

CORONADO NATIONAL FOREST

CHIRICAHUA MOUNTAINS

ECOSYSTEM MANAGEMENT AREA

Transportation Analysis Plan



December 2011

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References

- Coronado National Forest, Forest Level Roads Analysis Report, January 13, 2003.
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Introduction

Travel planning in the Forest Service was traditionally split between the engineering program for road management and the recreation program for trails management. A recently revised federal regulation now combines the analysis of the motorized use of trails and roads under the travel analysis process. This process is intended to identify opportunities for the Coronado National Forest transportation system to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions. This report is tailored to local situations and site conditions as identified by forest staffs and collaborated with public input. The outcome of this analysis is a set of recommendations for the forest transportation system. A thorough Travel Analysis supports subsequent National Environmental Policy Act (NEPA) process, allowing individual projects to be more site-specific and focused, while still addressing cumulative impacts.

On January 12, 2001, the Forest Service issued the final National Forest System Road Management Rule. This rule revised regulations concerning the management, use, and maintenance of the National Forest Transportation System. The final rule is intended to help ensure that additions to the National Forest System road network are essential for resource management and use; that construction, reconstruction, and maintenance of roads minimize adverse environmental impacts; that unneeded roads are decommissioned; and that restoration of ecological processes is initiated.

This Ecosystem Management Area level Transportation Analysis Plan (TAP) addresses existing open National Forest System Roads (NFSR) as well as non-system roads located in the Chiricahua Mountains Ecosystem Management Area. This Transportation Analysis is not a NEPA document but supports NEPA Planning. It is an integrated ecological, social, and economic approach to transportation planning, addressing both existing and future roads. 36 CFR 212.5 requires that the forest identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands.

The Transportation Analysis process is described in Report FS-643, *Roads Analysis: Informing Decisions About Managing the National Forest Transportation System*. The Transportation Analysis requirements for Forest, Area, Watershed and Project Scale are described in *FSM 7700 – Transportation System: Chapter 7710 – Transportation Atlas, Records, and Analysis*; also see Interim Directives that may be policy at the time of the report. Below is the link to the complete FSM 7700 – Transportation System.
<http://fsweb.wo.fs.fed.us/directives/fsm/7700/7710.rtf>

Objectives

The objective of this analysis is to provide the Forest Service Line Officer with critical information to ensure that existing and future road systems are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal negative ecological

effects on the land, are in balance with available funding for needed management actions, and are consistent with road management objectives FSM 7712.5. This analysis will not change or modify any existing NEPA decisions, but information generated by this analysis might cause the line officer to reconsider, and perhaps at some future date revise previous NEPA decisions.

Transportation Analysis Overview

This analysis is intended to identify changes to the national forest transportation system that may be needed to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions about areas. The process is intended to complement, rather than replace or preempt, other planning and decision processes.

Six Step Process

The analysis process is a six-step progression, regardless of scale, customized to local situations; landscape and site conditions coupled with public issues, forest plan land allocations, and management constraints. The process provides a set of possible road-related issues and analysis questions. Only those relevant questions and any additional suggestions on information needs and research findings that might apply to the project need to be addressed. The six steps are:

- Step 1. Setting up the Analysis
- Step 2. Describing the Situation
- Step 3. Identifying Issues
- Step 4. Assessing Benefits, Problems and Risks
- Step 5. Describing Opportunities and Setting Priorities
- Step 6. Reporting

The amount of time and effort spent on each step differs by the complexity of the issues, specific situations and available information particular to the project. Details about these steps can be found in FS-643 titled *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System*.

Transportation Analysis Products

This report is a product of the analysis process and documents the information and analyses used to identify opportunities and priorities for future national forest road and motorized trail systems (where applicable). Included in this report is a transportation map displaying the existing/recommended road system and where applicable the existing/recommended motorized trail system and the needs and/or recommendations for each. This report will:

- Identify needed and unneeded roads;
- Identify road related social, environmental and public safety risks;
- Identify site-specific priorities and opportunities for road improvements and decommissioning;
- Identify areas of special sensitivity or any unique resource values.

This report will help managers address questions on road access related to ecosystem health and sustainability, commodity extraction, recreation, social and cultural values, and administrative uses.

This report may help to inform future management decisions on the merits and risks of building new roads; relocating, upgrading, or decommissioning existing roads; managing traffic; and enhancing, reducing, or discontinuing road maintenance. This analysis is based upon:

- Use of the best available scientific information;
- Economics;
- Social and economic costs and benefits of roads; and
- Contribution of existing and proposed roads to management objectives.
- Input from resource specialists

Step 1 – Setting Up the Analysis

Purpose, Scope and Objectives:

The purpose of the project is to identify the minimum road system needed to administer and utilize National Forest System (NFS) resources within budget constraints. This TAP will support the Forest Plan.

The scope of this analysis includes the area bounded by the Chiricahua Ecosystem Management Area on the Douglas Ranger District. This is an Ecosystem Management Area level TAP with boundaries indicated on the map in Appendix F. A complete inventory of user-created routes is not required in order to complete a TAP. However, new routes are continually being created during the inventory process and therefore this report will only reflect user-created routes as of the date of this report. Some user-created routes are well located, provide excellent opportunities for outdoor recreation by motorized and non-motorized users alike, and would enhance the system of designated routes and areas. Other user-created routes are poorly located and cause unacceptable environmental impacts. The Coronado National Forest is committed to working with user groups and others to identify such routes and consider them on a site-specific basis. (36 CFR 212.2) This analysis will include recommendations where appropriate to add user-created routes to the forest transportation system or recommend prohibition or restriction of motor vehicle use on identified system roads.

The objective of this Transportation Analysis is to provide critical information for a minimum road system that is safe and responsive to public needs and desires, is affordable, conforms to the Coronado National Forest Plan, is efficiently managed, has minimal negative ecological effects on the land, and is sustainable with available funding for needed management actions. All existing system roads, additional motorized travel routes and proposed roads within the project area, as well as access roads to the Forest Boundary are included in this Transportation Analysis Plan. This analysis provides a comprehensive look

at the network of NFS roads and motorized NFS trails as well as all other user-created roads located in the EMA and will be used during the NEPA process. The TAP is intended to be a broad scale comprehensive look at the transportation network. The main objectives of the TAP are:

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

This document provides information for the Forest Plan Revision and the Travel Management Rule as it relates to the Coronado National Forest. This analysis will look at the options concerning access issues and needs, proliferation of non-system roads, un-needed roads, user-created routes, mixed use, and OHV use where applicable.

Analysis Plan

The following items were specifically investigated in this analysis:

- Verify current road conditions and drivability.
- Verify accuracy of road locations on maps.
- ID Team and Line Officer identify preliminary access and resource issues, concerns and opportunities.
- Identify additional issues, concerns and opportunities through internal resource staffs.
- Recommend changes to the existing road system based on the findings of this roads analysis.

Information Needs

Information needs were identified and the IDT worked to gather as much information as available about the following items:

- Accurate location and condition of all system roads and motorized trails within the project area. A complete inventory of all unauthorized (user-created) routes is not required but the IDT felt it provided valuable information about what the public and other agencies were doing on the forest.
- Assessment of opportunities, problems and risks for all roads and motorized trails in the project area.
- Public access and recreational needs and desires in the area including access to private landowners.
- Areas of special sensitivity, resource values, or both.
- Best management practices for the area.
- Current forest plan and management direction for the area.
- Agency objectives and priorities.
- Interrelationship with other governmental jurisdictions for roads and motorized trails.

- Public and user group values and concerns.

Potential Key Issues, Concerns, and Opportunities

The following items were considered in this analysis:

- Mineral access
- Access to grazing allotments and improvements
- Special Uses
- OHV Recreation Use
- Cultural resources and Archaeological sites within the study area
- Motorized Trail and Vehicles route sharing
- Private property blocking federal land access
- Excessive roads in the study area

Step 2- Describing the Situation

Regional Setting

The Chiricahua Mountains Ecosystem Management Area (EMA) is located within the Basin and Range physiographic province (Fenneman 1931) in southwestern Arizona. The EMA includes 291,496 acres of National Forest System land, encompassing nearly all of the Chiricahua Mountains. Steep canyons with densely timbered slopes dissect the range, radiating in all directions from 9,797-foot Chiricahua Peak. Host to a wide variety of flora and fauna, Chiricahua EMA offers many opportunities for biological appreciation. The area surrounding Barfoot Park is world-renowned for uncommon bird and reptile species, including the largest known population of twin-spotted rattlesnakes. Spectacular rock formations are visible from many vantage points throughout the EMA.

Several rugged four-wheel drive roads cross Chiricahua EMA at the northern and southern extents. A single two-wheel drive accessible road crosses the range from east to west over Onion Saddle, but is usually closed in the winter. Numerous developed sites have camping and picnicking facilities and are all accessible with a two-wheel drive vehicle. Dispersed areas are also available throughout the Chiricahua EMA for recreation use. In particular, the ridges and drainages surrounding Cochise Head – the single largest rock outcrop on the Coronado National Forest – remain rugged and remote with access limited primarily to on- and off-trail travel. West of this landmark, in the northern portion of the EMA, Chiricahua National Monument is contiguous with the Forest on three sides.

The Chiricahua Mountains, along with all the lands in the southeastern corner of Arizona, were once part of the Chiricahua Apache Reservation, and the mountains continue to be a special place for the descendants of the Chiricahua Apaches.

At the heart of the Chiricahua EMA lies 87,700-acre Chiricahua Wilderness, designated with the 1964 Wilderness Act. Dense brush, steep elevations, precipitous canyon walls, and an undependable water supply limit recreational use mostly to the 13 established trails in the Wilderness. Portions of Rucker Canyon, Turkey Creek and Cave Creek are contained within its boundary. To the north, Chiricahua National Monument Wilderness augments the wilderness character of this expansive mountain range.

The following communities are located in proximity:

- Douglas
- Bisbee
- Portal
- Paradise
- Elfrida
- McNeal
- Willcox
- Sunizona
- Pirtleville
- Rodeo
- San Simon
- Three Points

The Interdisciplinary Team (Appendix C) convened and examined the existing transportation system in relation to current forest plan direction. This required a description of the road system; its location, ownership, condition, and current forest plan direction. A description of the physical, biological, social, cultural, economic and political aspects of the analysis area was discussed and generated by the team.

A map of the area's transportation system was developed to facilitate this description. (See Appendix F).

The products of this step are:

- A map or other descriptions of the existing road system defined by the current forest plan, and
- Basic data needed to address transportation analysis issues and concerns.

The following table provides existing data such as length of road within the Forest Boundary, current maintenance level and route status as listed in the INFRA database. The table also provides data on user-created routes that were GPS'd using a Trimble GeoXT handheld unit. The table provides data above and beyond what is required by a TAP. The information provided in the table was also used to generate existing densities for the EMA.

Existing Direction for Roads and Motorized Trails

Travel analysis is focused on identifying needed changes to the forest transportation system; identifying the existing direction is an important first step. In general terms, the existing direction includes the National Forest System roads, trails and areas currently managed for motor vehicle use. Restrictions, prohibitions, and closures on motor vehicle use are also part of the existing direction on the forest.

Existing direction from laws and regulations, official directives, forest plans, forest orders, and forest wide or project specific roads decisions, determine the motorized routes and areas open to public motorized travel. This information about a unit's managed system is often

documented in road and motorized trail management objectives, maps, Recreation Opportunity Guides, tabular databases, and other sources.

Open Authorized Road (OA)

Existing roads open to the public for motorized use are forest system roads, which are currently in the Forest's INFRA database with attributes reflecting an existing, National Forest System Road under the jurisdiction of the Forest Service with an operational maintenance level between 2 and 5.

Closed Authorized Road (CA)

Closed roads have been closed to vehicle traffic for at least a year but are necessary for future activities. If there is a future need for the road but no immediate need, then it is placed in the system as a closed (ML1) road. They appear in the INFRA database with an operational maintenance level of 1. If there is no compelling administrative or public need for the road in the long-term, then it should be decommissioned.

Unauthorized Road

An unauthorized road is not included in a forest transportation atlas or database. These roads are usually established by various users over time. They were not planned, designed, or constructed by the Forest Service.

Decommissioned Road (D)

Decommissioned roads have some type of physical closure at their entrance or may be completely obliterated. They appear in the INFRA database with a route status of decommissioned. In order to return a decommissioned road to service as a system road, the NEPA process must be followed even when no physical work is required to allow motorized traffic back on the road.

Table 2.1 – Existing Transportation System

Existing System Table 2.1	Road Classifications								Chiricahua EMA
Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)	New Proposed Routes (Miles)	Operational Maintenance Level	Description	
41	2.63						3	West Turkey Creek - 10.92 mi long w/ 8.29 mi off FS	
41-Disp CG			0.10					Non-system Rd - Dispersed C/G 66 ft from road	
42	19.31						3	Onion Saddle Cave Creek - 31.52 mi long w/ 12.21 mi off FS	
42-6.56L-1			0.15					Nonsystem Rd - Dispersed C/G 166 ft from road	
42-6.81R-1			0.36					Nonsystem Rd -	
42-13.52R-1			0.07					Nonsystem Rd - leads to corral	
42-13.61R-1			0.14					Nonsystem Rd -	
42-14.14R-1			0.18					Nonsystem Rd - Disp C/G	
42-14.14R-2			0.25					Nonsystem Rd - user created extension of Disp C/G	
42-15.09L-1			0.10					Nonsystem Rd - Basin Trail (TR600) parking lot	
42-15.37L-1			0.09					Nonsystem Rd -	
42-25.95 L-1			0.23					Nonsystem Rd - Disp C/G located 275 ft from road	
42-26.02L-1			0.09					Nonsystem Rd - Disp C/G	
42-26.32L-1			0.24					Nonsystem Rd - near route 356	

Existing System Table 2.1		Road Classifications							Chiricahua EMA	
Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)	New Proposed Routes (Miles)	Operational Maintenance Level	Description		
42-26.50L-1			0.14					Nonsystem Rd - near route 356		
42-26.50L-2			0.11					Nonsystem Rd - near route 356		
42-27.34L-1			0.07					Nonsystem Rd - FS Pinery Cabin Admin Site		
42-Bone	0.13							System Rd - road to Portal boneyard never entered into INFRA; Admin use only (OAR)		
42-Bone 2	0.08							System Rd - road to Portal boneyard never entered into INFRA; Admin use only (OAR)		
42-heli spot	0.32							System Rd- road to heli spot; 0.31 miles long; never entered in INFRA; Admin use only (OAR)		
42-Portal Boneyard	0.37							System Rd- road to Portal Boneyard; 0.35 miles long never entered in INFRA ; Admin use only (OAR)		
42-Portal Shop	0.09							System Rd - road to Portal shop never entered into INFRA; Admin use only (OAR)		
42-Portal VIC	0.21							System Rd - paved road to visitor information center never entered into INFRA (OA)		
42 A	2.31						3	Herb Martyr -		
42 B	5.50						3	Paradise Portal Loop - 8.40 mi long w/ 2.90 mi off FS		
42 B-2.65L-1			0.05					Nonsystem Rd - located 190 ft from road		

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)			Description
42 B-3.80L-1			0.10					Nonsystem Rd - used by hunters
42 B-3.83L-1			0.11					Nonsystem Rd - located 200 ft from road
42 B-6.05R-1			0.11					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.19R-1			0.02					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.27R-1			0.23					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.40R-1			0.05					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.42R-1			0.02					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.43R-1			0.06					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.43R-2			0.12					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.43R-3			0.03					Non-system Rd - Dispersed C/G inside 300' corridor
42 B-6.67L-1			0.12					Nonsystem Rd - Disp CG
42 C	1.43						3	Methodist Camp -
42 D	4.63						3	Rustler Park -
42 D-2.32L-1			0.09					Nonsystem Rd - Dispersed C/G
42 D-2.62L-1			0.49					Nonsystem Rd -
42 D-3.45L-1			0.30					Nonsystem Rd - leads to old sawmill

Existing System Table 2.1	Road Classifications							Chiricahua EMA	
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)	New Proposed Routes (Miles)	Operational Maintenance Level	Description
42 D-access			0.12						Nonsystem Rd - existing road to cabin
42 D-CG TH			0.35						Nonsystem Rd - previously existing road to campground & trailhead
42 D-disp CG			0.06						Nonsystem Rd - previously existing campground loop within 300' corridor
42 D-guard sta			0.11						Nonsystem Rd - previously existing admin road
42 D-loop CG			0.08						Nonsystem Rd - previously existing campground loop within 300' corridor
42 D-heli spot			0.21						Nonsystem Rd - leads to heli spot
42 E	1.32						4		South Fork Campground -
42 F	0.31						3		Sunny Flat Campground -
42 G	0.19						3		Stewart CG
42 H	0.20						3		Idlewilde CG
74	10.20						3		Tex Canyon - 37.81 mi long w/ 27.61 mi off FS
74-6.74L-1			0.10						Nonsystem Rd -
74-7.65R-1			0.09						Nonsystem Rd - dispersed campground
74-9.43L-1			0.15						Nonsystem Rd - leads to trough

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
74-11.28L-1			0.14					Nonsystem Rd -
74-14.39R-1			0.09					Nonsystem Rd -
74-15.08R-1			0.20					Nonsystem Rd - dispersed campground; loop; corrals
74-18.91R-1			0.15					Nonsystem Rd - leads to Winkler Ranch
74-CampRucker			0.21					Nonsystem Rd - leads to Camp Rucker
74-Pvt Tank			0.00					All on private - 0.44 mi long
74 B	0.19						2	Lagoon Rd -
74 E	5.50						3	Rucker Canyon -
74 E-0.28L-1			0.46					Nonsystem Rd -
74 E-1.26R-1			0.06					Nonsystem Rd -
74 F	0.17						2	Tank - goes thru private land
74 G				0.44			D	Un-named - previously decommissioned
255	0.65						2	Emigrant Canyon - starts in private land; 0.03 mi off FS
259-Trail			1.45					Rock Creek Trail - drivable trail by jeep; leads to Hughes Tank; 1.45 miles; at end of 4277; goes inside IRA;
311	1.40						2	Hunt Canyon - starts in private and ends in private

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
311-3.16L-1			2.69					Nonsystem Rd - leads to water tank
311-3.16L-2			0.56					Nonsystem Rd - leads to poly storage tank
314	8.98						2	Horseshoe Canyon - 12.21 mi long w/ 3.23 off FS; 0.57 mi in IRA
317	5.59						2	Price Canyon - 11.24 mi long w/ 5.65 mi off FS
317-Old		0.65					1	Old alignment of route 317
317 A	0.46						2	Un-named-
317 A- old	0.06							Un-named -
334	2.88						2	Sunglow -
334-2.34L-1			0.52					Nonsystem Rd -
334-2.76L-1			0.07					Nonsystem Rd -
334-4.23L-1			0.89					Nonsystem Rd -
339	0.96						2	Triangle Canyon
339-7.39R-1			0.36					Nonsystem Rd -
339-7.91R-1			0.30					Nonsystem Rd -
341	2.85						2	Jhus Canyon -

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
341-3.04R-1			0.08					Nonsystem Rd -
341-3.09L-1			0.56					Nonsystem Rd - leads to mine
341-reroute						1.29		Proposed reroute around private land
356	7.87						2	N Fork E Whitetail
356-0.77L-1			0.03					Non-system Rd - Dispersed CG located 67 ft from Rd
356-1.08L-1			0.06					Nonsystem Rd -
356-1.08L-2			0.13					Nonsystem Rd -
356-2.06R-1			0.04					Nonsystem Rd - connector to route 4258
356-5.29L-1			0.26					Nonsystem Rd -
356-7.01L-1			0.10					Nonsystem Rd - loop road; located w/in 75 ft of road
357	14.15						2	Pine Canyon -
357-14.42R-1			0.04					Nonsystem Rd - located within 120 ft of road
357-14.62L-1			0.12					Nonsystem Rd - Disp CG
357-15.43L-1			0.22					Nonsystem Rd - Barfoot Peak; leads to heli spot
357-16.55L-1			0.16					Nonsystem Rd - leads to old borrow pit
360	6.38						2	John Long Canyon

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
360-6.39R-1			1.27					Nonsystem Rd - drivable trail at the end of route 360
360-reroute						0.57		Proposed reroute around private land
385-trail			0.27					Nonsystem Rd - drivable trail at the end of route 4222
628	1.82						2	N. Fork Rucker -
632	0.37						2	Salisbury
685	1.66						2	North Fork Tank
686	6.41						2	Jackwood Pass
686-3.39R-1			0.44					Nonsystem Rd - leads toward tank
700	0.97						2	Wood Canyon - Leads to trailhead
700-8.32L-1			0.13					Nonsystem Rd - Mostly on private; 0.83 mi long w/ 0.70 mi off FS
701	0.36						2	Emigrant Canyon - goes thru private land
701-Disp CG			0.03					Non-system Rd - dispersed CG located 65 ft from Rd
701-reroute						0.16		Proposed reroute around private land
709	1.02						2	Horsefall Canyon -
709-0.33L-1			1.09					Nonsystem Rd - check for mine operating plan

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
713	1.82						2	Greenhouse Canyon - Needs GPS; possible Wilderness/IRA encroachment
717	2.39						2	Bruno Canyon - Cultural/Arch issues
718	1.52						2	Cottonwood -
718-0.07L-1			0.40					Nonsystem Rd -
718-1.32R-1			0.25					Nonsystem Rd -
719	1.80						2	Pine Gulch -
719-1.22L-1			0.22					Nonsystem Rd -
719 A	0.93						2	Un-named - loop road
721	15.54						2	Halfmoon Valley - 21.54 mi long w/ 6.00 mi off FS
721-7.13L-1			0.12					Nonsystem Rd - leads to private
721-8.19R-1			0.45					Nonsystem Rd - leads to tank
721 A	2.33						2	Un-named - 0.25 miles on private
721 A-0.48R-1			0.09					Nonsystem Rd - Most on private
721 A-1.97L-1			0.05					Nonsystem Rd - located w/in 200 ft of road
722	3.87						2	Box Canyon - starts in private

Existing System Table 2.1	Road Classifications								Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)	New Proposed Routes (Miles)	Operational Maintenance Level	Description
722-2.40R-1			2.12					Nonsystem Rd - leads to Hilltop tank; permitted access only at IRA; IRA encroachment	
722-4.54L-1			0.14					Nonsystem Rd -	
722-Pvt								Bar Boot Ranch - Off Forest - comes off route 722	
722 A	0.22						2	Un-named - no sign of road on ground	
722 B	0.68						2	Un-named - starts in private	
723	1.46						2	Buck Canyon -	
723 A	1.02						2	Ionian -	
724	1.49						2	Big Bend - Access issues for public	
724-5.47R-1			0.02					Nonsystem Rd - leads to tank 0.19 mi long w/ 0.17 mi off FS	
724-5.87L-1			0.12					Nonsystem Rd - 0.28 mi long; starts on private; 0.16 mi off FS	
724-6.11R-1			0.05					Nonsystem Rd - 0.27 mi long; starts on private; 0.22 mi off FS	
724 A	0.20						2	Big	
817	0.64						2	Rucker Admin - Admin Use Only	
817 A	0.09						2	Rucker Fuel - Admin Use Only	
817 B	0.08						2	Rucker Heli - Admin Use Only	

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
817 C	0.32						2	Rucker Old Heli - Admin Use Only
856	0.24						2	Sycamore - leads to gravel pit
2001	0.00						2	Off Forest
2001 A	0.00						2	Off Forest
4222				0.52			D	Un-named
4222-0.18L-1			0.12					Nonsystem Rd - loop spur; 130 ft off road
4223		0.92					1	Fox Canyon - 2.45 mi long w/ 1.53 mi off FS
4224	0.97						2	Little Niagra - 8.39 mi long w/ 7.42 mi off FS
4224-7.79R-1			0.05					Nonsystem Rd - 125 ft off road
4225	3.08						2	Whitetail -
4225-3.15L-1			0.10					Nonsystem Rd - 230 ft off road
4242	0.56						2	Red Rock - leads east to wilderness- Red Rock Canyon;
4243	1.28						2	Rak -
4244	0.67						2	Sycamore Spring -
4245	1.04						2	Cepillo -
4246	0.86							Hermitage -

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4248	2.92						2	Coal Pit -
4248-0.62R-1			0.19					Nonsystem Rd -
4249		0.56					1	Rusty -
4250	1.69						2	O'Keefe -
4250-extension			0.08					Nonsystem Rd -
4251	0.29						2	Dart - 1.42 mi long w/ 1.13 mi off FS
4252	0.44						2	E. Winkler Ranch Rd - starts in private
4253	2.52						2	Pridham - 6.46 mi long w/ 3.94 mi off FS
4254	0.39						2	Marion -
4255	1.39						2	Stanford - leads to water tank & springs
4255-2.84L-1			0.16					Nonsystem Rd -
4257	0.52						2	Jerry Sanders
4258	0.69						2	Kasper Tunnel - starts on private ; leads to trail
4259	0.71						2	Blacksmith Tunnel
4260	0.03						2	Hope - starts on private
4261	0.21						2	Macky - starts on private

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4261-0.33L-1			0.15					Nonsystem Rd -
4262	0.47						2	Silver Prince -
4262-0.40R-1			0.07					Nonsystem Rd -
4262-powerline			0.26					Nonsystem Rd -
4263	0.00						2	All on Private
4265	0.21						2	Hilltop - 0.85 miles long w/ 0.64 miles on private
4265 A	0.06						2	Rhem Tunnel - 0.15 miles long w/ 0.09 mi on private
4266	0.39						2	Trunk Canyon Tank - 0.69 mi long w/ 0.30 mi off FS
4266 A				0.82			D	Un-named - previously decommissioned
4267	0.00						2	Witch Canyon - All on private - 1.63 miles long
4268	0.80		0.42				2	Fife - 0.42 mi Encroachment into wilderness
4272	2.49						2	Fred -
4274	0.10						2	Un-Named -
4276	0.53						2	Baldrige Ranch - goes thru private; 0.90 mi long w/ 0.37 mi off FS
4277	3.76						2	Rock Canyon -
4277-4.29R-1			0.17					Nonsystem Rd - leads to mine

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4282	0.00						2	Off Forest - private; locked at both ends
4283		0.71					1	Red Hill- leads to 2 dirt tanks
4284				0.31			D	POT - previously decommissioned road
4286	1.60						2	Sulphur Draw -
4288	0.32						2	Sanford - 4.38 mi long w/ 4.06 mi off FS
4290	0.00							Faucet - All on Private
4292	0.23						2	Tim -
4292-0.23R-1			1.14					Nonsystem Rd -
4293	0.57						2	Bean -
4293-0.08R-1			0.52					Nonsystem Rd - leads to tank; hunter access
4293-0.08R-2			0.07					Nonsystem Rd -
4294	0.18							End -
4297	0.14						2	Sanders - leads to adit
4298	0.06						2	Paradise Cemetery -
4299	0.81						2	Dry -
4300	0.77						2	Round - leads to mine

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4300-0.25R-1			0.20					Nonsystem Rd -
4301	0.73						2	Curye -
4301-0.73R-1			0.15					Nonsystem Rd -
4303	0.76						2	Chiricahua Tank - goes thru private
4303-0.09L-1			0.00					All on private - 0.06 mi long
4303-0.41R-1			0.55					Nonsystem Rd -
4304	0.03						2	Hospital Tank - Mostly on private; 0.38 mi off FS
4305	0.40						2	Eppley - 0.57 mi long w/ 0.17 mi on private
4306				0.11			D	Galey - previously obliterated road
4314	0.90						2	Two Weeks -
4314-3.13L-1			0.13					Nonsystem Rd -
4315	0.12						2	Brad - leads to private
4316	0.15						2	Farm - goes thru private and State Lands
4319				0.50			D	Day - previously obliterated road
4320	2.16						2	May Day Peak -
4321			0.00				2	Horse Pasture Tank - All in private

Existing System Table 2.1		Road Classifications							Chiricahua EMA	
Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)	OHV Routes (Miles)	New Proposed Routes (Miles)	Operational Maintenance Level	Description		
4322	1.02						2	Brushy - Jacks Tank -		
4323	2.28						2	Latta - goes thru private		
4349	1.01						2	Division Tank -		
4349-0.04L-1			0.22					Nonsystem Rd -		
4350	0.93						2	Upper Tex		
4351	0.36						2	Spear E - 0.54 mi long w/ 0.18 mi off FS		
4353	1.15						2	Shake -		
4353-0.08R-1			0.11					Nonsystem Rd -		
4353 A	0.85						2	Un-named - Leads to storage tank		
4354	1.57						2	Bald - goes into roadless area		
4355	0.85						2	Bull - Used for hunting access		
4355-0.54L-1			0.07					Non-system Rd - dispersed campground 230 ft from Road		
4356	1.75						2	Ham Harris -		
4356 A	0.36						2	Un-named -		
4356 A-0.11L-1			0.03					Nonsystem Rd -		

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4357	1.29						2	Krentz - old pipeline road; incorrectly labeled as 4362 A for map meeting
4357-1.09L-1			0.70					Nonsystem Rd - OHV use
4357 A	0.71						2	Un-named - Private access
4359	0.28						2	Chalk Hill Tank - 2.64 mi w/ 2.36 miles off FS
4361	0.00						2	Bowen - Off Forest
4361-2.10R-1			1.16					Nonsystem Rd - leads to Meadows Tank
4361-2.10R-2			1.07					Nonsystem Rd -
4362	1.79						2	Jbar A - access issues
4362 A	0.84						2	Un-named -
4363	0.43						2	Un-named - starts in Private
4364	0.00						2	High - All Off Forest
4366	1.67						2	Buck Creek - starts in private; ends on private
4371	1.51						2	Packsaddle - leads to tank
4371-0.23L-1			0.23					Nonsystem Rd -
4372	0.87						2	Ketchum - starts on private

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4373	1.43						2	Riggs - starts on private; 1.82 mi long w/ 0.39 mi off FS
4373-0.38R-1			1.08					Nonsystem Rd -
4373-1.62R-1			1.09					Nonsystem Rd - 1.09 mi long; 4364 reroute along FB
4374	0.61						2	Limestone - starts on private
4375	0.58						2	Divil -
4811	0.85						2	Rudy -
4813		0.26					1	Turkey Tank -
4814		0.48					1	Larry -
4815		1.03					1	Hamilton -
4816				0.73			D	Portal Basin -
4818	0.41						2	Bob -
4819	0.70						2	Glenn Tank -
4845	0.15						2	Manzanita -
4845-Pvt Rd			0.00					All on Private
4850	1.01						2	Trick Tank -
4850-1.10R-1			0.20					Nonsystem Rd -

Existing System Table 2.1	Road Classifications					New Proposed Routes (Miles)	Operational Maintenance Level	Chiricahua EMA
	Road Number	NFSR - OA: Open Authorized (Miles)	NFSR - Maintenance Level 1 (Miles)	Non-NFSR- Unauthorized Roads (Miles)	Route Status Previously Decommissioned (Miles)			OHV Routes (Miles)
4852	0.23						2	Rieder Tunnel - starts on private
4853	0.58						2	Marrow -
4854	0.78						2	Misfire -
4854-0.71R-1			0.38					Nonsystem Rd -
4855	0.41						2	El Tigre Mine - Leads to mine site
4858	0.84						2	Keating - starts off forest and leads to private
4862	1.61						2	Hall - leads to tank; 1.73 mi long w/ 0.12 mi off FS
7181	0.55						2	Wood - leads to tank
7182	0.29						2	Dana - leads to tank
TOTALS	228.12	4.61	33.57	3.43	0.00	2.02		

Table 2.1. Legend

* Road Classifications:

NFSR OA = Open Authorized Road on the Forest Road System
Non-NFSR = Unauthorized Road, not on the Forest Road System
NFSR ML1 = Closed Road on the Forest Road System
D = Decommissioned or obliterated road

Maintenance Level Descriptions:

1 = Basic custodial care (closed)	5 = High degree of user comfort
2 = High clearance vehicles	C = Convert use
3 = Suitable for passenger cars	D = Decommission
4 = Moderate degree of user comfort	

Maintenance levels only apply to roads under Forest Service jurisdiction. For unauthorized roads, the maintenance levels are recommended; they would not be implemented until the recommendations are adopted.

- *Operational Mtc. Level = How the road is maintained on-the-ground.*
- *Objective Mtc. Level = Maintenance level the road would be maintained to if funding permitted. Reconstruction may be required before the road could be maintained to this level.*

Decommissioning Methods:

- a. Reestablish former drainage patterns, stabilize slopes, and restore vegetation.
- b. Block the entrance to a road, install water bars and/or outslope. Entrance treatment can include earthen barriers or hide with brush or woody debris.
- c. Remove culverts, reestablish drainage-ways, remove unstable fills, pull back road shoulders, and scatter slash on the roadbed.
- d. Completely eliminate the roadbed by restoring natural contours and slopes.
- e. Gate and closure order to eliminate all human uses.
- f. Abandon and monitor for motorized use.
- g. Other methods designed to meet the specific conditions associated with the unneeded roads.

