United States

Department

of Agriculture

Forest
Service

Travel Analysis Process Report Addendum

COMANCHE NATIONAL GRASSLAND

Located in Otero, Las Animas, and Baca Counties, Colorado

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

Draft

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INTRODUCTION

This report is an addendum to the Cimarron and Comanche National Grasslands Roads Analysis Report (RAP), dated March 2005, and is provided in an abbreviated form. It is valuable to have the Grasslands RAP to review along with this document.

BACKGROUND

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

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

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

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

This TAP for the Comanche National Grassland was developed using the road-by-road analysis approach from the 2009 Forest-wide Pike and San Isabel National Forest Travel Analysis Process Report (2009 PSI TAP). The Comanche National Grassland TAP was prepared to inform a travel management plan for the study area.

PROCESS AND PRODUCTS

See Section 1.2 of the 2009 PSI TAP.

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

1.0 SETTING UP THE ANALYSIS

1.1 Objectives of the Analysis

The primary objective of this travel analysis is to provide the PSICC/Comanche National Grassland District managers with an appropriate level of information to manage and maintain a road and motorized trail system that is safe and responsive to public and agency needs, affordable and efficiently managed, environmentally sound, and in balance with available funding. This travel analysis develops, organizes, and displays information about Operational Maintenance Level 1, 2, 3, 4, and 5 National Forest System Roads (NFSR) to create a Travel Analysis Report (TAR) and Map. This TAP analyzes all existing system roads as identified on the current Comanche National Grassland Motor Vehicle Use Map (MVUM) as well as administrative and special use roads.

Other objectives of this travel analysis are:

- To meet the requirements of providing a travel analysis for the Cimarron and Comanche National Grasslands Plan Revision, and to give direction for the revision effort
- To inform a future travel management plan for the Comanche National Grassland
- To support project level analyses
- To help identify the minimum road system needed for public and agency access in order to achieve resource management goals and safeguard ecosystem health
- To identify opportunities and provide recommendations for improving the Grassland transportation system
- To help prioritize route maintenance needs

1.2 Interdisciplinary Team Members and Participants

Name	TAP Area of Responsibility
Jeff Stoney	District Ranger
Ralph (Jerry) Stevenson, P.E.	Forest Engineer
Gary Morrison, P.E.	Forest Transportation Planner, TAP ID Team Leader *
Dick Bennin	Overall District TAP Coordinator, Oil/Gas, Special Uses, Financial Burden/Public Health & Safety, Recreation*
Michelle Stevens	Archaeology, Recreation*
Tom Eikenberry	Fire/Fuels
Kurt Staton	Resource Management/Range, Watershed*
Andy Chappell	Wildlife*
Steve Olson	Botany
Bruce Schumacher	Paleontology
Norma Palider	INFRA Database Manager

* Core TAP Team Member

1.3 Information Needs

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

- The Pike and San Isabel National Forests Land and Resource Management Plan (aka Forest Plan, 1984, and associated Environmental Impact Statement [EIS] and Record of Decision [ROD])
- INFRA Roads Database
- GIS spatial databases for roads, land ownership, 6th level watersheds, streams, riparian areas, soil types, architectural sites, invasive species, recreation sites, T&E species, etc.
- 2010 Comanche National Grassland MVUM
- 2005 Cimarron & Comanche NG Roads Analysis Report
- 2009 Pike and San Isabel National Forest Travel Analysis Process Report

1.4 Analysis Plan

See the 2009 PSI TAP for more details.

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

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

The first step was to identify the most important road-related issues on the Comanche National Grassland environmental, social, and economic components. It was important to understand how these issues arose and how they have been addressed in the past. Consensus among the ID team

resulted in the final list of issues that were used to drive the analysis. See Chapter 3.0 of this report for a list and description of these issues.

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

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

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

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

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

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

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

The final step involved synthesizing all the information, finalizing the ratings and factors for each specific road, and finalizing the road management category for each road analyzed and preparing a Travel Analysis report and Map. This step described the opportunities to improve the transportation system and identified priorities to help the decision makers in managing the roads within their jurisdiction. Key findings and recommendations are summarized in Chapter 6.0 of this report to highlight the results from this analysis.

1.5 Public Involvement

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

A Draft TAP will be made available for public review and comment on the Pike and San Isabel National Forest and Cimarron and Comanche Grasslands (PSICC) website for 30 days prior to finalization of the TAP. All public comments will be reviewed and may be incorporated into the Final TAP at the end of the 30-day review period. See Appendix B (final version) for additional information on public comments.

2.0 DESCRIBING THE SITUATION

2.1 The Analysis Area

See the 2005 Grassland RAP for additional information.

The Comanche National Grassland consists of two management units. The Carrizo Unit is approximately 257,255 acres and is located in Baca and Las Animas Counties. The Carrizo Unit office is located in Springfield, Colorado. The Timpas Unit is approximately 186,510 acres and is located in Otero and Las Animas Counties. The Timpas Unit office is located in La Junta, Colorado. These lands were originally purchased under the authority of the Bankhead-Jones Farm Tenant Act of 1937 during the dust bowl/depression era of the 1930's. These lands were managed as "land utilization projects" and, in 1938, administrative control was transferred to the Soil Conservation Service. In 1954, the lands were transferred to the USDA Forest Service and, in 1960, Congress designated these areas to become National Grasslands. The Comanche National Grassland unit is one of eight units administered by the Forest Supervisor of the Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands (PSICC).

The Comanche National Grassland is managed under "multiple use" principles. Grassland resources include livestock grazing, oil/gas development, nationally recognized cultural, historic and paleontological resources, and habitat for plant/animal species. The Comanche National Grassland offers recreational activities, including camping facilities, Picket Wire Canyonlands Dinosaur Tracksite, Santa Fe National Historic Trail, wildlife viewing, bird watching, hunting, and fishing.

2.2 The National Forest Transportation System

See the 2005 Grassland RAP for more information.

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

Table 2-1: Existing National Forest Service System Roads on the Comanche National Grassland

Road Class	Obj. Road Maintenance Level				
	1	2	3	4	Total Miles
Roads Closed to All Vehicles	0.00	N/A	N/A	N/A	
Administrative or Special Use Roads (Closed to Public Use)	0.00	70.72	0.89	0.00	71.61
Roads Open to Licensed Vehicles	0.00	0.00	0.00	0.00	0.00
Roads Open to Licensed Vehicles with Seasonal Closure	0.00	0.00	0.00	0.00	0.00
Roads Open to All Vehicles	0.00	813.64	51.07	0.00	864.71
Roads Open to All Vehicles with Seasonal Closure		7.57	1.24		8.81
Total Miles	0.00	891.93	53.20	0.00	945.13

2.2.1 Motorized Trail Statistics

This Comanche NG TAP Addendum is not addressing Motorized Trails.

2.2.2 Road Statistics and Details

See the 2005 Grassland RAP for more information.

2.2.3 Motorized Mixed Use

See the 2005 Grassland RAP for more information.

2.2.4 Road Management Objectives

See the 2005 Grassland RAP.

The following NFSRs allow or prohibit unlicensed motor vehicles on the Comanche National Grassland area:

Table 2-2: NFSRs

Road Class	Road Numbers	Total Miles
Maintenance Level 1 Roads (closed to all motorized use)	None	0.00
Administrative and Special Use Only Roads (closed to public use)	2130, 2133, 2146.A, 2175.C, 2175.D, 2185.B, 2189, 2200.DB, 2250, 2250.A, 2250.AA, 2251, 2251.A, 2251.B, 2251.C, 2251.D, 2251.E, 2300.E, 2300.F, 2302, 2303.H, 2317.D, 2317.G, 2327, 2341.B, 2343.A, 2352.D, 2353.J, 2361.A, 2361.D, 2368.B, 2370, 2370.A, 2370.B, 2370.C, 2406.C, 2406.D, 2408, 2410.A, 2423.B, 2423.C, 2430, 2434.C, 2469, 2469.A, 2469.B, 2469.C, 2469.D, 2469.F, 2469.G, 2469.H, 2474, 2475.A, 2479, 2488.A, 2489, 2491.C	71.61
Roads Open to Public Use with License Plated Vehicles Only	None	0.00
Roads Open to Public Use with License Plated Vehicles Only, with a Seasonal Closure	None	0.00

