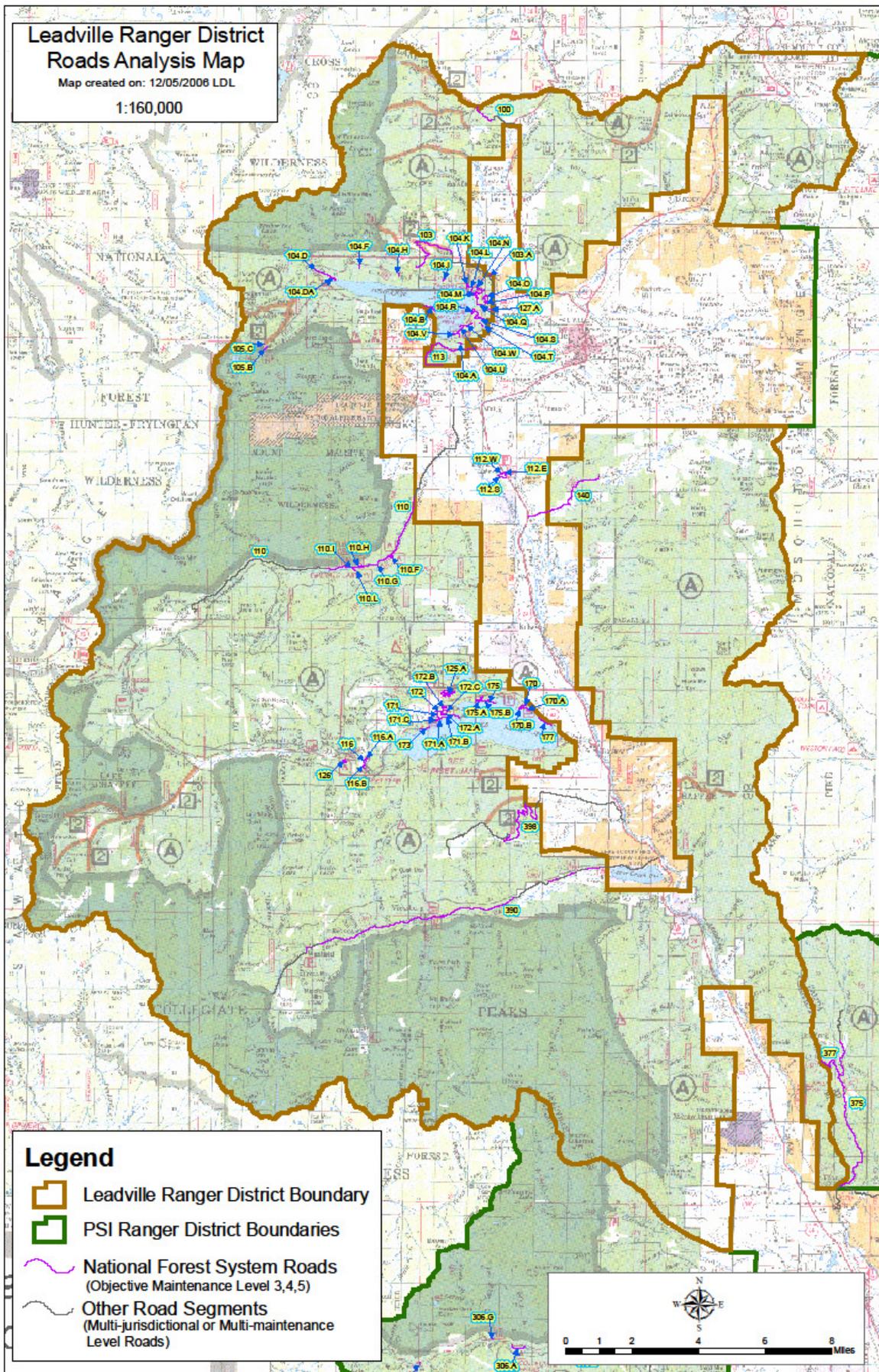
DISTRICT ROAD MAPS

- **C1 – Leadville RD**
- **C2 – Pikes Peak RD**
- **C3 – Salida RD**
- **C4 – San Carlos RD**
- **C5 – South Park RD**
- **C6 – South Platte RD**