Table 2.2 – Existing Road Classifications

Road Classification	Existing Miles of Road
NFSR OA = Open Authorized (ML2- ML5)	228.12
Non-NFSR = Closed Authorized (ML1)	3.96
Unauthorized (Non-system)	33.57
OHV	0.00
Total Miles, All Existing Roads	265.65
Previously decommissioned roads not counted in total miles	4.08

Step 3- Identifying Issues

The following issues are addressed in this analysis and described in more detail in Step 4:

- Mineral access
- Private land access
- Special Uses
- Range Management
- OHV Recreation Use
- Archaeological sites within the study area
- Trail and Vehicles route sharing
- Private property blocking federal land access
- Excessive roads in the study area
- Dispersed camping and user created routes
- Fire Protection and Safety

The purpose of this step is to:

- Describe resource concerns and issues
- Identify the key questions and issues affecting road-related management

The products of this step are:

- A summary of key road-related issues, including their origin and basis, and
- A description of the status of the current data

The interdisciplinary team met in September 2008 and again in February 2010 and identified preliminary issues. A review of the questions in FS-643 titled *Roads Analysis: Informing*

Decisions about Managing the National Forest Transportation System was also used in order to identify any issues not previously made aware for this project.

Answers to the following questions helped the IDT to identify the most important road-related issues in the analysis area.

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

Road Maintenance

The Forest Service objective for system roads is to operate and maintain National Forest System Roads (NFSR) roads in a manner that meets road management objectives (RMOs) and that provides for:

1. Safe and efficient travel;
2. Access for the administration, utilization, and protection of its lands; and
3. Protection of the environment, adjacent resources, and public investment.

The Forest Service (FS) is responsible for maintenance of NFSRs resulting from traffic associated with:

- a. Administration of FS lands,
- b. Noncommercial uses and activities,
- c. Incidental noncommercial use related to ownership or occupancy of isolated parcels of private land served by an NFS road,
- d. Commercial road use that is not subject to cost recovery, and
- e. Incidental public use.

The amount and frequency of maintenance is subject to: availability of funding, obligations, agreements, and protecting the FS's investment.

Road Maintenance Levels

Maintenance levels are defined by the Forest Service Handbook (FSH) 7709.58 as the level of service provided by and maintenance required for, a specific road. The maintenance level must be consistent with RMOs, and maintenance criteria.

The maintenance level is determined by the Line Officer by considering the following factors:

- Resource program needs
- Environmental and resource protection requirements
- Visual quality objectives
- Recreation spectrum classes

- Road investment protection requirements
- Service life and current operational status
- User safety
- Volume, type, class, and composition of traffic.

The RMO identifies the current maintenance level or operational maintenance level and desired maintenance level or objective maintenance level for each road. The operational and objective maintenance level may or may not be the same for a road depending on the current needs, road condition, budget constraints, and environmental concerns and those forecasted for the future.

The following are the five maintenance levels classified by the FSH 7709.58:

Road Maintenance Level 5 (ML5) – roads that provide a high degree of user comfort and convenience. These roads are normally double-lane, paved facilities, some may be aggregate surfaced and dust abated. These roads are subject to the Highway Safety Act (I) and Manual of Uniform Traffic Control Devices (MUTCD). These roads have the following characteristics:

- Highest traffic volume and speeds
- Typically connect to State and county roads
- Usually arterial and collector roads
- Drainage addressed by use of culverts.

Road Maintenance Level 4 (ML4) – roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most are double-lane and aggregate surfaced. These roads are also subject to the I and MUTCD and have the following characteristics:

- Moderate traffic volume and speeds
- May connect to county roads
- Usually a collector road
- Drainage addressed by use of culverts

Road Maintenance Level 3 (ML3) – roads that are open and maintained for travel by prudent drivers in a standard passenger car. User comfort and convenience are low priorities. These roads are typically low speed, single lane with turnouts, and spot surfacing. These roads are also subject to the I and MUTCD and have the following characteristics:

- Moderate to low traffic volume
- Typically connect to arterial and collector road, and/or are collector roads
- Combination of grade dips and culverts provide drainage
- Potholing or washboarding may occur.

Road Maintenance Level 2 (ML2) – roads are open for use by high-clearance vehicles; passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses.

The following characterize these roads:

- Low traffic volume and speed
- Typically local roads
- Typically connect collector or other local roads
- Grade dips are the preferred drainage treatment

- Surface smoothness is not a consideration
- Not subject to I

Road Maintenance Level 1 (ML1) – roads that are closed to vehicular traffic intermittently for periods that exceed 1 year. Basic custodial maintenance is performed to protect adjacent resources and enable the road to facilitate future management activities. Planned road deterioration may occur at this level; may be open and suitable for non-motorized uses. Roads in this category may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. ML1 roads have the following attributes:

- Vehicular traffic is eliminated, including administrative traffic
- Entrance is physically blocked or disguised
- No maintenance other than a condition survey may be required so long as no potential exists for resource damage
- Not subject to I

Annual Maintenance is the performance of one or more work activities needed to preserve or protect a roadway including surface, shoulders, roadside, structures and such traffic-control devices as are necessary for its safe and efficient use to the standard provided through construction, the most recent reconstruction, or other condition as agreed.

Unpaved roads require much more frequent maintenance than paved roads, especially after wet periods and when accommodating increased traffic. Wheel motion shoves material to the outside (as well as in-between travelled lanes), leading to rutting, channelizing of water, reduced water-runoff to ditch line, and eventual road damage if unchecked. As long as the process is interrupted early enough simple re-grading is sufficient for several years, with material being pushed back into shape.

Another problem with well-used higher-speed unpaved roads is washboarding — the formation of corrugations across the surface at right angles to the direction of travel. They can become severe enough to cause vibration in vehicles so that bolts loosen or cracks form in components. Grading removes the corrugations. Good quality surface materials can help prevent corrugations from re-forming.

Deferred maintenance is the practice of postponing needed maintenance activities such as grading for one or more maintenance cycles in order to save money and/or labor. The failure to perform needed repairs leads to road deterioration and ultimately road impairment. Sustained deferred maintenance may result in higher eventual maintenance costs, road failure, and in some cases, road safety implications.

The accounting standard-setter for the U.S. Government defines deferred maintenance in this way, “*Deferred maintenance*” is maintenance that was not performed when it should have been or was scheduled to be and which, therefore, is put off or delayed for a future period. For purposes of this standard, maintenance is described as the act of keeping fixed assets in acceptable condition. It includes preventive maintenance, normal repairs, replacement of parts

and structural components, and other activities needed to preserve the asset so that it continues to provide acceptable services and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than, those originally intended.

An example of deferred maintenance for a system road is not performing recommended routine maintenance or repairs as recommended in road condition surveys: the road will not remain at its recommended standard or serviceability and will be more likely to degrade and become damaged over time.

Maintenance competes for funding with other programs and is often deferred because appropriations are insufficient or were redirected to other priorities or projects. Deferred maintenance is not routinely reported, however awareness of the implications of deferred road maintenance exists in the Forest Service.

Operating a road system and attempting balance between resource protection and public wishes is a challenging task. This travel analysis helps to fulfill two major requirements of 36 CFR 212, Subpart A – *Administration of the Forest Transportation System* and Subpart B- *Designation of Roads, Trails, and Areas for Motor Vehicle Use*:

- **212.5** Road System Management – Identify the minimum road system.
- **212.55 & 212.56** – Identify and subsequently designate a system of roads, motorized trails, and areas for motor vehicle use.

In so far as feasible there is a need to get more financially in balance with road maintenance funding versus road maintenance needs. The forest's authorized road network will continue to degrade and have access impacts as well as environmental impacts as long as needs exceed funded maintenance efforts. Decreasing Forest maintenance costs and increasing road maintenance funding should continue to be our overall goal. Reducing costs, balancing resource needs and meeting access needs are major components of our operation and maintenance efforts. Strategies that reduce road maintenance costs include:

- Lower road maintenance levels (e.g. ML3 to ML2).
- Decrease mileage by closing or decommissioning system roads (abandonment or obliteration).
- Transfer jurisdiction (ownership) or maintenance responsibilities to other maintenance entities (including private land owners and home owner associations) as appropriate.
- Convert open and/or closed roads to motorized trails recognizing this will increase trail maintenance costs (class 1, 2, or 3 which is basically a minimally maintained, natural surfaced trail).
- Reduce mileage of paved roads.
- Work cooperatively with other public road agencies and associations for material and equipment/labor sharing opportunities.
- A combination of the above strategies.

The Coronado National Forest **Annual Road Maintenance Plan** provides a list of roads that will receive maintenance during the current fiscal year. Roads on each District receiving maintenance are prioritized by District Ranger and staff and known critical road safety needs receive the highest priority. The entire Coronado National Forest has approximately 1715 miles of ML 2 roads, approximately 289 miles of ML 3 roads, about 24 miles of ML 4 roads, and about 4 miles of ML 5 roads. Therefore there are a total of about 2100 miles of National Forest System Roads on this forest.

Forest wide Operational Maintenance Level Miles:

District	ML 1 (miles)	ML 2 (miles)	ML 3 (miles)	ML 4 (miles)	ML 5 (miles)
Douglas	12.94	285.024	76.834	1.402	0.00
Nogales	2.91	458.355	69.466	1.450	0.00
Sierra Vista	18.02	633.353	83.599	0.063	3.93
Safford	18.89	207.157	12.118	0.775	0.00
Santa Catalina	15.94	130.8985	47.0944	19.9194	0.00
Forest Total	68.70	1714.7875	289.1114	23.6094	3.93
*Percent receiving annual maintenance	0%	8.28%	60.9%	8.47%	0%

*Based on FY2010 Road Accomplishments

As noted in the table above, not all roads receive maintenance every year. In 2010, a total of 320 miles out of 2100 miles of roads were maintained, which represents about 15.24% of the total forest total miles. This is about average for a typical year on the Coronado with a 3 man road crew. Based on the FY2010 road accomplishment report, only 142 miles of ML 2 roads or 8.3% of all forest ML 2 road miles received maintenance. Also during FY2010, 176 miles of ML 3 road received maintenance which represents approximately 61% of all ML 3 roads. Since very few ML4 and ML 5 roads receive maintenance only 8.5 % ML 4 roads and 0% ML 5 roads received maintenance in FY 2010. The lion's share of the annual road maintenance is concentrated on maintenance level 3 roads.

The Coronado has conducted required annual road condition surveys since 1999 to determine the maintenance and associated funding needed to maintain roads to the required safety standards and assigned maintenance levels. Condition surveys describe the features of the road (e.g. surfacing material, ditches, culverts, signs, etc.) and their current condition. Deferred and annual maintenance costs for those roads are then calculated using a regional standard cost guide.

Maintenance Level 2 Roads

The only standards for a ML 2 road are for route marker signing. Most high road density areas are attributable to ML 2 roads. In most cases nonsystem roads are contributing to the road density in the EMA and are good candidates for decommissioning in order to reduce that density.

Maintenance Level 3, 4, 5 Roads

The Highway Safety Act requires maintenance level 3-5 roads to meet the standards for directional, regulatory, and warning signs. Clearing for sight distance and safety is not occurring

as often as needed due to limited funding. Therefore with limited funding, the focus must be on high-priority roads which are identified in the Annual Maintenance Plan which is approved by the line officer. High priority roads are often maintenance level 3-5 roads and almost always have higher traffic volumes than maintenance level 2 roads.

Although the initial remedy may be to decommission roads to provide a sustainable system, the expense of decommissioning would need to include both the planning cost of conducting the appropriate environmental analysis as well as the physical implementation cost of achieving the desired objective. Such costs may include provision for new road construction, or adoption of a non-system road to access a portion of the area served by a decommission-candidate road.

Shared or exchanged road maintenance is occurring primarily on maintenance level 3-5 roads, but could be increased overall. Road maintenance agreements with surrounding counties in which the Forest has roads have expired but are still in place. Agreements with other governments and entities need to be investigated in the future. Counties are also attempting to shed road maintenance costs and responsibilities for similar reasons. Efficiencies which serve all public road agencies are actively sought.

Legal public motorized access on or to system roads is lacking in many locations, often on roads which are currently being used by the public. Closure of such access is often sudden, difficult and time consuming to resolve—if possible at all—and fully within the rights of private property owners who own lands needed for such access. Resolving access problems often consumes funding otherwise used for road maintenance. Conversely, unequivocal lack of legal public access with no probable solution is an opportunity to decommission authorized roads and thereby save maintenance funds for roads which provide the public with legal access to their public land. Such decommissioning actions can also be an inducement for private landowners who might otherwise close public access routes across their land to cooperatively work toward a mutually acceptable legal motorized public access route across and/or adjacent to their land in order to retain designated system roads further inside the National Forest behind their property.

Road Maintenance Frequency

The quantity and frequency of maintenance is subject to: availability of funding, obligations under agreements, and protecting the FS’s investment. In accordance with the maintenance levels described above the following table displays the cyclic activities required to properly maintain roads:

Activity	As Needed		Annually		
	ML 1	ML 2	ML 3	ML 4	ML 5
Maintain traveled way for protection of investment, resource values, and to provide some degree of user comfort			Low	Moderate	High
Maintain road prism to provide for passage of high clearance vehicles		X			

Activity	As Needed		Annually		
	ML 1	ML 2	ML 3	ML 4	ML 5
Maintain shoulder for structural integrity of roadway and drainage functionality		X	X	X	X
Keep drainage structures/features functional and prevent unacceptable resource damage	X	X	X	X	X
Vegetation removal to provide for sight distance			X	X	X
Vegetation removal for access and to control resource damage		X			
Alleviate erosion or sedimentation on or from roadway	X				
Remove roadside hazard trees			X	X	X
Maintain structures to provide for passage of planned traffic and preserve structure and to protect natural resources		X	X	X	X
Install/maintain warning, regulatory, and guide signs and other traffic devices to provide for existing traffic			X	X	X

Road Maintenance Costs

The Forest Service maintains NFS roads and NFS trails in accordance with their management objectives and the availability of funds. Volunteers and cooperators maintain many trails. The agency collects fees for use of some developed recreational facilities, most of which are retained and spent at the site where they are collected. Unfortunately, resources are still limited, and the Forest Service has a substantial backlog of maintenance needs, even before adding many user created routes to the system. In some cases, an extended lack of maintenance can lead to deterioration of a road or trail to the point that it must be closed to address user safety or to prevent severe environmental damage. The Forest Service actively tries to avoid closures by encouraging volunteer agreements and cooperative relationships with user groups. The availability of resources for administration and maintenance of routes should not be the only consideration in developing travel management proposals (FSM 7715.5 para 1c). Volunteers and cooperators can supplement agency resources for maintenance and monitoring, and their contributions should be considered in assessing the availability of resources.

Federally appropriated funds used for road operation and maintenance on the Coronado National Forest (CNF) have ranged from about \$750,000 to \$1,100,000 per year over the last five years, with the average funding being approximately \$850,000 per year.

Besides the on-the-ground performance of maintenance related work, all road systems have fixed costs associated with management of the systems. Management includes:

- Oversight of the road system.
- Establishing and maintaining road management systems required by law (e.g., pavement management, bridge management, safety management, sign management, and congestion management).
- Collecting and maintaining data about the road system (e.g., conducting road condition surveys, gathering traffic count and vehicle accident information, etc).
- Providing information services (e.g., maps, road condition reporting, etc).
- Out-year project planning (e.g., specialist surveys/reports, agreements with other entities, etc).
- Office support (contracting officers, utilities, equipment, etc.)

Over the last five years, fixed costs accounted for approximately **30 percent** of the appropriated funds leaving the other 70 percent for on-the-ground maintenance. The table below lists the existing forest-wide average annual maintenance cost per mile per maintenance level for roads on the CNF. The costs were calculated based on an average road maintenance budget of \$850,000 per year.

Road maintenance costs for entire Forest

Operational Maintenance Level	Annual Cost per Mile	AVG Miles Maintained	Annual Cost
5*	\$ 0	0	\$ 0
4	\$4250	2	\$ 8,500
3	\$2656	176	\$467,456
2	\$2634	142	\$374,028
1*	\$ 0	0	\$ 0
Totals		320	\$849,984

*The Coronado rarely performs maintenance on ML 5 and ML 1 roads and has no average maintenance costs available.

Step 4- Assessing Benefits, Problems and Risks of the Existing Road System

The purpose of this step is to:

- Assess the benefits, problems and risks of the current road system and whether the objectives of the Forest Plan are being met

The products of this step are:

- A synthesis of the benefits, problems and risks of the current road system,

- An assessment of the ability of the road system to meet management objectives

Roads analysis is a science-based process and the interdisciplinary team (Appendix C) used and interpreted relevant scientific literature to identify issues which may cause potential impacts. Any assumptions made during the analysis, and limitations of the information on which the analysis is based will be described.

Specific questions were used to assess benefits, problems, and risks. Benefits are the potential uses and socioeconomic gains provided by roads and related access. Problems are conditions for certain environmental, social, and economic attributes that managers deem to be unacceptable. Risks are likely future losses in environmental, social, and economic attributes if the road system remains unchanged. The questions were used as a checklist to scan the range of possible benefits, problems, and risks and to screen them for those relevant to roads in the area under consideration.

The relevant questions were then used to guide more in-depth assessment and link to the science base for each of the identified benefits, problems, and risks. These questions were not intended to be prescriptive, but were used to assist the interdisciplinary team in developing questions and approaches appropriate to each analysis area. Which questions are appropriate for a particular analysis area and which warrant deep or cursory treatment will depend on the particular area and the issues being addressed. Some question may need to be addressed at several scales. Addressing these and other road-related questions was done with maps, GIS, statistical summaries, or other information that contributed to understanding the benefits, needs, risks, and effects of the roads. These indicators did not answer questions directly but assisted in discerning and quantifying important interactions.

Lands

- *How does the road system connect large blocks of land in other ownership to public roads (ad hoc communities, subdivisions, inholdings, and so on)?*
- *How does the road system affect managing roads with shared ownership or with limited jurisdiction? (Federal Revised Statute 2477, cost-share, prescriptive rights, FLPMA easements, FRTA easements, DOT easements)?*
- *How does the road system connect to public roads and provide primary access to communities?*
- *How does the road system affect managing special-use permit sites (concessionaires, communications sites, utility corridors, and so on)?*
- *What are people's perceived needs and values for access?*

The ±291,496-acre Chiricahua Ecosystem Management Area (EMA) is within the Douglas Ranger District and has very limited permanent legal public access. The EMA is important for

recreation, fuelwood gathering, ranching, mining, and many other forest uses. Many people in the surrounding communities rely on access to the forest for their livelihood also.

Rapid population growth in the area surrounding the EMA as well as all of southeastern Arizona has resulted in a much greater need for public access to the EMA. At the same time, rapid growth has also led to increased development of private lands adjacent to, adjoining, and within the EMA, resulting in more restricted public access. Public access issues often become controversial, particularly when dealing with differing opinions towards public access and appropriate uses of National Forest System (NFS) lands, and generate issues far more complex and controversial than in the past.

Public access to and within areas of the Chiricahua EMA has become increasingly restricted over the last several decades as long established roads [local, county and forest roads] to and through private lands within and adjacent to the EMA are closed to public use by private landowners. Although numerous important long established roads to and within the EMA connect to a State Highway and provide the physical access into an area, many of these roads may not have documented right-of-way (written title) through the non-federal (private and state trust) land that are shown as open authorized. Therefore, because no legal right of public access may exist (written or unwritten title) for these roads; they may be closed or controlled by a private landowner without notice.

In addition, Arizona State Trust lands are not “public lands” as are BLM and NFS lands. State Trust lands are managed for the benefit of trust beneficiaries. Trust management responsibilities include requiring a permit, lease, or right-of-way and charging a fee for use of trust lands including public access to NFS and other public lands as well as State Trust lands. Exceptions to this requirement are licensed hunters and fishers, actively pursuing game or fish, in-season, and certain archaeological activities permitted by the Arizona State Museum.

The Forest Land and Resource Management Plan (LRMP) provides direction to “ensure public access to various parts of the Forest on state, county, or permanent Forest Service roads” and “obtain necessary public access for all permanent roads and trails within the National Forest boundary”. However, many landowners are very hesitant to grant right-of-way for perpetual public access across their private lands for a variety of reasons including: impacts from off-highway vehicle use and undocumented aliens, litter and vandalism, privacy issues, perceived potential liability (Arizona Revised Statute 33-1551 limits a private landowner’s liability in regards to recreational and educational access), fair market value of the easement, and in many cases, a desire for exclusive use and control of the adjacent NFS lands.

How does the road system connect to public roads and provide primary access to communities?

The Chiricahua EMA is bounded on the north by Interstate 10, the west by State Highways 181 and 186 and U.S. Highway 191 (Rural Major Collectors), and the east and south by State Highway 80 (Rural Major Collector). Several Cochise County and other local roads along with the system of roads under Forest Service jurisdiction provide the surrounding communities and a variety of public land users’ primary access to and within the EMA from the surrounding

Interstate and State Highways. These roads also provide the sole or primary access to the numerous parcels (± 40) of non-federal (private) land scattered within and adjoining the EMA.

Interstate 10 (Rural Principal Interstate) connects the Tucson metropolitan area to Willcox, U.S. Highway 191 (Rural Major Collector), State Highway 186, Apache Pass, Wood Canyon, and Noland Roads, which are paved and unpaved Cochise County Roads to and/or within the EMA. Apache Pass (connects to Mulkins Ranch/Emigrant Canyon Road), Wood Canyon, and Noland Roads (connects to the Hilltop, Foothills, Paradise—Portal, and Onion Saddle—Portal Roads) provide public access from Interstate 10 to and/or near the north and northeastern end of the EMA.

U.S. Highway 191 (Rural Major Collector) is a primary north-south artery which connects Sunsites, Pearce, Sunizona, Elfrida, McNeal, and Douglas (near the International Boundary with Mexico), State Highway 181, and the Rucker Canyon and Davis Roads (unpaved Cochise County roads) to Interstate 10 east of Willcox. The Rucker Canyon and Davis (which connects to the Leslie Canyon Road) provides public access from U.S. Highway 191 and/or near the western and southwestern side of the EMA.

State Highway 186 (Rural Major Collector) is a primary northwestern-southeastern artery which connects Dos Cabezas, Little Niagra Road [a local road which connects to the Manzanita (Road 4845) and Trick Tank (Road 4850)] Roads and State Highway 181 (Rural Major Collector) near the northwestern side of the EMA to Interstate 10 at Willcox.

State Highway 181 (Rural Major Collector) is a primary east—west and north—south artery which connects U.S. Highway 191 (Rural Major Collector) at Sunizona to State Highway 186 (Rural Major Collector), the Kuykendall Cutoff (which connect to the Rucker Canyon Road), West Turkey Creek, and Pinery Canyon Roads (unpaved Cochise County roads), Pine Canyon Road (Road 357), and the Chiricahua National Monument.

State Highway 80 (Rural Major Collector) is a primary northeast—southwest artery which connects Douglas to the Leslie Canyon (which connects to the Rucker Canyon Road), Tex Canyon and Price Canyon Roads (unpaved Cochise County roads), Apache, AZ, Horseshoe Canyon and Sulphur Draw Roads (unpaved Cochise County roads), Rodeo, NM, and Portal Road (paved Cochise County road) to Interstate 10 at Road Forks, NM.

It is important to understand, that in addition to the numerous forest roads where a legal right (written or unwritten title) of public access may not exist across private and state trust lands, there are county roads essential to getting public land users from the state highways to the EMA and the forest's transportation system (roads and trails) where a legal right of public access (written or unwritten title) may not exist either. An increasing number of county-maintained roads state-wide, where written title may not exist, have either been closed to use by the general public or have had private landowners threaten to closed them to use by the general public. A single landowner, with a minimal amount of private land (5 acres or less), can challenge a road's ownership status, close the road to public use where written title does not exist, and block or control access to thousands of acres of public and state trust lands.

These roads were constructed by and/or maintained for decades by their respective counties at the public's expense and long considered public roads by the public. Many have provided public access to and through private, state trust, and federal lands as far back as the late 1800s. To further complicate the public access situation, it is also very difficult for public road agencies (local, county, and state) to assert prescriptive rights for a county-maintained road in Arizona. Since territorial days, the Arizona Courts have consistently held that no public highway or road can be created by prescription and all public highways must be established in strict compliance with the provision of Arizona statute.

In addition, because of limited budgets and staffing, Counties are very reluctant to enter the legal arena to assert any ownership interest to closed roads or exercise their power of eminent domain to restore traditional access routes (even though they may have constructed and/or maintained them for decades at the public expense). Especially if the public use is access to public lands and they can divest themselves of maintenance responsibilities. Local politicians are also reluctant to engage public access issues because they perceive a majority of the public land users affected by blocked access are not their local constituents.

Currently, very few of the long established access points (local, county and forest) to the EMA have documented (written title) permanent legal public access. Recent trends indicate the ownership of many more long established access roads (local, county and forest) will be challenged, and then closed to administrative and public use.

As traditional access points are closed to public use, the public land has essentially become National Forest "back yards" for adjacent and adjoining landowners and their guests, providing little benefit to the general public. Although it is a private landowner's right and prerogative to block and control access across their private land, county, state, and federal agencies, to best serve the interests of all its citizens, have a responsibility to provide reasonable permanent legal access to public land.

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

Although the areas surrounding the Chiricahua EMA are somewhat rural in nature, the EMA is surrounded by several rapid developing and growing incorporated (Douglas and Willcox) and unincorporated communities (Apache, Bowie, Cave Creek/Paradise/Portal area, Elfrida, McNeal, Rodeo (NM) San Simon, and Sunizona) in southeastern Arizona and southwestern New Mexico. A majority of the land surrounding the EMA, except for the northern and northeastern side of the EMA, is in private ownership.

Adjacent to and adjoining the northern and northeastern side of the EMA is a large block of state trust land, intermingled with BLM land and small parcels of private land. In addition, the Chiricahua National Monument (11,985 acres) is adjoined by NFS lands on 3 sides in the northwestern portion of the EMA. There are approximately 45 private land parcels of various shapes and sizes scattered across the EMA. The result is a complex and intermingled landownership pattern [federal and non-federal (private and state trust) lands] adjacent to, adjoining, and within the Chiricahua EMA.

Access to non-federal (private, state, and other) lands adjacent to and adjoining the EMA is generally by arterial and collector roads (county) from the Interstates and U.S and State Highways.

Depending on the location of the private land within the EMA, either a National Forest System Road (NFSR) or a non-system road (county, state, or private under special-use authorization) may be used (or constructed) for access to the parcel. A NFSR is defined as a forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority (36 CFR 212.1).

Unless otherwise required by an order, the use of an existing NFSR does not require a special-use authorization; however, any such use is subject to compliance with all Federal and State laws governing the road used (36 CFR 251.50(d)). Where ingress and egress to private land is via an existing NFSR, which is open and available for general public use, the private landowner is permitted to use the road without a written authorization. The use of a NFSR for ingress and egress to private lands does not include the right to relocate, construct, reconstruct, or maintain the existing roadway, clear any vegetation, or perform any other ground disturbing activities.

In those cases where a landowner's ingress or egress to private land via NFSR requires surface disturbance or the use or construction of a road across NFS land not on the NFSR system or open to general public use, the landowner must apply for and receive a special-use or road-use authorization documenting the occupancy and use authorized on NFS lands or facilities and identifying the landowner's rights, privileges, responsibilities, and obligations (36 CFR 251.110(d)).

When access is tributary to or dependent on a NFSR, and traffic over these roads arising from the use of landowner's lands exceeds their safe capacity or will cause damage to the roadway, the landowner(s) may be required to obtain a road-use permit and to perform such reconstruction as necessary to bring the road to a safe and adequate standard to accommodate such traffic in addition to the Government's traffic.

When a private parcel has been split or subdivided into several smaller parcels, it is Forest policy 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 or create multiple private access roads. Responsibilities for improvements and maintenance are determined through a commensurate share process between the parties.

When larger developments or subdivisions occur and inholding traffic is expected to exceed that generated by the users of the National Forest, agency policy is to pursue turning jurisdiction of the Forest road over to a public road authority such as the county or state. These roads would also be open and available to the traveling public on a regular and consistent basis.

It is Forest Service policy to provide access across NFS land to private land that is adequate to secure the owners thereof reasonable use and enjoyment of their land without unnecessarily

reducing the management options of the Forest Service or damaging NFS lands or resources. Access needs to private inholdings are addressed on an individual basis as requests are received (application for special or road use authorization). The application is then analyzed through the NEPA process to determine possible environmental effects and the level of reasonable access required. If access is being provided by a public road agency such as the county or state, then the Forest Service is not obligated to provide any additional access over NFS lands.

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

The amount of private land within or bordering the EMA combined with the rapid population growth in area and the resulting complex and intermingled landownership pattern indicate there may be a need to increase road management cooperation and refine road jurisdictions and maintenance responsibilities. Many roads within the EMA call for a higher level of maintenance and construction for the private lands they access.

Use and management of the National Forest often requires only access by high clearance vehicles (Maintenance Level 2), while access to private lands may necessitate a need for passenger car access (Maintenance Level 3 or higher). As stated previously several roads traversing the EMA fall under the jurisdiction of State, County, or private individuals or organizations and are not NFSRs. When desirable, cooperative agreements should be established to share road improvement and maintenance responsibilities when all partners can benefit.

This analysis also recognizes that individuals or entities may have established valid outstanding rights (both known and unknown to the Forest Service at this time) to occupy and use National Forest lands and roads. These outstanding access rights were perfected on acquired land prior to Forest Service acquisition (a reservation in deeds, easements, or agreements made at the time of acquisition of the land) or granted by the United States prior to the establishment of the National Forest (RS 2477). The Forest works closely with the holder of these outstanding rights to preserve their access rights while protecting the natural resources and ensuring the underlying or and adjoining NFS lands do not suffer unnecessary degradation as a result of any actions by the holder.

Although the holder may exercise those rights without obtaining a special use authorization, unless the document creating the rights provides for an additional authorization, such rights are limited to the rights existing at the time of acquisition, and the holder cannot enlarge or expand them without a special-use authorization. Valid outstanding rights are also subject to some federal regulation. Activities within a valid outstanding right-of-way, which may potentially affect the servient estate (NFS lands), are subject to the National Environmental Policy Act (Tenth Circuit Court of Appeals ruling in *Sierra Club v. Hodel*, 848 F.2d 1068).

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

Many of the roads in this analysis are also needed to access special-use authorizations permitting various types of activities within the EMA. In addition to many miles of power and phone lines, the roads are utilized by 29 owners of authorized recreation residences, an organization camp, as well as numerous commercial outfitter/guides under permit who use the road system for various permitted activities (hunting, ecological, tours, etc) and could be affected if and when roads are closed or decommissioned. Closure and decommissioning of any authorized and unauthorized roads will remain an important issue to special-use permit holders as well as private landowners and public land users.

The Coronado National Forest has been closed to cross-county motorized travel since 1986, except for 300 feet from the designated system for dispersed camping. Special-use authorizations holders who have cross-country motorized access needs (off the designated system and/or off routes which are under authorization to them) will be required to request in writing what the specifics of their cross-country travel needs are, and obtain written approval for that motorized cross-country travel. Generally, cross-county motorized travel will only be authorized in the cases of utility companies needing to access their facilities or by contractors during boundary management activities.

In addition, as stated above, there are numerous county and forest roads to and through the EMA where a legal right (written or unwritten title) of public access may not exist across private land and may be closed or controlled by a private landowner at any time and without notice affecting the permit holder's ability to access the permit site.

What are people's perceived needs and values for access?

As stated previously, there are many important long established roads through private lands both within and adjoining the EMA (county, forest, and other local roads) that are currently open and relied on by the public where a legal right of public access (written or unwritten title) may not exist and can be closed at any time and without notice that are shown as open authorized. Although it is a private landowner's right and prerogative to block and control access across their private land where no public right of access exists, the public believes the Forest Service as well as other agencies (County, State, and Federal) also has a responsibility to provide reasonable public access to NFS and other public lands to best serve the interests of all public land users, not just a privileged few.

Forest-wide, public land users have become extremely frustrated with government agencies (County, State, and Federal) failure to restore public access where traditional access points or routes to public (BLM and NFS) lands have been blocked, gated, and locked by a private landowner. Many public land user and landowner conflicts as well as creation of wildcat (user-created) roads are due to attempts by public land users to access NFS lands via private, state trust, and other public (NFS) lands after a traditional access route has been blocked from public use by adjoining or adjacent private landowners.

There is nothing more frustrating to public land users than the inability to access NFS lands and other public (BLM) lands via a traditional access route that has been blocked by an adjoining landowner, especially where they perceive the landowner has a private exclusive use of the

public land. This is particularly true when the blocked road had been maintained for decades and/or built by a county at the public’s expense and they believe the landowner is benefiting economically by blocking and controlling access to NFS land.