Roads Open to Public Use for All Vehicles (mixed use)	**ML2:** 2100, 2101, 2101.C, 2101.D, 2101.E, 2101.F, 2101.G, 2101.H, 2101.I, 2101.J, 2101.K, 2101.M, 2101.N, 2101.NA, 2101.O, 2101.P, 2101.PA, 2101.PC, 2102, 2103, 2104, 2104.A, 2104.AA, 2104.AB, 2104.B, 2105, 2105.A, 2105.B, 2106, 2107, 2107.A, 2107.B, 2107.C, 2107.D, 2107.E, 2108, 2108.A, 2108.B, 2108.C, 2108.CA, 2108.CB, 2108.D, 2108.E, 2108.EA, 2108.EB, 2109, 2110, 2110.A, 2110.B, 2110.C, 2110.E, 2110.F, 2110.FA, 2111, 2111.B, 2111.E, 2111.F, 2111.G, 2111.H, 2112, 2112.B, 2112.C, 2112.D, 2112.E, 2112.F, 2112.FA, 2113, 2114, 2114.A, 2115, 2115.A, 2116, 2116.A, 2116.B, 2116.C, 2116.D, 2116.E, 2117, 2118, 2119, 2119.A, 2119.B, 2120, 2120.A, 2121, 2122, 2122.A, 2122.B, 2122.C, 2122.D, 2122.E, 2122.EA, 2123, 2124, 2124.A, 2124.B, 2124.C, 2124.D, 2125, 2126, 2127, 2129, 2131, 2132, 2135, 2136, 2136.A, 2137, 2138, 2139, 2139.A, 2139.B, 2139.C, 2140, 2141, 2142, 2143, 2144, 2144.D, 2144.F, 2144.G, 2144.H, 2145, 2145.A, 2146, 2146.C, 2146.CA, 2146.D, 2146.E, 2147, 2147.A, 2148, 2149, 2150, 2150.A, 2151, 2151.A, 2152, 2153, 2154, 2154.A, 2154.C, 2154.CA, 2154.CB, 2154.D, 2154.E, 2155, 2156, 2156.B, 2156.C, 2156.D, 2156.F, 2156.G, 2156.H, 2156.I, 2157, 2158, 2158.A, 2159, 2159.A, 2159.B, 2159.C, 2159.D, 2160, 2161, 2162, 2163, 2164, 2164.A, 2164.B, 2164.D, 2164.E, 2164.F, 2164.G, 2164.H, 2165, 2166, 2167, 2168, 2169, 2169.A, 2169.B, 2170, 2171, 2172, 2172.A, 2172.B, 2172.C, 2172.CA, 2172.D, 2172.E, 2172.F, 2172.FA, 2172.G, 2172.H, 2172.I, 2173, 2173.A, 2173.AA, 2173.B, 2174, 2175, 2175.A, 2175.B, 2175.E, 2176, 2177, 2178, 2180, 2181, 2182, 2183, 2184, 2184.A, 2185.A, 2185.B, 2186, 2186.C, 2187, 2187.A, 2187.B, 2188, 2190, 2191, 2192, 2193, 2194, 2195, 2195.A, 2195.B, 2195.C, 2195.D, 2195.E, 2195.F, 2195.G, 2196, 2197, 2197.A, 2197.B, 2197.C, 2197.D, 2197.E, 2198, 2198.A, 2199, 2200.A, 2200.AA, 2200.B, 2200.D, 2200.DA, 2200.E, 2200.F, 2200.G, 2200.H, 2200.HA, 2200.HB, 2200.I, 2200.J, 2200.K, 2200.L, 2300.A, 2300.B, 2300.C, 2300.D, 2300.F, 2300.G, 2300.H, 2301, 2301.A, 2303, 2303.A, 2303.B, 2303.C, 2303.D, 2303.E, 2303.F, 2303.G, 2303.I, 2303.J, 2303.K, 2303.L, 2304, 2304.A, 2304.B, 2304.C, 2305, 2305.A, 2305.B, 2305.C, 2305.D, 2306, 2306.A, 2307, 2308, 2308.A, 2309, 2309.A, 2309.B, 2309.C, 2309.D, 2310, 2310.A, 2311, 2311.A, 2311.B, 2311.C, 2312, 2313, 2315, 2315.A, 2315.B, 2315.C, 2316, 2316.A, 2316.B, 2316.C, 2317, 2317.A, 2317.B, 2317.C, 2317.E, 2317.F, 2317.H, 2317.I, 2318, 2318.A, 2319, 2319.A, 2321, 2321.A, 2322, 2323, 2323.A, 2323.B, 2323.C, 2323.D, 2323.E, 2323.F, 2324, 2325, 2325.A, 2326, 2326.A, 2328, 2329, 2329.A, 2329.B, 2330, 2331, 2331.A, 2332, 2336, 2337, 2338, 2339, 2339.A, 2339.B, 2340, 2341, 2341.A, 2342, 2342.A, 2342.B, 2342.C, 2343, 2344, 2345, 2346, 2346.A, 2347, 2348, 2348.A, 2349, 2349.A, 2349.B, 2349.C, 2350, 2350.A, 2351, 2351.A, 2352, 2352.A, 2352.B, 2352.C, 2352.D, 2353.A, 2353.B, 2353.C, 2353.D, 2353.E, 2353.F, 2353.G, 2353.H, 2353.I, 2353.J, 2353.K, 2353.L, 2353.M, 2353.N, 2353.O, 2354, 2355, 2355.A, 2356, 2356.A, 2357, 2357.A, 2358, 2358.A, 2358.B, 2358.C, 2359, 2360, 2360.A, 2360.B, 2360.C, 2360.D, 2360.E, 2360.F, 2360.G, 2360.H, 2360.I, 2361.E, 2361.F, 2361.G, 2361.H, 2361.I, 2361.J, 2361.K, 2361.L, 2361.M, 2361.N, 2361.P, 2361.Q, 2361.R, 2361.S, 2361.T, 2361.U, 2361.V, 2361.W, 2362, 2362.A, 2362.B, 2362.C, 2363, 2363.A, 2363.B, 2364, 2364.A, 2364.B, 2364.C, 2365, 2365.A, 2365.B, 2365.C, 2365.D, 2365.E, 2366, 2366.A, 2366.B, 2366.C, 2366.D, 2367, 2368, 2368.A, 2368.C, 2369, 2369.A, 2369.B, 2369.C, 2369.D, 2400.G, 2400.H, 2400.I, 2400.J, 2407, 2407.A, 2407.B, 2409, 2410, 2410.B, 2411, 2412, 2412.A, 2412.B, 2413, 2413.A, 2413.B, 2414, 2414.A, 2415, 2415.A, 2416, 2417, 2417.A, 2418, 2419, 2419.A, 2419.B, 2420, 2421, 2422, 2422.A, 2423, 2423.A, 2424, 2424.A, 2424.B, 2424.C, 2424.D, 2424.E, 2424.F, 2425, 2425.A, 2425.B, 2425.C, 2426, 2426.A, 2426.B, 2427, 2427.A, 2427.B, 2427.C, 2427.D, 2428, 2428.A, 2428.B, 2428.C, 2429, 2429.A, 2429.B, 2429.C, 2431, 2432, 2433, 2433.A, 2433.B, 2434, 2434.A, 2434.B, 2434.D, 2435, 2436, 2436.A, 2437, 2438, 2439, 2440, 2440.A, 2440.B, 2442, 2443, 2443.A, 2443.B, 2443.C, 2444, 2444.A, 2445, 2446, 2447, 2447.A, 2448, 2448.A, 2449, 2449.A, 2449.B, 2449.C, 2449.D, 2450, 2450.A, 2450.B, 2451, 2451.A, 2451.B, 2451.C, 2452, 2452.A, 2452.B, 2452.C, 2453, 2453.A, 2454, 2454.A, 2454.B, 2455, 2455.A, 2455.B, 2455.C, 2455.D, 2455.E, 2455.F, 2455.G, 2455.H, 2455.I, 2455.J, 2455.K, 2456, 2456.A, 2456.B, 2456.C, 2457, 2457.A, 2458, 2458.A, 2459, 2465, 2467, 2467.A, 2468, 2468.A, 2470, 2471, 2471.A, 2472, 2472.A, 2472.B, 2472.C, 2472.D, 2472.E, 2472.F, 2472.G, 2472.H, 2472.I, 2473, 2475, 2476, 2476.A, 2476.B, 2478, 2479, 2479.A, 2480, 2480.A, 2480.B, 2481, 2483, 2483.A, 2483.B, 2483.C, 2484, 2484.A, 2484.B, 2484.D, 2484.E, 2484.F, 2484.G, 2484.H, 2485, 2485.A, 2486.A, 2486.AA, 2486.B, 2486.BB, 2486.C, 2486.D, 2486.E, 2486.F, 2486.G, 2486.H, 2486.I, 2486.J, 2486.K, 2486.L, 2486.M, 2486.N, 2486.O, 2486.P, 2486.Q, 2486.R, 2486.S, 2486.T, 2486.U, 2486.V, 2486.W, 2486.Y, 2486.Z, 2488, 2490, 2490.A, 2491, 2491.A **ML3:** 2128, 2134, 2134.A, 2185, 2200, 2200.C, 2353, 2361, 2401, 2401.A, 2401.B, 2401.C, 2401.D, 2401.E, 2402, 2402.A, 2402.B, 2402.C, 2403, 2404, 2404.A, 2404.B, 2404.C, 2404.D, 2404.E, 2404.F, 2404.G, 2404.H, 2404.I, 2404.J, 2404.K, 2404.L, 2404.M, 2404.N, 2405, 2406, 2406.A, 2406.B, 2486	864.71

		Total Miles
Roads Open to Public Use for All Vehicles, with a Seasonal Closure (mixed use)	**ML2:** 2400.A, 2400.B, 2400.C, 2400.D, 2400.E, 2400.F **ML3:** 2400	8.81

According to this data, a total of 0.00 miles of current NFSRs on the Comanche National Grassland are restricted to licensed motor vehicles only; 873.52 miles of NFSRs on the Comanche National Grassland under analysis are open to OHV use (motorized mixed use). Many of these mixed use roads are dead-end roads that provide access for hunting. Administrative and special use roads closed to public use totaled 71.61 miles.