Leadville Ranger District Roads Analysis Map

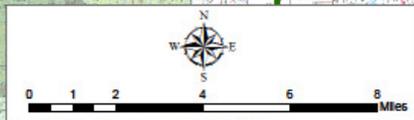
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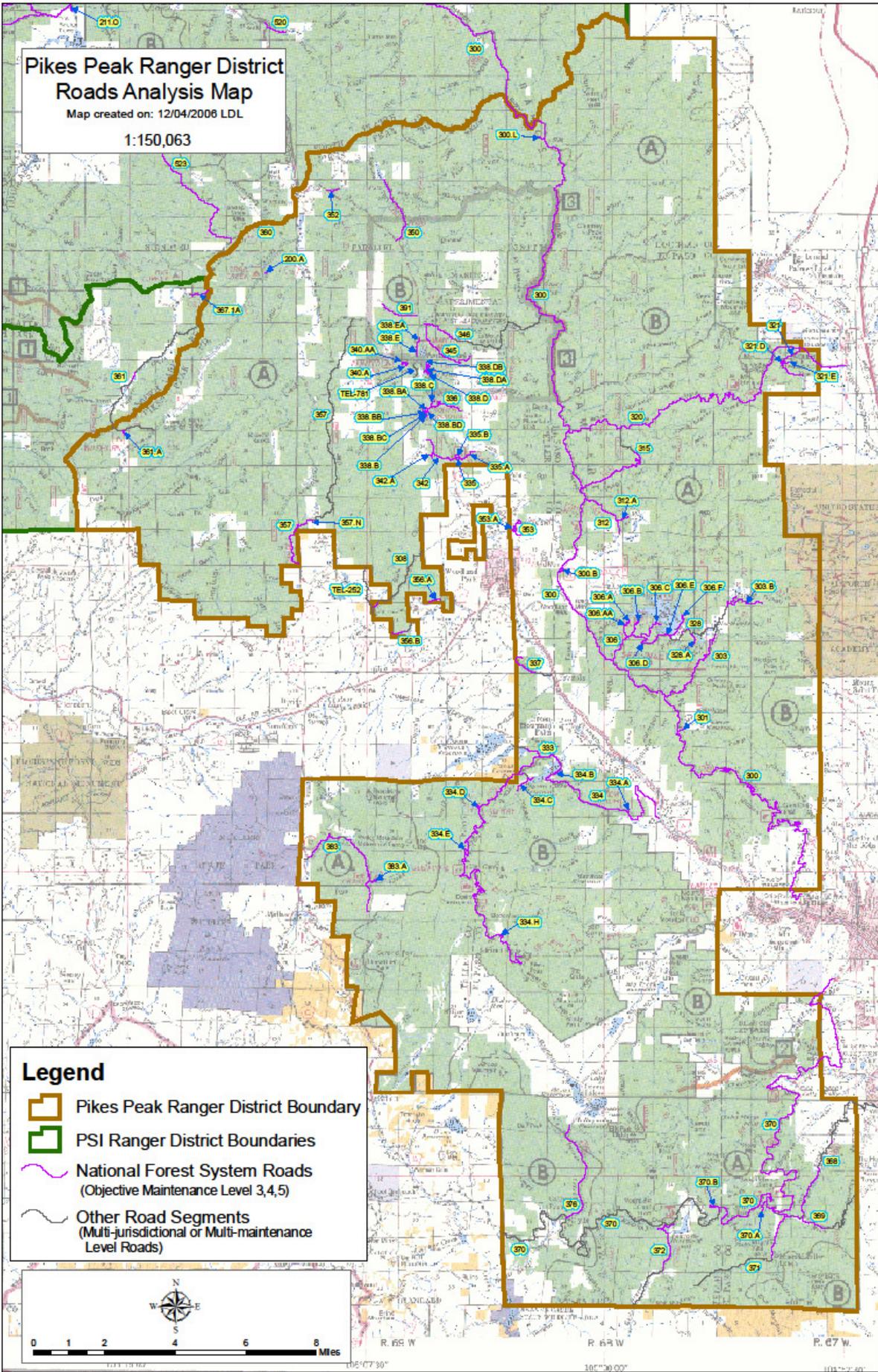
-  Leadville Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance
Level Roads)



Pikes Peak Ranger District Roads Analysis Map

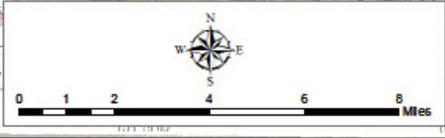
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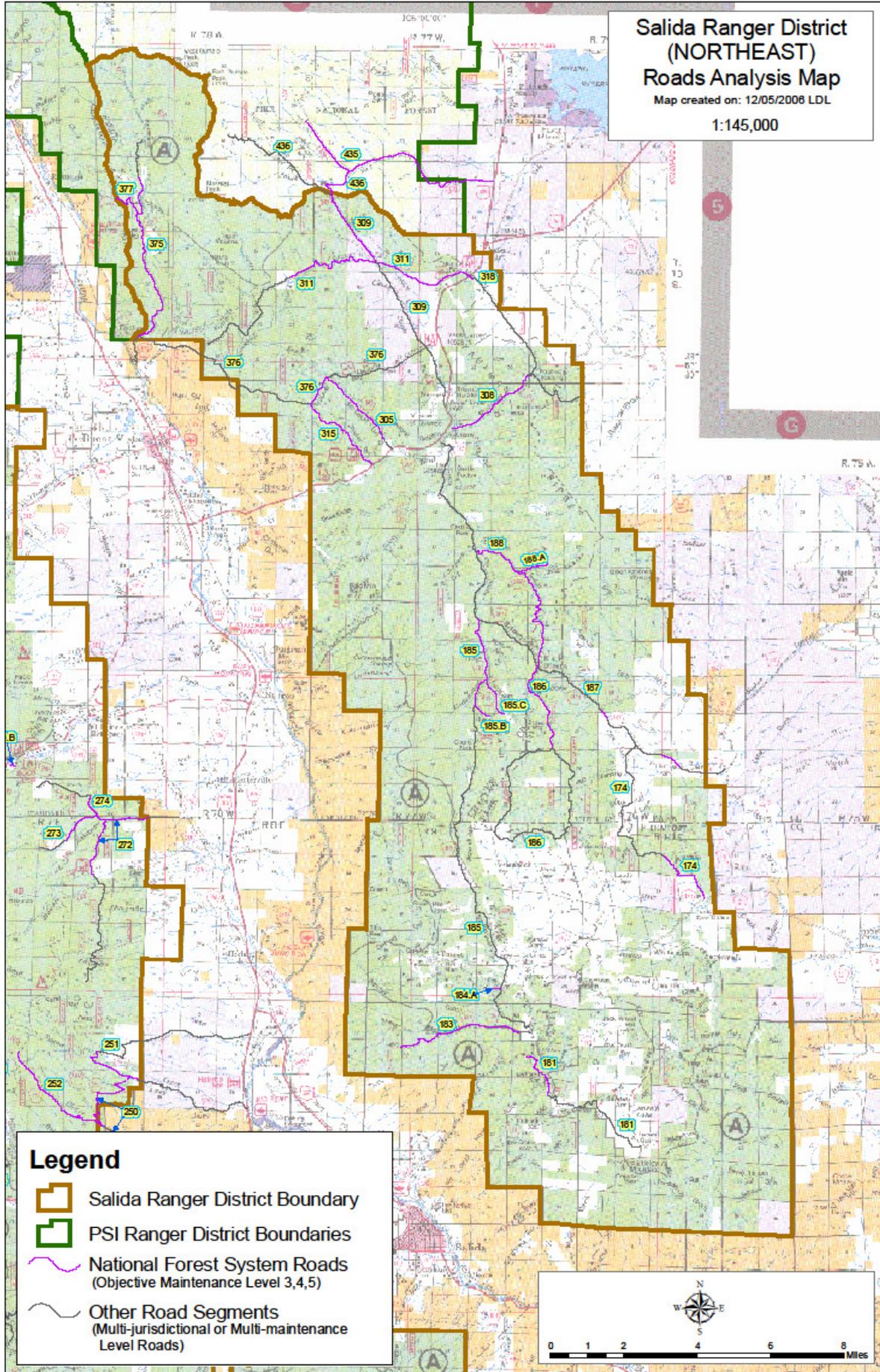
- Pikes Peak Ranger District Boundary
- PSI Ranger District Boundaries
- National Forest System Roads
(Objective Maintenance Level 3,4,5)
- Other Road Segments
(Multi-jurisdictional or Multi-maintenance Level Roads)