As public land users multiply and squeeze through the remaining access points and routes, there is a “domino effect” of more locked gates and blocked access further restricting public access and limiting dispersed recreational opportunities. The public land essentially becomes National Forest “back yards” for the adjoining landowners and their guests, providing little benefit to the general public, while escalating the public’s perception of private exclusive use of those lands.

Therefore, it is recommended when long established access routes (local, county, and forest roads) through private or other non-federal lands adjacent to, adjoining, or within the CNF shown as open authorized in INFRA and on the Motor Vehicle Use Maps (MVUM) that are closed or controlled by private landowners and unavailable for use by the general public where no documented right-of-public access exists, be changed to Open Authorized Restricted (OAR) in INFRA and removed from MVUM until open for use by the general public. Use of roads not shown on the MVUM will be limited to Forest Service administrative purposes or when specifically authorized under the terms of a permit. Ancillary uses of roads not shown on the MVUM outside the terms of a permit will not be allowed.

Lands’ Recommendations for ML 2 and 3 Roads

Road Number	Comment/Recommendation
Turkey Creek Rd (Cochise County) West Turkey Creek Rd (INFRA) (Road 41):	<p>Road 41 is a major arterial and primary access road from State Highway 181 to NFS and non-federal (private) lands on the west side of the EMA (shared ownership and maintenance with Cochise County). The entire length of road (± 11.1) is identified in INFRA as the “West Turkey Creek Road”. Approximately 3.5 miles of Road 74 is located within the proclaimed boundaries of the EMA.</p> <p>From State Highway 181 easterly ± 8.4 miles into the EMA and the east property boundary between private and NFS lands, Road 41 is a Cochise County Road entitled “Turkey Creek Road” and provides public and administrative access to Roads 334 (Sunglow Road) and 4282 (Baldrige Road).</p> <p>From the east property boundary between private and NFS lands easterly ± 2.7 miles to the turnaround at Sycamore Campground and trailhead to Morse Canyon Trail No. 43, Road 41 is a NFSR entitled “West Turkey Creek Road” in INFRA. Road 41 (West Turkey Creek Road) provides public and administrative access to Road 632 (Saulsbury Road), West Turkey Creek Campground, and Trail No. 262, Saulsbury Trail No. 263, Pole Bridge Trail No. 264, Mormon Ridge Trail No. 269, and Mormon Canyon Trail No. 352.</p> <p>Road 632 (Salisbury Road) is currently NFSR’s. Road 334 (Sunglow Road) is currently part of the county road system and is NFSR. Road 4282 (Baldrige Road) is located entirely on private land and has been closed to use by the general public by the private landowner.</p>

Road Number	Comment/Recommendation
	<p>Recommendation: No change from open authorized. It is also recommended the portion of Road 41 from State Highway 181 into the EMA to the east property boundary between private and NFS lands be identified as a road under Cochise County jurisdiction and part of the county road system.</p>
<p>Pinery Canyon Rd/Portal Rd (Cochise County) Onion Saddle Cave Creek Rd (Road 42):</p>	<p>Road 42 is a major arterial and primary access road from the Portal—Paradise Road on the northeastern side of the EMA into and through the EMA to State Highway 181 on the northwestern side of the EMA (shared ownership and maintenance with Cochise County). The entire length of road (± 17.9 miles) is identified in INFRA as the “Onion Saddle Cave Creek Road”.</p> <p>Although Road 42 is shown as one continuous road from the Portal—Paradise Road to State Highway 181 in INFRA, because ownership and maintenance is shared with Cochise County, the road is actually 2 separate roads in the Cochise County road system connected by a NFSR.</p> <p>Road 42 from the Portal—Paradise Road southerly ± 0.8 miles to a cattle guard near Road 42 Gravel Pit, on the northeastern side of the EMA near Portal is a paved Cochise County Road entitled the “Portal Road”.</p> <p>Road 42 from the cattle guard near Road 42 Gravel Pit on the northeastern side of the EMA to the northwestern side of the EMA and the Cochise County Road entitled the “Pinery Canyon Road” is a NFSR (± 15 miles) entitled “Onion Saddle Cave Creek Road”. This portion of Road 42 provides public and administrative access to Roads 42A (Herb Martyr Road), 42B (Paradise Portal Loop Road), 42C (Methodist Camp Road), 42D (Rustler Park Road), 42E (South Fork Campground Road), 42F (Sunny Flat Campground Road), 356 (N Fork E Whitetail Road), and 4854 (Misfire Road), which are all NFSR’s.</p> <p>Road 42 from the proclaimed boundary on the western side of the EMA westerly ± 2.1 miles to State Highway 181 is a Cochise County Road entitled the “Pinery Canyon Road”.</p> <p>Recommendation: No change from open authorized. It is also recommended the portions of Road 42 from the Portal—Paradise Road (Road 42B) southerly ± 0.8 miles to a cattle guard near Road 42 Gravel Pit on the northeastern side of the EMA and from State Highway 181 to the proclaimed boundary on the western side of the EMA be identified as a road under Cochise County jurisdiction and part of the county road system.</p>
<p>Portal—Paradise Rd (Cochise County) Paradise—Portal Loop Rd (INFRA)(Road 42B):</p>	<p>Road 42B is an important public land user and administrative access route from the Portal Road, a paved Cochise County Road, westerly to Road 42 (Onion Saddle Cave Creek Road) (shared ownership and maintenance with Cochise County).</p> <p>Although Road 42B is shown as one continuous road (± 8.4 miles) from the Portal Road to Road 42, because ownership and maintenance is shared with Cochise County, the road is actually 2</p>

Road Number	Comment/Recommendation
	<p>county roads (one is separated by a NFSR) in the Cochise County road system. Approximately 5.4 miles of Road 42B is located within the proclaimed boundaries of the EMA and is identified in INFRA as the “Paradise—Portal Loop Road”.</p> <p>From the Portal Road, westerly ± 1.4 miles to the proclaimed EMA boundary, Road 42B is a Cochise County Road entitled the “Portal—Paradise Road East”.</p> <p>From the proclaimed EMA boundary, westerly ± 3.0 miles to the proclaimed EMA boundary near Paradise, Road 42B is a NFSR entitled the “Paradise—Portal Loop Road “ and provides public and administrative access to Roads 4292 (Tim Road), 4297 (Sanders Road), 4299 (Dry Road), and 4300 (Round Road), which are all currently NFSR’s.</p> <p>From the proclaimed EMA boundary, westerly ± 0.7 miles to the Noland Road, a Cochise County Road, Road 42B is a Cochise County Road entitled the “Portal—Paradise Road West”.</p> <p>From the Portal—Paradise Road southerly ± 3.3 miles to Road 42 (Onion Saddle Cave Creek Road), Road 42B is a NFSR entitled the “Paradise—Portal Road” and provides public and administrative access to Roads 4301 (Curye Road) and 4303 (Chiricahua Tank Road).</p> <p>Recommendation: No change from open authorized. It is also recommended the portions of Road 42B from the Portal Road, westerly ± 1.4 miles to the proclaimed EMA boundary near Portal and westerly ± 0.7 miles from the proclaimed EMA boundary to the Noland Road, then ± 0.85 miles southerly to the proclaimed EMA boundary near Paradise be identified as a road under Cochise County jurisdiction and part of the county road system.</p>
<p>Leslie Canyon Rd/Rucker Canyon Rd/Tex Canyon Rd (Cochise County)</p> <p>Tex Canyon Rd (INFRA) (Road 74):</p>	<p>Road 74 is a major arterial and primary access road from the Davis Road, a Cochise County road which connects to U.S. Highway 191, on the southwestern side of the EMA into and through the EMA to State Highway 80 on the southeastern side of the EMA near Chiricahua (shared ownership and maintenance with Cochise County).</p> <p>Although Road 74 is shown as one continuous road (± 44.7 miles) from the Davis Road to the State Highway 80 in INFRA entitled the “Tex Canyon Road”, because ownership and maintenance is shared with Cochise County, the road is actually 3 separate roads in the Cochise County road system separated by a NFSR (± 9.8 miles).</p> <p>From the Davis Road, northeasterly ± 15.2 miles to the Cochise County Maintained Road entitled the “Rucker Canyon Road”, Road 74 is a Cochise County Road entitled the “Leslie Canyon Road” and provides public and administrative access to Roads 311 (Hunt Canyon Road), 724 (Big Bend Road), and 717 (Bruno Canyon Road). The portions of Roads 311, 724, and 717 that cross private lands have all been closed to use by the general public by the private landowner. The Leslie Canyon Road south from the Davis Road connects to State</p>

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	<p>Highway 80 and Douglas.</p> <p>From the “Leslie Canyon Road” easterly ± 6.14 miles to a private driveway east of the Forest Trail No. 237 (Devils Canyon) trailhead within the EMA, Road 74 is a Cochise County Road entitled the “Rucker Canyon Road” and provides public and administrative access to Roads 360 (John Long Canyon Road), 4250 (O’Keefe Road), and the Forest Trail No. 237 (Devils Canyon) trailhead. Road 4250 (O’Keefe Road) is a NFSR. Road 360 has been closed to use by the general public by the private landowner at Road 74. This portion of Road 74 also provides the primary access to private lands adjacent to road within the EMA boundary.</p> <p>From the private driveway east of the Forest Trail No. 237 (Devils Canyon) trailhead within the EMA easterly ± 0.72 miles to Road 74E (Rucker Canyon Road—INFRA), then southeasterly ± 8.9 miles to the proclaimed boundary of the EMA, Road 74 is a NFSR entitled “Tex Canyon Road”. This portion of Road 74 provides public and administrative access to Roads 74F (Tank Road), 718 (Cottonwood Road), 719 (Pine Gulch Road), 721A (unnamed), 4349 (Division Tank Road), 4350 (Upper Tex Road), 4351 (Spear E Road), 4353 (Shake Road), 4354 (Bald Road), 4355 (Bull Road), 4356 (Ham Harris Road), 4818 (Bob Road) which are all NFSRs. The portions of Roads 74F (Tank Road), 721A (unnamed), and 4357A (unnamed) that cross private lands have been closed to use by the general public by private landowners.</p> <p>From the proclaimed boundary of the EMA southeasterly ± 6.72 miles to State Highway 80, Road 74 is a Cochise County Road entitled “Tex Canyon Road”.</p> <p>Recommendation: No change from open authorized. It is also recommended the portion of Road 74 from the Davis Road to a private driveway east of the Forest Trail No. 237 (Devils Canyon) trailhead within the EMA (± 21.34 miles) and from the proclaimed boundary of the EMA southeasterly to State Highway 80 (± 6.72 miles) be identified as a road under Cochise County jurisdiction and part of the county road system.</p>
Road 74-6.74L-1	<p>Road 74-6.74L-1 provides access to private land within the proclaimed EMA boundary from the “Rucker Canyon Road” (Road 74), a Cochise County Road (± 0.12 miles).</p> <p>Recommendation: Designate Road 74-6.74L-1 as an <u>open authorized restricted (OAR) non-system road</u> and <u>pursue issuance of a FLPMA Private Road Easement</u> to the affected landowner(s). If the landowner decides to relocate Road 74-6.74L-1 onto his private land instead acquiring a FLPMA Private Road Easement, then it is recommended the road be decommissioned.</p>
Marble Rd (Road 255)	<p>Road 255 (Marble Road) provides public land user and administrative access from Road 701 (Emigrant Canyon Road) to the Forest Trail No. 255 (Emigrant Canyon) trailhead and is a NFSR.</p>

Road Number	Comment/Recommendation
	<p>Recommendation: No change from open authorized. Portions of Roads 701 (Emigrant Canyon Road) 255 (Marble Road), and 4222 (unnamed) may be used to realign and reconstruct a road around the private land within the EMA to protect public access into the Marble and Emigrant Canyon Area. Refer to Marble/Emigrant Canyon Road Reroute below.</p>
Hunt Canyon Rd (Road 311)	<p>Road 311 (Hunt Canyon Road) provides access from the “Leslie Canyon Road”, a Cochise County Road, to NFS and private land within the proclaimed EMA boundary in the Hunt Canyon area (± 4.95 miles) and connects to Roads 722 (Box Canyon Road), 4362 (J Bar A Road), and 4819 which are all NFSR’s. The portions of Road 311 that cross private land outside (± 2.0 miles) and within (± 1.05 miles) the EMA boundary have been closed to public use by the private landowners who are unwilling to grant perpetual right-of-way easements to the United States for the existing roadway. Because the closure of Road 311 at the “Leslie Canyon Road” (Road 74) and Road 4362 (J Bar A Road) at the private land within the EMA, Road 311 from the EMA boundary to the private land within the EMA (± 1.9 miles) is inaccessible for public use.</p> <p><u>Note:</u> The portion of Road 311 (Hunt Canyon Road) from the “Leslie Canyon Road” to the EMA boundary was originally constructed and maintained by Cochise County and long considered a public road until the ownership status of the road was challenged by a private landowner and closed to public use.</p> <p>Recommendation: Because the landowners are unwilling to grant a perpetual right-of-way easements for the portions of roadway across their private land (± 3.05 miles) and the portion of roadway across the NFS lands (± 1.9 miles) are inaccessible for public use; <u>it is recommended that portions of Road 311 on NFS lands – pursue issuance of a FLPMA Forest Road Easement to the affected landowner(s).</u></p> <p><u>Note:</u> If the private landowner(s) is willing to interchange reciprocal easements to restore public access into Hunt Canyon, <u>it is recommended the road designation for the portions of roadway on NFS lands be kept as Open Authorized (OA).</u></p>
Sunglow Rd (Road 334):	<p>Road 334 (Sunglow Road) is an important public land user and administrative access route from the Turkey Creek Road, a Cochise County, to NFS lands in Cottonwood Canyon (shared ownership and maintenance with Cochise County). Road 334 is a Cochise County Road from the Turkey Creek Road southerly ± 0.94 miles and a NFSR from the end of county maintenance westerly ± 1.38 miles into EMA and NFS lands in Cottonwood Canyon. Road 334 connects to Roads 4257 (Jerry Sanders Road), 4272 (Fred Road), and 4811 (Rudy Road) which are all NFSR’s.</p> <p>Recommendation: No change from open authorized. It is also recommended the portion of Road 334 (Sunglow Road) from Road 41 (Turkey Creek Road), southerly ± 0.94 miles be identified as a road under Cochise County jurisdiction and part of the county road system.</p>

Road Number	Comment/Recommendation
<p>Jhus Canyon Rd (Road 341):</p>	<p>Road 341 (Jhus Canyon Road) is an important public land user and administrative access route (\pm 4.1 miles) from the Hilltop Road (Road 356), a Cochise County through private, state trust, and NFS lands to the private land in upper Jhus Canyon. Road 341 is also the primary access to Forest Trail No. 252 (Jhus-Horse Saddle) and Road 341-3.09L-1.</p> <p>Although Road 341 (Jhus Canyon Road) is currently open and available for use by the general public, there is no documented public right of access for the portion through the private land just inside the EMA boundary and may be closed by the private landowner without notice. The current landowners are unwilling to grant right-of-way easements for perpetual public access across their private land for the current alignment. The United States has a perpetual right-of-way easement across the State Trust lands.</p> <p>Recommendation: Because the private landowners are unwilling to grant right-of-way easements for the existing roadway into the Jhus Canyon Area, <u>it is recommended a route be located entirely on NFS lands around the private land and analyzed (NEPA) to ensure permanent legal public access into Jhus Canyon.</u></p> <p>If a decision is made to reconstruct and construct a route entirely on NFS lands and analyzed (NEPA), <u>the route will be added to Road 341 (Jhus Canyon Road) and the forest road system as ML2 Open Authorized (OA).</u> During any analysis to restore public access, it may also be determined that portions of the existing alignment of Road 341 are no longer needed and can be decommissioned.</p>
<p>Hilltop Rd (Cochise County) N Fork E Whitetail Rd (INFRA) (Road 356):</p>	<p>Road 356 is an important public land user and administrative access route (\pm 12.7 miles) from the "Noland Road", a Cochise County Road, outside the EMA through private, state trust, and NFS lands to Road 42 (Onion Saddle Cave Creek Road) within the EMA (shared ownership and maintenance with Cochise County).</p> <p>Although Road 356 is shown as one continuous road from the "Noland Road", a Cochise County Road, to Road 42 (Onion Saddle Cave Creek Road) in INFRA, because ownership and maintenance is shared with Cochise County, the road is actually 2 separate roads, 1 in the Cochise County road system (\pm 4.8 miles) and 1 in the forest road system (NFSR)(\pm 12.7 miles).</p> <p>From the "Noland Road", a Cochise County Road, westerly \pm 4.8 miles into the EMA to Road 4265 (Hilltop Road—INFRA), Road 356 is a Cochise County Road entitled the "Hilltop Road" and provides public and administrative access to Roads 341 (Jhus Canyon Road), 4852 (Rieder Tunnel Road), & 4853 (Marrow Road) which are all NFSRs. Road 356 is also the primary access to the private land between the "Noland Road" and Road 4265 (Hilltop Road—INFRA).</p> <p>From the end of the "Hilltop Road", a Cochise County Road, and Road 4265 (Hilltop Road—INFRA) northwesterly and southwesterly \pm 8.1 miles to Road 42 (Onion Saddle Cave Creek Road), Road 356 is a</p>

Road Number	Comment/Recommendation
	<p>NFSR entitled the “North Fork East Whitetail Road” in INFRA and provides public and administrative access to Roads 356-5.29L-1, 4258 (Kasper Tunnel Road), 4259 (Blacksmith Tunnel Road), 4260 (Hope Road), 4261 (Macky Road), and 4262 (Silver Prince Road), which all but Road 356-5.29L-1 are NFSR’s. Road 356 is also the primary access to the private land between Road 4265 (Hilltop Road—INFRA) and the “Noland Road” and Road 42 (Onion Saddle Cave Creek Road).</p> <p>Recommendation: No change from open authorized. It is also recommended the portion of Road 356 from the “Noland Road”, a Cochise County Road, westerly ± 4.8 miles into the EMA to Road 4265 (Hilltop Road—INFRA) be identified as a road under Cochise County jurisdiction and part of the county road system.</p>
<p>John Long Canyon Rd (Road 360):</p>	<p>Road 360 (John Long Canyon Road) traverses both private and NFS lands and is an important public land user and administrative access route from the “Rucker Canyon Road” (Road 74), a Cochise County Road, into John Long Canyon and is a NFSR. Road 360 (John Long Canyon Road) connects to Road 4249/4250 (Rusty/O’Keefe Road), 4251 (Dart Road), and 4252 (E. Winkler Ranch Road), and Forest Trails 266 (Cottonwood Canyon Trail) and 267 (John Long Trail). The portions of Road 360 that traverse private land have been closed to public use by private landowners who are unwilling to grant right-of-way easements to restore permanent legal access for the existing roadway. Road 360 is currently gated and locked at the “Rucker Canyon Road” (Road 74) and also as it enters the private land in John Long Canyon.</p> <p>Recommendation: <u>Road 360 from the “Rucker Canyon Road” (Road 74) through the private land both within and outside the EMA boundary to Road 4249/4250 (Rusty/O’Keefe Road) is closed to public and administrative use by the private landowner (± 0.55 miles). Therefore, because the landowner is unwilling to grant a perpetual right-of-way easement for the portion of roadway across his private land (± 0.38 miles) and the portions across the NFS lands (± 0.16 miles) can easily be realigned onto the adjacent private land by said landowner; it is recommended this portion of Road 360 be analyzed further.</u></p> <p><u>In addition, because the private landowners at the mouth of John Long Canyon are unwilling to grant perpetual right-of-way easements for the portion of Road 360 through their private land to restore public access into John Long Canyon, it is recommended a route be located around the private land onto NFS lands and analyzed (NEPA). If a decision is made to construct a route around the private land entirely on NFS lands to restore public access into John Long Canyon, it is also recommended the realigned portion of Road 360 be added to the forest road system as ML2 open authorized. During any analysis to restore public access into John Long Canyon, it may also be determined that portions of Road 360 are no longer needed; it is also recommended any portion Road 360 no longer needed once public access is restored be decommissioned also.</u></p> <p>Note: Road 4249/4250 (Rusty/O’Keefe Road) provides permanent</p>

Road Number	Comment/Recommendation
	<p>legal public access to Road 360 ± 0.54 miles north of the locked gate at the “Rucker Canyon Road” (Road 74). However, if the private landowner is willing to interchange reciprocal easements to restore public access to John Long Canyon, <u>it is recommended the road designation for the portions of roadway on NFS lands change to Open Authorized (OA).</u></p>
<p>Wood Canyon Rd (Road 700):</p>	<p>Road 700 (Wood Canyon Road) is an important public land user, private land, and administrative access route from Interstate 10 and San Simon to the private land within the northwestern corner of the EMA and Road 700-8.32L-1 (shared ownership and maintenance with Cochise County). From Interstate 10 and San Simon to EMA to the private land and residence within the EMA, Road 700 is a Cochise County Road entitled “Wood Canyon Road”.</p> <p>Recommendation: No change from open authorized. It is also recommended Road 700 (Wood Canyon Road) from Interstate 10 and San Simon to the private land and Road 700-8.32L-1 within the EMA be identified as a road under Cochise County jurisdiction and part of the county road system. It is further recommended Road 700-8.32L-1 from Road 700 (Wood Canyon Road) to the Forest Trail No. 253 (Indian Creek) trailhead be added to Road 700 as a NFRS.</p>
<p>Road 700-8.32L-1:</p>	<p>Road 700-8.32L-1 provides important public land user and administrative access from Road 700 (Wood Canyon Road) through the private land to the Forest Trail No. 253 (Indian Creek) trailhead.</p> <p>Recommendation: Recommend Road 700-8.32L-1 from Road 700 (Wood Canyon Road) to the Forest Trail No. 253 (Indian Creek) trailhead be added to Road 700 as an open authorized NFRS.</p>
<p>Emigrant Canyon Rd (Road 701):</p>	<p>Road 701 (Emigrant Canyon Road) is an important public land user, private land, and administrative access route from Mulkins Ranch Road, a Cochise County Road, to the private land within the EMA and Roads 255 (Marble Road) and 4222 (unnamed) and is a NFRS (shared ownership and maintenance with AGFD). AGFD has an ASLD easement for the portion of Road 701 from the Mulkins Ranch Road to the proclaimed EMA boundary. Road 701 from the proclaimed EMA boundary southerly to Roads 255 and 4222 and the private land within the EMA is a NFRS.</p> <p>Recommendation: No change from open authorized. Portions of Roads 701 (Emigrant Canyon Road), 255 (Marble Road), and 4222 (unnamed) may be used to realign and reconstruct a road around the private land within the EMA to protect public access into the Marble and Emigrant Canyon Area. Refer to Marble/Emigrant Canyon Road Reroute below.</p>
<p>Marble/Emigrant Canyon 701- Road Reroute:</p>	<p>It appears that a portion of Road 701 (Emigrant Canyon Road) was relocated from NFS lands onto the adjoining private land several years ago. Although Roads 701 (Emigrant Canyon Road), 255 (Marble Road), and 4222 (unnamed) are currently open and available for use by the general public, there is no documented public right of access for them and they may be closed by the private landowner without notice.</p>

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	<p>The current landowner is unwilling to grant right-of-way easements for perpetual public access across their private land for the current alignment.</p> <p>Recommendation: Because the private landowner is unwilling to grant right-of-way easements for the existing roadway into the Marble/Emigrant Canyon Area, <u>it is recommended a route from Road 701 (Emigrant Canyon Road) to 255 (Marble Road) and 4222 (unnamed) be located entirely on NFS lands and analyzed (NEPA) to ensure permanent legal public access.</u></p> <p>If a decision is made to reconstruct and construct a route from <u>Road 701 (Emigrant Canyon Road) to 255 (Marble Road) and 4222 (unnamed) entirely on NFS lands and analyzed (NEPA)</u> using portions of the existing road system, <u>the route will be added to the forest road system as ML2 Open Authorized (OA).</u> During any analysis to restore public access, it may also be determined that portions of the existing road system in the Marble/Emigrant Canyon Area is no longer needed and can be decommissioned.</p>
Bruno Canyon Rd (Road 717):	<p>Road 717 (Bruno Canyon Road) is a public land user and administrative access road from the "Rucker Canyon Road" (Road 74), a Cochise County Road to NFS lands in Bruno Canyon and connects to Forest Trails No. 237 (Devils Canyon). Road 717 traverses private land for ± 1.45 miles from the "Rucker Canyon Road" to the EMA and is closed to public and administrative use by the landowner who is unwilling to grant perpetual right-of-way easements to the United States for the existing roadway.</p> <p>Recommendation: Because the portion of Road 717 within the EMA is currently unavailable for use by the general public and within a roadless area, <u>it is recommended to change its current designation from Open Authorized (OA) to Open Authorized Restricted (OAR).</u> Use of Road 717 within the EMA boundary will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>If the landowner grants a perpetual right of public access across his private land from the state trust to NFS lands, it is recommend the road designation change back from Open Authorized Restricted (OAR) to Open Authorized (OA).</u></p>
Halfmoon Valley Rd (Road 721):	<p>Road 721 (Halfmoon Valley Road) provides access to private and NFS lands within the EMA from State Highway 80 to Road 722 (Box Canyon Road) and connects to Roads 722 (Box Canyon Road), 723 (Buck Canyon Road), 723 A (Ionian Road), and 4362 (J Bar A Road), and 4375 (Divil Road) which are all NFSR's. Although there is currently public and administrative access to NFS Road 721 from State Highway 80, it has been intermittent over the years.</p> <p>Recommendation: Although the road is currently open and available to the public, there is no documented right-of-access and the current</p>

Road Number	Comment/Recommendation
	<p>landowners are unwilling to grant right-of-way easements to the United States. <u>It is recommended short portions (± 0.24 and 0.28 miles) of existing roadway be located and analyzed (NEPA) around the 2 private parcels</u> located in High Lonesome Canyon to perpetuate permanent legal access. If a decision is made to realign the existing roadway around the 2 private parcels, it is also recommended the realigned portions be added to Road 721 and forest road system as ML2 Open Authorized (OA). During any analysis to restore public access, it may also be determined that portions of the Road 721 are no longer needed and can be decommissioned.</p>
<p>Box Canyon Rd (Road 722):</p>	<p>Road 722 (Box Canyon Road) provides access from the Road 311 (Hunt Canyon Road) to NFS and private land within the proclaimed EMA boundary in the Box Canyon area (± 4.95 miles) and connects to Roads 721 (Halfmoon Valley Road), 722-4.54L-1, 722B (unnamed), and 4362A (unnamed). Roads 721, 722B, and 4362A are all NFSR's.</p> <p>There is no public access to Road 722 (Box Canyon Road) from the "Leslie Canyon Road" via Road 311 (Hunt Canyon Road). The portion of Road 311 that crosses private land (± 1.72 miles) has been closed to public use by the private landowner who is unwilling to grant a perpetual right-of-way easement to the United States for the existing roadway. However, public access to Road 722 (Box Canyon Road) past the private land within the EMA is currently available from Roads 721 (Halfmoon Valley Road) and 4362A (unnamed).</p> <p><u>Note:</u> The portion of Road 722 (Box Canyon Road) from Road 311 (Hunt Canyon Road) to the private land within the EMA was maintained by Cochise County as the "Bar Boot Ranch Road" and was long considered a public road until the ownership status of the road was challenged by a private landowner and closed to public use.</p> <p>Recommendation: No change from open authorized.</p>
<p>Buck Canyon Rd (Road 723):</p>	<p>Road 723 (Buck Canyon Road) provides access from Road 74 (Tex Canyon Road), a Cochise County Road, across non-federal (private and state trust) land (± 3.20 miles) to NFS and private land within the proclaimed EMA boundary in the Big Buck Creek area (± 7.47 miles) and connects to Roads 721 (Halfmoon Valley Road), 723A (Ionian Road) and 4366 (Buck Creek Road). The portions of Road 723 that cross private land outside and within the EMA boundary have been closed to public use by the private landowners who are unwilling to grant perpetual right-of-way easements to the United States for the existing roadway.</p> <p><u>Note:</u> The portion of Road 723 (Buck Canyon Road) from Road 74 (Tex Canyon Road) to the EMA boundary was originally constructed and maintained by Cochise County and long considered a public road until the ownership status of the road was challenged by a private landowner and closed to public use.</p> <p>Recommendation: <u>Remove the ± 3.2 miles segment of Road 723 between Road 74 (Tex Canyon Road) and the EMA boundary from the forest road system. Change the segment of Road 723 from the EMA</u></p>

Road Number	Comment/Recommendation
	<p><u>boundary to the end of the private land between Roads 723A and 4366 (Buck Creek Rd) from Open Authorized (OA) to Open Authorized Restricted (OAR) and pursue issuance of a FLPMA Road Easement for authorized access to the private land.</u></p> <p><u>If the landowners grant a perpetual right of public access across their private land outside and within the EMA, it is recommend the road designation change back from Open Authorized Restricted (OAR) to Open Authorized (OA).</u></p> <p>Note: Use of Road 723 within the EMA boundary other than the portions authorized by a FLPMA Road Easement will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit or the FLPMA Private Road Easement will not be allowed.</p>
Big Bend Rd (Road 724):	<p>Road 724 (Big Bend Road) provides access from the “Leslie Canyon Road”, a Cochise County Road, across non-federal (private and state trust) land (± 3.88 miles) to NFS and private land within the proclaimed EMA boundary in the Big Bend area and connects to Roads 724A (Big Road), 4363 (unnamed), 4364 (High Road), 4371 (Packsaddle Road), 4372 (Ketchum Road), 4373 (Riggs Road), 4374 (Limestone Road), and 4862 (unnamed), which are all NFSR’s. The portions of Road 724 that cross private land outside (± 2.44 miles) and within (± 1.83 miles) the EMA boundary have been closed to public use by the private landowners who are unwilling to grant perpetual right-of-way easements to the United States for the existing roadway.</p> <p>Recommendation: Because the portion of Road 724 within the EMA is currently unavailable for use by the general public and the private landowners are unwilling to grant right-of-way easements to the United States for said road, <u>it is recommended to not change status at this time.</u></p> <p><u>If the landowners grant a perpetual right of public access across their private land outside and within the EMA, it is recommended the road designation change back to Open Authorized (OA).</u></p> <p>Note: Use of Road 724 within the EMA boundary other than the portions authorized by a FLPMA Road Easement will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit or the FLPMA Road Easement will not be allowed.</p>
Big Rd (Road 724A)	<p>Road 724A is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 724 A is also unavailable for use by the general public.</p> <p>Recommendation: Because 724 A is currently unavailable for use by</p>

Road Number	Comment/Recommendation
	<p>the general public, it is recommended to change its current designation from Open Authorized (OA) to Open Authorized Restricted (OAR). Use of Road 724 A will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowners grant a perpetual right of public access across their private land for Road 724 (Big Bend Road), it is recommended the road designation for Road 724 A change back to Open Authorized (OA).</u></p>
Road 4222 (unnamed):	<p>Road 4222 provides public land user and administrative access from Road 701 (Emigrant Canyon Road) to non-federal (state and private) and other federal (BLM) adjacent to and adjoining the EMA and is a NFSR.</p> <p>Recommendation: No change from open authorized. Portions of Roads 701 (Emigrant Canyon Road) 255 (Marble Road), and 4222 (unnamed) may be used to realign and reconstruct a road around the private land within the EMA to protect public access into the Marble and Emigrant Canyon Area. Refer to Marble/Emigrant Canyon Road Reroute below.</p>
Rusty Rd (Road 4249):	<p>Road 4249 (Rusty Road) provides important public land user and administrative access to NFS lands from Road 4250 (O'Keefe Road) to Road 360 (John Long Canyon Road) and is a NFSR.</p> <p>Recommendation: No change from open authorized. Road 4249 (Rusty Road) and Road 4250 (O'Keefe Road) are portions of the same road from the "Rucker Canyon Road" (Road 74) to Road 360 (John Long Canyon Road); therefore, it is recommended designating the both roads as a single NFSR (\pm 2.9 miles), Road 4250 (O'Keefe Road).</p>
Road 4250 (O'Keefe Rd):	<p>Road 4250 (O'Keefe Road) is an important public land user and administrative access to NFS lands from the "Rucker Canyon Road" (Road 74) to Road 4249 (Rusty Road) and is a NFSR.</p> <p>Recommendation: No change from open authorized. Roads 4249 (Rusty Road), 4250 (O'Keefe Road), and 4250 Extension are all portions of the same road from the "Rucker Canyon Road" (Road 74) to Road 360 (John Long Canyon Road); therefore, it is recommended designating the both roads as a single NFSR (\pm 2.9 miles), Road 4250 (O'Keefe Road).</p>
Dart Rd (Road 4251):	<p>Road 4251 (Dart Road) traverses NFS and private land from Road 360 (John Long Canyon Road) to Road 4252 (E. Winkler Ranch Road) and private land at the mouth of John Long Canyon (\pm 1.42 miles). Road 4251 traverses private land within (\pm 0.34 miles) and outside (\pm 0.75 miles) the EMA boundary and is closed to public and administrative use by the landowner (\pm 1.42 miles) who is unwilling to grant perpetual right-of-way easements to the United States for the existing roadway.</p>