2.3 Meeting Forest Plan Objectives

See the 2005 Grassland RAP.

2.4 Current Budget

See the 2005 Grassland RAP.

3.0 IDENTIFYING THE ISSUES

3.1 Description of the issues

See the 2005 Grassland RAP for more information.

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

Category #1: Environmental Issues

- Effects on stream water quality and aquatic habitat due to increased sediment loads from roads.
- Impacts to aquatic species due to the presence of roads near streams.
- Impacts to certain terrestrial wildlife living in the grassland due to roads through terrestrial wildlife habitat and travel corridors.
- Impacts to plant species in certain areas of the grassland due to the presence of roads.
- Impacts of road-related activities due to the spread of invasive species on the grassland.
- Adequacy of grassland access to meet fuels management and fire suppression goals and objectives.
- Adequacy of grassland access to meet oil/gas management objectives and goals.
- Adequacy of grassland access to meet range allotment goals and objectives.

Data needed to address these concerns:

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

Category # 2: Sociocultural Issues

- Impacts on paleontological, archeological, and historic sites within the grassland due to the current system of roads.
- Adequacy of roads to satisfy the variety of motorized recreational needs on the grassland.
- Impacts on non-motorized recreation activities due to the amount of roads on certain parts of the grassland.

- Adequacy of grassland access to meet the demand for special uses on the grassland.
- Adequacy of grassland access to meet administrative management objectives and goals.
- Effects on public water supplies due to increased sediment loads from roads.

Data needed to address these concerns:

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

Category #3: Economic Issues

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

Data needed to address these concerns:

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

4.0 ASSESSING BENEFITS, PROBLEMS, AND RISKS

The 2005 Grassland RAP provides detailed answers to approximately 73 questions related to the benefits and risks of National Forest Service roads and trails (See 2005 Grassland RAP). No additional District-specific answers were submitted for this addendum report. The categories of questions are as follows:

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

4.2 Terrestrial Wildlife (TW)

4.3 Ecosystem Functions and Processes (EF)

4.4 Economics (EC)

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

4.6 General Public Transportation (GT)

4.7 Administrative Uses (AU)

4.8 Protection (PT)

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

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

5.0 DESCRIBING OPPORTUNITIES AND SETTING PRIORITIES

5.1 Introduction

In order to identify opportunities to improve the transportation system, the Comanche National Grassland Objective Maintenance Level 1 – 5 system roads were evaluated based on key benefits and risks associated with each individual road and trail. Each road was assigned a High, Moderate, or Low benefit rating for five priority management areas: recreational use, fire/fuels access, oil/gas access, special use access, and resource management/range access. Each road was also assigned a High, Moderate, or Low risk rating to show the degree of risk it posed to watersheds, wildlife, botany, archeology/paleontology, and available finances/public health & safety. Those ratings were then converted to numerical indices so that numerical value factors (score) could be totaled to produce a weighted Total Benefit Factor, and numerical risk factors could be totaled to produce a weighted Total Risk Factor. The protocols utilized to assign benefit and risk ratings and indices are described below.

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

Benefits:

5.2 Criteria for Recreational Use Benefit

Recreational Use Benefit:

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

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

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

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

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

5.3 Criteria for Fire/Fuels Access Benefit

Fire/Fuels Access Benefit:

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

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

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

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

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

5.4 Criteria for Oil/Gas Access Benefit

Oil/Gas Access Benefit:

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

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

A High (H) benefit was given to those segments of roads that gave access or were needed for access to oil/gas areas.

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

A Low (L) benefit was given to those segments of roads that did not benefit oil/gas access

5.5 Criteria for Special Use Access Benefit

Special Use Access Benefit:

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

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

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

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

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

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

5.6 Criteria for Resource Management/Range Access Benefit

Resource Management/Range Benefit:

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

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

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

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

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

Risks:

5.7 Criteria for Watershed Risk

Watershed Risk:

- High Risk = 3
- Moderate Risk = 2
- Low Risk = 0

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

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

A rating of 2 (Moderate) was assigned to roads where the numbers were slightly lower for length within watershed, length within 300' of a stream, length within highly erodible soils, and number of stream crossings.

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

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

5.8 Criteria for Wildlife Risk

Wildlife Risk:

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

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

- RFSS (Regional Forester's Sensitive Species List)

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

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

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

5.9 Criteria for Botany Risk

Botany Risk:

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

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

5.10 Criteria for Archaeology/Paleontology Risk

Archaeology/Paleontology Risk:

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

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

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

Most of National Forest System roads rated as low risk generally do not intersect or are not in proximity to a historic property listed in or eligible for listing in the National Register of Historic Places. In some cases the road was in proximity to a listed or eligible property, but public use or routine maintenance of the road, or new construction of all or a portion of the road would not affect the property. It should be noted that the Forest Service has not examined all or even most of the NFSRs for impinging historic properties and possible effects. Also, not all NFSR roads have been evaluated in terms of intrinsic historic significance. The analysis was done on the state of knowledge to date.

5.11 Criteria for Public Health & Safety/Financial Burden Risk

Public Health & Safety/Financial Burden Risk

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

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

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

5.12 Road Management Opportunities and Priorities

The Total Benefit factors and Total Risk factors discussed above resulted in a total benefit/risk number for each road. The Total Benefit factors ranged from 0 to 10, and the Total Risk factors ranged from 0 to 9. Those roads with a Total Benefit factor greater than 3 represent high benefit roads, and those roads with a Total Risk factor greater than 4 represent high risk roads. Based on this analysis, each road was assigned to one of four road management categories as follows:

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

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

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

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

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

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

6.0 TRAVEL ANALYSIS REPORT (TAR)

6.1 Key Findings

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

Table 6-1. Summary of Roads by Benefit and Risk

Travel Analysis Outcomes: Road Numbers		Minimum Road System		May not be Needed as Part of a Minimum Road System	
		High Benefit/ High Risk	High Benefit/Low Risk	Low Benefit/ High Risk	Low Benefit/Low Risk
	Administrative and Special Use Only Roads (Closed to Public Use) and ML1 (Closed to All Motor Vehicles)	**ML2:** 2200.DB, 2250, 2251, 2353.J, 2361.A, 2361.C **ML3:** None	**ML2:** 2185.B, 2302, 2327, 2352.D, 2368.B, 2370, 2370.A, 2370.B, 2430, 2469, 2469.D, 2469.F, 2469.G, 2469.H, 2474, 2475.A, 2479, 2488.A, 2489, 2491.C **ML3:** None	**ML2:** 2250.A, 2250.AA, 2251.A, 2251.B, 2251.D, 2251.E, 2300.E, 2361.B, 2361.D **ML3:** None	**ML2:** 2130, 2133, 2146.A, 2175.C, 2175.D, 2189, 2251.C, 2300.F, 2303.H, 2317.D, 2317.G, 2341.B, 2343.A, 2370.C, 2408, 2410.A, 2423.B, 2423.C, 2434.C, 2469.A, 2469.B, 2469.C **ML3:** 2406.C, 2406.D