Salida Ranger District (NORTHEAST) Roads Analysis Map

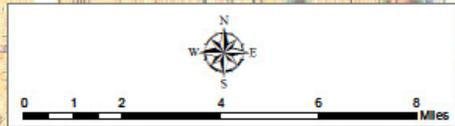
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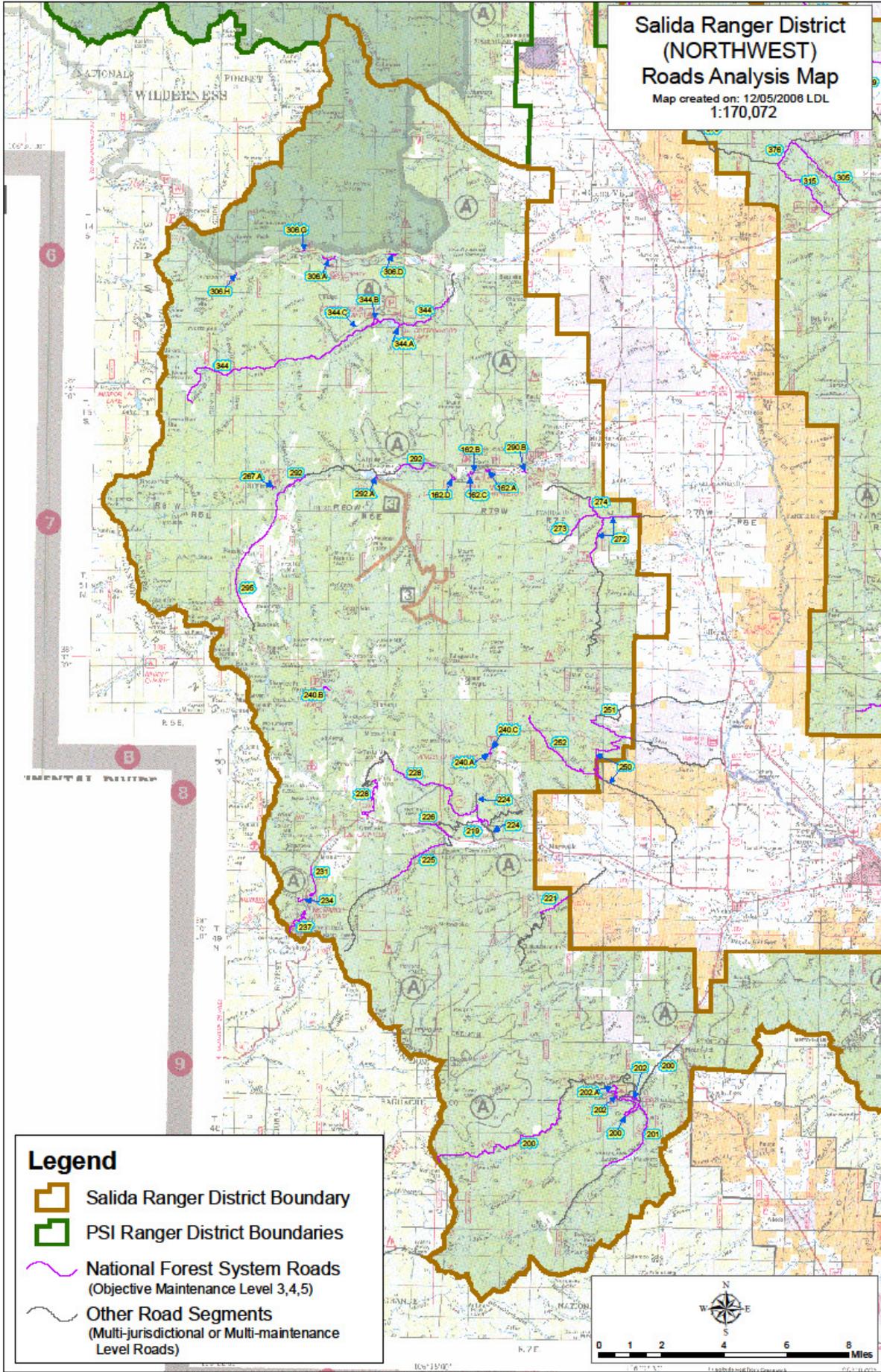


Legend

-  Salida Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance
Level Roads)