Road Number	Comment/Recommendation
	<p>There are no special use authorizations for this road</p> <p>Recommendation: Because the landowner is unwilling to grant a perpetual right-of-way easement for the portion of roadway across his private land (± 1.1 miles) and the portions across the NFS lands (± 0.32 miles) can easily be realigned onto the adjacent private land by said landowner; it is recommended the portions of Road 4251 on NFS lands be studied for <u>closure and decommissioning</u> unless needed for other NFS uses.</p> <p><u>Note:</u> If the private landowner is willing to interchange reciprocal easements to restore public access into John Long Canyon, it is recommended the road designation for the portions of roadway on NFS lands change to Open Authorized Restricted (OAR).</p>
E. Winkler Ranch Rd (Road 4252):	<p>Road 4252 (E. Winkler Ranch Road) traverses non-federal [private (± 0.88 miles) and state trust (± 1.49 miles)] and NFS (± 0.42 miles) land from Road 4253 (Pridham Road) to Road 360 (John Long Canyon Road) and private land at the mouth of John Long Canyon (± 2.79 miles). Road 4252 traverses private land within (± 0.14 miles) and outside (± 0.74 miles) the EMA boundary and is closed to public and administrative use by the private landowner. Although the AGFD has a perpetual recreational right-of-way easement for the portion of Road 4252 across state trust lands (± 1.49 miles), the landowner is unwilling to grant a perpetual right-of-way easement for the portions of roadway across his private land (± 0.88 miles).</p> <p>Recommendation: Because the landowner is unwilling to grant a perpetual right-of-way easement for the portion of roadway across his private land (± 0.88 miles) and the portion of roadway across the NFS lands (± 0.42 miles) is inaccessible for public or administrative use and can easily be realigned onto the adjacent private land by said landowner; <u>it is recommended the portion of Road 4252 on NFS lands be studied for decommissioning.</u></p> <p><u>Note:</u> If the private landowner is willing to interchange reciprocal easements to restore public access into John Long Canyon, it is recommended the road designation for the portions of roadway on NFS lands change to Open Authorized Restricted (OA).</p>
Pridham Rd (Road 4253):	<p>Road 4253 (Pridham Road) is an important public land user and administrative access road from the "Kuykendall Cutoff", a unpaved Cochise County road across non-federal [private (± 1.1 miles) and state trust (± 2.8 miles)] and NFS lands (± 2.6 miles) into Pridham Canyon and is a NFSR (shared ownership and maintenance with AGFD). Road 4253 (± 6.5 miles) connects to Roads 4252 (E. Winkler Ranch Road), 4254 (Marion Road), and 4255 (Stanford Road). Although the AGFD has a perpetual recreational right-of-way easement for the portion of roadway across state trust lands (± 2.8 miles), the landowner is unwilling to grant a perpetual right-of-way easement for the portions of roadway across his private land (± 1.1 miles) and closed the road to public use.</p> <p>Recommendation: Because the portion of Road 4253 within the EMA</p>

Road Number	Comment/Recommendation
	<p>is currently unavailable for use by the general public, <u>it is recommended to change its current designation from Open Authorized (OA) to ML1</u>. Use of Road 4253 within the EMA boundary will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p>Because the last ± 0.94 miles of the Road 4253 is extremely rough and somewhat inaccessible, it is recommended this portion of roadway be changed to ML1.</p> <p><u>Note: If the landowner grants a perpetual right of public access across his private land from the state trust to NFS lands, it is recommend the road designation change back from ML1 to Open Authorized (OA).</u></p>
<p>Marion Road (Road 4254)</p>	<p>Road 4254 (Marion Road) is a public land user and administrative access road from Road 4253 (Pridham Road) and is a NFSR. Because Road 4253 (Pridham Road) has been closed to public use by the private landowner, Road 4254 (Marion Road) is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4254 (Marion Road) is currently unavailable for use by the general public, it is recommended to study a <u>change from its current designation of Open Authorized (OA) to Open Authorized Restricted (OAR)</u>. Use of Road 4254 will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowner grants a perpetual right of public access across his private land from the state trust to NFS lands for Road 4253 (Pridham Road), it is recommended the road designation for Road 4254 change back to Open Authorized (OA).</u></p>
<p>Stanford Road (Road 4255)</p>	<p>Road 4255 (Stanford Road) is a public land user and administrative access road from Road 4253 (Pridham Road) into Stanford Canyon and is a NFSR (shared ownership and maintenance with AGFD). Road 4255 connects to Road 4815 (Hamilton Road). Road 4255 is located on state trust and NFS lands. The AGFD has a perpetual recreational right-of-way easement for the portion of roadway across state trust lands (± 2.8 miles).</p> <p>Recommendation: No change from Open Authorized (OA).</p>
<p>Silver Prince Rd (NFSR 4262)</p>	<p>Road 4262 (Silver Prince Road) provides access from Road 356 (North Fork East Whitetail Road) to a cabin and a powerline to the cabin. Although there is an authorization for the powerline, forest records indicate the cabin may be on NFS lands and unauthorized.</p> <p>Recommendation: It if is determined the cabin is in trespass and removed, <u>it is recommended that this road be closed and</u></p>

Road Number	Comment/Recommendation
	<p>decommissioned unless needed for other NFS uses.</p> <p><u>Note:</u> Access to power poles is a rare occurrence and may be authorized when necessary.</p>
<p>Marrow Rd (Road 4263)</p>	<p>Road 4263 (Marrow Road) provides access to private land from Road 356 (North Fork East Whitetail Road) in East Whitetail Canyon and is located entirely on private land.</p> <p>Recommendation: Change from an Open Authorized (OA) system road to a non-system road located entirely on private land.</p>
<p>Hilltop Rd (NFSR 4265)</p>	<p>Road 4265 (Hilltop Road) provides access to private land from Road 365 (North Fork East Whitetail Road) in East Whitetail Canyon. Road 4265 traverses both private and NFS lands and has been closed to public use by the private landowner at a point on private land near Road 365.</p> <p>Recommendation: <u>No Change</u></p>
<p>Fred Rd (Road 4272)</p>	<p>Road 4272 (Fred Road) provides public land user and administrative access road to NFS lands from Road 334 (Sunglow Road) and is a NFSR.</p> <p>Recommendation: <u>No change from Open Authorized (OA). It is also recommended a short route (± 0.11 miles) be located and analyzed (NEPA) to connect Road 4815 to Road 4272 (Fred Road). Aerial photography indicates a connection may already exist. If a decision is made to construct a route to connect Road 4815 to Road 4272, it is also recommended the connected portion be added to the forest road system as ML2 open authorized.</u></p>
<p>Baldrige Ranch Rd (Road 4276)</p>	<p>Road 4276 (Baldrige Ranch Road) provides access from Road 4277 (Rock Canyon Road) to and through private land back to Road 4277 and the trailhead for Forest Trail No. 259 (Rock Creek). Road 4277 parallels Road 4276 and terminates at the Forest Trail No. 259 (Rock Creek) also. Because Roads 4277 (Rock Canyon Road) and 4282 (Baldrige Road) have both been closed to public use by private landowners, Road 4276 (Baldrige Ranch Road) is also unavailable for use by the general public.</p> <p>Recommendation: <u>Change the portion of Road 4276 from Road 4277 (Rock Canyon Road) to the private land from Open Authorized (OA) to ML 1 and pursue issuance of a FLPMA Private Road Easement to the affected landowner(s). Consider Closing and decommissioning the portion of Road 4276 from the private land to the trailhead for Forest Trail No. 259 (Rock Creek).</u></p> <p>Other than the use specifically authorized by a FLPMA Private Road Easement for the portion of Road 4276 from Road 4277 (Rock Canyon Road) to the private land, use of Road 4276 will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific</p>

Road Number	Comment/Recommendation
	<p>terms of the livestock grazing permit or the FLPMA Private Road Easement will not be allowed.</p> <p><u>Note: If landowners grant a perpetual right of public access across private land for the portion of Road 4277 from State Highway 181 to the EMA, the portion through the private land near the junction of Roads 4282 (Baldrige Road) and 4276 (Baldrige Ranch Road), or the portion of Road 4282 from Turkey Creek Road to the EMA boundary, it is recommended the road designation for 4276 change back to Open Authorized (OA).</u></p>
<p>Rock Canyon Rd (Road 4277)</p>	<p>Road 4277 (Rock Canyon Road) is an important public land user and administrative access road across private land (± 3.22 miles) from State Highway 181 to NFS and private lands within the EMA boundary (± 4.14 miles) and provides access to Road 4276 (Baldrige Ranch Road), 4282 (Baldrige Road), and the trailhead for Forest Trail No. 259 (Rock Creek). Roads 4277 (Rock Canyon Road) as well as Road 4282 (Baldrige Road) have both been closed to public use by private landowners outside the proclaimed EMA boundaries. Therefore, there is currently no access available for use by the general public to this area.</p> <p>Recommendation: Change from Open Authorized (OA) to Open Authorized Restricted (OAR) and pursue issuance of a FLPMA Private Road Easement to the affected landowner for the portion of Road 4277 between Roads 4282 (Baldrige Road) and 4276 (Baldrige Ranch Road). Other than the use specifically authorized by a <u>FLPMA Private Road Easement</u> for the portion of Road 4277 between Roads 4282 (Baldrige Road) and 4276 (Baldrige Ranch Road), use of Road 4277 will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit or the FLPMA Private Road Easement will not be allowed.</p> <p><u>Note: If landowners grant a perpetual right of public access across private land for the portion of Road 4277 from State Highway 181 to the EMA, the portion through the private land near the junction of Roads 4282 (Baldrige Road) and 4276 (Baldrige Ranch Road), or the portion of Road 4282 from Turkey Creek Road to the EMA boundary, it is recommended the road designation for Road 4277 change back to Open Authorized (OA).</u></p>
<p>Baldrige Rd (Road 4282)</p>	<p>Road 4282 (Baldrige Road) provides access through private land from the Turkey Creek Road, a Cochise County Road, to Road 4277 (Rock Canyon Road) at the EMA Boundary and been closed to public use by the private landowner outside the proclaimed EMA boundaries. A majority of this road is located on private land.</p> <p>Recommendation: Change from Open Authorized (OA) to Open Authorized Restricted (OAR) and pursue issuance of a FLPMA Private Road Easement to the affected landowner for the portion of Road 4282 (Baldrige Road) between the EMA boundary and Road 4277 (Rock</p>

Road Number	Comment/Recommendation
	<p>Canyon Road). Other than the use specifically authorized by a <u>FLPMA Private Road Easement</u> for the portion of Road 4277 between Road 4282 (Baldrige Road) between <u>the EMA boundary</u> and Road 4277, use of Road 4282 will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit or the FLPMA Private Road Easement will not be allowed.</p> <p><u>Note: If landowners grant a perpetual right of public access across private land for the portion of Road 4277 from State Highway 181 to the EMA, the portion through the private land near the junction of Roads 4282 (Baldrige Road) and 4276 (Baldrige Ranch Road), or the portion of Road 4282 from Turkey Creek Road to the EMA boundary, it is recommended the road designation for Road 4282 change back to Open Authorized (OA).</u></p>
Hospital Tank Rd (Road 4304)	<p>Road 4304 (Hospital Tank Road) provides access through private land outside and within the EMA boundary from Road 4304 (Chiricahua Tank Road). Except for a very short segment of Road 4304 (50-100') across a mineral fraction (NFS land) that may not exist on the ground, a majority, if not all, of Road 4304 (\pm 0.33 miles) is on private land. It will require a boundary survey to determine whether the road actually crosses the National Forest.</p> <p>Recommendation: Change from an Open Authorized (OA) system road to a non-system road on private land.</p>
J Bar A Rd (Road 4362)	<p>Road 4362 (J Bar A Road) is a public land user and administrative access road from Road 311 (Hunt Canyon Road) to Roads 721 (Halfmoon Valley), and provides access to 721A , & 4362A (unnamed).</p> <p>Recommendation: <u>No change from Open Authorized (OA).</u> Although the road is currently open and available to the public, there is no documented right-of-access and the current landowners are unwilling to grant right-of-way easements to the United States. <u>It is recommended short portions (0.7 miles) of existing roadway be located and analyzed (NEPA) around the private parcel located 0.75 mi westerly of NFSR 721 to perpetuate permanent legal access.</u> If a decision is made to realign the existing roadway around the private parcel, it is also recommended the realigned portions be added to Road 4362 and forest road system as ML2 Open Authorized (OA). During any analysis to restore public access, it may also be determined that portions of the Road 4362 are no longer needed and can be decommissioned.</p>
Road 4363 (unnamed)	<p>Road 4363 is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 4363 is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4363 is currently unavailable for use by the general public, <u>it is recommended to change its current</u></p>

Road Number	Comment/Recommendation
	<p><u>designation from Open Authorized (OA) to ML 1.</u> Use of Road 4363 will be limited to Forest Service administrative purposes only. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowners grant a perpetual right of public access across their private land for Road 724 (Big Bend Road), it is recommended the road designation for Road 4363 change back to Open Authorized (OA).</u></p>
High Rd (Road 4364)	<p>Road 4364 (High Road) is located entirely outside the EMA boundary and unavailable for use by the general public.</p> <p>Recommendation: Because Road 4364 (High Road) is located entirely outside the EMA boundary and unavailable for use by the general public; <u>it is recommended the road be removed from the Forest Service system.</u></p>
Packsaddle Rd (Road 4371)	<p>Road 4371 (Packsaddle Road) is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 4371 (Packsaddle Road) is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4371 (Packsaddle Road) is currently unavailable for use by the general public, <u>it is recommended to change its current designation from Open Authorized (OA) to ML 1.</u> If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowners grant a perpetual right of public access across their private land for Road 724 (Big Bend Road), it is recommended the road designation for Road 4371 (Packsaddle Road) change back to Open Authorized (OA).</u></p>
Ketchum Rd (Road 4372)	<p>Road 4372 (Ketchum Road) is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 4372 (Ketchum Road) is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4372 (Ketchum Road) is currently unavailable for use by the general public, <u>it is recommended to change its current designation from Open Authorized (OA) to Decommission.</u> If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowners grant a perpetual right of public access across</u></p>

Road Number	Comment/Recommendation
	<p><u>their private land for Road 724 (Big Bend Road), it is recommended the road designation for Road 4372 (Ketchum Road) change back to Open Authorized (OA).</u></p>
<p>Riggs Rd (Road 4373)</p>	<p>Road 4373 (Riggs Road) is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 4373 (Riggs Road) is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4373 is currently unavailable for use by the general public, it is recommended to change its current designation from Open Authorized (OA) to ML 1. If the road is needed by the grazing permittee, it will have to be specifically authorized in the livestock grazing permit. Ancillary uses of the road outside the specific terms of the livestock grazing permit will not be allowed.</p> <p><u>Note: If the landowners grant a perpetual right of public access across their private land for Road 724 (Big Bend Road), it is recommended the road designation for Road 4373 change back to Open Authorized (OA).</u></p>
<p>Limestone Rd (Road 4374)</p>	<p>Road 4374 (Limestone Road) is a public land user and administrative access road from Road 724 (Big Bend Road) and is a NFSR. Because Road 724 (Big Bend Road) has been closed to public use by the private landowner, Road 4374 (Limestone Road) is also unavailable for use by the general public.</p> <p>Recommendation: Because Road 4374 (Limestone Road) is currently unavailable for use by the general public, <u>it is recommended not to change its current designation.</u></p>
<p>Hamilton Rd (Road 4815)</p>	<p>Road 4815 (Hamilton Road) is a public land user and administrative access road from Road 4255 (Stanford Road) across state trust lands (\pm 1.30 miles) to NFS lands within the EMA.</p> <p>Recommendation: <u>No change from Open Authorized (OA). It is also recommended a short route (\pm 0.11 miles) be located and analyzed (NEPA) to connect Road 4815 to Road 4272 (Fred Road). Aerial photography indicates a connection may already exist. If a decision is made to construct a route to connect Road 4815 to Road 4272, it is also recommended the connected portion be added to the forest road system as ML2 open authorized.</u></p>

FUTURE CONSIDERATIONS

The CNF's public access situation will continue to deteriorate, solutions will become quite expensive and complicated, while the use of NFS lands increases. Private landowner will continue to challenge the ownership status of important roads long considered public roads (both county and forest), and where no legal right of public access exists, close them to public use, then block or control access to thousands of acres of public land, including roads into and through the Chiricahua EMA.

The continued loss of long established forest access routes (local, county, and forest roads) may require construction of new roads, relocation of portions of existing roads that have been blocked, or recommissioning of roads previously closed by the Forest Service to meet both administrative and public access needs. New, relocated, and/or reconstructed roads may also be needed for future activities not currently planned for. Therefore, access needs identified in the current or future Forest Land and Resource Management Plans (LMRP) or in this analysis may not be fully met by the existing forest and EMA transportation system.

Soil, Water, Air, and Forestry

- *How and where does the road system modify the surface and subsurface hydrology of the area?*
- *How and where does the road system generate surface erosion?*
- *How and where do road-stream crossings influence local stream channels and water quality?*
- *How and where does the road system create potential for pollutants, such as chemical spills, oils, or herbicides to enter surface waters?*
- *How and where is the road system 'hydrologically connected' to the stream system?*
- *How do the connections affect water quality and quantity (such as delivery of sediments, elevated peak flows)?*
- *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?*
- *How and where does the road system affect wetlands?*
- *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?*
- *How does the road system affect riparian plant communities?*

These questions are restated in the text below within the sections that provide the answers.

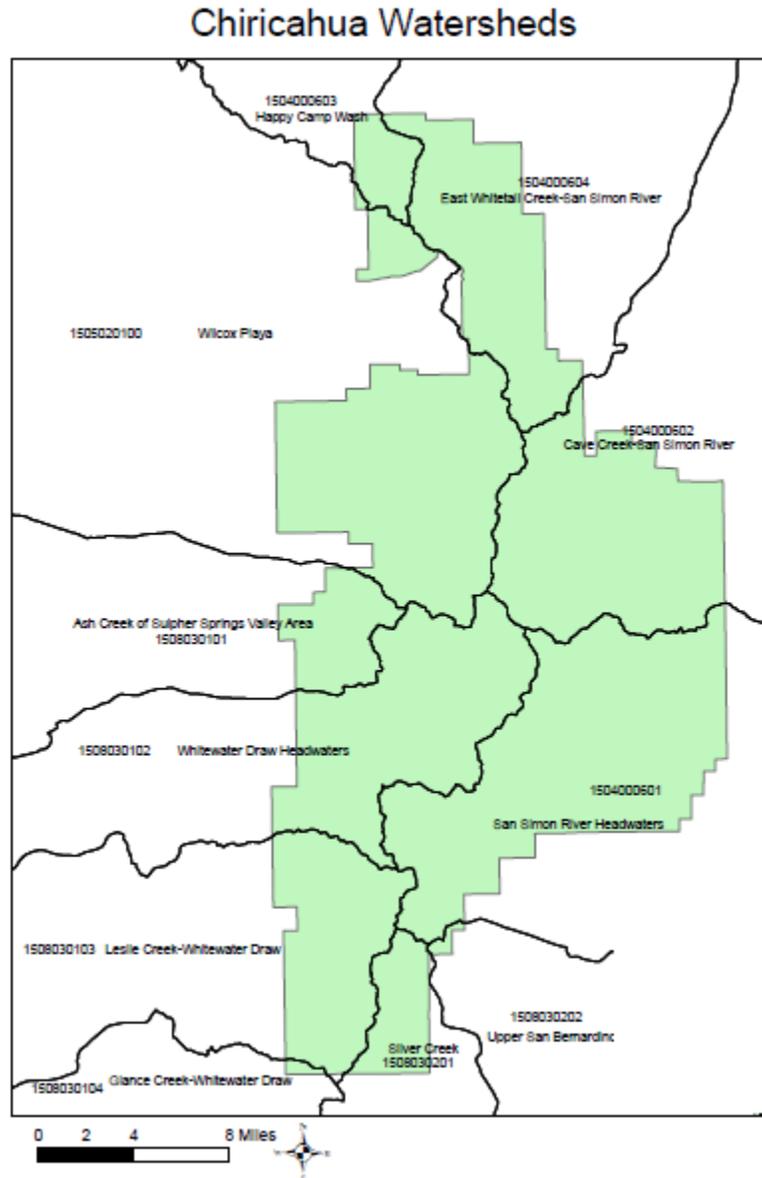
General

Roads in the Chiricahua Ecosystem Management Area (EMA) occur in the watersheds displayed in Table 4.1. Figure 4.1 shows the general location of these watersheds.

Table 4.1 Chiricahua EMA Watersheds

Watershed Name	Hydrologic Unit Code
Willcox Playa	1505020100
Happy Camp Wash	1504000603
East Whitetail Creek-San Simon River	1504000604
Cave Creek-San Simon River	1504000602
San Simon River Headwaters	1504000601
Upper San Bernardino Valley	1508030202
Silver Creek	1508030201
Glance Creek-Whitewater Draw	1508030104
Leslie Creek-Whitewater Draw	1508030103
Whitewater Draw Headwaters	1508030102
Ash Creek of Sulphur Springs Valley Area	1508030101

Figure 4.1 Chiricahua Watersheds



Roads affect soil, water, and air by accelerating erosion, diverting water, providing access for various polluting agents, and creating dust. The roads in these watersheds are having these affects, but have not been identified as causing significant negative effects on water quality at the sample points, or air quality at any monitoring location. However, local effects on soil, water (including riparian areas), and air may be important. Roads affect forestry resources by providing access for management of fuels and forest products. Following is the background information about the area.

Large areas of this EMA are not roaded or are accessible only by the poorest of roads. This is due in large part to the steep nature of the central portion of the EMA, the Chiricahua Wilderness Area. No routes are found that traverse the range from north to south. Only the Pinery-Cave

Creek Road (National Forest System Road [NFSR] 42) and Rucker Canyon-Tex Canyon Road (NFSR 74) traverse the range from east to west.

Soil

A General Ecosystem Survey (GES) was completed by the Forest Service in 1991 and covers the entire Chiricahua EMA (USDA, 1991). In the GES report, the soils are found to occur in three of the four possible GES climatic classes due to wide range in elevation and aspect. These classes are Low Sun Mild (LSM) in the low elevation grasslands, chaparral, or shrublands, High Sun Mild (HSM) in the mid elevation woodlands, and Low Sun Cold (LSC) in the high elevation coniferous forests. These classes describe when the majority of the mean annual precipitation occurs and whether or not the winters are mild or cold. Low Sun indicates the majority of the annual precipitation occurs between September 30 and April 1; High Sun indicates the majority occurs between April 1 and September 30. The different GES Units found within the EMA are shown below in Table 4.2.

Table 4.2 General Ecosystem Units found in the Chiricahua EMA

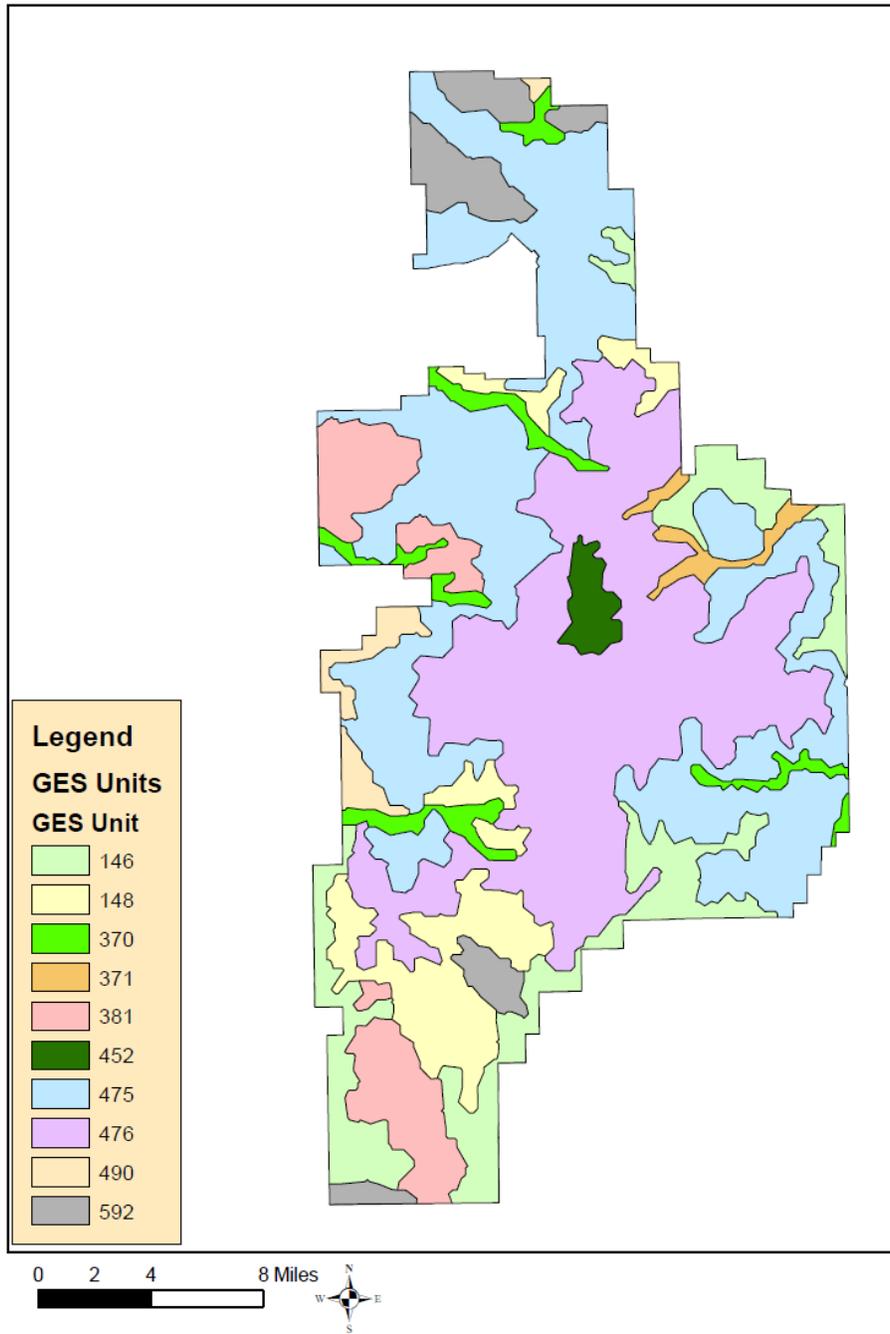
GES Unit	Landform	Elevation	Soil Name	Average Gradient %	Surface Texture/ Modifier	Soil Depth	Parent Material	Climate Class	Erosion Hazard
146	Elevated Plains	1300-2100 m	Typic Haplustalfs and Typic Argiustolls	0% to 40%	Gravelly Loam	Deep	Alluvium	HSM	Slight to Moderate
148	Elevated Plains and Hills	1700-2100 m	Typic Haplustalfs and Lithic Haplustalfs	0% to 40%	Cobbly to very stony loam	Shallow to Deep	Sandstone	HSM	Slight to Severe
370	Valley Plains	1700-2700 m	Fluventic Ustochrepts, Typic Ustifluvents, Typic Ustochrepts, and Riverwash	0% to 15%	Extremely Gravelly Sandy Loam	Deep	Alluvium	HSM	Slight
371	Valley Plains	1700-2100 m	Fluventic Ustochrepts, Aquic Ustifluvents, Typic Ustifluvents, and Riverwash	0% to 5%	Extremely Gravelly Sandy Loam	Deep	Alluvium	HSM	Slight
381	Elevated Plains and Escarpments	1700-2200 m	Lithic Ustorthents and Rhyolite rock outcrop	0% to 40%	Extremely Gravelly to Cobbly Sandy Loam	Shallow	Rhyolite	HSM	Slight

452	Mountains and Escarpments	2500-3800 m	Typic Dystrochrepts, Dystric Cryochrepts, and Granite/Rhyolite rock outcrop	40% to 120%	Extremely Cobbly Sandy Loam	Deep	Granite, Rhyolite	LSC	Severe
475	Hills, Mountains and Escarpments	1300-2200 m	Lithic Ustochrepts, Typic Ustochrepts, and Granite/rhyolite rock outcrop	40% to 80%	Extremely Cobbly Sandy Loam	Shallow	Granite, Rhyolite	HSM	Moderate
476	Hills, Mountains and Escarpments	1700-2800 m	Lithic Ustochrepts, Typic Dystrochrepts, Typic Ustochrepts, and Granite/rhyolite rock outcrop	60% to 100%	Extremely Cobbly Sandy Loam	Deep	Granite	LSC	Moderate
490	Elevated Plains and Hills	1300-2100 m	Aridic Ustochrepts, Typic Ustochrepts, Aridic Haplustalfs, and Typic Haplustalfs	0% to 25%	Very Cobbly Sandy Loam	Deep	Granite, Rhyolite	HSM	Moderate to Severe
592	Hills and Escarpments	1300-2100 m	Lithic Haplustolls, Lithic Calciorthids, and Limestone rock outcrop	40% to 120%	Loam/ Extremely Cobbly	Shallow	Limestone Residuum	HSM	Severe

The distribution of these GES units is displayed in Figure 4.2.

Figure 4.2 Chiricahua General Ecosystem Survey Units

Chiricahua General Ecosystem Survey Units



- *How and where does the road system generate surface erosion?*

The IDT recommends that the unauthorized roads listed in Table 4.3 which are in locations that are generally very steep and/or highly erodible and are not needed be decommissioned.

Table 4.3 Unauthorized Roads Located on Soils that are Generally Steep or Highly Erodible to be Decommissioned

Road Number	GES Unit	Erosion Hazard	Slope
42-6.81R-1	370	slight	15 – 40%
356-1.08L-1	148	slight to severe	15 – 40%
356-1.08L-2	148	slight to severe	gentle slopes
686-3.39R-1	146	slight to moderate	15 – 40%
709-0.33L-1	148	slight to severe	15-40%, > 40%
719-1.22L-1	148	slight to severe	15 – 40%
721-8.19R-1	148	slight to severe	15 – 40%
724-5.87L-1	146	slight to moderate	15 – 40%
724-6.11R-1	146	slight to moderate	gentle slopes
4255-2.84L-1	490	moderate to severe	15 – 40%
4261-0.33L-1	148	slight to severe	15 – 40%
4262-0.40R-1	148	slight to severe	15 – 40%
4262-loop?	148	slight to severe	15 – 40%
4277-4.29R-1	370	slight	gentle slopes
4300-0.25R-1	146	slight to moderate	15 – 40%
4301-0.73R-1 (inside Inventoried Roadless Area)	146	slight to moderate	15 – 40
4349-0.04L-1	148	slight to severe	gentle slopes
4357-1.09L-1	148	slight to severe	gentle slopes
4854-0.71R-1	476	moderate	15-40%, > 40%

The IDT also recommends that the National Forest System Roads listed in Table 4.4 which are in locations that are generally steep or highly erodible and are not needed be decommissioned.

Table 4.4 System Roads Located on Soils that are Generally Steep or Highly Erodible to be Decommissioned

Road Number	GES Unit	Erosion Hazard	Slope
74 B	148	slight to severe	15 – 40%

Road Number	GES Unit	Erosion Hazard	Slope
341	148	slight to severe	15 – 40%
719 A	148	slight to severe	gentle slopes
721	148	slight to severe	15-40%, > 40%
722 A	146	slight to moderate	gentle slopes
722 B	146	slight to moderate	15-40%, > 40%
723 A	146	slight to moderate	gentle slopes
724 A	146	slight to moderate	gentle slopes
4223	475	moderate	gentle slopes
4268 (in Wilderness)	475	moderate	>40%
4297	146	slight to moderate	15 – 40%
4811	490	moderate to severe	gentle slopes
4814	490	moderate to severe	15-40%, > 40%
4855	370	slight	15-40%, > 40%

The IDT also recommends that the unauthorized road listed in Table 4.5 in locations that are highly erodible be classified and added to the system but restricted to permittees, Forest Service, or Border Patrol because it is needed for access to the EMA and the soil issues can be mitigated.

Table 4.5 Roads Recommended to be Added to the System with Restricted Access

Road Number	GES Unit	Erosion Hazard	Slope
42-27.34L-1	370	slight	gentle slopes
42-Heli spot	371	slight	15 – 40
42-Portal Boneyard	371	slight	15 – 40
42-Portal Shop	371	slight	gentle slopes
74-Camp Rucker	370	slight	gentle slopes
74 E -1.26R-1	148	slight to severe	gentle slopes
311-3.16L-1	148	slight to severe	15 – 40
311-3.16L-2	148	slight to severe	gentle slopes

The IDT also recommends that the National Forest System Road listed in Table 4.6 in locations that are highly erodible remain on the system but restricted to permittees, Forest Service, or Border Patrol because it is needed for access to the EMA and the soil issues can be mitigated.