Road Classification	Roads Open to all Vehicles	**ML2:** , 2108.CA, 2111, 2112, 2116,2164, 2169, 2169.A, 2185.B, 2195, 2353.J, 2353.N, 2361.E, 2361.G, 2361.I, 2361.K, 2361.L, 2361.M, 2361.N, 2361.P, 2361.Q, 2361.R, 2361.T, 2361.U, 2361.V, 2361.W, 2369 **ML3:** 2185, 2200, 2353, 2361,	**ML2:** 2101, 2101.C, 2101.D, 2101.E, 2101.G, 2101.H, 2101.I, 2101.M, 2101.N, 2101.P, 2102, 2103, 2104, 2104.A, 2104.AA, 2104.AB, 2104.B, 2105, 2105.A, 2105.B, 2106, 2107, 2107.A, 2107.B, 2107.C, 2107.D, 2107.E, 2108, 2108.A, 2108.C, 2108.D, 2108.E, 2108.EA, 2109, 2110, 2110.C, 2110.E, 2110.F, 2110.FA, 2111.B, 2111.F, 2112.E, 2112.F, 2112.FA, 2113, 2114, 2114.A, 2115, 2115.A, 2116.C, 2116.D, 2116.E, 2118, 2119, 2120, 2120.A, 2121, 2122, 2122.A, 2122.B, 2122.C, 2122.D, 2122.E, 2123, 2124, 2124.C, 2124.D, 2125, 2127, 2129, 2132, 2135, 2136, 2136.A, 2138, 2139, 2139.B, 2139.C, 2140, 2141, 2142, 2143, 2144, 2144.D, 2144.F, 2145, 2145.A, 2146, 2146.C, 2146.CA, 2146.D, 2147, 2148, 2149, 2150, 2150.A, 2151, 2152, 2153, 2154, 2154.A, 2154.C, 2154.D, 2155, 2156, 2156.B, 2156.C, 2156.D, 2156.F, 2156.G, 2156.H, 2157, 2158, 2159, 2159.B, 2159.D, 2160, 2161, 2163, 2164.A, 2164.B, 2164.D, 2164.F, 2164.H, 2165, 2166, 2167, 2170, 2171, 2172, 2172.B, 2172.C, 2172.F, 2172.FA, 2172.G, 2172.H, 2172.I, 2173, 2173.A, 2173.A, 2174, 2175, 2175.B, 2175.E, 2176, 2182, 2183, 2184, 2184.A, 2185.A, 2186, 2187, 2191, 2193, 2195.A, 2195.B, 2195.C, 2195.E, 2195.F, 2195.G, 2196, 2197, 2197.B, 2197.C, 2197.D, 2197.E, 2198, 2198.A, 2199, 2200.A, 2200.AA, 2200.B, 2200.D, 2200.F, 2200.G, 2200.H, 2200.HA, 2200.I, 2200.J, 2200.K, 2200.L, 2300.A, 2300.B, 2300.C, 2300.D, 2300.F, 2300.G, 2301, 2301.A, 2303, 2303.A, 2303.B, 2303.C, 2303.D, 2303.E, 2303.F, 2303.G, 2303.I, 2303.J, 2303.K, 2303.L, 2304, 2304.A, 2304.B, 2305, 2305.A, 2305.B, 2306, 2306.A, 2307, 2308, 2308.A, 2309, 2309.A, 2309.B, 2309.C, 2309.D, 2310, 2310.A, 2311, 2311.A, 2311.B, 2311.C, 2312, 2313, 2315, 2315.A, 2315.C, 2316, 2316.C, 2317, 2317.A, 2317.B, 2317.C, 2317.E, 2317.F, 2317.I, 2318, 2318.A, 2319.A, 2321, 2321.A, 2322, 2323, 2323.A, 2323.B, 2323.C, 2323.E, 2324, 2325, 2325.A, 2326, 2326.A, 2328, 2329, 2329.A, 2329.B, 2330, 2331, 2332, 2336, 2337, 2338, 2339, 2339.A, 2339.B, 2340, 2341, 2341.A, 2342, 2342.A, 2342.C, 2343, 2344, 2345, 2346, 2346.A, 2347, 2348, 2349, 2349.A, , 349.B, 2349.C, 2350, 2351, 2352, 2352.A, 2352.B, 2352.D, 2353.A, 2353.C, 2353.E, 2353.F, 2353.G, 2353.I, 2353.L, 2353.M, 2353.O, 2354, 2355, 2355.A, 2356, 2356.A, 2357, 2357.A, 2358, 2358.B, 2359, 2360, 2360.A, 2360.B, 2360.C, 2360.D, 2360.E, 2360.F, 2360.G, 2360.H, 2360.I, 2362, 2362.A, 2362.B, 2362.C, 2363, 2363.A, 2363.B, 2364, 2364.A, 2364.B, 2364.C, 2365, 2365.A, 2365.B, 2365.C, 2365.E, 2366, 2366.A, 2366.C, 2366.D, 2367, 2368, 2368.A, 2369.A, 2369.B, 2369.D, 2400.A, 2400.B, 2400.C, 2400.D, 2400.E, 2400.F, 2400.G, 2400.H, 2400.I, 2400.J, 2407, 2407.A, 2407.B, 2409, 2410, 2410.B, 2411, 2412, 2412.A, 2412.B, 2413, 2413.A, 2413.B, 2414, 2415, 2415.A, 2417, 2417.A, 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2486.A, 2486.E, 2486.G, 2486.L, 2486.M, 2486.N, 2486.P, 2486.Q, 2486.R, 2486.S, 2486.T, 2486.U, 2486.V, 2486.W, 2488, 2490, 2491 **ML3:** 2134, 2200.C, 2400, 2401, 2401.B, 2401.C, 2401.D, 2401.E, 2402, 2402.A, 2402.B, 2402.C, 2403, 2404, 2404.A, 2404.B, 2404.C, 2404.D, 2404.E, 2404.F, 2404.G, 2404.H, 2404.I, 2404.J, 2404.K, 2404.L, 2404.M, 2404.N, 2405, 2406, 2406.B, 2486	**ML2:** 2361.F, 2361.H, 2361.J, 2361.S **ML3:** None	**ML2:** 2100, 2101.F, 2101.J, 2101.K, 2101.NA, 2101.O, 2101.PA, 2101.PC, 2108.B, 2108.CB, 2108.EB, 2110.A, 2110.B, 2111.E, 2111.G, 2111.H, 2112.B, 2112.C, 2112.D, 2116.A, 2116.B, 2117, 2119.A, 2119.B, 2122.EA, 2124.A, 2124.B, 2126, 2131, 2137, 2139.A, 2144.G, 2144.H, 2146.E, 2147.A, 2151.A, 2154.CA, 2154.CB, 2154.E, 2156.I, 2158.A, 2159.A, 2159.C, 2162, 2164.E, 2164.G, 2168, 2169.B, 2172.A, 2172.CA, 2172.D, 2172.E, 2173.B, 2175.A, 2177, 2178, 2180, 2181, 2186.C, 2187.A, 2187.B, 2188, 2190, 2192, 2194, 2195.D, 2197.A, 2200.DA, 2200.E, 2200.HB, 2300.H, 2304.C, 2305.C, 2305.D, 2315.B, 2316.A, 2316.B, 2317.H, 2319, 2323.D, 2323.F, 2331.A, 2342.B, 2348.A, 2350.A, 2351.A, 2352.C, 2353.B, 2353.D, 2353.H, 2353.K, 2358.A, 2358.C, 2365.D, 2366.B, 2368.C, 2369.C, 2414.A, 2416, 2425.B, 2426.B, 2429.B, 2436.A, 2443.A, 2449.C, 2449.D, 2453.A, 2456.A, 2456.B, 2457.A, 2468.A, 2472.F, 2472.H, 2476.B, 2486.AA, 2486.B, 2486.BB, 2486.C, 2486.D, 2486.F, 2486.H, 2486.I, 2486.J, 2486.K, 2486.O, 2486.Y, 2486.Z, 2490.A, 2491.A **ML3:** 2128, 2134.A, 2401.A, 2406.A
	Total Miles	91.41	798.83	3.74	51.15

Note: Some route numbers may appear in multiple table cells. In these cases, the route was divided into 2 or more segments for each segment to be analyzed separately.

6.2 Recommendations

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

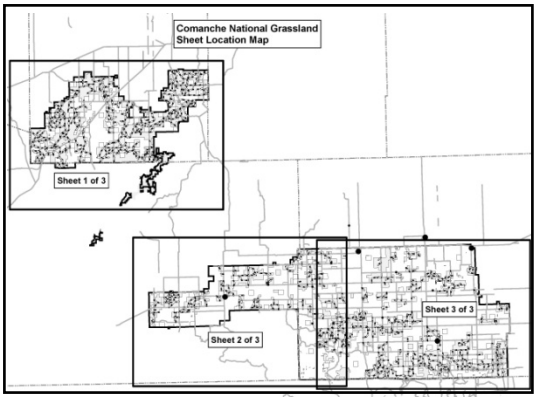
Roads in the L/H (Low Benefit and High Risk) category should be analyzed in depth and potentially eliminated from the system completely unless mitigation measures can be easily implemented that will change the high risk to a low risk. When decommissioning occurs, the risk impacts need to be addressed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