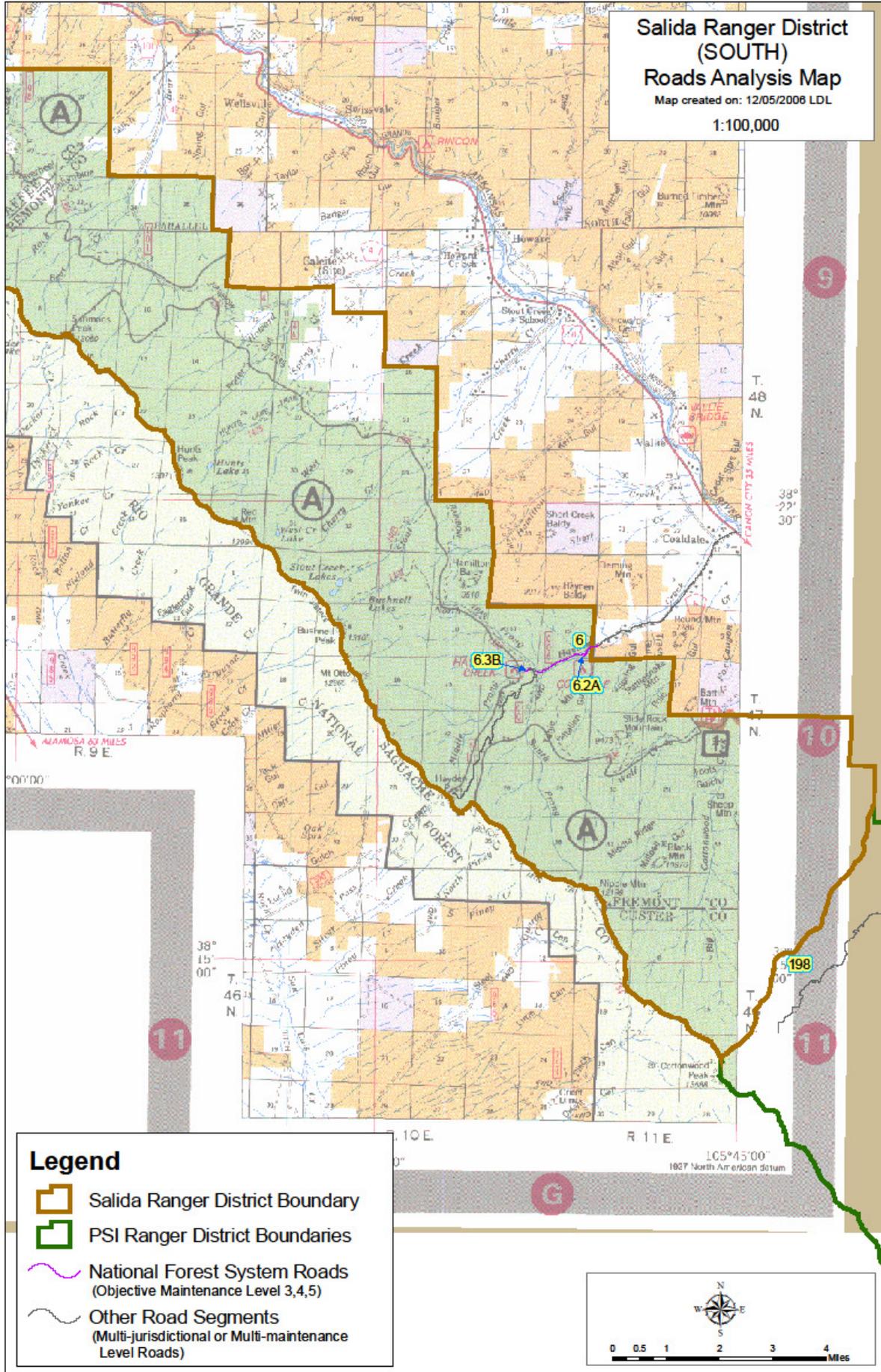
**Salida Ranger District
(NORTHWEST)
Roads Analysis Map**
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Salida Ranger District (SOUTH) Roads Analysis Map

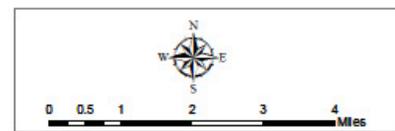
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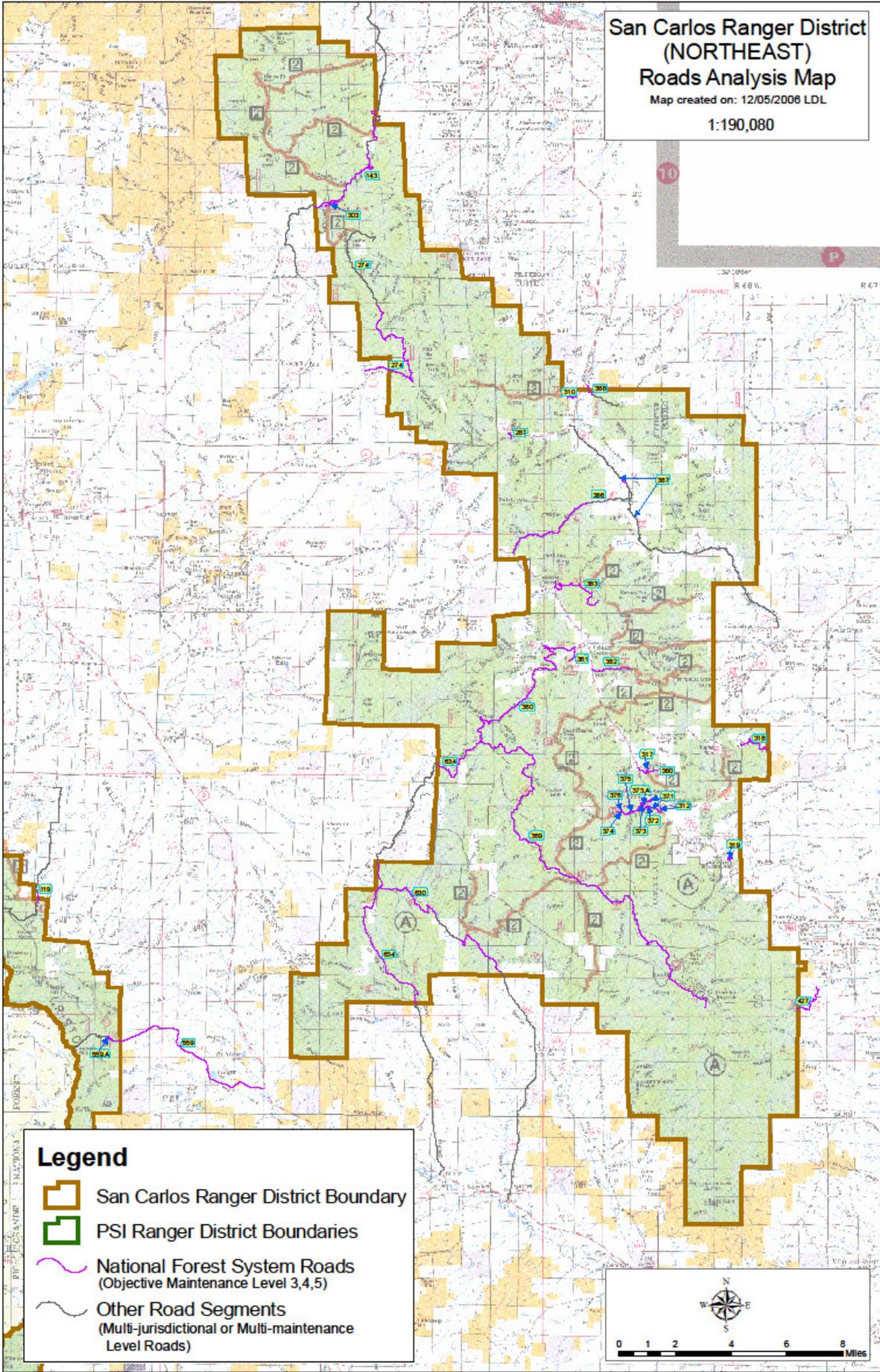
-  Salida Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance Level Roads)