Table 4.6 Roads Recommended to Remain on the System with Restricted Access (OAR)

Road Number	GES Unit	Erosion Hazard	Slope
4277	370	slight to moderate	gentle slopes

The IDT also recommends that unauthorized roads listed in Table 4.7 in locations that are highly erodible be classified and left open because they are needed for access to the EMA and the erosion issues can be mitigated.

Table 4.7 Roads Recommended to be Added to the System (OA)

Road Number	GES Unit	Erosion Hazard	Slope
42 B-6.67L-1	371	slight	15 – 40
42 D-2.32L-1	476	moderate	gentle slopes
42 D-2.62L-1	476	moderate	15-40, > 40
42 D-3.45L-1	476	moderate	15-40, > 40
42-13.52R-1	371	slight	15 – 40
42-26.02L-1	370	slight	gentle slopes
4303-0.41L-1	476	moderate	15-40, >40
74-6.74L-1	146	slight to moderate	gentle slopes
74-7.65R-1	146	slight to moderate	gentle slopes
74-9.43L-1	148	slight to severe	gentle slopes
74-11.28L-1	148	slight to severe	gentle slopes
74-14.39R-1	370	slight	gentle slopes
74-15.08R-1	370	slight	gentle slopes
74-18.91R-1	370	slight	gentle slopes
74 E-0.28L-1	148	slight to severe	gentle slopes
334-2.34L-1	490	moderate to severe	gentle slopes
339-7.39R-1	475	moderate	15 – 40
339-7.91L-1	475	moderate	gentle slopes
341-reroute	148	slight to severe	15 – 40
356-5.29L-1	475	moderate	15-40, > 40
357-15.43L-1	476	moderate	15 – 40
357-16.55L-1	476	moderate	15 – 40
360-reroute	490	moderate to severe	15 – 40
700-8.32L-1	370	slight	gentle slopes
701-reroute	475	moderate	gentle slopes
721-7.13L-1	381	slight	gentle slopes
722-4.54L-1	148	slight to severe	gentle slopes

Road Number	GES Unit	Erosion Hazard	Slope
4248-0.62R-1	370	slight	gentle slopes
4292-0.23R-1	146	slight to moderate	15-40, > 40
4850-1.10R-1	475	moderate	15-40, >40
4850-1.10R-1	371	slight	15 – 40

Water

- *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?*

Arizona Department of Environmental Quality (ADEQ) assesses water quality for streams and natural channels throughout the State. All assessments are made comparing water quality requirements for specific uses expected of the watercourse with data from water samples collected. Several streams within the EMA have been assessed. According to the 2006/2008 ADEQ online data, (“The Status of Water Quality in Arizona – 2006/2008”), the South Fork Cave Creek was found to fully support all uses. West Turkey Creek, Ward Canyon, and Rucker Canyon are classified as inconclusive because there have not been enough samples analyzed during the assessment period, or there are missing parameters. East Turkey Creek and North Fork Cave Creek are classified attaining some uses (inconclusive for others). Cave Creek has been assessed and found to have exceedances in selenium. No road closures or relocations are recommended due to water quality issues.

- *How do the connections affect water quality and quantity (such as delivery of sediments, elevated peak flows)?*

Roads could be associated with elevated bacteria if the source of bacteria can be traced to dispersed recreation. The source of selenium pollution in the Cave Creek has not been documented.

- *How does the road system affect riparian plant communities?*

Numerous canyons or washes dissect the analysis area. Few of these streams within the project area have perennial surface water flow even for short reaches. However, below the surface of the dry reaches, the water table may be shallow in spots or have subsurface flow. This subflow may be close enough to the surface to sustain riparian type vegetation.

Riparian areas are extremely important everywhere on the Coronado National Forest, and they occupy only about 4% of the watersheds in the Dragoon EMA. Roads can alter riparian areas by physically occupying the area, diverting water, providing access to people and vehicles that in turn destroy riparian vegetation, and by generating erosion that degrades the site.

The IDT recommendation is that the unauthorized and system roads listed in Table 4.8 located in or near watercourses should be decommissioned to protect the channels.

Table 4.8 Roads Near Channels Recommended to be Decommissioned

Road Number	Channel Name
42-6.81R-1	Pinery Canyon
42-14.14R-2	North Fork Cave Creek
42-25.95L-1	Pinery Canyon
42-26.32L-1	Pinery and North Fork
42-26.50L-1	Pinery Canyon
42-26.50L-2	Pinery Canyon
334-4.23L-1 (part)	Cottonwood Canyon
341 (part)	Jhus Canyon
356-1.08L-1	North Fork
718-0.07L-1	Cottonwood Canyon
718-1.32R-1	Cottonwood Canyon
719-1.22L-1	Pine Gulch
721 (part)	Tex, High Lonesome, South Bruno, and Indian Canyon
721-8.19R-1	High Lonesome Canyon
722 A	Box Canyon
722 B	Box Canyon
723 A	Indian and Big Bend Creek
724-6.11R-1	Big Bend Creek
4223	Fox Canyon
4349-0.04L-1	Tex Canyon
4357-1.09L-1	Tex Canyon

The IDT recommendation is that the unauthorized and system roads listed in Table 4.9 located in or near watercourses should be added to or left on the system but restricted to permittees, Forest Service, or Border Patrol because it is needed for access to the EMA and the channel and riparian issues can be mitigated.

Table 4.9 Roads Near Channels Recommended to have Restricted Access (OAR)

Road Number	Channel Name
42-27.34L-1	Pinery Canyon
4277	Rock Canyon

The IDT also recommends that unauthorized roads listed in Table 4.10 located in or near watercourses be classified and left open because they are needed for access to the EMA and the channel and riparian issues can be mitigated. When the opportunities present themselves, the Forest Service should consider relocating roads out of riparian areas.

Table 4.10 Roads Recommended to be Added to the System

Road Number	Channel Name
42 D-3.45L-1	Turkey Creek
74-6.74L-1	Tex Canyon
74-11.28L-1	Tex Canyon
74-15.08R-1	Rucker Canyon
339-7.39R-1	Triangle Canyon
341-reroute	Jhus Canyon
356-5.29L-1	East Whitetail Creek
360-reroute	John Long Canyon
700-8.32L-1	Wood and South Fork Wood Canyon
701-reroute	Emigrant Canyon
721-7.13L-1	High Lonesome Canyon
4248-0.62R-1	Red Rock Canyon
4292-0.23R-1	Silver Creek

Air

The entire Chiricahua Wilderness the Chiricahua EMA is located in a Class I air quality area. None of the Chiricahua EMA is located in a non-attainment area for air quality (<http://www.azdeq.gov/environ/air/plan/notmeet.html>). In general, dust from roads is an air pollutant and should be minimized where possible. No roads are proposed for closure for air quality purposes at this time.

Forestry

The Chiricahua EMA watersheds have provided limited sawtimber harvest opportunities and opportunities for personal use fuelwood gathering. Fuels management and other forest management activities use access by roads. No new roads are proposed, and no roads are proposed for closure for forest management purposes at this time.

References

Arizona Department of Environmental Quality. 2006-2008 Status of Ambient Surface Water Quality in Arizona. <http://www.azdeq.gov/environ/water/assessment/assess.html>

Arizona Department of Environmental Quality. 2010. Air Quality Plans: Nonattainment Areas and Attainment Areas with Maintenance Plans. <http://www.azdeq.gov/environ/air/plan/notmeet.html>

Recreation

- *Is there now or will there be in the future excess supply or excess demand for roaded/unroaded recreation opportunities?*
- *Is developing new roads into unroaded areas, decommissioning existing roads, or changing maintenance of existing roads causing significant changes in the quantity, quality or type of roaded/unroaded recreation opportunities?*
- *What are the adverse effects of noise and other disturbances caused by constructing, using and maintaining roads on the quantity, quality, or type of roaded/unroaded recreation opportunities?*
- *Who participates in roaded/unroaded recreation in the areas affected by road constructing, maintaining, or decommissioning.*
- *What are these participant's attachments to the area, how strong are their feelings and are alternative opportunities and locations available.*

Recreation Uses and Opportunities

Recreational uses in this area include hiking, hunting, camping, mountain biking, off-highway vehicle use, equestrian use, prospecting, rock collecting, birding and sightseeing. Dispersed recreational use is mostly by unorganized groups, individuals, and permitted users, such as hunting guides and hunters. The Chiricahua Wilderness occupies a large portion of the EMA. There are nine developed campgrounds in the Chiricahua EMA and numerous dispersed camping opportunities.

The 2007 National Visitor Use Monitoring survey (Table 4.11) for the Coronado National Forest does not represent specific areas of the forest as the results are combined from survey points throughout the forest. It does, however give a general idea of the recreation interests of forest visitors as a whole. The following are percentages of survey respondents who reported participating in particular recreation activities: Complete survey results are available on-line at <http://www.fs.fed.us/recreation/programs/nvum> (National Visitor Use Monitoring Program).

Table 4.11 Activity participation on the Coronado National Forest (National Visitor Use Monitoring FY2007 data)

Activity	% of visitors who participated in this activity ^a	% who said it was their primary activity ^b	Average hours spent in primary activity ^c
Camping in developed sites	6.4	3.5	29.9
Primitive camping	3.1	0.7	22.7
Backpacking	0.9	0.1	73.9
Resort Use	0.5	0.0	30.0
Picnicking	12.8	3.3	3.4
Viewing wildlife, birds, fish, etc	65.9	4.5	2.8
Viewing natural features (scenery)	68.2	11.2	2.5
Visiting historic/prehistoric sites	8.5	0.6	2.4
Visiting a nature center	17.2	0.8	1.7
Nature Study	15.7	0.0	.
Relaxing	45.9	5.3	7.7
Fishing	3.8	2.5	6.6
Hunting	3.2	3.1	12.4
OHV use	4.5	1.1	3.7
Driving for pleasure	23.7	5.9	2.8
Snowmobile travel	0.0	0.0	.
Motorized water travel	0.0	0.0	.
Other motorized activities	0.5	0.3	1.1
Hiking or walking	75.6	52.2	2.7
Horseback riding	0.1	0.0	2.5
Bicycling	1.9	1.1	4.6
Non-motorized water travel	0.5	0.0	.
Downhill skiing or snowboarding	0.0	0.0	.
X-C skiing, snow shoeing	0.0	0.0	.
Other non-motor activity (swim, etc.)	0.7	0.1	8.3
Gathering forest products mushrooms, berries, firewood	2.7	0.2	3.0
Motorized trail Activity	3.2	1.3	2.1

Alternate locations for outdoor recreation activities include the Dragoon EMA to the west, and the Santa Catalina EMA on the outskirts of Tucson.

This EMA receives high hunting use and lies within Game Management Units 29 and 30A within (2009-10 Arizona Hunting and Trapping Regulations, Arizona Game and Fish Department, AGFD). Permit availability for the 2009-2010 general deer hunt, is as follows:

In Game Unit 29:

antlered mule deer – 10/30/09 to 11/05/09 – 75 permits, 11/13/09 to 11/19/09 – 75 permits; antlered white-tailed deer – 10/23/09 to 10/29/09 – 285 permits, 11/06/09 to 11/12/09 – 275 permits, 11/27/09 to 12/03/09 – 275 permits, 12/11/09 to 12/31/09 – 40 permits (875 total permits for the general hunt).

In Game Unit 30A:

antlered mule deer – 10/30/09 to 11/05/09 – 350 permits, 11/13/09 to 11/19/09 – 350 permits; antlered white-tailed deer – 10/23/09 to 10/29/09 – 225 permits, 11/06/09 to 11/12/09 – 225 permits, 11/27/09 to 12/03/09 – 225 permits, 12/11/09 to 12/31/09 – 40 permits (1,415 total permits for the general hunt).

There are many other hunts including muzzleloader and archery deer, javelina, quail, dove and juniors' only hunts. The tremendous influx of hunters in the fall creates a sudden increase in demand for motorized access to remote areas, and for dispersed camping locations that are accessed by NFS roads. If areas accessible by roads were fewer and hunters did not have the ability to adequately disperse, hunting pressure would be disproportionately distributed through the EMA. There are some unauthorized roads that have been submitted by the AGFD as important for hunting and dispersed camping access and they support the retention of most existing forest system roads.

Off-Highway Vehicle Management

The increasing popularity of off-highway vehicles (OHVs), particularly all terrain vehicles (ATVs), means places to ride and drive are more and more in demand. The Peloncillo EMA receives a significant increase in traffic from this type of use, but the majority of traffic is confined by terrain to existing roads and trails. The impacts here are not extreme as compared to other areas of the Forest, such as the east side of the Santa Rita EMA, Redington Pass in the Santa Catalina EMA or Providencia Canyon in the Huachuca EMA. As the more popular parts of the Coronado NF continue to receive more recreation use and become more crowded, it is likely OHV use will increase in the Chiricahuas. Locally, due to the presence of private gates being locked around the Forest boundary and available State land surrounding the Chiricahua EMA, pressure for access to meet community recreation needs is increasing and development of illegal access points may become more prevalent. Use by Border Patrol vehicles is also contributing to an increase in off-road use.

The rough terrain of the Chiricahua EMA makes it unsuitable for the development and maintenance of high density road networks that would support high OHV use. The existing primitive routes lead to trailheads, stock tanks, and areas where dispersed camping and hunting may occur.

Unauthorized roads currently provide more areas for motorists to ride or drive; some of these are dead-end routes and do not substantially enhance the motorized recreation experience, while

others provide access to trails and other recreation. Non-system roads that are identified as “unauthorized” in the transportation analysis may have been formed through legal, permitted uses such as range improvement projects or fuel wood cutting, and in some cases the roads then became useful roads for forest access. Some existing “unauthorized” roads are historic roads that were never added to the road system. These non-system roads have been used as though they were part of the road system, some for many years. Many non-system roads in this EMA have been identified as highly desirable for continued recreation and hunter access.

The noise and dust from OHVs, Border Patrol, and other vehicles can disturb visitors such as hikers, hunters, bird watchers and campers. Currently, most noise impacts are experienced within the road corridors of roads 41, 42, 42A, 74 and 622. During some weekends and holidays, use of ATVs and frequency of traffic in general may detract from the experiences of people who seek quiet places to enjoy nature and escape the noise and bustle of the city.

Dispersed Motorized Camping

The Forest Land and Resource Management Plan (pp. 27, 28) provides for motorized dispersed camping as follows: “Vehicles may pull off roads or trails up to 300 feet for parking or camping.” Along many roads, parking and camping spots are limited by terrain, vegetation and rockiness. Frequently used motorized dispersed campsites, where evidence of camping such as fire rings can be seen, are usually readily identifiable. Some dispersed campsites are occupied only during hunting season and may not be obvious at other times of the year. The demand for opportunities for motorized dispersed camping continues to grow. The forest road system is used to access these dispersed campsites. If the 300 foot dispersed camping corridor were to be eliminated on some roads the only way access with vehicles could be allowed to campsites is by the designation of spur roads.

Responses to Specific Road Comments

While not officially Forest System roads, some non-system roads identified as unauthorized are currently being used by both the Forest Service and other agencies for administrative purposes and by the public. AGFD and Douglas Ranger District personnel have recommended that some of these be evaluated for addition to the forest road system based on their value for purposes such as hunter and general recreation access, contingent upon appropriate environmental and social analysis. Those recommended for addition to or to keep in the forest roads system as open-authorized (OA) ML2 roads (open to the public) are as follows:

42-26.02L-1	42-13.52R-1	722-4.54L-1
42B-3.80L-1	42B-6.67L-1	4248-0.62R-1
42D-2.32L-1	42 D-3.45L-1	74-6.74L-1
74-7.65R-1	74-9.43L-1	74-11.28L-1
74-14.39R-1	74-15.08R-1	74 E-0.28L-1
Trail 259 (convert to ML2 road up to roadless boundary)	334-2.34L-1	339-7.39R-1
339-7.91R-1	341-3.09L-1	356-5.29L-1
	357-15.43L-1	357-16.55L-1

It is recommended that nonsystem roads 334-4.23L-1(part in IRA) be decommissioned, as it is no longer needed for recreation or administrative uses.

The following roads are recommended to be changed to Open Authorized-Restricted (OAR): 42-Heli spot and 74-CampRucker.

Range Management

- *How does the road system affect access to range allotments?*

There are 26 grazing allotments within the Chiricahua Ecosystem Management Area. Every allotment has structural range improvements that have been constructed for the purpose of improving range management and the flexibility and functionality of the individual ranching operations. Most of these improvements need to be maintained on a regular basis, and the roads that service these improvements are crucial to the activity of ranching on these allotments. Many of these roads were developed in the past to either install or service certain range improvements, and have developed into a significant portion of the EMA transportation system. These roads are not only used by the permittees of the individual allotments, but in many cases are used by the public to access a great deal of the EMA where access is increasingly being locked off by private land accesses.

Properly managed livestock grazing is a sustainable and legitimate use of National Forest System lands. The roads described in the following pages are also used by the Forest Service to administer the grazing permits. Due to the rough topography and remoteness of some of the Chiricahua mountain range, these roads are crucial to access important areas of the allotments. Grazing activities must be aggressively monitored throughout the grazing season to ensure resource protection and compliance with the grazing permit, NEPA decisions, ESA section 7 consultations, and annual operating instructions to permittees.

Activities or reasons that these roads are needed for range management purposes include, but are not limited to the following:

- Access to range improvements (fences, corrals, cattleguards, pipelines, water delivery systems, earthen tanks) which must be checked, maintained, and repaired on a regular basis.
- The anticipated need for construction of new structural and non-structural range improvements identified through adaptive management and the NEPA process related to grazing authorizations and the development of AMPs.
- The past and current level of cross-country travel as demonstrated over the past 10 – 20 years for general range management and permit compliance purposes.
- The type and complexity of grazing management and frequency of livestock movements for range management purposes.

- The type of fences needing to be maintained (e.g., electric fences as opposed to traditional barbed wire fences).
- The need for checking the functionality of fences and the logistics involved in the transport of repair materials to fence line locations.
- The need and logistics for repair and maintenance of wildlife and other types of enclosures which are the responsibility of the grazing permit holder.
- The need for placing or staging supplements in strategic locations for livestock and grazing management purposes.
- The need to check gates potentially left open by other national forest users (e.g., recreationists and hunters).
- The need to attend to sick or injured livestock.

Though many of the roads within the Chiricahua EMA provide access for multiple uses, some only access certain range improvements or other areas of interest that only pertain to the grazing permittee. Those roads that are either locked off from the public due to private land access or that access areas only needed for permit activities should be authorized on a restricted basis to those that need access.

Conversely, there are a number of roads in the EMA that originate or cross privately owned land before reaching Forest Service land. These routes, once open public accesses, are increasingly being locked by the landowner and the public is deprived of access to the areas the route serviced. To mitigate losing public access to these portions of public land, a diligent effort needs to be made to maintain access, either through agreements with the landowner or re-routing of roads around private land.

In two particular areas of the Chiricahua EMA, a small section of road crosses private land and inhibits access to thousands of acres of Forest Service lands. This lack of access prompted several site visits by resource specialists, and new routes were proposed that are entirely on Forest Service land. It is recommended that these potential routes be explored to allow public access to large areas of currently unavailable public land. These roads include a potential re-route around the Dart Ranch connecting FR 360 to 4250, accessing John Long Canyon, and a re-route around private land of FR 341 accessing Jhus Canyon.

Changes from historic patterns of travel should not impair management of the allotment or substantially impact the operator's economic viability. Permittee access to manage allotments would be provided through a combination of the designated forest system roads and other access needs identified in their Term Grazing Permit. If not currently described in a Term Grazing Permit, access needs other than the designated system will be spelled out as a special provision in Part 3 of the Term Grazing Permit (either in the Allotment Management Plan (AMP), or directly as a special provision of the permit in Part 3) as presently being practiced. Since travel activities associated with Term Grazing Permits are on-going with a long history, additional NEPA and a formal decision would not be required.

The following table provides a list of recommendations for system roads to be left “as is” or **No Change** (NC) and non-system roads to be added to the system as either **Open Authorized** (OA) or **Open Authorized Restricted** (OAR); maintenance level 2 (except where noted). These roads are currently being used to administer or implement grazing on National Forest lands.

Road Number	N C	OA	OAR	Proposed New	Reasons/Recommendations
41	X				Major road / No change.
42	X				Major road / No change.
42-Heli spot			X		Heli spot. Administrative use
42-Portal Boneyard			X		Boneyard. Administrative use
42-27.34L-1			X		Administrative site.
42-13.52R-1		X			Access to corral
42 A	X				Major road. No change.
42 B	X				Major road. No change.
42 C	X				Major road. No change.
42 D	X				Major road. No change.
42 E	X				Major road. No change.
42 F	X				Major road. No change.
74	X				Major road. No change.
74-6.74L-1		X			Access to trough and pipeline.
74-9.43R-1		X			Access to range improvement
74-11.28L-1		X			Access to spring. Permit Administration.
74-15.08R-1		X			Access to main corrals of the Rak allotment. Permit administration
74-18.91R-1		X			Private driveway. Once was main road
74-CampRucker			X		Access to water system used by permittee; also historical resources.
74 E	X				Major road. No change.
311		X			Access to range improvement
311-3.16L-1			X		Access to water system.
311-3.16L-2			X		Access to water system; new storage tank.
317-Old					Decommission
317 A	X				No change.
334-2.34L-1		X			Access to range improvements; permit administration
339	X				Access to entire Willie Rose Allotment
341	X				Access to range improvements; permit administration; decommission only last 0.71 miles
341 re-route Proposed				X	New route around private land

Road Number	N C	OA	OAR	Proposed New	Reasons/Recommendations
356	X				Access to most of E. Whitetail Allotment; range improvements and permit administration
360	X				Portions of road are main access to the Dart Ranch. Needed for permit administration, range improvements and livestock management.
360 reroute Proposed				X	New route around private land
628	X				Permit administration; livestock management
632	X				Permit administration; livestock management
685	X				Access to range improvement, permit administration
686	X				Only public access to Jackwood Canyon; used to conduct permit administration
700	X				Access to Wood Canyon section of the Rough Mountain Allotment.
701	X				Access to Emigrant Canyon section of the Rough Mountain Allotment.
709	X				Access to Monkey Tank; permit administration
713	X				Access to range improvements; permit administration
717	X				Access to majority of Bruno allotment; permit administration and livestock management
718	X				Access to range improvements; permit administration
719	X				Permit administration; livestock management
721-7.13L-1		X			Access to range improvements; permit administration
721 A	X				Access to pipeline, troughs, storage tanks. Permit administration
722	X				Access to majority of the Barboot allotment. Range improvements, permit administration
722-2.40R-1		X			Access to dirt tanks, needed later for pipeline installation.
722-4.54L-1		X			Access to well, storage and trough system. Also access to powerline.
723	X				Access to range improvements; permit administration
817	X				Currently OAR. Administrative site.
817 A	X				Currently OAR. Administrative site.
817 B	X				Currently OAR. Administrative site.
817 C	X				Currently OAR. Administrative site.

Road Number	N C	OA	OAR	Proposed New	Reasons/Recommendations
4222	X				Access to spring, also access to marble quarry
4224	X				Access to water system, permit administration
4225	X				Access to most of W. Whitetail allotment. Range improvements, permit administration
4244	X				Access to spring, permit administration
4248	X				Access to range improvements, needed for livestock management. Permit administration
4248-0.62R-1		X			Livestock management, permit administration
4249	X				Make it 4250
4250	X				Only public access to Lower Rucker allotment; range improvements and permit administration
4250-extension		X			Make it 4250
4253					Needed for access to range improvements; permit administration; livestock management
4254	X				Permit administration; livestock management
4255	X				Access to Stanford Canyon; range improvements; permit administration
4257	X				Access to range improvements from south; locked at north end.
4258	X				Goes to trailhead
4259					Road is passable to saddle. Unsafe after that. Decom from saddle to end of road 0.15 mi. Steep, erosive soils.
4260	X				Goes to spring; permit administration
4261	X				Goes to spring
4266	X				Access to range improvements; livestock management
4272	X				Access to most of Oak allotment. Range improvements, permit administration
4274	X				Access to tank
4276					Access to Baldrige Ranch; recommend ML 1
4277			X		Access to Rock Creek; currently locked. Recommend OAR until access agreement can be reached.
4282	X				Access to Baldrige Ranch, all on private. No public access
4286	X				Access to Sulphur Draw pasture, Portal Peak Allotment. Range improvements, permit administration
4288	X				Access to Sanford Pasture, Rak allotment. Permit administration, range improvements;

Road Number	N C	OA	OAR	Proposed New	Reasons/Recommendations
					decommission part in wilderness
4292	X				Access to range improvements (spring). Also permit administration
4301	X				Access to range improvements (spring). Also permit administration
4303			X		Access to several range improvements, also for livestock management.
4303-0.41L-1		X			Access to water system, permit administration
4315	X				Access to several range improvements, also for livestock management.
4320	X				Access to range improvements, but need to close the end of the road that enters the Burro pasture.
4321	X				Road on private.
4322	X				Access to range improvements; only vehicular access to the Brushy pasture
4323	X				Major road to access range improvements. Used for permit administration, livestock management.
4349	X				Access to range improvements, permit administration
4350	X				Access to range improvements along route, used for permit administration.
4351	X				No change
4353	X				Access to range improvements
4353 A	X				Follows pipeline, Access to storage on same water system
4354	X				No change.
4355	X				No change.
4356	X				Access to pipeline, troughs, storage tanks. Permit administration
4356 A	X				Follows pipeline, Access to storage on same water system
4357	X				Needed for access to range improvements; permit administration; livestock management
4357 A	X				Crosses private land, Access to pipeline
4359			X		Access to Chalk Hill Tank, range improvement. Change to OAR
4362	X				Only public access to Hunt Canyon. Needed for range improvement development and maintenance.

Road Number	N C	OA	OAR	Proposed New	Reasons/Recommendations
4362 A	X				Only public access to Box Canyon. Needed for range improvements and permit administration
4363					Access to range improvements. Change to ML 1. No public access
4366	X				Access to range improvements
4371					Access to range improvements. Change to ML 1. No public access
4371-0.23L-1					Access to range improvements. Change to ML 1. No public access
4372					Access to range improvements. Decommission. No public access
4373					Access to range improvements. Change to ML 1. No public access
4373-0.38R-1					Access to range improvements. Change to ML 1. No public access
4373-1.62R-1			X		4364 reroute just inside FS boundary
4374	X				Access to range improvements.
4375	X				Access to range improvements. No public access
4813	X				Access to Turkey Tank.
4815	X				Access to portions of the Rak allotment; range improvements
4818	X				No change, access to trailhead.
4845	X				No change.
4850	X				Access to trick tank
4850-1.10R-1		X			Goes to the trick tank, add as part of 4850.
4852	X				Needed for future range improvement
4853	X				No change.
4854	X				No change.
4858	X				Access to Keating Creek, large portion of Cochise Head allotment
4862					ML 1 for future range improvements, permit administration
7181	X				No change.
7182					No change.

Biology

- What ecological attributes, particularly those unique to the region, would be affected by “roading” of currently “unroaded” areas?

- 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?
- To what degree do 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?
- What are the adverse effects of noise caused by developing, using, and maintaining roads?
- What are the direct effects of the road system on terrestrial species habitat?
- How does the road system facilitate human activities that affect habitat?
- How does the road system affect legal and illegal human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)? What are the effects on wildlife species?
- How does the road system directly affect unique communities or special features in the area?
- Do areas planned for road entry, closure, or decommissioning have unique physical or biological characteristics, such as unique natural features and threatened or endangered species?
- How and where does the road system facilitate the introduction of non-native aquatic species?
- 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?
- What are the traditional uses of animal and plant species within the area of analysis?
- How and where does the road system restrict the migration and movement of aquatic organisms?
- What aquatic species are affected and to what extent?

Table 5. What ecological attributes, particularly those unique to the region, would be affected by the roading of current unroaded areas?

The Chiricahua Mountain Range on the Douglas Ranger District rises from semi-desert grasslands (both Sonoran and Chihuahuan) at approximately 4,000 ft to approximately 9,797 ft at the summit of Chiricahua Peak. The broad elevational gradient results in a great diversity of plant and animal species that form a variety of biotic communities in the mountain range. These biotic communities include Arizona upland division of Sonoran Desert scrub, Semi-desert Grassland, Madrean Evergreen Oak Woodland, Interior Chaparral, Rocky Mountain Montane Conifer Forest, Deciduous Riparian Woodland, and Spruce-fir associations (Brown 1982).

Within these biotic communities a large variety of vegetation associations provide habitat for a huge array of wildlife species. Of particular concern to land managers are species included on the Federal List of threatened and Endangered species, the Regional Forester's Sensitive Species List (Revised 2007), and the List of Management Indicator Species (MIS) found in the Coronado

National Forest Land Resource management. The table below includes the list of special status species that are known to occur or could potentially occur in the Chiricahua Mountains.

The Chiricahua Mountain EMA is located in Cochise County approximately 15 miles northeast of Douglas, Arizona. The local population base of Douglas and Willcox includes approximately 20,000 residents, based on population estimates from the year 2000. Southern Arizona is a destination for winter visitors and year-round recreation due to its mild climate and, to a large extent, because of the availability of a high quality wildland experience on the Coronado National Forest. The upper elevations of the Chiricahua Mountains are accessed via graveled Forest Road 42 which connects the eastern town of Portal to the western edge of the mountains. Road 42D runs from Onion Saddle up to Rustler and Barfoot Parks. There are several campgrounds along roads 42 and 42D that are frequented by hikers, campers, birders and hunters. Forest Road 74 traverses the southern 1/3 of the Chiricahuas and runs through Rucker Canyon.

The potential effects of roads to certain special status species of the Chiricahua EMA are described in the table below. Federally Listed Species such as the Mexican Gray Wolf, Jaguar, and Jaguarundi are not discussed because potential effects are remote since there are no known recent records of occurrence on the Forest. A few Forest Service sensitive species are discussed in detail where there are particular concerns related to road construction. For the remainder of the Sensitive species, there is a general discussion of potential impacts that are common to whole groups of species. The same is true of MIS species discussions.

The Chiricahuas are one of many rural mountain ranges in Southern Arizona. However, during the spring and summer, vehicular traffic and human activity along Forest Road 42 increases. Recreation use of this area has increased due to increased public awareness of recreation opportunities to be had. The Chiricahuas have always provided locals an escape from high summer temperatures in the surrounding vicinity, and more people are traveling from longer distances to take advantage of this opportunity, as well as opportunities to hunt, watch birds, and camp at high elevations. Fall and winter hunting, hiking, and camping opportunities also exist at the lower elevations, when the upper elevations are sometimes closed off due to ice and snow. Hunting access is highest in the fall.

The road system contributes to the presence of urbanization effects that can affect far greater areas than just the road sites themselves; it can also result in changes to wildlife and plant communities of a variety of taxa (unit used in the science of biological classification). Urbanization affects forest-dwelling bird communities by favoring certain species while selecting against others (Marzluff 1997). Similar effects may be expected for other taxa especially small mammals (Marzluff *ibid*). The presence of domestic pets such as dogs (which is common at many of the campgrounds) can increase nest failure in many bird species and may affect changes in distribution of small mammal and reptile species. The increase of both native and non-native predators can cause increased reproductive failure in the vicinity of the urban areas. Even low-density urban areas such as summer homes areas can affect the adjacent plant communities through trampling, soil compaction, and brush removal.

In addition to mortalities due to road-building and the ensuing traffic using the road, continual modification of the physical environment occurs long after a road is opened. Factors such as soil compaction, increased surface temperature, and decreased moisture content may seem innocuous, but most people have seen the potential for animals, reptiles especially, to be drawn to the residual warmth held by roads. Dust continually raised by driving along dirt roads may settle onto plants adjacent to the road, blocking photosynthesis; this same dust can then be introduced into water systems as sediment and contaminants to ecosystems (Trombulak and Russell 2000).

The majority of the Chiricahua Mountains are unsuitable for road building due to steep terrain. Most of the existing roads that branch off Forest Roads 42 and 74 are roads into campgrounds or roads used for administrative access to fire lookouts and special use sites. Areas where slope exceeds 40% are generally unaffected by urbanization effects, due to their distance from roads. Additional roads in these areas would tend to produce the undesirable effects seen along the developed highway corridors.

Roads at lower elevations are similarly limited by terrain. Most roads into the lower elevations of the Chiricahuas traverse the flattest areas around the base, and are discontinued once the area has entered the Forest and reached steeper terrain. In the past, during times of logging businesses in the area, roads existed that reached from low elevations to the highest areas. Old logging roads have been closed and allowed to naturally revegetate. The current road system is more responsive to terrain limitations, management needs, and more sensitive to the surrounding environment and wildlife needs.