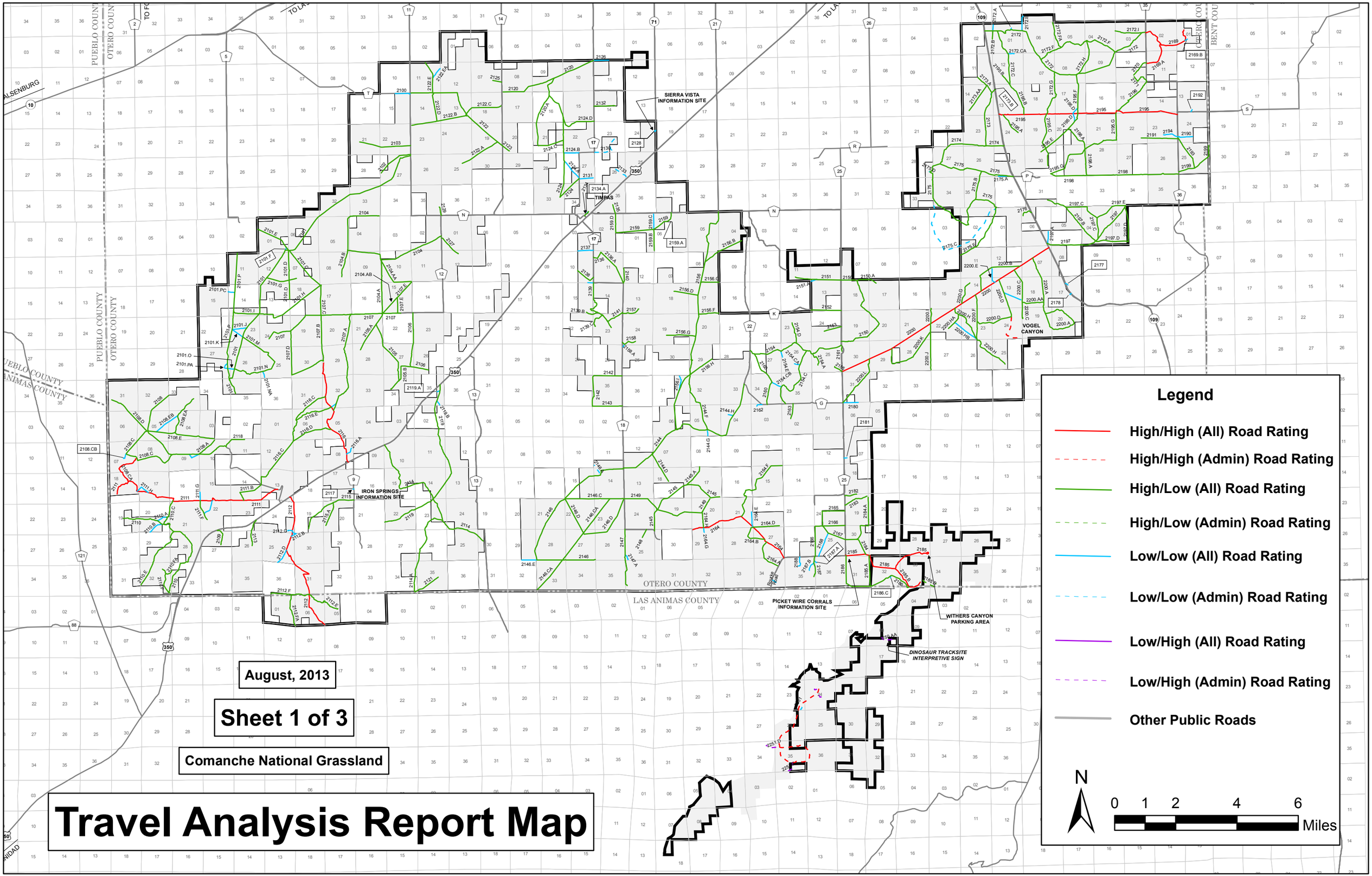
Roads in the L/L (Low Benefit and Low Risk) category should be reviewed by Comanche National Grassland and considered for maintenance level reduction, conversion to motorized trails, administrative use only, or decommissioning. These roads are not needed as part of the minimum road system; but since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

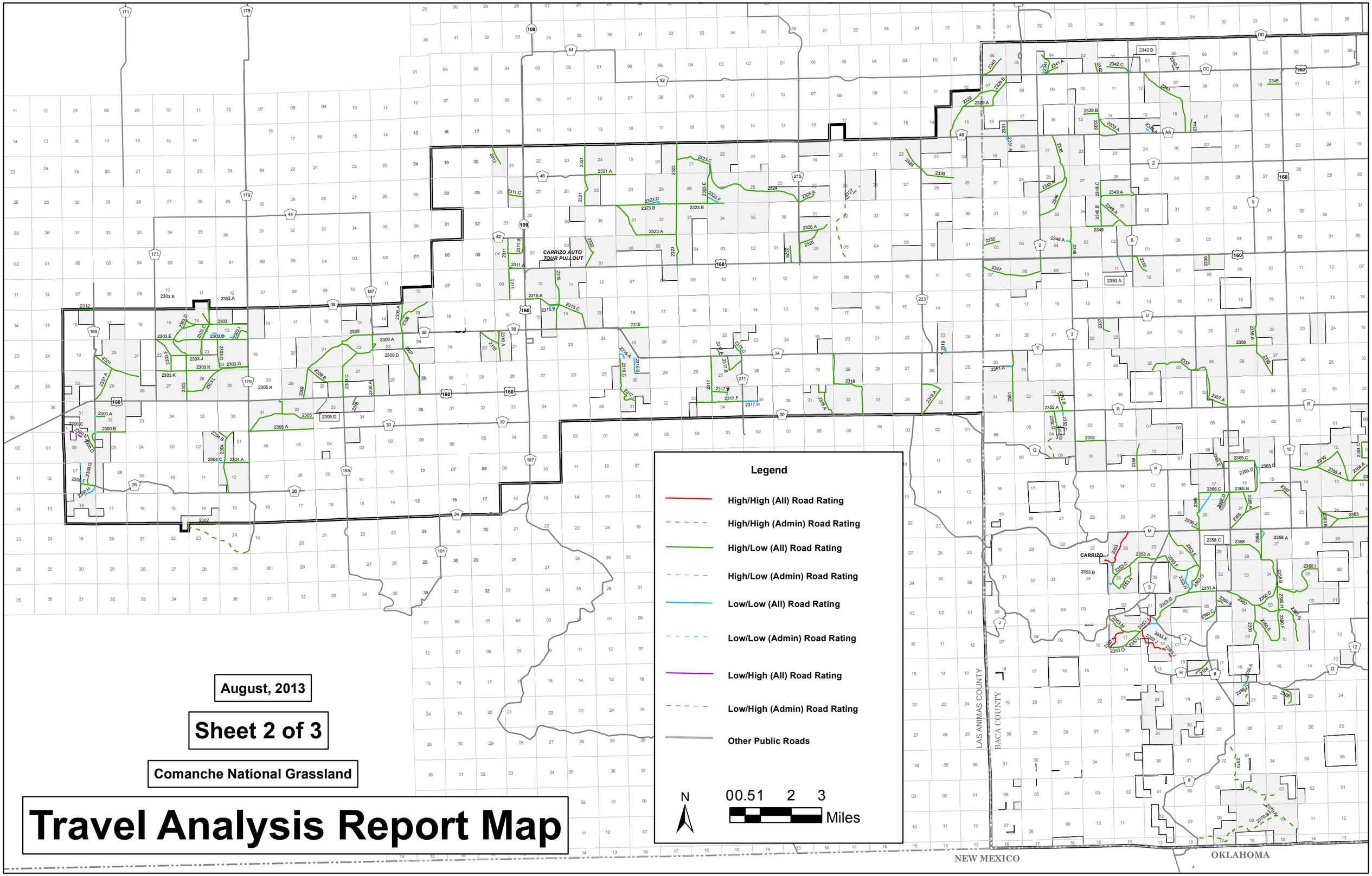
The information obtained from a complete project level travel analysis process sets the context for improving the road and motorized trail system on National Forest lands.

6.3 Travel Analysis Report (TAR) Map

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




Travel Analysis Report Map
Comanche National Grassland
Sheet 1 of 3
August, 2013
Legend
High/High (All) Road Rating
High/High (Admin) Road Rating
High/Low (All) Road Rating
High/Low (Admin) Road Rating
Low/Low (All) Road Rating
Low/Low (Admin) Road Rating
Low/High (All) Road Rating
Low/High (Admin) Road Rating
Other Public Roads
N
0 1 2 4 6
Miles
SIERRA VISTA INFORMATION SITE
TIMBAS
IRON SPRINGS INFORMATION SITE
VOGEL CANYON
PICKET WIRE CORRALS INFORMATION SITE
WITHERS CANYON PARKING AREA
DINOSAUR TRACKSITE INTERPRETIVE SIGN
OTERO COUNTY
LAS ANIMAS COUNTY
PUEBLO COUNTY
BENT COUNTY