San Carlos Ranger District (NORTHEAST) Roads Analysis Map

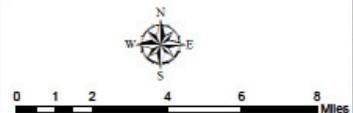
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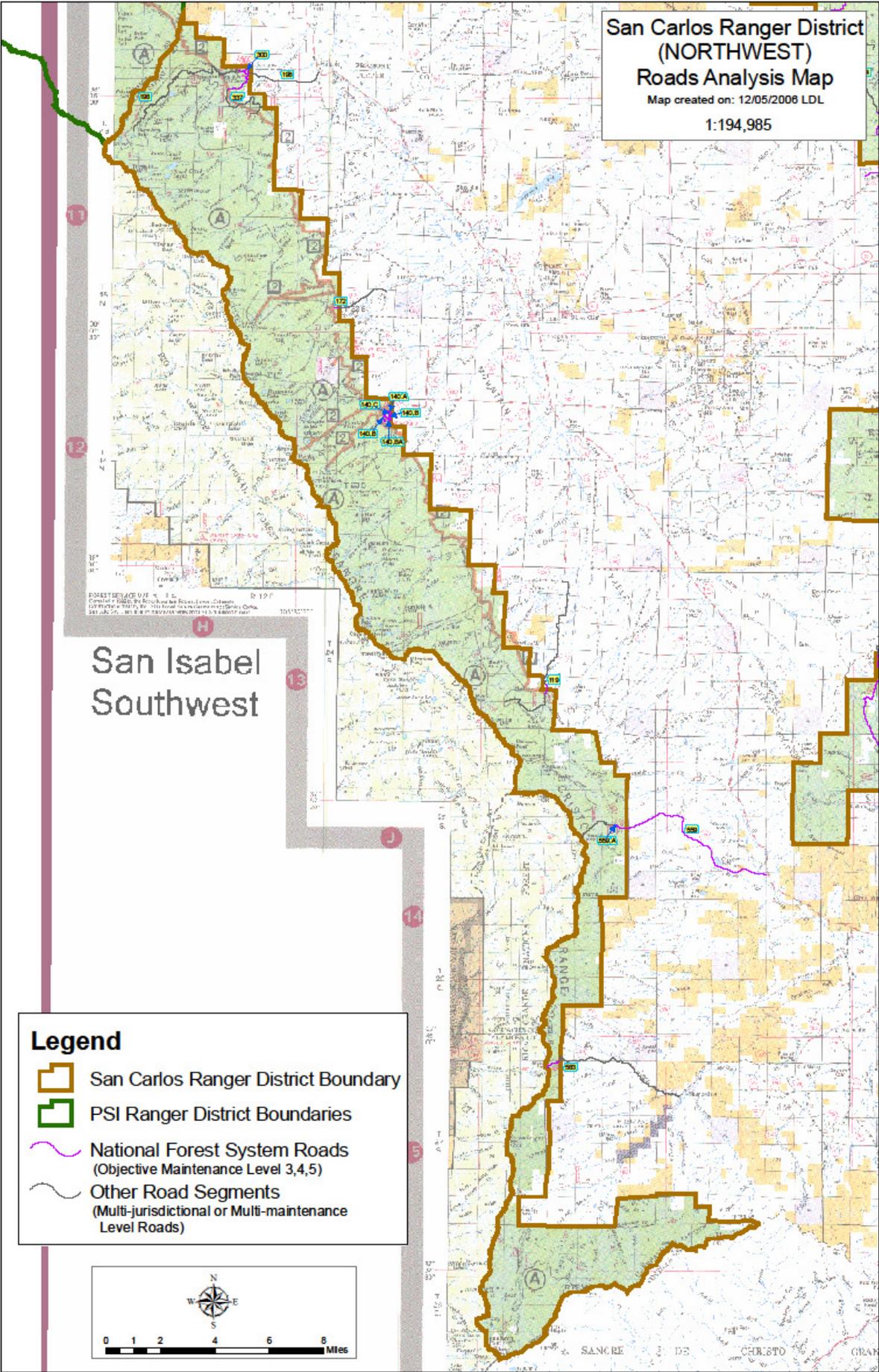


Legend

-  San Carlos Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance
Level Roads)