Table 4.12 Threatened, Endangered, Proposed and Sensitive Animal and Plant Species known to or suspected to occur on the Chiricahua Mountains

Group	Species Scientific Name	Common Name	Federal Status
<u>BIRDS</u>	<i>Strix occidentalis lucida</i>	Mexican spotted owl	T
<u>FISH</u>	<i>Oncorhynchus apache</i>	Yaqui chub	E
<u>AMPHIBIANS</u>	<i>Lathobates chiricahuensis</i>	Chiricahua leopard frog	T
<u>MAMMALS</u>	<i>Canus lupus baileyi</i>	Mexican Gray Wolf	E
	<i>Panthera onca</i>	Jaguar	E
	<i>Felis yagouarondi tolteca</i>	Jaguarundi	E
	<i>Leptonycteris curasoae yerbabuena</i>	Lesser long-nosed bat	E

Mexican Spotted Owl – Threatened.

There are approximately 15 known Mexican Spotted Owl Protected Activity Centers (PACs) in the Chiricahua Mountains. These PACs are scattered throughout the mountain range associated with heavily forested areas of more mature trees. Forest Road 42 passes through or touches three of these, and the side roads (i.e. 243 South Fork of Cave Creek or 42D Rustler Park Road) touch or pass through an additional two PACs. Forest Road 41 (W. Turkey Creek) touches or cross two other PACs. Both motorized and non-motorized vehicles may degrade or destroy spotted owl habitat, particularly riparian and shrub habitats vital to the owl’s prey. Noise produced by vehicles and the vehicle riders may disturb spotted owl nesting and roosting sites. Most of the PACs are in areas with long-established road systems and the potential for additional road building is small due to the steep nature of the PACs and the mountain in general. New roads in these PACs would have the effect of increasing disturbance to breeding owls and therefore adversely affect this federally listed species.

Yaqui Chub – Endangered.

These fish are located in parts of Rucker Creek and W. Turkey Creek. This is a reintroduction of this species. Roads cross (route 74) or run adjacent to (route 41) areas where these fish have been reintroduced. Topography likely will preclude new road construction in this area. However, if new roads were introduced, there would be a high likelihood of siltation caused by dust and changes in drainage in the area.

Chiricahua Leopard Frog – Threatened.

Chiricahua leopard frogs no longer occur within the Chiricahua Mountains. However, future reintroductions within the Chiricahua EMA are possible. The effects of roads on this species, if present would be similar to the above analysis for the aquatic Yaqui chub.

Lesser Long-nosed Bat - Endangered.

There are three known roosts in the Chiricahua EMA. However, each roost site, while a road is nearby, has limited public access and likely receives little disturbance from roads. In this area, the bats feed mainly on agave. Apart from direct disturbance of roost sites, potential effects to this taxon are associated with the loss of food plants. Large areas of the Chiricahua Mountains remain un-roaded. These areas provide an adequate food source for this species; however, creation of additional roads in these areas could impact the food plants for this species, leading to adverse effects to the species.

Table 4.13 Sensitive Animal and Plant Species known to or suspected to occur on the Chiricahua Mountains

Forest Service Sensitive Species			
AMPHIBIANS	<i>Rana yavapaiensis</i>	Lowland leopard frog	SEN

Forest Service Sensitive Species			
<u>BIRDS</u>	<i>Falco 9Indian9191es anatum</i>	American peregrine falcon	SEN
	<i>Accipiter gentilis apache</i>	Apache Northern goshawk	SEN
	<i>Buteogallus anthracinus</i>	Common black hawk	SEN
	<i>Otus trichopsis</i>	Whiskered Screech-owl	SEN
<u>INSECTS</u>			
	<i>Amblycheila baroni</i>	A Tiger beetle	SEN
	<i>Calephelis arizonensis</i>	Arizona metalmark	SEN
	<i>Agathymus aryxna</i>	Aryxna giant skipper	SEN
	<i>Neophasia terlotii</i>	Chiricahua white	SEN
	<i>Ameletus falsus</i>	False ameletus mayfly	SEN
	<i>Speyeria 9Indian91 nitocris</i>	Mountain silverspot butterfly	SEN
	<i>Limenitis archippus obsoleta</i>	Obsolete viceroy	SEN
	<i>Anthocharis pima</i>	Pima orange tip	SEN
	<i>Agathymus polingi</i>	Poling's giant skipper	SEN
	<i>Argia sabino</i>	Sabino Canyon damselfly	SEN
	<i>Megathymus ursus</i>	Ursine giant skipper	SEN
<u>REPTILES</u>			
	<i>Cnemidophorus burti stictogrammus</i>	Giant spotted whiptail	SEN
	<i>Thamnophis eques megalops</i>	Mexican garter snake	SEN
<u>PLANTS</u>			
	<i>Salvia amissa</i>	Aravaipa sage	SEN
	<i>Heuchera glomerulata</i>	Arizona alum root	SEN
	<i>Carex ultra</i>	Arizona giant sedge	SEN
	<i>Manihot davisiae</i>	Arizona manihot	SEN
	<i>Aconitum infectum</i>	Arizona monkshood	SEN
	<i>Graptopetalum bartramii</i>	Bartram stonecrop	SEN
	<i>Eupatorium bigelovii</i>	Bigelow thoroughwort	SEN
	<i>Muhlenbergia dubioides</i>	Box Canyon muhly	SEN
	<i>Penstemon discolor</i>	Catalina beardtongue	SEN
	<i>Carex chihuahuensis</i>	Chihuahuan sedge	SEN
	<i>Hackelia ursine</i>	Chihuahuan stickseed	SEN
	<i>Samolus vegans</i>	Chiricahua mountain brookweed	SEN
	<i>Arabis tricornuta</i>	Chiricahua rock cress	SEN
	<i>Mammillaria mainiae</i>	Counter-clock fishhook cactus	SEN
	<i>Allium gooddingii</i>	Gooddng's onion	SEN
	<i>Ipomoea tenuiloba var. lemmonii</i>	Lemmon's morning glory	SEN
	<i>Stevia lemmonii</i>	Lemmon's stevia	SEN

Forest Service Sensitive Species			
	<i>Hedeoma dentatum</i>	Mock pennyroyal	SEN
	<i>Echinomastus erectocentrus</i> var. <i>erectocentrus</i>	Needle-spined pineapple	SEN
	<i>Sisyrinchium cernuum</i>	Nodding blue-eyed grass	SEN
	<i>Abutilon parishii</i>	Pima 92ndian mallow	SEN
	<i>Hieracium rusbyi</i>	Rusby hawkweed	SEN
	<i>Viola umbraticola</i>	Shade violet	SEN
	<i>Hermannia pauciflora</i>	Sparseleaf hermannia	SEN
	<i>Penstemon superbus</i>	Superb beardtongue	SEN
	<i>Muhlenbergia xerophila</i>	Sycamore Canyon muhly	SEN
	<i>Agave schottii</i> var. <i>treleasei</i>	Trelease agave	SEN
	<i>Tumamoca macdougallii</i>	Tumamoc globeberry	SEN
	<i>Metastelma mexicanum</i>	Wiggins milkweed vine	SEN

Northern Goshawk – FS Sensitive – This forest-dwelling raptor is found in forested habitat and its distribution overlaps that of the Mexican Spotted Owl in the Chiricahua EMA. Concerns are virtually identical for goshawks as for Mexican spotted owl, with the primary potential impact from newly constructed roads being disturbance of breeding birds. Its potential to nest in less steep habitat means that there is greater potential for the creation of roads in occupied habitat, so there is slightly greater potential for impacts from road building to this species. Currently, roads exist near most of the known goshawk nests on the district. While the long-term existence of these roads may indicate that goshawks can eventually adapt to the presence of roads, new roads would require large swaths of vegetation removal and periods of heavy disturbance in association with the construction phase, which may adversely impact this species.

FS Sensitive Species General Discussion – Construction and maintenance of roads in currently un-roaded areas has the potential to impact a variety of species in similar ways. Bird species are impacted most by fragmentation of habitat, disturbance during breeding season, and changes in habitat due to introduction of non-native plants and altered fire regimes. Increased encroachment on un-roaded areas results in impacts related to urbanization described at the beginning of this section. Plant species are also affected through direct disturbance of individuals during road construction or creation of wildcat roads. Additional effects to plant species can result from increased illegal collection of rare species and the introduction of non-native competitors that degrade habitat quality or alter natural fire regimes. Similarly, insect species are also potentially impacted by the introduction of non-native plants along travel corridors. Most frequently, non-native plants compete with and exclude native plant species that function as host plants for insects during some part of their complex life cycles.

Table 4.14 Management Indicator Species*

	Group	Species
1	Cavity Nesters	Elegant trogon Sulphur-bellied flycatcher

	Group	Species
		Other primary and secondary cavity nesters
2	Riparian Species	Gray hawk Blue-throated hummingbird Elegant trogon Rose-throated becard Thick-billed kingbird Sulphur-bellied flycatcher Northern Beardless tyrannulet Bell's vireo Black bear
3	Species Needing Diversity	White-tailed deer Merriam's turkey Coppery-tailed (elegant) trogon Sulphur-bellied flycatcher Buff-breasted flycatcher Black bear
4	Species Needing Herbaceous Cover	White-tailed deer Mearn's quail Pronghorn antelope Desert massassauga Baird's sparrow
5	Species Needing Dense Canopy	Bell's vireo Northern beardless tyrannulet Gray hawk
6	Game Species	White-tailed deer Mearn's quail Pronghorn antelope Desert bighorn sheep Merriam's turkey Black bear
7	Special Interest Species	Mearn's quail Gray hawk Blue-throated hummingbird Coppery-tailed (elegant) trogon Rose-throated becard Thick-billed kingbird Sulphur-bellied flycatcher Buff-breasted flycatcher Northern beardless tyrannulet Five-striped sparrow
8	Threatened and Endangered Species	Desert bighorn sheep Gray hawk Peregrine falcon Blue-throated hummingbird Coppery-tailed (Elegant) trogon Rose-throated becard Thick-billed kingbird Sulphur-bellied flycatcher Buff-breasted flycatcher Northern beardless tyrannulet Bell's vireo Baird's sparrow Five-striped sparrow Mexican stoneroller

	Group	Species
		Arizona (Apache) trout Gila topminnow Gila chub Sonora chub Desert massassauga Twin-spotted rattlesnake Arizona ridge-nosed rattlesnake Huachuca (Sonora) tiger salamander Tarahumara frog Western barking frog Spikedace Arizona treefrog Mt. Graham spruce (red) squirrel Gould's turkey

Management Indicator Species, or MIS, are organized into groups that represent their dependence on various habitat characteristics or their importance to humans. Groups 1 through 6 in the table above can all be impacted through the alteration of habitat from the introduction of non-native plants or directly by the loss of key habitat components such as the loss of dead trees that provide nesting cavities for group 1 species, for instance.

**Note: Not all species in the above table occur on this EMA; however, the various characteristics under which the indicators are grouped are still important to the overall analysis of impacts.*

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?

Roads provide corridors for the introduction and spread of non-native species. The Chiricahua EMA is somewhat threatened by this because it is fairly close to Tucson, and the number of visitors is increasing annually. Recent growth in the number of serious bird watchers has already increased the number of visitors on the mountain, and more and more visitors from Tucson and Phoenix are also learning about the beauty and heat relief that can be found in this range. Developed areas are immense sources of non-native plants that are used as ornamental landscaping. Additionally, other governmental agencies in the region have used many of the invasive species as erosion control or as landscaping along roadways.

Lehmann lovegrass (*Eragrostis lehmanniana*) and Boers lovegrass (*E. chloromelas*), introduced into the southwest in the early 1930s, has invaded low-elevation (3000 to 4500 feet) grasslands around the base of the Chiricahua Mountains. While roads may have been a factor in its spread (highway rights of way were seeded with Lehmann lovegrass), there is no feasible control for non-native lovegrass.

Non-native organisms have been a major factor implicated in declines of native amphibians and fish throughout western North America. Eradication of non-native amphibians and fish species, such as green sunfish (*Lepomis cyanellus*), has been a focus of the Coronado National Forest in recent years. While state and federal agencies no longer intentionally introduce bullfrogs or green sunfish in Arizona, well-intentioned private individuals who are unaware of the

repercussions of their actions still move bullfrogs and sunfish about. Existing roads accessing springs and riparian areas may facilitate the spread of bullfrogs and other non-native organisms.

3. What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?

Not all non-native species are a problem, but some aggressively out-compete native species. Lehmann lovegrass dominates the low-elevation grassland areas, affecting both the presence of native grasses and wildlife species and the natural fire regime. This species produce abundant herbage that, when dry, may provide fuel for wildfires. There is also some concern that lovegrass seeds and foliage are not as valuable as food sources as native grasses would be. The potential impacts from bullfrog introduction include potential for large quantities of predation on other vertebrate and invertebrate species that are native to the area.

4. To what degree do the presence, type, and location of roads contribute to the control of insects, diseases, and parasites?

The existing road system provides access for monitoring and control of these problems in coniferous forest habitat. The road system may also provide fire lines that can be used during the implementation of prescribed fires, which can help manage the problems listed above. More remote portions of the range are best accessed by trail on foot or horseback.

5. How does the road system affect ecological disturbance regimes in the area?

The primary ecological disturbances in the Chiricahua EMA are drought, wildfire, and flood. Roads have no effect on drought but may increase the incidence of wildfire by providing access to areas of dense fuel. Although roads may increase the potential for human-caused fire, they also allow for rapid response by suppression crews.

Flooding in the Chiricahua EMA generally follows large wildfires, such as the Rattlesnake Fire of 1994. Post-fire flooding can carry large amounts of ash, debris, and trees downhill. Along with this mass movement of trees, ash, and dirt, large boulders may be moved downhill as the sediments that held them in place are carried away. Rucker Lake was a victim of this mass movement, essentially filling in with sediment and boulders. Movement of large items like boulders and trees may have massive impacts on creeks in this area, and in some cases the debris may cause changes in waterways or create large sections of flooded roads. When this happens there is a hazard of road and bridge damage, as well as the potential to lock people on the mountain, away from communication and food sources.

6. What are the adverse effects of noise caused by developing, using, and maintaining roads?

The presence of summerhome areas at Cave Creek can have long-term effects on a variety of plant communities and species. The changes are summarized under the heading of urbanization and are caused by more than just noise alone. Urbanization affects forest-dwelling bird

communities by favoring certain species while selecting against others (Block and Finch 1997). Similar effects may be expected for other taxa, especially small mammals (Block and Finch *ibid*). The presence of house pets such as dogs increases nest failure in many bird species and may affect changes in distribution of small mammal and reptile species. The increase of both native and non-native predators can cause increased reproductive failure in the vicinity of the urban areas. Even low-density urban areas such as summerhome areas can affect the adjacent plant communities through trampling, soil compaction, and brush removal. These changes can favor one species over another due to disturbance tolerance or loss of suitable foraging or breeding habitat. As an example, the cliff chipmunk generally benefits from increased urbanization and human presence.

The development, maintenance, and use of roads have resulted in some levels of urbanization effects at the highest elevations of the mountain. The main effects are currently those that are directly road-related, such as increased dust and noise levels, as well as reduced wildlife crossings. However, as numbers of people continue to increase, there will likely be increased effects, including, trampling effects at campgrounds, wildlife shooting, and use of OHVs off roads and trails.

7. What are the direct affects of the road system on terrestrial species habitat?

Roads can fragment habitat and disrupt wildlife migration corridors. In addition to fragmenting the habitat and reducing habitat availability, high road density can translate to a higher incidence of vehicle-caused mortality.

The roads analysis has taken potential for habitat damage into consideration throughout the Chiricahua EMA, and a small number of roads have been selected for removal in order to prevent damage that could harm existing improvements that benefit wildlife and domestic species.

8. How does the road system facilitate human activities that affect habitat?

Forest Roads 42, 41, 74 and other roads within the Chiricahua EMA provide access for hunters, hikers, birders, and other recreationists.

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

See discussion under #6 above.

10. How does the road system directly affect unique communities or special features in the area?

See above.

11. Do areas planned for road constructing, closure, or decommissioning have unique physical or biological characteristics, such as unique features and threatened or endangered species?

Not within the scope of this project. Roads are not planned for construction on this EMA under this project. Any future projects that would involve such potential would be consulted upon individually in order to minimize and/or mitigate effects.

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

See above.

13. How and where 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?

Many creek areas cross Forest Roads (42, 41, and 74) in the Chiricahua EMA. Riparian areas, especially the Cave Creek, Turkey Creek and Rucker Creek, also provide excellent foraging for many raptor species, including Northern Goshawks and Common Blackhawks.

14. What are the traditional uses of animal and plant species within the area of analysis?

Wildlife viewing, hunting, fishing, camping, and hiking are the primary uses. Several active grazing allotments also exist at the lower and mid elevations.

15. How and where does the road system restrict the migration and movement of aquatic organisms?

Currently, no barriers to fish movement seem to exist as a by-product of road presence.

16. What aquatic species are affected and to what extent?

None.

17. For roads receiving specific wildlife-related comments from the public, what response is given?

Forest Roads 41, 42, 42D, 243, 247, and 357 do occur within ½ mile of Mexican spotted owl PACs (e.g., Protected Activity Centers).

These roads are necessary for recreationists as well as access to fire lookout towers, which help the Forest Service respond quickly to wildfire and manmade ignitions. According to the Mexican spotted owl Recovery Plan (USFWS 1995), catastrophic fire is considered one of the main threats to this subspecies. As such, maintaining lookouts for quick suppression of fires will be necessary at least until such time as a natural fire regime is once again in place.

The roads listed above can and have been used as holding features like fire lines during several wildfires, and allow for repeated short-notice uses more efficiently than opening new areas for fireline use. Re-using areas also allows disturbance to be contained to one area, rather than cutting new fire lines through undisturbed areas.

The portion of FRs 42 and 243 actually occurs within portions of a PAC. This PAC is regularly occupied by a pair and breeding has been documented in the PAC since at least 2005, and most recently in 2009.

Forest Roads 41, 42D, 74E, 243, 314, and 357 do occur within ½ mile of northern goshawk PFAs (e.g., Post Fledging Areas). Due to similarities in habitat preferences, the effects of keeping these roads will likely be similar to those for spotted owls. However, there seems to be some evidence on this district that goshawks may become acclimated to some human disturbance. Historical monitoring indicates that, of the known nesting sites, the most productive in terms of young actually falls within 2/10 of a mile of both roads. Other nesting areas are also regularly found in and directly beside camping areas. This is likely due to the variety of vegetation structures found near campsites; openings, densely-treed areas, and shrubby areas are generally juxtaposed in and around camping areas, which likely stimulates a higher and more diverse assemblage of small mammals and birds.

Cultural Resource Issues

Guidelines for conducting a Travel Analysis are given in the Forest Service publication *Roads Analysis: Informing Decisions about Managing the National Forest Transportation System* (Misc. Rep. FS-643, 1999). That report suggests three questions pertinent to cultural uses and heritage resources:

- *How does the road system affect access to paleontological, archaeological, and historical sites?*
- *How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?*
- *How are roads that are historic sites affected by road management?*

The Roads Analysis (p.25) guidelines note that these are examples of questions that can be asked, and that “These questions and associated information are not intended to be prescriptive, but they are here to assist interdisciplinary teams in developing questions and approaches appropriate to each analysis area.” Given this direction, an additional question is added to help evaluate the effects of the roads on cultural-resource sites, that is:

- *How does the road system affect the physical condition and stability of cultural resource sites located in or adjacent to roads?*

Each of these questions will be addressed in turn:

- *How does the road system affect access to paleontological, archaeological, and historical sites?*

At a general level, the road system provides access to all of the sites in the Chiricahua Mountains Ecosystem Management Area. Access provided by the road system in the area can affect paleontological, archaeological and historical sites both positively and negatively. The primary positive affect of road system is the access provided for authorized visitation and site maintenance of a small number of sites. Without road access, many sites would be rarely visited by either the public or Forest Service personnel. It would be much more difficult to monitor sites and ascertain whether any damage is occurring. On the other hand, road access exposes sites to damage by unauthorized artifact collectors and vandalism.

No known paleontological sites in the Chiricahua Mountains EMA rely on Forest roads for access.

Access to one historic site – Camp Rucker (AR03-05-01-20) – is provided by roads with use restricted by gates with Forest Service locks. This short access road has not previously been designated as a system road and was inventoried as “74-Rucker.” It is recommended that this road be added as Open Authorized Restricted roads; no change in access or use is proposed. Four of the historic sites listed on the National Register of Historic Places – Cima Fire Guard Station, Monte Vista Lookout, Barfoot Lookout, and Silver Peak Lookout, do not have access provided by roads but rather by trail only. The former two facilities are within the Chiricahua Wilderness.

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

As with heritage-resource sites, in a general sense, the road system provides to all areas of traditional and cultural use. No traditional-use areas have been specifically identified in the three mountain ranges of the Chiricahua Mountains EMA. The mountains were the homeland of, and named for, the Chiricahua Apaches and included with the Chiricahua Apache Reservation from 1872-1876. The forced removal of Chiricahua Apaches from Arizona in 1886 and their subsequent prisoner-of-war status in Florida, Alabama, and Oklahoma brought an abrupt and long-lasting halt to use of the mountain ranges by the Chiricahua Apaches. The descendants of the Chiricahua Apaches, now members of the Mescalero Apache Tribe in New Mexico and the Ft. Sill Apache Tribe in Oklahoma are now interested in re-establishing connections with their traditional homelands.

Neither the Chiricahua Apache descendants nor any other Native American tribes with traditional ties to the Chiricahua Mountains EMA has any recognized treaty rights pertaining to Forest-administered lands.

- *How are roads that are historic sites affected by road management?*

Only one road, the Portal-Paradise Road (NFSR 42B) constructed largely by the Civilian Conservation Corps in the 1930s, has been designated as a cultural-resource site. Other roads in

the Chiricahua Mountains EMA are candidates for recognition as historic sites but have not been recorded and evaluated. These include several sites built or reconstructed by Depression-era work projects, including the Rucker-Tex (NFSR 74), Rucker Canyon (NFSR 74E), Onion Saddle (NFSR 42), and Rustler Park (NFSR 42D) roads. Routine maintenance does not affect qualities of these roads that make them of historic interest. Preservation and protection of surviving historic road features is considered important to maintaining their historic values.

- *How does the road system affect the physical condition and stability of cultural resource sites located in or adjacent to roads?*

Although not included in the three suggested questions for TAP, it is important to consider the impacts the road system has had, continues to have, and could have in the future on heritage resource sites in the area. In general road systems affect paleontological, archaeological and historical sites both positively and negatively. The primary positive affect of road is the access provided for authorized visitation and site maintenance of a small number of sites. On the other hand a large number of archaeological sites have been adversely affected through physical damage to sites and the greater access by unauthorized artifact collectors.

Decommissioning unneeded roads will in several cases have a beneficial effect on the long-term stability and preservation of cultural resource sites by making them less susceptible to damage by vehicular traffic, road maintenance or improvement activities, and less readily accessible to at least some potential artifact collectors and looters. In the Chiricahuas EMA, decommissioning NFSR 74B near the Fort Rucker Campground would likely result in improved protection of cultural resource sites. A number of non-system roads that have either resulted in damage to cultural resource sites, or pose threats to the future security of sites, were also identified. Obliteration, if done without direct impacts to cultural-resource sites, would benefit cultural resource sites in at least three cases: 42-6.81R-1; 42-26.32L-1; and 718-0.07L-1.

Fire Protection & Safety

The Chiricahua EMA includes 291,496 acres of National Forest System land, encompassing nearly all of the Chiricahua Mountains. Steep canyons with densely timbered slopes dissect the range, radiating in all directions from the 9,797-foot Chiricahua Peak. Host to a wide variety of flora and fauna, the Chiricahua EMA offers many opportunities for biological appreciation. Spectacular rock formations are visible from many vantage points throughout the EMA. At the heart of the Chiricahua EMA lie 87,700-acres of Chiricahua Wilderness.

The goal of this transportation analysis is to retain those roads necessary to meet the multiple use management objectives of the analysis area and retain the ability to access the area for fire suppression and use of roads as a possible control feature for planning purposes. The retention of roads is especially important in the wildland urban interface, not only as possible holding and control features, they may also be important to public and firefighter safety because of their use as ingress and egress routes to and from private property. Road access is a major issue for all emergency resources. Most roads on the Douglas Ranger District do not provide access to large fire trucks. Firefighters are challenged by narrow roads and limited access. Most Forest Service

engines lack the clearance for maintenance level 2 roads, although these existing roads may provide adequate control lines for burnout operations. Roads that access trailheads should be kept. Existing roads may also provide access to desirable recreational areas and are also necessary. The major problem for this is the lack of permanent legal access to get to existing roads on forest lands, which in some cases have been locked off by adjacent private land owners.

All roads will be analyzed for possible uses that meet management objectives and may include access to range improvements, dispersed camp sites, access to private land and other recreational sites. There are legitimate reasons behind recommendations to close roads in this analysis area. These include, but are not limited to, the following: an excessive number of roads have emerged and must be reduced to meet management objectives; there are more roads than funding to manage them; some roads are creating soil and water issues due to severe erosion problems; where more than one road arrives at the same destination, only one is needed. Unnecessary dead end spur roads with no purpose will be targeted for closure and obliteration. Crossover or shortcut roads must also be eliminated. Wildcat roads or roads created by illegal off road activity that result in resource damage and will be closed. Roads that are not system roads will be considered for retention if their existence is necessary to meet management objectives.

The following table provides a list of recommendations for roads in this EMA. System roads that are not listed below are by default recommended to remain in the system with no change from their current status. Non-system roads that are recommended to be added to the system should be considered as part of the minimum road system for this EMA and are listed as either Open Authorized (OA) or Open Authorized Restricted (OAR). All roads are recommended as Maintenance Level 2 (ML2) unless otherwise noted.

Road Number	Recommendation	Fire/ Safety Notes
42-6.81R-1	Decommission	Leads to grave site. Powerline Co. uses it and blocked it after work was completed. Protect graves. Arch Concerns
42-Heli spot	OAR	Used as heli-spot and should be restricted for public safety
42-Portal Admin	OAR	Should stay OAR for public safety reasons and FS owned horses graze the pasture.
42-Portal VIC	OA	OA – Recreation, Visitors center, heli-spot
42-Portal Shop	OAR	OAR - access to FS shop; Admin Use only
42-26.50L-1	Decommission	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Not used before power co opened it up? Recommend close all together. Resource/riparian issues. Arch issues.
42-26.50L-2	Decommission	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Not used before power co opened it up? Recommend close all together. Resource/riparian issues. Arch issues.

Road Number	Recommendation	Fire/ Safety Notes
42-26.32L-1	Decommission	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Recommend close all together. Resource/riparian issues. Arch issues.
42-26.02L-1	OA	Dispersed camping. Old homestead. Has existed for a long time. Add OA.
42-25.95L-1	See Notes	Close before creek and powerline. Decommission after elbow.
42-27.34L-1	OAR	Pinery cabin admin site used as a incident command post on numerous fires and a valuable source of water for filling engines
42-13.61R-1	Decommission	Closed on ground. Don't keep.
42-13.52R-1	OA	On North side of road. Goes to corral. Used by public and permittee. Add as OA
42-14.14R-1	See Notes	Starts at dispersed campsite. N side of creek. Almost connects with another road. Decommission after 300 ft. corridor.
42-15.09L-1	Decommission	Near basin trail. Follows trail after parking area. Pickup place for illegal entrants. Block at gravel pit. Block off to prevent illegal use of trail.
42 B-3.80L-1	OA	Long time hunter, dispersed camp. Add for recreation purposes. OA
42 B-3.83L-1	See Notes	Close loop on end or part of it, Within 300 feet.
42 B-6.67L-1	OA	Dispersed camp area. Add OA.
42 D-2.32L-1	OA	Goes to dispersed camp site. OA
42 D-3.45L-1	OA	Goes to old sawmill. Very old road. Dispersed camp.
42 D – Logging area closed road.	See Notes	Goes to old logging area. Multiple roads. Not open now. Washed out at creek. May use for forest health projects later. Do not add or GPS now.
42 D-helispot	OA	Heli-spot road. Dispersed camp. No camping at heli-spot. Add OA.
74-6.74L-1	OA	Dispersed camp. Hunter camp. Within 300 ft. Trough and wildlife drinker. Pipeline access. OA.
4354	NC	Used by BP and dispersed campers. System road. Goes into roadless area.

Road Number	Recommendation	Fire/ Safety Notes
74-7.65R-1	OA	Dispersed recreation, Border Patrol. Add as OA
74-9.43R-1	OA	Dispersed camp. Arch present. Add as OA for range and public access to camping.
74-11.28L-1	OA	Important hunter access, dispersed camp. Add as OA for rec.
74-14.39R-1	OA	Open dispersed camp area. Add as OA for rec.
74-15.08R-1	OA	Goes to corrals. Dispersed use by RVs. Add as OA for permittee and public.
74-18.91R-1	OA	Private driveway. Winkler. Was main road at one time. Road was re-routed. Add as OA
74-CampRucker	OAR	OAR for cultural resource protection.
74-Pvt Tank	OAR See Notes	All on private. Goes to windmill, etc. Part to FS signed closed on private land. OAR on Range permit.
74 B	Decommission	Locked. Admin use only. Not using this road. Decommission. Use 74 E-0.28L-1 instead for access to tank. Cultural sites.
74 E-0.28L-1	OA	Add OA for public and access to storage tank for campgrounds.
74 E-1.26R-1	OA	Waterline to recreation sites in Rucker Canyon. Illegal pick up point. Need to gate. OA
74 G		Previously decommissioned.
255	See Notes	Goes to Trailhead. Dispersed site. One section used to go around private land. Needs to be relocated back to FS so it won't have blocked access.
Trail 259	See Notes	End of trail is being used as a road. Goes into wilderness. Storage tank in wilderness. Need to stop vehicular access at IRA boundary. Convert trail at edge of IRA to OA road for dispersed camp access and permittee access.
311-3.16L-1	OAR	Goes to tank. GPS. Need for access to range improvements. OAR.
311-3.16L-2	OAR	Goes to new storage tank. OAR for permittee use.
314	Convert	Convert part in IRA to non-motorized trail

Road Number	Recommendation	Fire/ Safety Notes
317	See Notes	Slope is not an issue. Need road for recreation, permittee and administrative access.
317-Old	See Notes	Main access to ranch.
317 A	OA See Notes	Need road for recreation, permittee and administrative access. Change on section make it part of 317.
334	OA	Goes to wilderness boundary. Trailhead. Need for TH access.
334-2.34L-1	OA	Need for recreation, hunter, and dispersed camp access. Range access. OA.
334-2.76L-1	See Notes	Decommission part outside 300' corridor.
334-4.23L-1	See Notes	Leads to old dam. Coal pit tank. Dispersed camping. Steep. Decommission close before IRA but leave some within 300 ft for dispersed camping.
339-7.39R-1	OA	Important hunter access, dispersed camp. Add as OA for rec.
339-7.91R-1	OA	Important hunter access, dispersed camp. Add as OA for rec.
341	See Notes	Leads to old mining claims. Need road to access spring. End is very difficult road and eroding. Decommission after second spring.
341 re-route Proposed	See Notes	Build route to west of private land to preserve access. Approx 1.3 mi.
341-3.04R-1	See Notes	Located within 300' corridor for hunter access; camping.
356	No Change	All roads that transverse the mountain range from east to west are invaluable as possible control features in wild fire situation. The road can be used to burn off of and add a margin of safety in the protection of WUI that may be threatened by our usual Southwesterly wind.
356-1.08L-1	Decommission	Serves no use. Decommission.
356-1.08L-2	Decommission	Serves no use. Decommission.
356-5.29L-1	OA	Dead ends at NPS boundary. Add as OA for disp rec and fire access.
357-14.62L-1	OA	Attractive dispersed camp location. Add as ML1.

Road Number	Recommendation	Fire/ Safety Notes
357-15.43L-1	OA	Heli-spot. Scenic viewpoint. Dispersed camping. Ida Peak trail access. Add as OA.
357-16.55L-1	OA	Borrow pit. Dispersed camp site. Within 300 ft but add as OA because of borrow pit.
360	See Notes	This road is locked at Rucker Road. After 360 reroute add N section going to private to permit, OAR. Decommission S section to private. 360 goes off forest and back on S of junction with 4249. If landowner won't negotiate on access close 360 all the way from intersection with 4259 south to 74. This is access to main ranch. There is no public need for that section of road.
360-reroute	See Notes	Need to relocate part through private land. Analyze new construction. 0.57 mi. When reroute is done, decommission section of 360 going to private.
360-6.39R-1	See Notes	Add as ML1 up to intersection. Close where map shows 267; 266 trails' beginning.
385-trail	See Notes	At end of 4222 road. It's a trail on historic road that is being used for motorized access because it was opened illegally by private mineral interest (marble quarry). Leave as trail on map.
628	No Change	Road not an impact on MSO. The road is the main access point for the trail head at North Fork for the staffing of the lookout at Monte Vista
686	No Change	Only access into Jackwood canyon for range, recreation, fire mgmt., admin use.
686-3.39R-1	Decommission	Do not need this road. Decommission.
700	See Notes	Remove part in private land from system.
700-8.32L-1	OA	Make this the 700 road. Add as OA
701	See Notes	Need to move a section back to FS land if landowner will not grant easement.
701-reroute	See Notes	Make reroute part of 701 road.
701-Disp CG	See Notes	Within 300 ft dispersed camp corridor. Make part of proposed re-route?
709	No Change	Do not want to decommission. Keep for hunter, recreation access.