August, 2013

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Comanche National Grassland

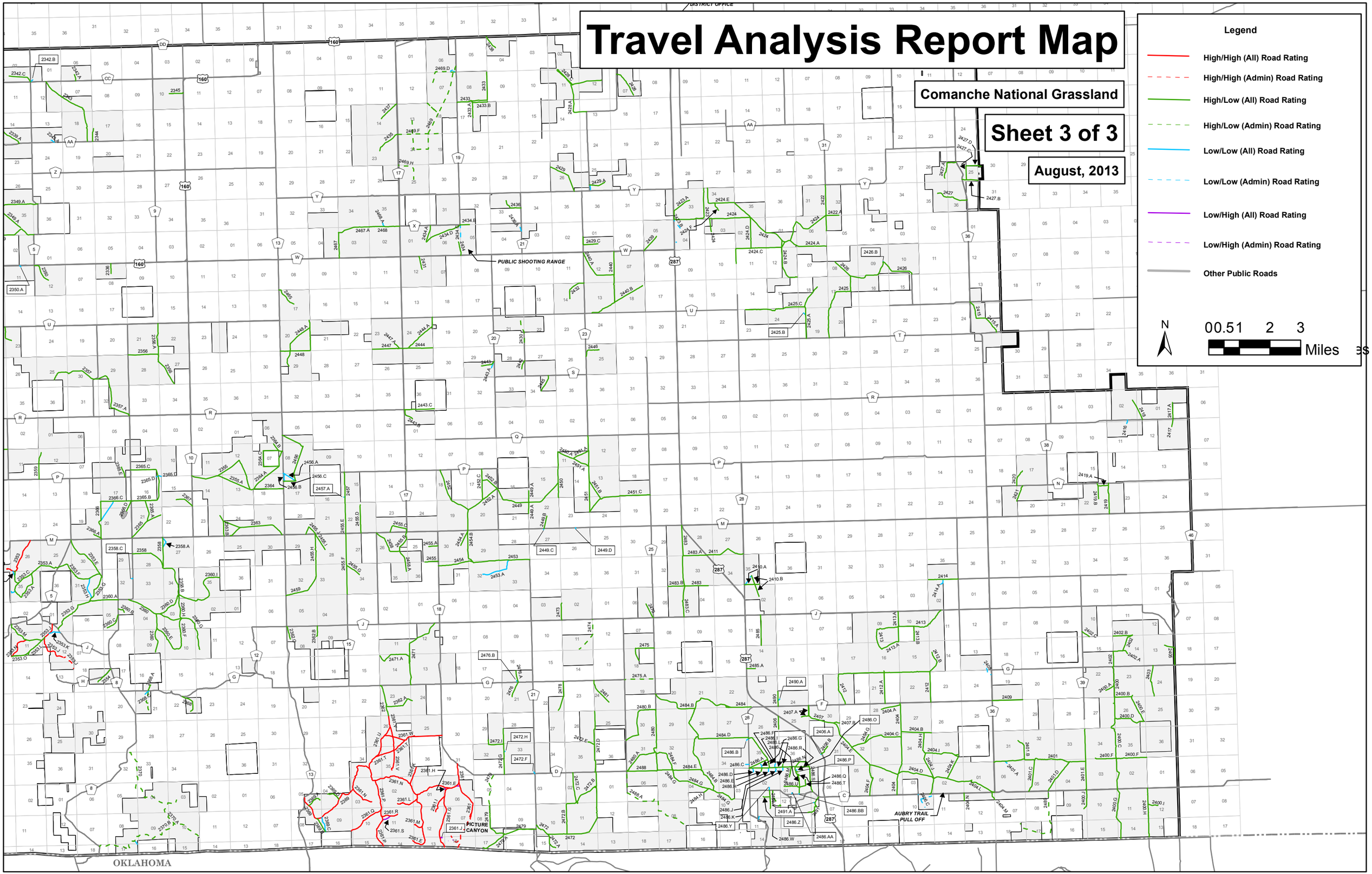
Travel Analysis Report Map

Travel Analysis Report Map

Comanche National Grassland

Sheet 3 of 3

August, 2013



Appendix A. Final TAP Matrix Table

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

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2100	GOOD	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2101	WEST DRY CREEK	0-10.8	10.80	2	NAT		*	1	M	2	H	0	L	1	M	2	H	2	M	0	L	0	L	0	L	0	L	6	2	H/L	
2101.C	WEST DRY CREEK C	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.D	WEST DRY CREEK D	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.E	WEST DRY CREEK E	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.F	WEST DRY CREEK F	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
2101.G	WEST DRY CREEK G	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.H	WEST DRY CREEK H	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.I	WEST DRY CREEK I	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.J	WEST DRY CREEK J	0-.50	0.50	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2101.K	WEST DRY CREEK K	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
2101.M	WEST DRY CREEK M	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2101.N	WEST DRY CREEK N	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2101.NA	WEST DRY CREEK NA	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
2101.O	WEST DRY CREEK O	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
2101.P	WEST DRY CREEK P	0-4.2	4.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2101.PA	WEST DRY CREEK PA	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	1	M	0	L	0	L	0	L	2	1	L/L	
2101.PC	WEST DRY CREEK PC	0-.22	0.22	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2102	NEMO WINDMILL	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2103	NORTH NEMO	0-1.7	1.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2104	HAIGHT	0-5.5	5.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2104.A	HAIGHT A	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2104.AA	HAIGHT AA	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2104.AB	HAIGHT AB	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2104.B	HAIGHT B	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2105	SWISHER	0-2.9	2.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2105.A	SWISHER A	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2105.B	SWISHER B	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2106	EAST SWISHER	0-2.4	2.40	2	NAT		*	1	M	2	H	0	L	2	H	2	H	2	M	0	L	0	L	0	L	0	L	7	2	H/L	
2107	FREDDY RESERVOIR	0-4.7	4.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2107.A	FREDDY RESERVOIR A	0-3.4	3.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2107.B	FREDDY RESERVOIR B	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2107.C	FREDDY RESERVOIR C	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2107.D	FREDDY RESERVOIR D	0-2.6	2.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2107.E	FREDDY RESERVOIR E	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2108	DRY BLUFF	0-4.5	4.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2108.A	DRY BLUFF A	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2108.B	DRY BLUFF B	0-.40	0.40	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2108.C	DRY BLUFF C	0-2.9	2.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	1	M	0	L	5	4	H/L	
2108.CA	DRY BLUFF CA	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	0	L	5	6	H/H	
2108.CB	DRY BLUFF CB	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2108.D	DRY BLUFF D	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2108.E	DRY BLUFF E	0-2.2	2.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2108.EA	DRY BLUFF EA	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2108.EB	DRY BLUFF EB	0-.90	0.90	2	NAT		*	0	L	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2109	COCHRAN	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2110	DEVILS CANYON	0-4.7	4.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	1	M	0	L	5	4	H/L	
2110.A	DEVILS CANYON A	0-.40	0.40	2	NAT		*	0	L	1	M	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L	
2110.B	DEVILS CANYON B	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	2	2	L/L	
2110.C	DEVILS CANYON C	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2110.E	DEVILS CANYON E	0-2.2	2.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2110.F	DEVILS CANYON F	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	1	M	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2110.FA	DEVILS CANYON FA	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2111	NORTH DEVILS CANYON	0-6.2	6.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	1	M	5	6	H/H	
2111.B	NORTH DEVILS CANYON B	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	5	1	H/L	
2111.E	NORTH DEVILS CANYON E	0-.60	0.60	2	NAT		*	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2111.F	NORTH DEVILS CANYON F	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2111.G	NORTH DEVILS CANYON G	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2111.H	NORTH DEVILS CANYON H	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2112	BLOOM	0-5.1	5.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	5	5	H/H	
2112.B	BLOOM B	0-.40	0.40	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	1	2	L/L	
2112.C	BLOOM C	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	1	2	L/L	
2112.D	BLOOM D	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	2	H	0	L	3	2	L/L	
2112.E	BLOOM E	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	1	M	5	4	H/L	
2112.F	BLOOM F	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2112.FA	BLOOM FA	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2113	BLOOM HILLS	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2114	DOMINICK	0-5.5	5.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2114.A	DOMINICK A	0-3.0	3.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2115	BEAR SPRINGS	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2115.A	BEAR SPRINGS A	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2116	NORTH IRON SPRING	0-3.8	3.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	5	5	H/H	
2116.A	NORTH IRON SPRING A	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L	
2116.B	NORTH IRON SPRING B	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	1	L/L	
2116.C	NORTH IRON SPRING C	0-3.9	3.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2116.D	NORTH IRON SPRING D	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2116.E	NORTH IRON SPRING E	0-1.3	1.30	2	NAT		*	0	L	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2117	IRON SPRING	0-.10	0.10	2	NAT	R	*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2118	PRINK	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2119	BULL PASTURE	0-5.9	5.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2119.A	BULL PASTURE A	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2119.B	BULL PASTURE B	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2120	DRY CREEK	0-3.2	3.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2120.A	DRY CREEK A	0-2.4	2.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2121	COUNTY LINE	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2122	PRAIRIE LAND	0-3.9	3.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2122.A	PRAIRIE LAND A	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2122.B	PRAIRIE LAND B	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2122.C	PRAIRIE LAND C	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2122.D	PRAIRIE LAND D	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2122.E	PRAIRIE LAND E	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2122.EA	PRAIRIE LAND EA	0-.40	0.40	2	NAT		*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2123	SHORT	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2124	FLOWING WELL	0-4.4	4.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2124.A	FLOWING WELL A	0-.70	0.70	2	NAT		*	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2124.B	FLOWING WELL B	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2124.C	FLOWING WELL C	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2124.D	FLOWING WELL D	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2125	NORTH	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2126	ROCKY FORD CANAL	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	3	1	L/L	
2127	BROWN RESERVOIR	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2128	SIERRA VISTA	0-.10	0.10	3	AGG	R	*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2129	NOVEMBER	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2130	N. TIMPAS CREEK ADMIN	0-1.1	1.10	2	NAT	A	*	0	L	2	H	0	L	0	L	1	M	2	M	0	L	0	L	0	L	0	L	3	2	L/L	
2131	TIMPAS CREEK	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2132	EAST ROUND TOP	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2133	E. TIMPAS CREEK ADMIN	0-.60	0.60	2	NAT	A	*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	0	2	L/L	
2134	TIMPAS PICNIC	0-.20	0.20	3	AGG	R	*	2	H	0	L	0	L	0	L	2	H	0	L	0	L	0	L	1	M	1	M	4	2	H/L	
2134.A	TIMPAS PICNIC A	0-.10	0.10	3	AGG	R	*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	
2135	WATER TANK	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2136	CEMETERY	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2136.A	CEMETERY A	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2137	WEST CEMETERY	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	2	H	0	L	3	2	L/L	