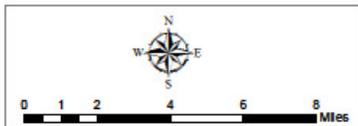
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(NORTHWEST)
Roads Analysis Map**
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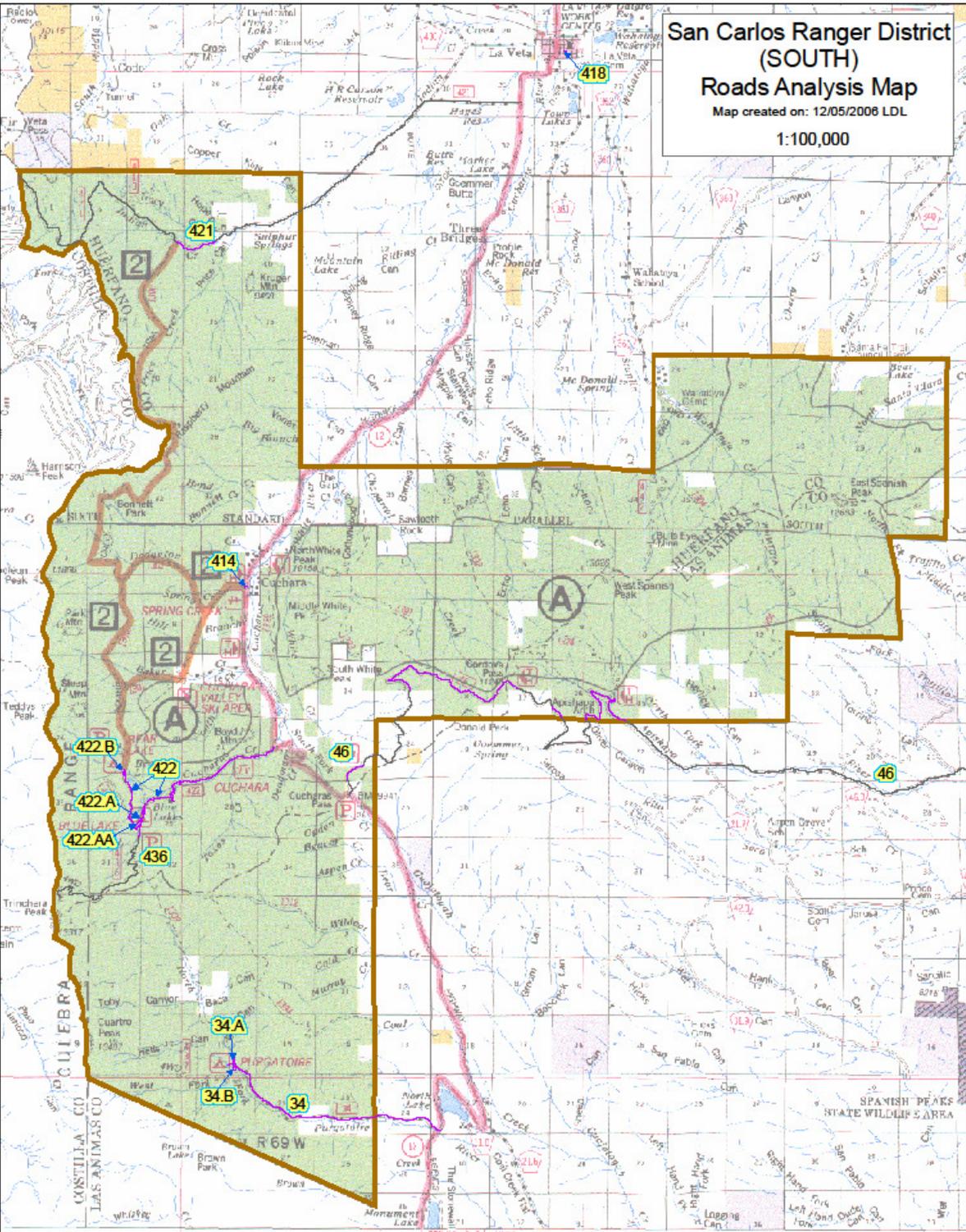
San Isabel
Southwest

Legend

-  San Carlos Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance
Level Roads)