Road Number	Recommendation	Fire/ Safety Notes
709-0.33L-1	Decommission	Recommend decommission.
713	No Change	Road exists and has been maintained recently. Greenhouse TH access.
717	No Change	Locked at private land. No access. Keep OA for firescape reasons. Needed by BP. Cultural sites.
718	No Change	The road is an important control feature that is necessary for our current suppression tactics.
718-0.07L-1	Decommission	Decommission. No apparent purpose. Riparian concerns. Arch concerns.
718-1.32R-1	Decommission	Was closed after watershed work but opened back up. Decommission.
719-1.22L-1	Decommission	Pipeline road. Decommission.
719 A	Decommission	Decommission.
721	Decommission	Decommission 1.56 mile. Does not exist on ground.
721-7.13L-1	OA	Need to keep for access to range improvement. Dispersed recreation. OA
721-8.19R-1	Decommission	Decommission. Not drivable.
721A-0.48R-1	OA	Most on private. Add as OA ML2.
722	No Change	This is another important road that can be used as a control feature in the suppression of wildfire. It is tied to a system of roads that are important to our current suppression tactics.
722-2.40R-1	See Notes	Ends at dirt tank that has been recently maintained. Was grown over before. Decommission at IRA. Will need part of it later for planned pipeline installation.
722-4.54L-1	OA	Powerline to well and Dispersed camping. OA
722 A	Decommission	Not present on ground. Decommission.
722 B	Decommission	Not present on ground. Decommission.
723 A	Decommission	Decommission. Road is largely obliterated N of private land.
724	Decommission	Blocked on private land. Decommission a portion of this road.
724-5.47R-1	Decommission	Goes to tank. Decommission
724-5.87L-1	Decommission	Don't need this road. Decommission.

Road Number	Recommendation	Fire/ Safety Notes
724-6.11R-1	Decommission	Goes to tank. Goes out on ridge and quits. Most not on FS. Decommission.
724 A	Decommission	Goes to nowhere. Decommission.
817	No Change	Currently OAR. Administrative site.
817 A	No Change	Currently OAR. Administrative site.
817 B	No Change	Currently OAR. Administrative site. Helispot
817 C	No Change	Currently OAR. Administrative site. Old helispot
856	No Change	Gravel pit and dispersed camp site. Has been used for project work.
4223	Decommission	Decommission. Not there.
4225	No Change	Goes to NPS boundary. Keep for hunter, recreation access.
4243	No Change	Recreation, hunter, future, possible fuelwood harvest.
4248-0.62R-1	OA See Notes	Dispersed recreation camp location. Add OA to where GPS ends. Should be trail after that.
4249	See Notes	Make it 4250
4250-extension	See Notes	Make part of 4250
4251	See Notes	To Phillips' property. Duane – with other landowners we make them access property from off forest. Recommend closing road. Make land owner move road to private. Douglas team concurs. George – or offer to trade easement for access on 360. If no deal then relocate 360 and close 4951.
4252	See Notes	This road is also closed to public. Negotiate access with private land owner.
4253	ML1	Not true riparian but closing would have positive benefit on drainage. Joe – need for permittee access to water improvement. It may have already been closed at well. Change to ML1 (1.03 miles).
4254	No Change	Not true riparian. Closing would not benefit riparian habitat.
4255	No Change	Goes to trail. Have easement for portions across state land.

Road Number	Recommendation	Fire/ Safety Notes
4255-2.84L-1	Decommission	Decommission. Impassable at end of GPS line. Not needed.
4257	No Change	Locked at boundary with private. Public access from other end.
4258	No Change	Goes to trailhead.
4259	See Notes	Road is passable to saddle. Unsafe after that. Decommission from saddle to end of road 0.15 mi. Steep, erosive soils.
4261-0.33L-1	Decommission	Road does not go to Mac Key Tank. Ends at GPS line end. Do not need it. Decommission.
4262	Decommission	Goes to cabin on mine claim. Remove debris.
4262-loop?	See Notes	Powerline road to cabin at mine with no operating plan. No permit for it. Power Co replaced existing line. Ask them to remove poles. Decommission after they remove it.
4262-0.40R-1	Decommission	Not needed for mine access.
4265	No Change	Access to houses on private land. No public access. Locked at 356.
4268	See Notes	Goes into wilderness. SU permit for ditch. Road is in drainage. No slope concern. Trail access. Decommission at trailhead/Wilderness boundary.
4276	ML 1	Currently only intermittent public access. Road is closed by another landowner. No actual AGFD access agreement. Change to ML 1 . Put in SU permits no use on these roads.
4277	OAR	Currently only intermittent public access. Need for trail and wilderness access. Road is closed by Riggs further out on private due to vandalism issues. No actual AGFD access agreement. Put in SU permits no use on these roads. Change to OAR
4277-4.29R-1	Decommission	No current mine operating plan. Decommission.
4288	See Notes	Need for fire access. Make sure it ends at wilderness boundary. Decommission end
4292-0.23R-1	OA	Important recreation access road. Recommended by AGFD. Need for fire access. Decommission end
4297	Decommission	Goes to private land. Road is problematic.

Road Number	Recommendation	Fire/ Safety Notes
		Decommission.
4300	No Change	Road is very steep at end. Need for fire access. Road is on ridge. Keep.
4300-0.25R-1	Decommission	Illegal hill climb. Decommission.
4301	See Notes	End at IRA.
4301-0.73R-1	Decommission	Decommission. In IRA.
4303	No Change	No needed for public access. Permittee needs for range access.
4303-0.41L-1	OA	OA for permittee access and fire access.
4304	No Change	Questionable as to whether road crosses forest at all. No Change.
4314-3.13L-1	Decommission	Not needed for dispersed camping location.
4320	No Change	Leave as is
4349-0.04L-1	Decommission	Decommission. Not needed.
4354	No Change	Used by BP, disp campers. Now 4354. System road. Goes into IRA but already existed when IRA was established. No change.
4357-1.09L-1	Decommission	Decommission.
4362	No Change	The road is tied to system of roads that can be used as control features that are invaluable with current fire suppression tactics.
4362 A	No Change	Only access into Box Canyon. Needed for public and FS access.
4363	ML 1	No public access. ML 1
4366	No Change	Not true riparian until private land. Needed for public and private land access.
4371	ML 1	Change to ML 1. Decommission last 0.27 mi. No public access
4371-0.23L-1	ML 1	Add as ML 1 for future range pipeline access.
4372	Decommission	Decommission. Not needed for range improvement access. No public access.
4373	ML 1	ML 1 all but 0.27 mi. No public access.

Road Number	Recommendation	Fire/ Safety Notes
4373-0.38R-1	ML 1	Add as ML 1 for future range improvement access.
4373-1.62R-1	OAR	Just inside forest boundary? OAR for fire access.
4374	No Change	Range access. No public access.
4375	No Change	Needed for range access. No public access.
4811	Decommission	Decommission last 0.41 mile.
4814	Decommission	Concur
4854-0.71R-1	Decommission	Concur
4855	Decommission	Decommission. No plan of operations on mine.
4862	ML 1	ML 1 for future range permit access.

Minerals

The objective is to assure that Coronado National Forest provides adequate access for commercial mineral prospecting, exploration and while minimizing damage to natural resources in the areas with these activities and meeting forest wide transpiration requirements and standards.

All mineral projects on Forest lands must be operating under an approved plan of operations which would provide for access across Forest system roads designated as open and available, and may grant use of restricted routes under the terms of the approved plan. User-made or other non-system routes, Level 1 maintenance roads, and temporary, low standard temporary access routes constructed for the proposed project may be considered for use under an approved plan if that use is compatible with other Forest objectives provided that the operator assumes responsibility for final closure and reclamation if that is desired by the Forest.

At present, there are no active or potentially active mineral projects within the Chiricahua EMA. Significant historic mineral activity in that area was confined to the Hilltop area which is adequately accessible by existing roads proposed to remain open and available. For the limited mineral interest in other areas within the Chiricahua EMA, there is no need to keep a road in

inventory for these low-level projects of only minimal interest if the road does not serve other Forest needs or purposes.

FR 4855 is recommended for decommissioning. The road provides access to the El Tigre mine but does not serve any other Forest need. The El Tigre mine has not been in operation for many years and is not likely to resume operations. It has never been included within a mining plan of operations, and therefore closure and decommissioning of this access road is recommended.

None of the proposed changes in road status will adversely impact mineral related activity in the Chiricahua EMA.

Step 5- Describing Opportunities and Setting Priorities

The purpose of this step is to:

- Describe the minimum road system
- Describe modifications to the existing road system that would achieve desirable or acceptable conditions

The Products of this step are:

- A map of the current and proposed road system

The Minimum Road System

36 CFR 2.2.5 (b) a portion of the Travel Management Rule states:

“...b) Road system—(1) Identification of road system. For each national forest, national grassland, experimental forest, and any other units of the National Forest System (Sec. 212.1), the responsible Official must identify the minimum road system (MRS) needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. In determining the minimum road system, the responsible Official must incorporate a science-based travel analysis at the appropriate scale and, to the degree practicable, involve a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (Title 36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance.”

This step compares the current condition to a desired future condition to help identify the opportunities and need for change. This step provides the information to develop the Forest’s strategic intent for road management; that is, to balance the need for decommissioning or

retaining unauthorized and authorized roads with the need to minimize risk to public safety and damage to natural resources. Before implementing any proposed actions the Forest will complete the NEPA process. During the NEPA process, however, roads may be added or deleted from the recommended system.

Another consideration in developing the minimum road system is maintenance. However, some maintenance level 2 roads only need routine maintenance every few years rather than annually. Creating a road system to match the available funds by simply closing roads will not result in a road system that meets the access needs for public or for administrative purposes.

The IDT analyzed the extent and current condition of roads on national forest system lands within the project area. The IDT recommended the minimum road system for this EMA using the direction in 36 CFR 212.5 (b). The recommendations and issues associated with the identified roads and motorized trails on this EMA are described in the table below.

Table 5.1 – Recommended Minimum Transportation System

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR - OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
41	X										West Turkey Creek - no change
41-Disp CG										X	Non-system Rd - located inside 300 ft corridor
42	X										Onion Saddle Cave Creek - no change
42-6.56L-1										X	Non-system Rd - located inside 300 ft corridor
42-6.81R-1						0.36					Non-system Rd - Recommend to Decommission
42-13.52R-1		0.07									Non-system Rd - Recommend to add as OA; ML2
42-13.61R-1						0.14					Non-system Rd - Recommend to Decommission
42-14.14R-1						0.11				X	Non-system Rd - Recommend to Decommission road after 300 ft corridor
42-14.14R-2						0.25					Non-system Rd - Recommend to Decommission
42-15.09L-1		0.03				0.07					Non-system Rd - Recommend to Decommission a portion and add as OA ML2 a portion
42-15.37L-1										X	Non-system Rd - located inside 300 ft corridor

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
42-25.95L-1						0.23					Non-system Rd - Recommend to Decommission
42-26.02L-1		0.09									Non-system Rd - Recommend to add as OA; ML2
42-26.32L-1						0.24					Non-system Rd - Recommend to Decommission
42-26.50L-1						0.14					Non-system Rd - Recommend to Decommission
42-26.50L-2						0.11					Non-system Rd - Recommend to Decommission
42-27.34L-1			0.07								Non-system Rd - Recommend to add as OAR; ML2
42-Bone			0.13								System Rd - Recommend to update INFRA as OAR; ML2
42-Bone 2			0.08								System Rd - Recommend update INFRA as OAR; ML2
42-heli spot			0.32								System Rd - Recommend to update INFRA as OAR; ML2
42-Portal Boneyard			0.37								System Rd - Recommend to update INFRA as OAR; ML2
42-Portal Shop			0.09								System Rd - Recommend to update INFRA as OAR; ML2
42-Portal VIC		0.21									System Rd - Recommend to update INFRA add as NFSR; ML2
42 A	X										Herb Martyr - no change
42 B	X										Paradise Portal Loop - no change

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA	
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION	
42 B-2.65L-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-3.80L-1		0.10									Non-system Rd - Recommend to add as OA; ML2	
42 B-3.83L-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.05R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.19R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.27R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.40R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.42R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.43R-1										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.43R-2										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.43R-3										X	Non-system Rd - located inside 300 ft corridor	
42 B-6.67L-1		0.12									Non-system Rd - Recommend to add as OA; ML2	
42 C	X										Methodist Camp - no change	
42 D	X										Rustler Park - no change	

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
42 D-2.32L-1		0.09									Non-system Rd - Recommend to add as OA; ML2
42 D-2.62L-1		0.49									Non-system Rd - Recommend to add as OA; ML2
42 D-3.45L-1		0.30									Non-system Rd - Recommend to add as OA; ML2
42 D-access		0.12									Non-system Rd - Recommend to add as OA; ML2
42 D-CG TH		0.35									Non-system Rd - Recommend to add as OA; ML2
42 D-disp CG						0.06				X	Non-system Rd - Recommend to Decommission
42 D-guard sta		0.11									Non-system Rd - Recommend to add as OA; ML2
42 D-loop CG		0.00								X	Non-system Rd - located inside 300 ft corridor
42 D-heli spot		0.21									Non-system Rd - Recommend to add as OA; ML2
42 E	X										South Fork Campground - no change
42 F	X										Sunny Flat Campground - no change
42 G	X										Stewart CG - no change
42 H	X										Idlewilde CG - no change
74	X										Tex Canyon - no change

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Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
74-6.74L-1		0.10									Non-system Rd - Recommend to add as OA; ML2
74-7.65R-1		0.09									Non-system Rd - Recommend to add as OA; ML2
74-9.43L-1		0.15									Non-system Rd - Recommend to add as OA; ML2
74-11.28L-1		0.14									Non-system Rd - Recommend to add as OA; ML2
74-14.39R-1		0.09									Non-system Rd - Recommend to add as OA; ML2
74-15.08R-1		0.20									Non-system Rd - Recommend to add as OA; ML2
74-18.91R-1		0.15									Non-system Rd - Recommend to add as OA; ML2
74-CampRucker			0.21								Non-system Rd - Recommend to add as OAR; ML2
74-Pvt Tank			0.00								All on private - 0.44 mi long
74 B					0.19						Lagoon Rd - Recommend to Decommission
74 E	X										Rucker Canyon - no change
74 E-0.28L-1		0.46									Non-system Rd - Recommend to add as OA; ML2
74 E-1.26R-1		0.06									Non-system Rd - Recommend to add as OA; ML2
74 F	X										Tank - no change

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
74 G	X										Un-named - previously decommissioned/obliterated
255	X										Emigrant Canyon - no change
259-Trail		0.47							0.98		Rock Creek Trail - Recommend to convert to system road up to the IRA; OA; ML2- Convert part in IRA non-motorized
311	X										Hunt Canyon - no change
311-3.16L-1		2.69									Non-system Rd - Recommend to add as OA; ML2
311-3.16L-2		0.56									Non-system Rd - Recommend to add as OA; ML2
314									0.57		Horseshoe Canyon - Recommend to convert part in IRA to non-motorized trail; remainder no change
317	X										Price Canyon - no change
317-Old					0.65						Recommend to officially Decommission part of this old alignment (ML 1)
317 A	X										Un-named - no change
317 B		0.06									Non-system Rd - Recommend to add as OA; ML2
334	X										Sunglow - no change

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334-2.34L-1		0.52									Non-system Rd - Recommend to add as OA; ML2
334-2.76L-1										X	Non-system Rd - located inside 300 ft corridor
334-4.23L-1		0.30				0.59					Non-system Rd - Recommend to add as OA; ML2; Recommend to decommission remaining part in IRA;
339	X										Triangle Canyon - no change
339-7.39R-1		0.36									Non-system Rd - Recommend to add as OA; ML2
339-7.91R-1		0.30									Non-system Rd - Recommend to add as OA; ML2
341					0.71						Jhus Canyon - Recommend to Decommission 0.71 mi; remainder no change
341-3.04R-1										X	Non-system Rd - located inside 300 ft corridor
341-3.09L-1		0.56									Non-system Rd - Recommend to add as OA; ML2
341-reroute							1.29				Proposed reroute around private land; add as NFSR; ML2
356	X										N Fork E Whitetail - no change
356-0.77L-1										X	Non-system Rd - located inside 300 ft corridor
356-1.08L-1						0.06					Non-system Rd - Recommend to Decommission

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356-1.08L-2						0.13					Non-system Rd - Recommend to Decommission
356-2.06R-1										X	Non-system Rd - located inside 300 ft corridor
356-5.29L-1		0.26									Non-system Rd - Recommend to add as OA; ML2
356-7.01L-1										X	Non-system Rd - inside 300 ft corridor
357				3.55							Pine Canyon - Recommend to change portion of road to ML1
357-14.42R-1										X	Non-system Rd - located inside 300 ft corridor
357-14.62L-1				0.12							Non-system Rd - Recommend to add as ML1
357-15.43L-1		0.22									Non-system Rd - Recommend to add as OA; ML2
357-16.55L-1		0.16									Non-system Rd - Recommend to add as OA; ML2
360	X										John Long Canyon - no change
360-6.39R-1				0.96					0.31		Non-system Rd - Recommend to add as NFSR ML1; remainder to non-motorized trail
360-reroute							0.57				Proposed reroute around private land; OA; ML2
385-trail									0.27		Non-system Rd - return to non-motorized trail

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628	X										N. Fork Rucker - no change
632	X										Salisbury - no change
685	X										North Fork Tank - no change
686	X										Jackwood Pass - no change
686-3.39R-1						0.44					Non-system Rd - Recommend to Decommission
700	X										Wood Canyon - no change
700-8.32L-1		0.13									Non-system Rd - Recommend to add as OA; ML2; renumber as part of route 700
701	X										Emigrant Canyon - no change
701-Disp CG										X	Non-system Rd - located inside 300 ft corridor
701-reroute							0.16				Proposed reroute around private land; add as NFSR; ML2
709	X										Horsefall Canyon - no change
709-0.33L-1						1.09					Non-system Rd - Recommend to Decommission
713	X										Greenhouse Canyon - no change

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717	X										Bruno Canyon - no change
718	X										Cottonwood - no change
718-0.07L-1						0.40					Non-system Rd - Recommend to Decommission
718-1.32R-1						0.25					Non-system Rd - Recommend to Decommission
719	X										Pine Gulch - no change
719-1.22L-1						0.22					Non-system Rd - Recommend to Decommission
719 A					0.50						Un-named - Recommend to Decommission
721					1.55						Halfmoon Valley - Recommend to Decommission part
721-7.13L-1		0.12									Non-system Rd - Recommend to add as OA; ML2
721-8.19R-1						0.45					Non-system Rd - Recommend to Decommission
721 A	X										Un-named - no change
721 A-0.48R-1		0.09									Non-system Rd - Most on Private; Recommend to add as OA; ML2
721 A-1.97L-1										X	Non-system Rd - located inside 300 ft corridor
722	X										Box Canyon - no change

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722-2.40R-1		0.72				1.40					Non-system Rd - Recommend to add as OA; ML2; remainder of road is recommended to decommission
722-4.54L-1		0.14									Non-system Rd - Recommend to add as OA; ML2
722-Pvt		0.00									Bar Boot Ranch - Off Forest not analyzed
722 A					0.22						Un-named - Recommend to Decommission
722 B					0.68						Un-named - Recommend to Decommission
723	X										Buck Canyon - no change
723 A					1.02						Ionian - Recommend to Decommission
724						0.76					Big Bend - Recommend to keep 0.73 mi as OA; decommission 0.76 mi
724-5.47R-1						0.02					Non-system Rd - Recommend to Decommission
724-5.87L-1						0.12					Non-system Rd - Recommend to Decommission
724-6.11R-1						0.05					Non-system Rd - Recommend to Decommission
724 A					0.20						Big - Recommend to Decommission
817	X										Rucker Admin - Admin Use Only

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817 A	X										Rucker Fuel - Admin Use Only
817 B	X										Rucker Heli - Admin Use Only
817 C	X										Rucker Old Heli - Admin Use Only
856	X										Sycamore - no change
2001											Off Forest not analyzed
2001 A											Off Forest not analyzed
4222	X										Un-named - no change
4222-0.18L-1										X	Non-system Rd - located inside 300 ft corridor
4223					0.92						Fox Canyon - Recommend to Decommission
4224	X										Little Niagra - no change
4224-7.79R-1										X	Non-system Rd - located inside 300 ft corridor
4225	X										Whitetail - no change
4225-3.15L-1										X	Non-system Rd - located inside 300 ft corridor
4242	X										Red Rock - no change

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4243	X										Rak - no change
4244	X										Sycamore Spring - no change
4245	X										Cepillo - no change
4246	X										Hermitage - no change
4248	X										Coal Pit - no change
4248-0.62R-1		0.19									Non-system Rd - Recommend to add as OA; ML2
4249	X										Rusty - ML 1 road ; Recommend change road number to 4250
4250	X										O'Keefe - no change
4250-extension		0.08									Non-system Rd - Recommend to add as OA; ML2
4251	X										Dart - no change
4252	X										E. Winkler Ranch Rd - no change
4253				1.03							Pridham - Recommend to change portion to ML1
4254	X										Marion - no change
4255	X										Stanford - no change

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4255-2.84L-1						0.16					Non-system Rd - Recommend to Decommission
4257	X										Jerry Sanders - no change
4258	X										Kasper Tunnel - no change
4259					0.15						Blacksmith Tunnel - Recommend to Decommission beyond saddle; remainder no change
4260	X										Hope - no change
4261	X										Macky - no change
4261-0.33L-1						0.15					Non-system Rd - Recommend to Decommission
4262					0.47						Silver Prince - Recommend to Decommission
4262-0.40R-1						0.07					Non-system Rd - Recommend to Decommission
4262-powerline						0.26					Non-system Rd - Recommend to Decommission
4263											All on private - not analyzed
4265	X										Hilltop - no change
4265 A	X										Rhem Tunnel - no change
4266	X										Trunk Canyon Tank - no change

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Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
4266 A	X										Un-named - Previously obliterated
4267											Witch Canyon - All on private not analyzed
4268					0.42						Fife - Recommend to Decommission part in Wilderness; remainder no change
4272	X										Fred - no change
4274	X										Un-Named - no change
4276				0.40							Baldrige Ranch - Recommend to change 0.40 mi on east end to ML1
4277				3.12							Rock Canyon - Recommend to change road to ML1
4277-4.29R-1						0.17					Non-system Rd - Recommend to Decommission
4282											Off Forest - private; locked at both ends
4283		0.71									Red Hill - recommend change from ML1 to ML2
4284	X										POT - previously obliterated road
4286	X										Sulphur Draw - no change

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4288					0.06						Sanford - Recommend to decommission in Wilderness; remainder no change
4290		0.00									Faucet - All on Private not analyzed
4292	X										Tim - no change
4292-0.23R-1		0.43				0.71					Non-system Rd - Recommend to Decommission part in IRA and add 0.43 mi as OA; ML2
4293	X										Bean - no change
4293-0.08R-1		0.52									Non-system Rd - Recommend to add as OA; ML2
4293-0.08R-2		0.07									Non-system Rd - Recommend to add as OA; ML2
4294					0.18						End - Recommend to Decommission
4297					0.14						Sanders - Recommend to Decommission
4298	X										Paradise Cemetery - no change
4299	X										Dry - no change
4300	X										Round - no change
4300-0.25R-1						0.20					Non-system Rd - Recommend to Decommission

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4301	X										Curye - no change
4301-0.73R-1						0.15					Non-system Rd - Recommend to Decommission
4303	X										Chiricahua Tank - no change
4303-0.09L-1											All on private - not analyzed
4303-0.41L-1		0.55									Non-system Rd - Recommend to add as OA; ML2
4304	X										Hospital Tank - no change
4305					0.40						Eppley - Recommend to Decommission
4306	X										Galey - previously obliterated road
4314	X										Two Weeks - no change
4314-3.13L-1						0.13					Non-system Rd - Recommend to Decommission
4315	X										Brad - no change
4316	X										Farm - no change
4319	X										Day - previously obliterated road
4320	X										May Day Peak - no change

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Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
4321											Horse Pasture Tank - All in private - Recommend to remove from INFRA
4322	X										Brushy - Jacks Tank - no change
4323	X										Latta - no change
4349	X										Division Tank - no change
4349-0.04L-1						0.22					Non-system Rd - Recommend to Decommission
4350	X										Upper Tex - no change
4351	X										Spear E - no change
4353	X										Shake - no change
4353-0.08R-1										X	Non-system Rd - located inside 300 ft corridor
4353 A	X										Un-named - no change
4354	X										Bald - no change
4355	X										Bull - no change
4355-0.54L-1										X	Non-system Rd - located inside 300 ft corridor
4356	X										Ham Harris - no change

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4356 A	X										Un-named - no change
4356 A-0.11L-1										X	Non-system Rd - located inside 300 ft corridor
4357	X										Krentz - no change
4357-1.09L-1						0.70					Non-system Rd - Recommend to Decommission
4357 A	X										Un-named - no change
4359	X										Chalk Hill Tank - no change
4361											Bowen - Off Forest not analyzed
4361-2.10R-1		1.16									Non-system Rd - Recommend as OA; ML2
4361-2.10R-2						1.07					Non-system Rd - Recommend to Decommission
4362	X										Jbar A - no change
4362 A	X										Un-named - no change
4363				0.43							Un-named - Recommend to change to ML1
4364											High - All Off Forest not analyzed
4366	X										Buck Creek - no change

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4371				1.24	0.27						Packsaddle - Recommend to Decommission last 0.27 mi and change remainder to ML1; access issues
4371-0.23L-1				0.23							Non-system Rd - Recommend to add as NFSR; ML1
4372					0.69						Ketchum - Recommend to decommission part on FS
4373				1.16	0.27						Riggs - Recommend to Decommission 0.27 mi and change 1.16 mi to ML1
4373-0.38R-1				1.08							Non-system Rd - Recommend to add as NFSR; ML1
4373-1.62R-1			1.09								Non-system Rd - Recommend to add as OAR; ML2
4374	X										Limestone - no change
4375	X										Divil - no change
4811					0.41						Rudy - Recommend to Decommission part; remainder no change
4813	X										Turkey Tank - existing ML 1 road; no change
4814					0.48						Larry - Recommend to Decommission
4815	X										Hamilton - existing ML 1 road; no change

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4816	X										Portal Basin - previously obliterated road
4818	X										Bob - no change
4819	X										Glenn Tank - no change
4845	X										Manzanita - no change
4845-Pvt Rd											All on private - not analyzed
4850	X										Trick Tank - no change
4850-1.10R-1		0.20									Non-system Rd - Recommend to add as OA; ML2 as part of 4850
4852	X										Rieder Tunnel - no change
4853	X										Marrow - no change
4854	X										Misfire - no change
4854-0.71R-1						0.38					Non-system Rd - Recommend to Decommission
4855					0.41						El Tigre Mine - Recommend to Decommission
4858	X										Keating - no change
4862				1.61							Hall - Recommend to change to ML1

Table 5.1		PROPOSED RECOMMENDATIONS									Chiricahua EMA
Road Number	No Change	NFSR - OA: Open Authorized (Miles)	NFSR -OAR: Restricted Use (Miles)	NFSR - Maintenance Level 1 (Miles)	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd	Proposed New Construction	Convert to OHV Trail	Convert to Non-Motorized Trail	Is located Within 300 Ft corridor	DESCRIPTION
7181	X										Wood - no change
7182	X										Dana - no change
TOTALS		15.30	2.36	14.93	10.99	12.06	2.02	0.00	2.13		

Step 6- Reporting

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

The products of this step are:

- A written report for this EMA and a Transportation Atlas showing existing routes and recommendations for the minimum road system.

Report

This report is available to the public, if requested and will become part of the EMA file. A map depicting all recommendations is in Appendix F.

Key Findings and Recommendations

The key findings and recommendations of this analysis which are based on Interdisciplinary Team (IDT) discussion, specialist expertise, and public input, include:

1. NFSR -Open Authorized (OA)

The following unauthorized roads are recommended to be added to the travel system as NFSR roads and designated as open to all vehicles with a maintenance level 2. It is recommended to add **14.59** miles of roads to the system. Some of these roads have been part of administrative use for many years but were never officially added to the system.

Road Number	NFSR - OA: Open Authorized (Miles)
42-13.52R-1	0.07
42-15.09L-1	0.03
42-26.02L-1	0.09
42-Portal VIC	0.21
42 B-3.80L-1	0.10
42 B-6.67L-1	0.12
42 D-2.32L-1	0.09
42 D-2.62L-1	0.49
42 D-3.45L-1	0.30
42 D-access	0.12
42 D-CG TH	0.35
42 D-guard sta	0.11
42 D-loop CG	0.00

Road Number	NFSR - OA: Open Authorized (Miles)
42 D-heli spot	0.21
74-6.74L-1	0.10
74-7.65R-1	0.09
74-9.43L-1	0.15
74-11.28L-1	0.14
74-14.39R-1	0.09
74-15.08R-1	0.20
74-18.91R-1	0.15
74 E-0.28L-1	0.46
74 E-1.26R-1	0.06
259-Trail	0.47
311-3.16L-1	2.69
311-3.16L-2	0.56
317 B	0.06
334-2.34L-1	0.52
334-4.23L-1	0.30
339-7.39R-1	0.36
339-7.91R-1	0.30
341-3.09L-1	0.56
356-5.29L-1	0.26
357-15.43L-1	0.22
357-16.55L-1	0.16
700-8.32L-1	0.13
721-7.13L-1	0.12
721 A-0.48R-1	0.09
722-2.40R-1	0.72
722-4.54L-1	0.14
4248-0.62R-1	0.19
4250-extension	0.08
4292-0.23R-1	0.43
4293-0.08R-1	0.52
4293-0.08R-2	0.07
4303-0.41L-1	0.55
4361-2.10R-1	1.16
4850-1.10R-1	0.20
TOTALS	14.59

It is also recommended to change the designation of route 4283 (0.71 miles) from “closed to all vehicles” ML1 to “open to all vehicles” ML 2.

2. NFSR -Open Authorized and Restricted (OAR)

The following is a list of non-system roads that are recommended to be added to the transportation system and designated as Restricted Administrative and Permitted Use only (OAR) with a maintenance level 2.

Some of these roads (1.20 miles) have been part of restricted administrative use for many years but were never added to the transportation system.

Road Number	NFSR -OAR: Restricted Use (Miles)
42-27.34L-1	0.07
42-Bone	0.13
42-Bone 2	0.08
42-heli spot	0.32
42-Portal Boneyard	0.37
42-Portal Shop	0.09
74-CampRucker	0.21
74-Pvt Tank	0.00
4373-1.62R-1	1.09
TOTALS	2.36

3. Maintenance Level 1

Below is a list of forest system roads that are recommended to have the designation changed from “open to all vehicles” maintenance level 2 to “closed to all vehicles” maintenance level 1. It is recommended to change a total of **12.54** miles of system roads.

Below is also a list of non-system roads that are recommended to be added to the transportation system and designated as closed to all vehicles with a maintenance level 1. It is recommended to add a total of **2.39** miles of non-system roads.

Road Number	NFSR - Maintenance Level 1 (Miles)
357	3.55
4253	1.03
4276	0.40
4277	3.12

4363	0.43
4371	1.24
4373	1.16
4862	1.61
TOTALS	12.54

Road Number	NFSR - Maintenance Level 1 (Miles)
357-14.62L-1	0.12
360-6.39R-1	0.96
4371-0.23L-1	0.23
4373-0.38R-1	1.08
TOTALS	2.39

4. Roads located within 300 ft Corridor

The following unauthorized roads are currently located within the 300 foot corridor of a system road. Approximately **2.27** miles of very short segmented roads will be considered as part of the main arterial or connecting roadway.