2138	SOUTH CEMETERY	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2139	STORMY	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2139.A	STORMY A	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2139.B	STORMY B	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2139.C	STORMY C	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2140	EAST CEMETERY	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2141	LITTLE STORMY	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2142	LONE TREE	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2143	LONE TREE ARROYO	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2144	SOUTH CROOKED ARROYO	0-5.9	5.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2144.D	SOUTH CROOKED ARROYO D	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2144.F	SOUTH CROOKED ARROYO F	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2144.G	SOUTH CROOKED ARROYO G	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2144.H	SOUTH CROOKED ARROYO H	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2145	PIPELINE	0-3.3	3.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2145.A	PIPELINE A	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2146	LEE'S WINDMILL	0-6.6	6.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2146.A	LEE'S ADMIN	0-.40	0.40	2	NAT	A	*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2146.C	LEE'S WINDMILL C	0-1.9	1.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2146.CA	LEE'S WINDMILL CA	0-3.8	3.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2146.D	LEE'S WINDMILL D	0-3.3	3.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2146.E	LEE'S WINDMILL E	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2147	ARMY VIEW	0-1.9	1.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2147.A	ARMY VIEW A	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2148	DIRT	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2149	EAST BLACK TANK	0-3.3	3.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2150	ANDERSON ARROYO	0-3.8	3.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2150.A	ANDERSON ARROYO A	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2151	BENTON ARROYO	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2151.A	BENTON ARROYO A	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2152	WEST ANDERSON	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2153	NORTH SHALE HILLS	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2154	PACKERS GAP	0-3.5	3.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	0	L	1	M	5	4	H/L	
2154.A	PACKERS GAP A	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2154.C	PACKERS GAP C	0-2.6	2.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	0	L	1	M	5	4	H/L	
2154.CA	PACKERS GAP CA	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2154.CB	PACKERS GAP CB	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2154.D	PACKERS GAP D	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2154.E	PACKERS GAP E	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2155	WEST DAVID CANYON	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2156	CROOKED ARROYO	0-7.7	7.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2156.B	CROOKED ARROYO B	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2156.C	CROOKED ARROYO C	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2156.D	CROOKED ARROYO D	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2156.F	CROOKED ARROYO F	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2156.G	CROOKED ARROYO G	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2156.H	CROOKED ARROYO H	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2156.I	CROOKED ARROYO I	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2157	NORTH MERIDIAN	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2158	SOUTH MERIDIAN	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2158.A	SOUTH MERIDIAN A	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2159	EAST TIMPAS	0-2.1	2.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2159.A	EAST TIMPAS A	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2159.B	EAST TIMPAS B	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2159.C	EAST TIMPAS C	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2159.D	EAST TIMPAS D	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2160	WEST PACKERS GAP	0-1.9	1.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2161	OVERLOOK	0-.20	0.20	2	NAT		*	2	H	0	L	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2162	DAM	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2163	SOUTH SHALE HILLS	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2164	ROCK FALL	0-3.7	3.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	5	5	H/H	
2164.A	ROCK FALL A	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2164.B	ROCK FALL B	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2164.D	ROCK FALL D	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2164.E	ROCK FALL E	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2164.F	ROCK FALL F	0-2.7	2.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2164.G	ROCK FALL G	0-.20	0.20	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2164.H	ROCK FALL H	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2165	STAGE	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2166	BARLOW	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2167	SANDERSON	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2168	COACH	0-.80	0.80	2	NAT		*	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2169	ROCK ARROYO	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	5	5	H/H	
2169.A	ROCK ARROYO A	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	5	5	H/H	
2169.B	ROCK ARROYO B	0-.09	0.09	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2170	SOUTH ROCK ARROYO	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2171	NORTH ALKALI ARROY	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2172	KING ARROYO	0-6.7	6.70	2	NAT		*	1	M	2	H	0	L	1	M	2	H	2	M	0	L	0	L	1	M	1	M	6	4	H/L	
2172.A	KING ARROYO A	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2172.B	KING ARROYO B	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2172.C	KING ARROYO C	0-1.9	1.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2172.CA	KING ARROYO CA	0-.20	0.20	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2172.D	KING ARROYO	0-.06	0.06	2	NAT		*	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	1	1	L/L	
2172.E	KING ARROYO E	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	3	1	L/L	
2172.F	KING ARROYO F	0-2.9	2.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2172.FA	KING ARROYO FA	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2172.G	KING ARROYO G	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2172.H	KING ARROYO H	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2172.I	KING ARROYO I	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2173	POND LOOP	0-2.0	2.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	1	M	1	M	0	L	5	4	H/L	
2173.A	POND LOOP A	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	1	M	1	M	0	L	5	4	H/L	
2173.AA	POND LOOP AA	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2173.B	POND LOOP B	0-.05	0.05	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2174	DIXIE BLUFFS	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2175	TOWER	0-7.2	7.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2175.A	TOWER A	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2175.B	TOWER B	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2175.C	TOWER C ADMIN	0-4.0	4.00	2	NAT	A	*	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2175.D	TOWER D ADMIN	0-.20	0.20	2	NAT	A	*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
2175.E	TOWER E	0-2.1	2.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2176	WILKMILL 109	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2177	VALLEY VIEW	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2178	HIGBEE WORK CENTER	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2180	JACK CANYON	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2181	SOUTH JACK CANYON	0-.10	0.10	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2182	LITTLE WINDMILL	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2183	GIRARD	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2184	WATERHOLE	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2184.A	WATERHOLD A	0-1.7	1.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2185	WITHERS CANYON	0-3.4	3.40	3	AGG	R	*	2	H	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	2	H	6	6	H/H	
2185.A	WITHERS CANYON A	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	1	M	5	2	H/L	
2185.B	WITHERS 1/2 ADMIN	0-1.2	1.20	2	NAT		*	2	H	2	H	0	L	0	L	0	L	2	M	0	L	0	L	2	H	1	M	4	5	H/H	
2185.B	WITHERS 1/2 ADMIN	1.2-1.9	0.70	2	NAT	A	*	0	L	2	H	0	L	2	H	2	H	2	M	0	L	0	L	2	H	0	L	6	4	H/L	
2186	DOD	0-3.3	3.30	2	NAT		*	2	H	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	1	M	6	3	H/L	
2186.C	DOD C	0-.10	0.10	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2187	EAST MINNIE CANYON	0-.70	0.70	2	NAT		*	2	H	2	H	0	L	0	L	1	M	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2187.A	EAST MINNIE CANYON A	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2187.B	EAST MINNIE CANYON B	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2188	NORTH MINNIE CANYON	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2189	MINNIE CANYON ADMIN	0-.20	0.20	2	NAT	A	*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	2	1	L/L	
2190	EAST	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2191	ARROYO	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2192	LITTLE EAST	0-.08	0.08	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2193	SECTION 25	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2194	NORTH ARROYO	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2195	ALKALI ARROYO	0-6.0	6.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	1	M	1	M	1	M	5	5	H/H	
2195.A	ALKALI ARROYO A	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2195.B	ALKALI ARROYO B	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2195.C	ALKALI ARROYO C	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2195.D	ALKALI ARROYO D	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2195.E	ALKALI ARROYO E	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2195.F	ALKALI ARROYO F	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2195.G	ALKALI ARROYO G	0-3.6	3.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2196	ALKALI CROSSING	0-1.4	1.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2197	HIGBEE	0-3.2	3.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	2	H	0	L	5	3	H/L	