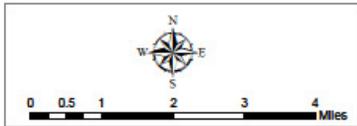
**San Carlos Ranger District
(SOUTH)
Roads Analysis Map**
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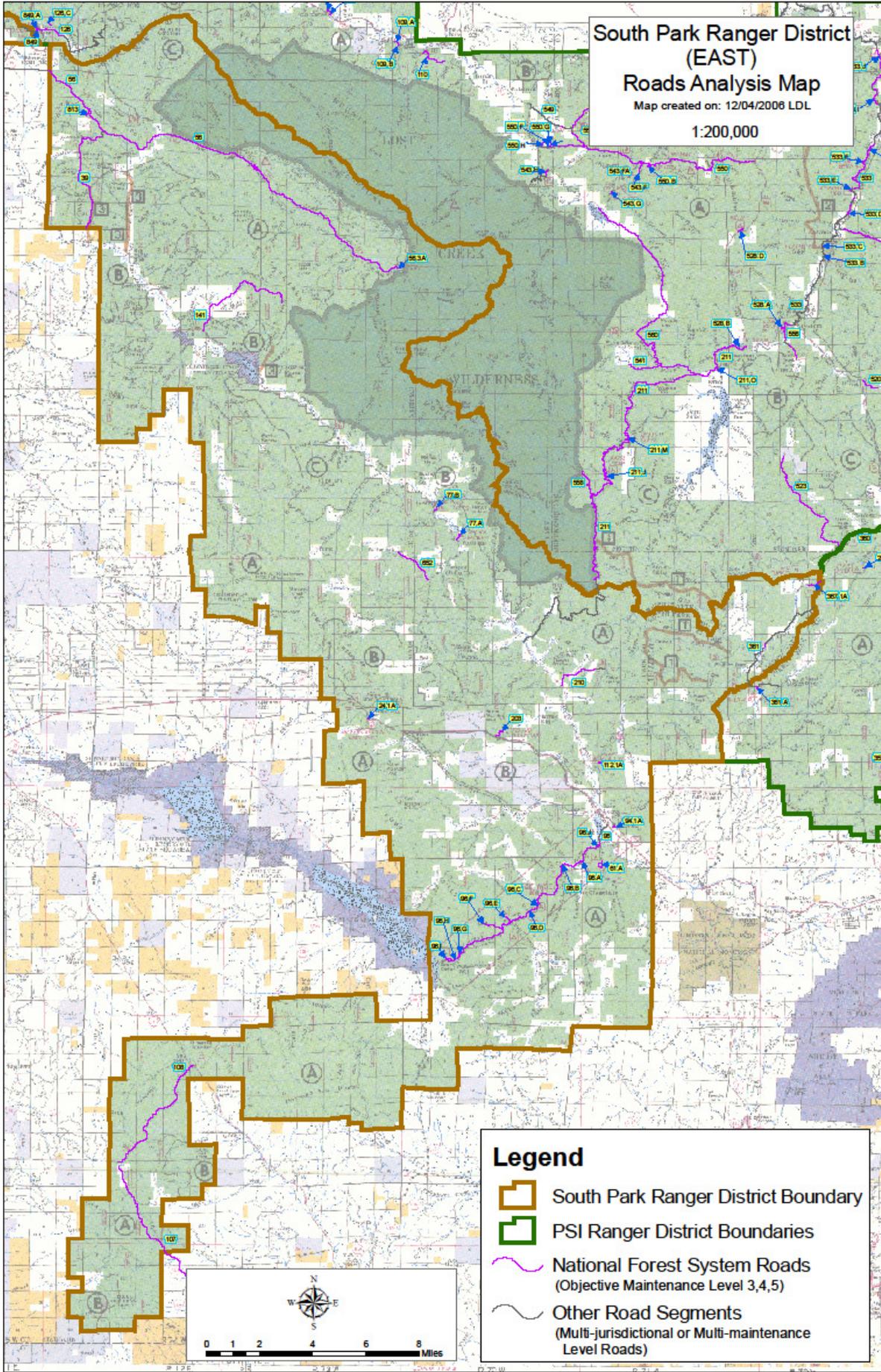
Legend

-  San Carlos Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance Level Roads)

R. 60 W. R. 67 W. 105° 00' 00" 1077 North A

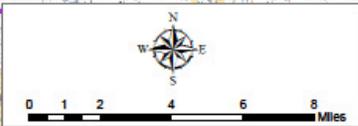


**South Park Ranger District
(EAST)
Roads Analysis Map**
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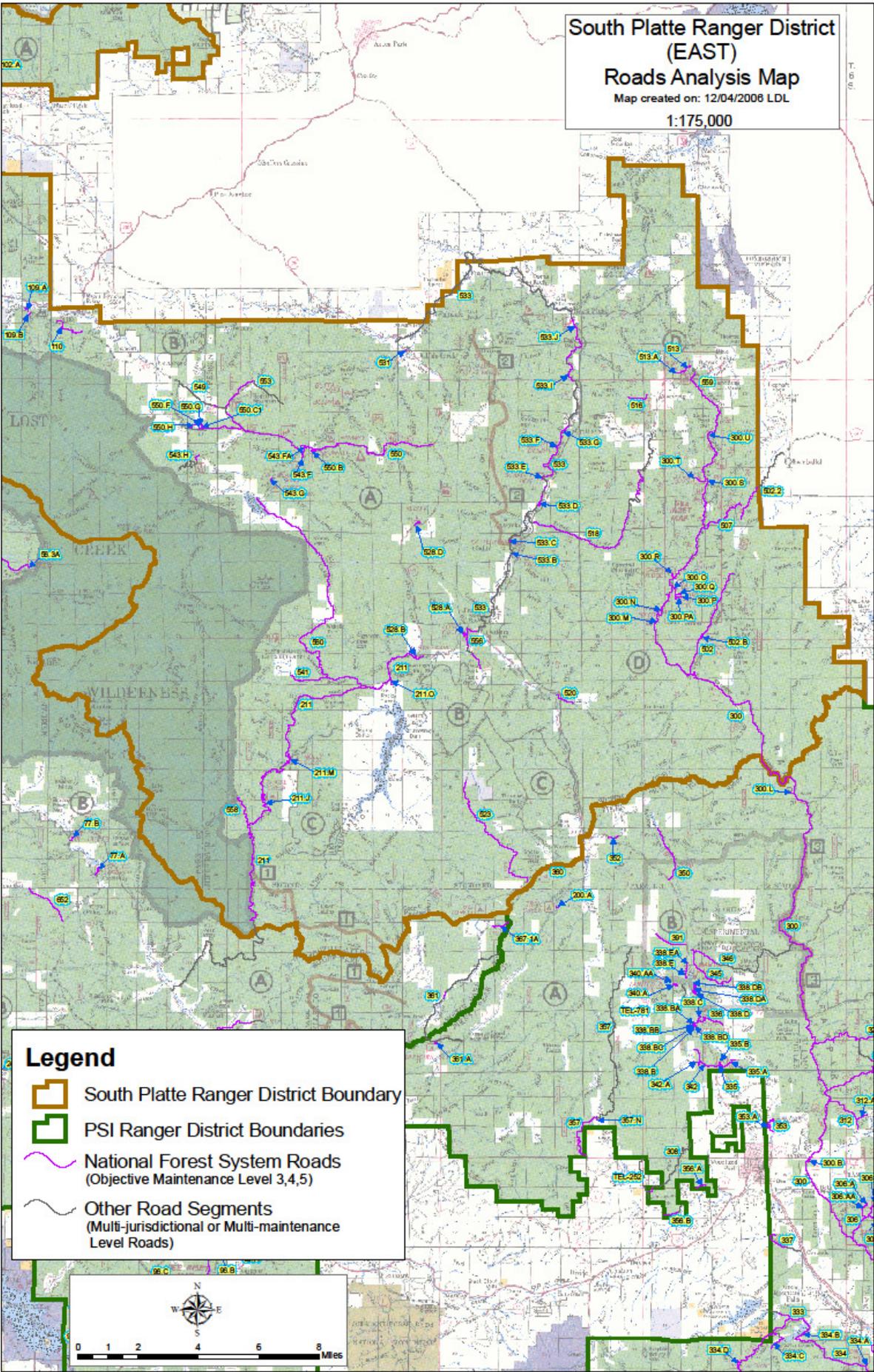