Road Number	Is located Within 300 Ft corridor	Non-NFSR- Unauthorized Roads (Miles)
41-Disp CG	X	0.10
42-6.56L-1	X	0.15
42-14.14R-1	X	0.07
42-15.37L-1	X	0.09
42 B-2.65L-1	X	0.05
42 B-3.83L-1	X	0.11

Road Number	Is located Within 300 Ft corridor	Non-NFSR- Unauthorized Roads (Miles)
42 B-6.05R-1	X	0.11
42 B-6.19R-1	X	0.02
42 B-6.27R-1	X	0.23
42 B-6.40R-1	X	0.05
42 B-6.42R-1	X	0.02
42 B-6.43R-1	X	0.06
42 B-6.43R-2	X	0.12
42 B-6.43R-3	X	0.03
42 D-disp CG	X	0.06
42 D-loop CG	X	0.08
334-2.76L-1	X	0.07
341-3.04R-1	X	0.08
356-0.77L-1	X	0.03
356-2.06R-1	X	0.04
356-7.01L-1	X	0.10
357-14.42R-1	X	0.04
701-Disp CG	X	0.03
721 A-1.97L-1	X	0.05
4222-0.18L-1	X	0.12
4224-7.79R-1	X	0.05
4225-3.15L-1	X	0.10
4353-0.08R-1	X	0.11
4355-0.54L-1	X	0.07
4356 A-0.11L-1	X	0.03
TOTALS		2.27

5. Decommission

A total of **10.99** miles of (ML 2-5) system roads are recommended to be decommissioned. A total of **2.05** miles of (ML 1) system roads are recommended to be decommissioned. In addition, a total of **12.06** unauthorized roads in this EMA are proposed to be decommissioned and are listed below.

Road Number	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd
42-6.81R-1		0.36
42-13.61R-1		0.14
42-14.14R-1		0.11
42-14.14R-2		0.25
42-15.09L-1		0.07
42-25.95L-1		0.23
42-26.32L-1		0.24
42-26.50L-1		0.14
42-26.50L-2		0.11
42 D-disp CG		0.06
74 B	0.19	
317-Old	0.65	
334-4.23L-1		0.59
341	0.71	
356-1.08L-1		0.06
356-1.08L-2		0.13
686-3.39R-1		0.44
709-0.33L-1		1.09
718-0.07L-1		0.40
718-1.32R-1		0.25
719-1.22L-1		0.22
719 A	0.50	
721	1.55	
721-8.19R-1		0.45

Road Number	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd
722-2.40R-1		1.40
722 A	0.22	
722 B	0.68	
723 A	1.02	
724		0.76
724-5.47R-1		0.02
724-5.87L-1		0.12
724-6.11R-1		0.05
724 A	0.20	
4223	0.92	
4255-2.84L-1		0.16
4259	0.15	
4261-0.33L-1		0.15
4262	0.47	
4262-0.40R-1		0.07
4262-powerline		0.26
4268	0.42	
4277-4.29R-1		0.17
4288	0.06	
4292-0.23R-1		0.71
4294	0.18	
4297	0.14	
4300-0.25R-1		0.20
4301-0.73R-1		0.15
4305	0.40	
4314-3.13L-1		0.13
4349-0.04L-1		0.22
4357-1.09L-1		0.70
4361-2.10R-2		1.07

Road Number	Decommission (Miles) - System Road	Decommission (Miles) - Non-system Rd
4371	0.27	
4372	0.69	
4373	0.27	
4811	0.41	
4814	0.48	
4854-0.71R-1		0.38
4855	0.41	
TOTALS	10.99	12.06

Road Number	Decommission (Miles) -ML 1 System Road
317-Old	0.65
4223	0.92
4814	0.48
TOTALS	2.05

6. Proposed New Routes

A total of **2.02** miles of new roads are proposed in this report for access to National Forest around private land.

341-reroute	1.29 miles	reroute around private land
360-reroute	0.57 miles	reroute around private land
701-reroute	0.16 miles	reroute around private land

7. Convert to Non-Motorized Trail

The table below identifies the recommended routes to be converted to non-motorized trail for a total of **2.13** miles.

Road Number	Convert to Non-Motorized Trail
259-Trail	0.98
314	0.57
360-6.39R-1	0.31
385-trail	0.27
TOTALS	2.13

Appendix A: Definitions

Road Definitions (36 CFR 212.1)

Authorized Road - Roads wholly or partially within or adjacent to National Forest system lands that are determined to be needed for long-term motor vehicle access, including state roads, county roads, privately owned roads, national forest system roads and other roads authorized by the Forest Service.

Unauthorized Road - Road on national forest system lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways and off-road vehicle tracks that have not been designated and managed as a trail and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization.

Temporary Roads - Roads authorized by contract, permit, lease, other written authorization or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management.

Road Decommissioning - Activities that result in the stabilization and restoration of unneeded roads to a more natural state or conversion to other non-road uses.

Road Reconstruction - Activities that result in improvement or realignment of an existing authorized road as defined below:

Road Improvement - Activity that results in an increase of an existing road's traffic service level, expansion of its capacity or a change in its original design function.

Road Realignment - Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway.

Access Rights: A privilege or right of a person or entity to pass over or use another person's or entity's travel way. (36 CFR 212.1, FSM 5460.5 - Rights of Way Acquisition)

Arterial Road: An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways (7705 – DEFINITIONS).

Collector Road: An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities (FSM 7705 – DEFINITIONS).

Forest Road or Trail: A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources (36 CFR 212.1 – FSM 7705 – DEFINITIONS).

Local Road: An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and that usually serves a single purpose involving intermittent use (FSM 7705 – DEFINITIONS).

National Forest System Road: A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (FSM 7705 – DEFINITIONS – 36 CFR 212.1).

Public Road: A road under the jurisdiction of and maintained by a public road authority and open to public travel (23 U.S.C. 101(a) – (FSM 7705 – DEFINITIONS)).

Private Road: A road under private ownership authorized by an easement granted to a private party or a road that provides access pursuant to a reserved or outstanding right (FSM 7705 – DEFINITIONS).

Route: A road or trail (FSM 7705 – DEFINITIONS).

Appendix B: Best Management Practices

Federal agency compliance with pollution control is addressed through section 313 of the Clean Water Act, Executive Order 12580 (January 23, 1987), National Non-point Source Policy (December 12, 1984), USDA Non-point Source Water Quality Policy (December 5, 1986) and the Environmental Protection Agency (EPA) in their guidance "Non-point Source Controls and Water Quality Standards" (August 19, 1987). In order to comply with State and local non-point pollution controls the Forest Service will apply Best Management Practices (BMPs) to all possible non-point sources which may result from management activities proposed in any future decision document. These BMPs are described in the Region 3 Soil and Water Conservation Handbook 2509.22.

Best Management Practices are the primary mechanism for achievement of water quality standards (EPA 1987). This appendix describes the Forest Service BMP process in detail and lists the key Soil and Water Conservation Practices that may be employed when in the implementation of a selected action is determined in a Record of Decision.

Best Management Practices include but are not limited to structural and non-structural controls, operations, and maintenance procedures. BMPs can be applied before, during, or after pollution producing activities to reduce or eliminate the introduction of pollutants into receiving waters (40 CFR 130.2, EPA Water Quality Regulation). Usually, BMPs are applied as a system of practices rather than a single practice. BMPs are selected on the basis of site-specific conditions that reflect natural background conditions and political, economic, and technical feasibility.

BMP IMPLEMENTATION PROCESS

In cooperation with the State, the Forest Service's primary strategy for the control of non-point source pollution is based on the implementation of preventative practices (i.e., BMPs). The BMPs for this project have been designed and selected to protect the identified beneficial uses of the watershed.

The Forest Service non-point source management system consists of the following steps:

1. **BMP SELECTION AND DESIGN** - Water quality goals are identified in the Forest Plan. These goals meet or exceed applicable legal requirements including State water quality regulations, the Clean Water Act, and the National Forest Management Act. Environmental assessments for projects are tiered to Forest Plans using the National Environmental Policy Act (NEPA) process. The appropriate BMPs are selected for each project by an interdisciplinary team. In each new location, there is flexibility to design different BMPs depending on local conditions and values and downstream beneficial uses of water. The BMP selection and design are dictated by the proposed action, water quality objectives, soils, topography, geology, vegetation, and climate. Environmental impacts and water quality protection options are evaluated, and alternative mixes of practices considered. Final collections of practices are selected that not only protect water

quality but meet other resource needs. The final sets of selected practices constitute the BMPs for the project.

2. BMP APPLICATION - The BMPs are translated into contract provisions, special use permit requirements, project plan specifications, and so forth. This ensures that the operator or person responsible for applying the BMP actually is required to do so. Site-specific BMP prescriptions are taken from plan-to-ground by a combination of project layout and resource specialists (e.g., hydrology, soils, etc.). This is when final adjustments to fit BMP prescriptions to the site are made.
3. BMP MONITORING - When an activity begins (e.g., road building, mining, timber harvesting, etc.), engineering representatives, resource specialists, and others ensure that BMPs are implemented according to plan. BMP implementation monitoring is done before, during, and after resource activity implementation. This monitoring answers the question: "Did we do what we said we would do?" Once BMPs have been implemented, further monitoring is done to evaluate if the BMPs are effective in meeting management objectives and protecting beneficial uses. If monitoring indicates that water quality standards are not being met or that beneficial uses are not being protected, corrective action will consider the following:
 - o Is the BMP technically sound? Is it really best or is there a better practice which is technically sound and feasible to implement?
 - o Was the BMP applied entirely as designed? Was it only partially implemented? Were personnel, equipment, funds, or training lacking which resulted in inadequate or incomplete implementation?
 - o Do the parameters and criteria that constitute water quality standards adequately reflect human induced changes to water quality and beneficial uses?
4. FEEDBACK - Feedback on the results of BMP evaluation is both short- and long-term in nature. Where corrective action is needed, immediate response will be undertaken. This action may include modification of the BMP, modification of the activity, ceasing the activity, or possibly modification of the State water quality standard. Cumulative effects over the long-term may also lead to the need for possible corrective actions.

All roads will be maintained using Best Management Practices to reduce watershed impacts.

1. Use Best Management Practices with specific practices identified and implemented for specific sites.
2. Control sediment, particularly resulting from soil movement caused by roads.

Under both Alternative B and C, improved road miles through reconstruction and maintenance would be accomplished utilizing Best Management Practices to bring these miles to minimum Forest standards. Best management practices are a practice or a combination of practices that is determined by a State (or designated area-wide planning agency) after problem assessment, examination of alternative practices and appropriate public participation to be the most effective, practicable (including technological, economic, and institutional considerations) means of preventing or reducing the amount of pollution generated by non-point sources to a level

compatible with Federal and State water quality goals and standards. Non-point source pollutants are generally carried over, or through, the soil and ground cover via stream flow processes.

Soil and Water Conservation Practices in the form of Best Management Practices (BMPs) will be implemented and monitored as directed in the Forest Plan. Through the use of BMPs the adverse effect of planned activities will be mitigated.

The following BMPs are applicable to all action alternatives:

Erosion Control Plan. Minimize erosion and sedimentation through effective planning prior to initiation of construction activities and through effective contract administration during construction.

Timing of Construction Activities. Schedule operations during periods when the probabilities for rain and runoff are low. Equipment shall not be operated when ground conditions are such that unacceptable soil compaction or displacement results. Erosion control work must be kept current when construction occurs outside of the normal operating season.

Road Slope Stabilization. Prevent on-site soil loss from exposed cut slopes, fill slopes, and spoil disposal areas. The level of stabilization effort needed must be determined on a case-by-case basis. Surface stabilization measures shall be periodically inspected, as necessary, to determine effectiveness. In some cases, additional work may be needed to ensure that the vegetative and/or mechanical surface stabilization measures continue to function as intended.

Dispersion of Subsurface Drainage from Cut and Fill Slopes. Minimize the possibilities of cut or fill slope failure and the subsequent production of sediment. Dispersal of collected water should be accomplished in an area capable of withstanding increased flows.

Control of Road Drainage. Minimize the erosive effects of concentrated water flows caused by road drainage features.

Timely Erosion Control Measures on Incomplete Roads and Stream Crossing Projects. Minimize erosion and sedimentation from road construction sites where final drainage structures have not been completed. Apply protective measures to all areas of disturbed, erosion-prone, unprotected ground that is not to be further disturbed in the present year. When conditions permit operations outside of the Normal Operating Season, erosion control measures must be kept current with ground disturbance to the extent that the affected area can be rapidly "closed" if weather conditions deteriorate. Do not abandon areas for the winter with remedial measures incomplete.

Construction of Stable Embankments (Fills). Construct embankments with materials and methods which minimize the possibility of failure and subsequent water quality degradation.

Control of Side Cast Material. Minimize sediment production from side cast material during road construction, reconstruction, or maintenance. Side casting is not an acceptable construction alternative in areas where it will adversely affect water quality. Prior to commencing

construction or maintenance activities, waste areas should be located where excess material can be deposited and stabilized.

Servicing and Refueling of Equipment. Prevent pollutants such as fuels, lubricants, bitumens, raw sewage, wash water, and other harmful materials from being discharged into or near rivers, streams, and impoundments, or into natural or man-made channels leading thereto. Selecting service and refueling areas well away from wet areas and surface water, and by using berms around such sites to contain spills. Spill prevention, containment, and countermeasures (SPCC) plans are required if the volume of fuel exceeds 660 gallons in a single container or if total storage at a site exceeds 1320 gallons. Any SPCC needs to be reviewed and certified by a registered professional engineer.

Controlling In-Channel Excavation. Minimize sedimentation and turbidity resulting from excavation for in-channel structures, so as to comply with state and Federal water quality standards.

Disposal of Right-of-Way and Roadside Debris. Construction debris and other newly generated roadside slash developed along roads near streams shall not be deposited in stream channels (including ephemeral and intermittent).

Maintenance of Roads. Maintain roads in a manner that provides for water quality protection by minimizing rutting, failures, side casting, and blockage of drainage facilities (all of which can cause sedimentation and erosion).

Road Surface Treatment to Prevent Loss of Materials. Minimize sediment production and erosion from road surface materials to comply with state and Federal water quality standards. Road surface treatments are prescribed based on traffic levels, road design standards, soils, and geology.

Decommissioning of Roads. Reduce sediment generated from unneeded roads, roads that run in streambeds and roads that are located in streamside zones by closing them to vehicle use and restoring them to productivity.

APPENDIX C – INTERDISCIPLINARY TEAM

SO- SUPERVISOR'S OFFICE	
Curiel, Eli	Engineering, Editor & ID Core Team Leader
Gillespie, William	Cultural Resources
Lefevre, Bob	Soils, Water, Air & Forestry
McKay, George	Forest Lands Program Manager
White, Laura	Travel Management Coordinator
Ahern, Richard	Minerals Program Manager

D1- DOUGLAS RANGER DISTRICT	
Morales, Ruben	Fire Management Officer
Harris, Joe	Range/Watershed Staff
Klingler, Glenn	Wildlife Biologist
Arvizu, Armando	Recreation Manager
Martinez, Larry	Engine 11 Foreman
Bennett, Duane	Zone Special Uses
Callard, Christopher	Field GPS Tech

Arizona Game & Fish Department	

APPENDIX D – Interdisciplinary Team Discussion Notes

The notes in this section are included in an effort to provide a brief summary of why the TAP recommendations for changes to the road system were made. They do not replace the discussion in under Step 4 of the TAP document. While discussing the recommendations, the Interdisciplinary Team (IDT) reviewed comments that were collected during public meetings and from letters and e-mails submitted by many interest groups, individuals and other agencies. These comments were used to identify issues that needed to be weighed, along with many other factors, in the formation of the recommendations.

The TAP is a living document and therefore will be updated regularly. Line officers and IDTs will continue to consult the TAP as they are planning future projects. Since the TAP contains only recommendations, future projects will continue to receive public input that pertains to the Forest transportation system and may recommend decisions which are not consistent with the initial recommendations of the TAP. Modifications to the TAP's recommendations as a result of final decisions will be incorporated, after the appropriate NEPA procedures have been completed.

Chiricahua EMA Interdisciplinary Team Discussion Notes

Road Identification	Notes
41	No change
41-Disp CG	Within 300 foot dispersed motorized camping corridor.
42	No change
42-6.56L-1	Within 300 foot dispersed motorized camping corridor.
42-6.81R-1	Goes to grave. Powerline company used it. Blocked it after work. Decommission to protect graves.
42-Gravel Pit	Helispot. Recommend OAR .
42-Portal Admin	Administrative site access. OAR
42-Portal Admin	Recreation, Visitors center, helispot access. OA
42-Portal Shop	Administrative site (shop) access. OAR
42-26.50L-1	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Not used before power co opened it up. Recommend close all together. Resource. Riparian and archaeology issues. Decommission .
42-26.50L-2	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Not used before power co opened it up. Recommend close all together. Resource. riparian and archaeology issues. Decommission .
42-26.32L-1	Just before N Fork rd. Dispersed camping. Fairly new. Also used by power company. Not used before power co opened it up. Recommend close all together. Resource. Riparian and archaeology issues. Decommission .
42- 26.02-1	Valuable for dispersed camping access. Old homestead. Has existed for a long time. Add OA .
42- 25.95L-1	Close before creek. Powerline. Decom after elbow. Within 300 ft. dispersed motorized camping corridor.
42- 27.34L-1	Pinery cabin administrative site. OAR
42- 13.61-1	Closed on ground. Don't add to NFS.
42-13.52R-1	Before 42-13.61R-1 On N side of road. Goes to corral. Used by public and permittee. Add OA
42-14.14R-1	Starts at dispersed campsite. N side of creek. Almost connects with another road. Close after 300 ft. Don't add to NFS.
42-14.21R-1	Goes to tank. Valuable for permittee and hunter access. OA to tank. Close after tank.
42-15.09L-1	Near basin trail. Follows trail after parking area. Pickup place for UDAs. Block at gravel pit to prevent illegal use of trail.
42 A	No change.
42 B	County road. Heavily used public road. Portal to Paradise.

Chiricahua EMA Interdisciplinary Team Discussion Notes

42 B-2.65L-1	Within 300 ft. dispersed motorized camping corridor. Don't add to NFS.
42 B-3.80L-1	Long time hunter, dispersed camp. Valuable recreation purposes. OA
42 B-3.83L-1	Close loop on end or part of it. Within 300 foot dispersed motorized camping corridor.
42 B-6.67L-1	Valuable for recreation. Dispersed campsite access. Add OA .
42 C	No change.
42 D	Goes to wilderness trailhead. Needed for fire and recreation access.
42 D-2.32L-1	Valuable recreation, dispersed campsite access. Add OA .
42 D-3.45L-1	Goes to old sawmill. Very old road used for dispersed camping access. OA
42D - Logging area closed road.	Goes to old logging area. Multiple roads. Needs to be GPS'ed. Not open now. Washed out at creek. May use for forest health projects later. Do not add to NFS or GPS now.
42D-helispot	Helispot and dispersed campsite access. Add OA .
42 E	No change.
42 F	Sunny Flat developed campsite. Very popular area for camping, birding, etc.
74	No change.
74-6.74L-1	Dispersed camp, hunter camp within 300 ft. dispersed motorized corridor. Trough and wildlife drinker, pipeline access. OA .
4354	Used by Border Patrol, dispersed campers. Now 4354. System road. Goes into IRA.
74-7.65R-1	Valuable for dispersed recreation, BP access. Add OA
74-9.43R-1	Valuable for dispersed camping and grazing permittee access. Add OA . Check for cultural resource impacts.
74-11.28L-1	Important hunter dispersed camping access. Add OA .
74-14.39R-1	Open disp camp area. Add OA for rec.
74-15.08R-1	Goes to corrals. Disp use by RVs. Add OA for permittee and public.
74-18.91R-1	Private driveway. Winkler. Was main road at one time. Road got re-routed. OA
74-CampRucker	OAR for cultural resource protection.
74-Pvt Tank	Mainly on private land. Goes to windmill, etc. Part to FS signed closed on private land. OAR Range permit.
74 B	Locked. Admin only. Not using this road. Decommission . Use 74 E-0.28L-1 instead for access to tank. Cultural sites.
74 E	No change.
74 E-0.28L-1	Add OA for public and access to storage tank for campgrounds.

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74 E-1.26R-1	Waterline to recreation sites, Rucker. Illegal pick up point. Need to gate. OA
74 F	No change.
74 G	Already decommissioned.
255	Goes to TH. Dispersed site. One section used to go around pvt land. Needs to be relocated back to FS so they can't block it.
Trail 259	End of trail is being used as a road. Goes into wilderness. Storage tank in wilderness. Need to stop vehicular access at IRA boundary. Convert trail at edge of IRA to OA road for disp camp access and permittee access.
311	No change.
311-3.16L-1	Goes to tank. GPS. Need for access to range improvements. OAR.
311-3.16L-2	Goes to new storage tank. OAR for permittee use.
314	Convert part in IRA to non-motorized trail.
317	Slope is not an issue. Need road for recreation, permittee and administrative access.
317-New	Need to add to system for recreation and permittee access. NEPA was done. OA
317-Old	Main access to ranch. Change part of it to 317.
317 A	Need road for recreation, permittee and administrative access. Change on section make it part of 317.
334	Goes to wilderness boundary. Trailhead. Need for TH access.
334-2.34L-1	Important for recreation, hunter, dispersed camping and grazing permittee access. Add OA.
334-2.76L-1	Most within 300 ft. dispersed motorized camping corridor. Decommission. Don't need it.
334-4.23L-1	Goes to old dam, dispersed campsites. Steep. Decommission and close. Do not block dispersed campsites within 300 foot corridor.
339	No change.
339-7.39R-1	Important hunter and dispersed camping access. Add OA.
339-7.91R-1	Important hunter and dispersed camping access. Add OA.
341	Goes to old mining claims. Need road to access spring. End very difficult road and eroding. Decommission after second spring.
341 re-route PROPOSED	Proposed to build route to west of private land to preserve access. Approx 1.3 mi.
341-3.04R-1	Important hunter and dispersed camping access. Add OA.
341-3.09L-1	Within 300 ft. Dispersed motorized camping corridor. Do not add to NFS.
356	Road is drivable and needed for fire control.
356-0.77L-1	Dispersed camping and powerline access. Within 300 foot corridor. Do not add to NFS.

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356-1.08L-1	Serves no use. Decommission.
356-1.08L-2	Serves no use. Decommission.
356-2.06R-1	Within 300 ft. corridor. Do not add to NFS.
356-5.29L-1	Dead ends at NPS boundary. Add OA for dispersed recreation and fire access.
356-7.01L-1	Within 300 ft. corridor. Do not add to NFS.
357	Road exists but was damaged by fire.
357-2.35R-1	Hunter use and dispersed camping. Parallel road. Redundant. Decommission.
357-14.42R-1	Within 300 ft dispersed corridor. Do not add to NFS.
357-14.62L-1	Valuable for dispersed camping access. Add ML1.
357-15.43L-1	Helispot. Scenic viewpoint. Dispersed camping access. Ida Peak trail access. Add OA.
357-16.55L-1	Borrow pit. Dispersed camp site. Within 300 ft. dispersed motorized camping corridor but add OA because of borrow pit.
360	This road is locked at Rucker Road. After 360 reroute add north section going to private land to permit, OAR. 360 goes off forest and back on south of junction with 4249. If access through private land cannot be obtained close 360 all the way from intersection with 4259 south to 74. There is no public need for that section of road.
360 reroute PROPOSED	Need to relocate part that goes through private land. Analyze new construction. 0.57 mi. When reroute is done decommission the section of 360 going to private.
360-6.39R-1	Trail access. Add ML1 to where 267, 266 trails start.
385-trail	At end of 4222 road. It's a trail on historic road that is being used for motorized access because it was opened illegally by private mineral interest (marble quarry). Leave as trail on map.
628	Road not an impact on MSO (address in Wildlife Report).
632	No change.
685	Needed for recreation, permittee, forest administration, and riparian survey access.
686	Only access into Jackwood canyon for range, recreation, fire management, and other administrative uses.
686-3.39R-1	Not needed. Do not add to NFS.
700	Remove part in private land from system.
700-8.32L-1	Make this the 700 road. Add OA

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701	Need to move a section back to FS land if landowner will not grant easement.
701 re-route PROPOSED	Make re-route part of 701 road.
701-Disp CG	Within 300 ft dispersed motorized camping corridor. May be needed as part of proposed re-route.
709	Important for hunter, recreation access.
709-0.33L-1	Recommend decommission.
713	Road exists and has been maintained recently. Greenhouse TH access.
717	Locked at private land. No access. Keep OA for firescape reasons. Needed by Border Patrol.
718	Needed for dispersed camping access, trailhead, hunter, and grazing permittee access.
718-0.07L-1	Decommission. No apparent purpose. Riparian concerns. Cultural resource concerns.
718-1.32R-1	Was closed after watershed work but opened back up. Decommission.
719	Need for recreation, trailhead, watershed, vegetation management, and administrative access.
719-1.22L-1	Pipeline road. Decommission.
719 A	Decommission.
721	Decommission 1.56 mile. Does not exist on ground.
721-7.13L-1	Needed for access to range improvement and dispersed recreation. OA
721-8.19R-1	Decommission. Not drivable.
721 A	No change.
721A-0.48R-1	Most on private. Add as OA.
721 A-1.97L-1	Goes to tank. Permittee needs for maintenance access. Allow under permit.
722	Needed range permittee access, recreation, fire, riparian monitoring. Two miles from 311 road.
722-2.40R-1	Ends at dirt tank that has been recently maintained. Was grown over before. Decommission at IRA. Will need part of it later for planned pipeline installation.
722-4.54L-1	Goes to well and powerline to it, dispersed campsites. OA

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722-Pvt	All off forest. Not analyzed.
722 A	Not present on ground. Decommission.
722 B	Not present on ground. Decommission.
723	No change. Land owner allows seasonal access through.
723 A	Decommission. Road is largely obliterated north of private land.
724	Blocked on private land. Decommission a portion of this road.
724-5.47R-1	Goes to tank. Recommend decommission
724-5.87L-1	Don't need this road. Decommission.
724-6.11R-1	Goes to tank. Goes out on ridge and quits. Most not on FS. Decommission.
724 A	Road not needed. Decommission.
817	Currently OAR. Administrative site.
817 A	Currently OAR. Administrative site.
817 B	Currently OAR. Administrative site. Helispot
817 C	Currently OAR. Administrative site. Old helispot
856	Goes to gravel pit and dispersed camp site. Has been used for project work.
2001	Off forest. Not analyzed.
2001 A	Off forest. Not analyzed.
4222	Access to Marble Canyon.
4222-0.18L-1	Within 300 ft dispersed motorized camping corridor. Do not add to NFS.
4223	Decommission. Does not exist on ground.
4224	Landowner will let people in if they ask permission.
4224-7.79R-1	Within 300 ft dispersed motorized camping corridor. Do not add to NFS.
4225	Goes to NPS boundary. Keep for hunter, recreation access.
4225-3.15L-1	Within 300 ft dispersed motorized camping corridor. Do not add to NFS.
4243	Used for recreation, hunting, future, fuelwood harvest.
4244	No change.
4245	No change.
4248	Needed for recreation, administrative access.
4248-0.48R-1	Important for recreation, dispersed camping access. Add OA.
4248-0.52L-1	Recreation, dispersed camp location. Add OA to where GPS ends. Should be non-motorized trail after that.
4248-0.62R-1	Recreation, dispersed camp location. Add OA to where GPS ends. Should be trail after that.

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4249	Make it 4250
4250	No change.
4250-extension	Make part of 4250
4251	Decommission. Closed to public access.
4252	This road is also closed to public. Need to negotiate access.
4253	Not true riparian but closing would have positive benefit on drainage. Need for permittee access to water improvement. It may have already been closed at well. Change 1.03 miles to ML1.
4254	Not true riparian. Closing would not benefit riparian habitat.
4255	Goes to trail. Easement exists for portions on State land.
4255-2.84L-1	Decommission. Impassable at end of GPS line. Not needed.
4257	Locked at boundary with private land. Public access from other end.
4258	Goes to trailhead.
4259	Road is passable to saddle. Unsafe after that. Recommend decommission from saddle to end of road, 0.15 mi. Steep, erosive soils.
4260	Road ends at spring. Hunter access. No change.
4261	Road is steep. Goes to spring. No change.
4261-0.33L-1	Road does not go to Mac Key Tank. Ends at GPS line end. Not needed. Decommission.
4262	Goes to cabin on mine claim. Need to keep open for now to remove debris.
4262-loop?	Access road for powerline to cabin at mine with no operating plan. No permit for it. Power Co replaced existing line. Ask them to remove poles. Decommission road after they remove poles.
4262-0.40R-1	Not needed for mine access. Decommission.
4263	No action - all on private.
4265	Access to houses on private land. No public access. Locked at 356. No change. Need easement or special use permit.
4265-Rhem Tunnel	Not needed for mine access. Very close to private land boundary. Topo map shows all on private. Do not analyze.
4266	Just inside forest boundary. Locked at private land. District recommends no change.
4267	On private land. Do not analyze.
4268	Goes into wilderness. Special use permit for ditch. Road is in drainage. No slope concerns. Trail access. Close at trailhead/Wilderness boundary.
4272	No change.
4274	No change.

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4276	Currently only intermittent public access. Road is closed by another landowner. No actual AGFD access agreement. Change to ML 1. Put in special use permits no use on these roads.
4277	Currently only intermittent public access. Need for trail and wilderness access. Road is closed by private land owner further out on private due to vandalism issues. No actual AGFD access agreement. Put in special use permits no use on these roads. Change to OAR
4277-4.29R-1	Goes to mine with no current mine operating plan. Decommission.
4282	No public access. All on private land. Not analyzed.
4283	This road was probably in wrong place on RATM maps. Actual location probably south going up draw to dirt tanks. Need to GPS and relocate on map. Needed by permittee and for public access. Rename Red Hill.
4286	Important recreation access road. Leave as is.
4288	Need for fire access. Make sure it ends at wilderness boundary. Decommission end
4292	Important recreation access road. Leave as is.
4292-0.23R-1	Important recreation access road. Recommended by AGFD. Need for fire access. Add OA.
4294	Resource damage. Close for soil protection.
4297	Goes to private land. Road is problematic. Decommission.
4299	Address frog habitat comment in wildlife report. Road is on ridge.
4300	Road is very steep at end. Need for fire access. Road is on ridge. Keep.
4300-0.25R-1	Illegal hill climb. Decommission.
4301	Address frog habitat comment in wildlife report. Road is on ridge. End at IRA.
4301-0.73R-1	Decommission. In IRA.
4303	Not needed for public access. Permittee needs for range access.
4303-0.09R-1	All on private. Goes through housing area. Driveway.
4303-0.14R-1	Very difficult road. Goes to old mine. Decommission.
4303-0.41L-1	OA for permittee access and fire access.
4304	Questionable as to whether road crosses forest at all. No Change .
4314	No change.
4314-3.13L-1	Decommission - dispersed camping location.
4315	Goes to dirt tanks. Leave as is.
4316	No change
4320	Leave as is but close end that is unauthorized.

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4320-1.78R-1	Decommission.
4321	All on private land.
4322	No change.
4323	There is public access from 317 road. No change.
4349	No change.
4349-0.04L-1	Decommission. Not needed.
4350	No change.
4351	No change.
4352	Make it part of 4351.
4353	No change.
4353-0.08R-1	Within 300 ft dispersed camp corridor.
4353 A	No change.
4354	Used by BP, dispersed campers. Now 4354. System road. Goes into IRA but already existed when IRA was established. No change. .
4355	No change.
4355-0.54L-1	Dispersed campsite within 300 ft. of road. Do not add to NFS.
4356	No change.
4356 A	No change.
4356 A-0.11L-1	Within 300 ft dispersed motorized camping corridor
4357	No change. Road is needed for public access for camping, hunting and permittee access to range improvement.
4357-1.09L-1	Decommission.
4357 A	No change.
4359	OAR for range, admin access. Connects to 311 spur. Goes through IRA but was present on old Topo map prior to IRA.
4361	Off forest.
4362	This is the only way for public and FS to get to this area. Recently maintained. No change.
4362 A	Only access into Box Canyon. Needed for public and administrative access.
4363	No public access. Recommend to change to ML 1
4364	Off forest.
4366	Not true riparian until private land. Needed for public and private land access.

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4371	Recommend as ML 1 for future range permittee access. Decommission last 0.27 mi. No public access
4371 - 0.23L-1	Add as ML 1 for future range pipeline access.
4372	Decommission. Not needed for range improvement access. No public access.
4373	ML 1 all but 0.27 mi. No public access.
4373-0.38R-1	Add as ML 1 for future range improvement access.
4373-1.62R-1	OAR for fire access any portion that falls within the forest boundary.
4374	No change. Needed for range improvement access. No public access.
4375	OAR. Needed for range improvement access. No public access.
4811	Decommission last 0.41 mile.
4813	No change.
4814	Concur with decommission.
4815	No change.
4818	Goes to trailhead. NC
4845	No change.
4845-Pvt Rd	No change.
4850	Slope is not causing road damage .
4850-1.10R-1	Recommend OA.
4852	No change. Needed for planned range improvement access.
4853	No change. Public can get through.
4854	No change.
4854-0.71R-1	Concur with decommission.
4855	Decommission. No plan of operations on mine.
4858	No change.
4862	ML 1 for future range permit access.
7181	No change.
7182	No change.
Little Wood Canyon	Off Forest.

APPENDIX E – FSM 7700

APPENDIX F – FOREST TRANSPORTATION ATLAS