Legend

- South Park Ranger District Boundary
- PSI Ranger District Boundaries
- National Forest System Roads
(Objective Maintenance Level 3,4,5)
- Other Road Segments
(Multi-jurisdictional or Multi-maintenance Level Roads)

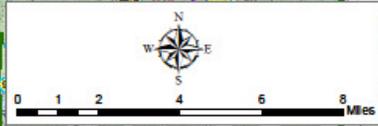


**South Platte Ranger District
(EAST)
Roads Analysis Map**
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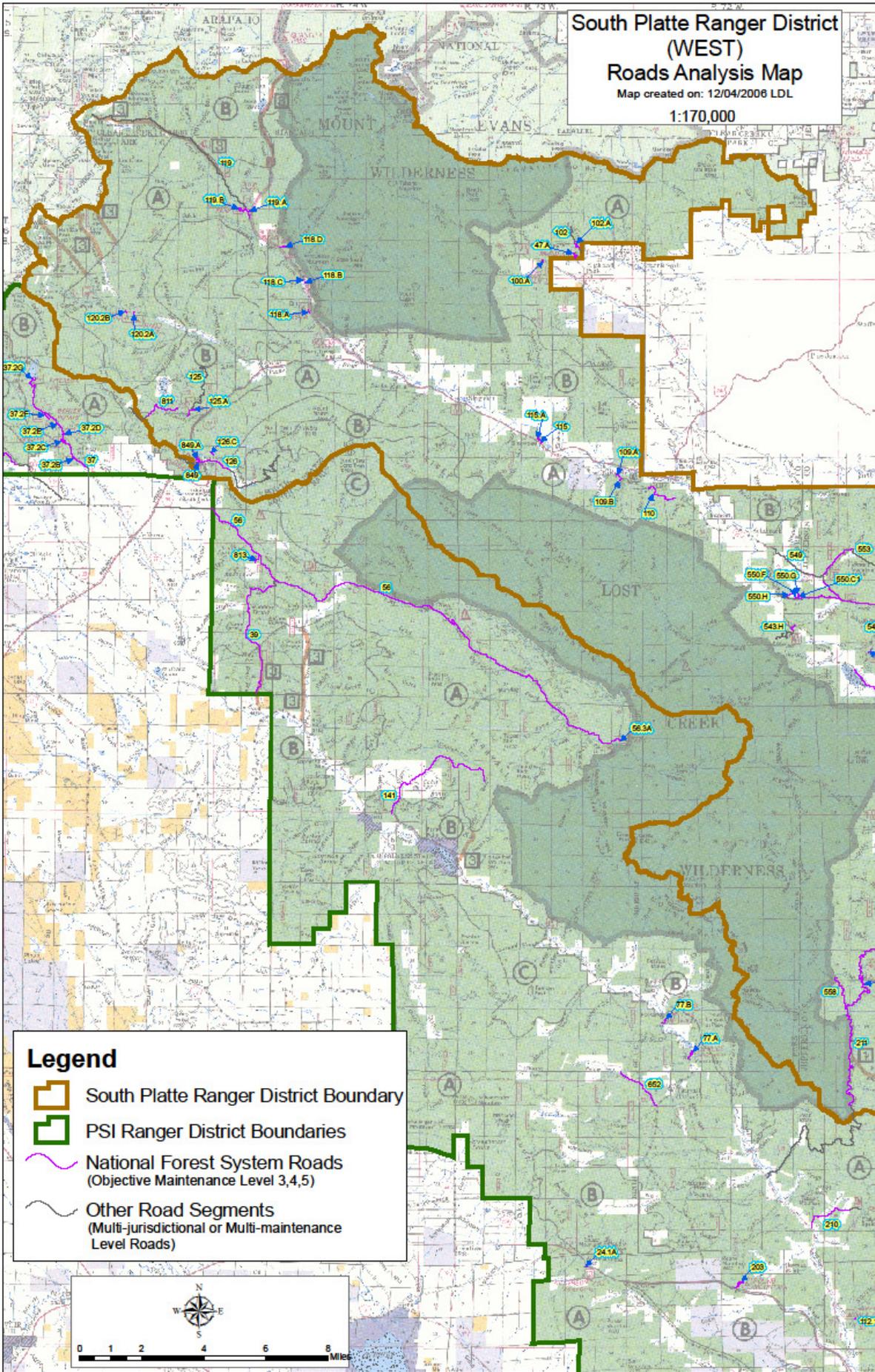


Legend

-  South Platte Ranger District Boundary
-  PSI Ranger District Boundaries
-  National Forest System Roads
(Objective Maintenance Level 3,4,5)
-  Other Road Segments
(Multi-jurisdictional or Multi-maintenance Level Roads)

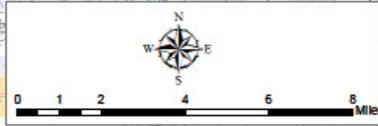


South Platte Ranger District
(WEST)
Roads Analysis Map
Map created on: 12/04/2008 LDL
1:170,000



Legend

- South Platte Ranger District Boundary
- PSI Ranger District Boundaries
- National Forest System Roads (Objective Maintenance Level 3,4,5)
- Other Road Segments (Multi-jurisdictional or Multi-maintenance Level Roads)



APPENDIX D

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APPENDIX E

PUBLIC COMMENTS

The draft TAP was made available for public comment on the PSICC website for a period of 30 days, from September 3, 2009 until October 3, 2009. During that time, no public comments were received.