2197.A	HIGBEE A	0-.40	0.40	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2197.B	HIGBEE B	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2197.C	HIGBEE C	0-2.6	2.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2197.D	HIGBEE D	0-2.2	2.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2197.E	HIGBEE E	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2198	CARRICA	0-4.2	4.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2198.A	CARRICA A	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2199	LOWER EAST	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2200	DAVID CANYON	0-7.9	7.90	3	AGG		*	2	H	2	H	0	L	0	L	2	H	3	H	0	L	0	L	0	L	2	H	6	5	H/H	
2200.A	DAVID CANYON A	0-4.4	4.40	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2200.AA	DAVID CANYON AA	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2200.B	DAVID CANYON B	0-1.9	1.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2200.C	DAVID CANYON C	0-1.7	1.70	3	AGG	R	*	2	H	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	1	M	6	2	H/L	
2200.D	DAVID CANYON D	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	1	M	2	H	2	M	0	L	0	L	2	H	0	L	6	4	H/L	
2200.DA	DAVID CANYON DA	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
2200.DB	DAVID CANYON DB ADMIN	0-1.1	1.10	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	4	5	H/H	
2200.E	DAVID CANYON E	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2200.F	DAVID CANYON F	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2200.G	DAVID CANYON G	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2200.H	DAVID CANYON H	0-2.7	2.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2200.HA	GUNBARREL 1	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2200.HB	GUNBARREL 2	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	H	0	L	3	3	L/L	
2200.I	DAVID CANYON I	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	4	3	H/L	
2200.J	DAVID CANYON J	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2200.K	DAVID CANYON K	0-2.2	2.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2200.L	DAVID CANYON L	0-1.8	1.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2250	PICKETWIRE ADMIN	0-9.3	9.30	2	NAT	AR	*	2	H	2	H	0	L	1	M	2	H	3	H	0	L	0	L	2	H	2	H	7	7	H/H	
2250.A	TRACK SITE ADMIN	0-.10	0.10	2	NAT	A	*	1	M	0	L	0	L	0	L	0	L	2	M	0	L	0	L	2	H	1	M	1	5	L/H	
2250.AA	TRACK TRAIL ADMIN	0-.40	0.40	2	NAT	AR	*	1	M	1	M	0	L	1	M	0	L	3	H	0	L	0	L	2	H	0	L	3	5	L/H	
2251	ROURKE RANCH ADMIN	0-5.3	5.30	2	NAT	AR	*	0	L	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	1	M	4	6	H/H	
2251.A	BUNKHOUSE ADMIN	0-.30	0.30	2	NAT	A	*	0	L	1	M	0	L	1	M	0	L	2	M	0	L	0	L	2	H	1	M	2	5	L/H	
2251.B	ROURKE RANCH ADMIN B	0-.20	0.20	2	NAT	A	*	0	L	0	L	0	L	1	M	0	L	2	M	0	L	0	L	2	H	1	M	1	5	L/H	
2251.C	ROURKE WELL ADMIN	0-.20	0.20	2	NAT	A	*	0	L	0	L	0	L	0	L	0	L	2	M	0	L	0	L	2	H	0	L	0	4	L/L	
2251.D	LAST CHANCE ADMIN	0-.50	0.50	2	NAT	A	*	0	L	1	M	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	1	5	L/H	
2251.E	ROURKE RANCH ADMIN E	0-.40	0.40	2	NAT	A	*	0	L	2	H	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	2	5	L/H	
2300.A	12E TANK	0-.31	0.31	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2300.B	APRIL	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2300.C	TWIN MILLS	0-.43	0.43	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2300.D	WEST DRAW	0-.55	0.55	2	NAT		*	1	M	2	H	0	L	0	L	1	M	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2300.E	G. F. U. ADMIN	0-.91	0.91	2	NAT	A	*	0	L	2	H	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	2	5	L/H	
2300.F	MONDAY 1/2 ADMIN	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2300.F	MONDAY 1/2 ADMIN	0-1.18	0.68	2	NAT	A	*	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2300.G	FRIDAY	0-.24	0.24	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2300.H	TURKEY GUZZLER	0-.48	0.48	2	NAT		*	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2301	PARKER CEMETERY	0-1.63	1.63	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2301.A	12C WATER TANK	0-1.2	1.20	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2302	MESA POND ADMIN	0-3.4	3.40	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2303	DOZER	0-4.83	4.83	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2303.A	DICKIE	0-.77	0.77	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2303.B	BINDWEED PLAYA	0-.41	0.41	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2303.C	EASTSIDE	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2303.D	DOZER PLAYA	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2303.E	10B NORTH	0-3.05	3.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2303.F	DAVIS	0-1.25	1.25	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2303.G	POND TRAIL	0-1.86	1.86	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2303.H	DOZER ADMIN	0-1.04	1.04	2	NAT	A	*	0	L	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2303.I	TANK DRIVEBY	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2303.J	DAVIS WEST	0-2.06	2.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2303.K	10B SOUTH	0-3.06	3.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2303.L	DOZER L	0-1.39	1.39	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2304	10D	0-2.13	2.13	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2304.A	TUESDAY	0-.81	0.81	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2304.B	WEDNESDAY	0-.34	0.34	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2304.C	THURSDAY	0-.18	0.18	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2305	FALLAS PIPELINE	0-2.38	2.38	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2305.A	FALLAS FENCELINE	0-2.11	2.11	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2305.B	FALLAS STATION EAST	0-.48	0.48	2	NAT		*	1	M	1	M	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
2305.C	FALLAS STATION	0-.07	0.07	2	NAT		*	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2305.D	10GE PIPELINE	0-.09	0.09	2	NAT		*	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2306	PLAYA WELL	0-1.55	1.55	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2306.A	PLAYA WELL A	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2307	HATFIELD	0-2.15	2.15	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2308	FOWLER BRIDGE	0-.29	0.29	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2308.A	WINDSWEPT	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2309	FOX TRAIL	0-3.61	3.61	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	1	M	5	3	H/L	
2309.A	ANTELOPE TANK	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2309.B	FOX TRAIL B	0-1.27	1.27	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2309.C	SOUTH ANTELOPE TANK	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2309.D	HATFIELD PIPELINE	0-.29	0.29	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2310	CATTLE GUZZLER	0-1.32	1.32	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2310.A	CATTLE DUGOUT	0-.52	0.52	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2311	TWO HIGHWAY	0-2.17	2.17	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2311.A	9B HIGHWAY	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2311.B	109 POND	0-.95	0.95	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2311.C	9B ANGLE	0-.51	0.51	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2312	10J	0-.51	0.51	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2313	POOL TABLE	0-.64	0.64	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2315	COMMUNITY	0-2.04	2.04	2	NAT		*	1	M	2	H	0	L	0	L	2	H	1	M	0	L	0	L	1	M	0	L	5	2	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2315.A	COMMUNITY A	0-1.17	1.17	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2315.B	WELL	0-.32	0.32	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	1	1	L/L	
2315.C	WELL SHORTCUT	0-1.28	1.28	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2316	12E NORTH	0-.93	0.93	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2316.A	12E WINDMILL	0-.24	0.24	2	NAT		*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2316.B	HOMESTEAD	0-.51	0.51	2	NAT		*	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	3	2	L/L	
2316.C	TECOLOTE NORTH	0-1.01	1.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2317	EXCHANGE	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2317.A	IRON GATE	0-.27	0.27	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2317.B	BIG CHOLLA DRAW	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2317.C	KIWI	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2317.D	IRON GATE ADMIN	0-.16	0.16	2	NAT	A	*	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2317.E	IRON POST	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2317.F	12CS	0-1.49	1.49	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2317.G	IRON POST ADMIN	0-.50	0.50	2	NAT	A	*	0	L	1	M	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2317.H	SPRUCE	0-.44	0.44	2	NAT		*	1	M	1	M	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2317.I	TECOLOTE	0-.85	0.85	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	1	M	0	L	5	4	H/L	
2318	UNWIN ROCK HOUSE	0-2.86	2.86	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2318.A	12B FENCELINE	0-1.28	1.28	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2319	12A PUMP	0-.15	0.15	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2319.A	12A WINDMILL	0-1.71	1.71	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2321	11D WINDMILL	0-2.05	2.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2321.A	DORIS TRAIL	0-1.01	1.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2322	11E WINDMILL	0-1.16	1.16	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2323	BRIDGE	0-4.0	4.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	1	M	5	3	H/L	
2323.A	WEST MILL	0-2.52	2.52	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2323.B	MIDDLE SECTION LINE	0-3.54	3.54	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	1	M	5	3	H/L	
2323.C	ANDRIX PIPELINE	0-2.32	2.32	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	1	M	5	4	H/L	
2323.D	WATER LOT	0-.50	0.50	2	NAT		*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	3	2	L/L	
2323.E	NORTH TWIN	0-1.3	1.30	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2323.F	11A SHORTCUT	0-.42	0.42	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2324	OU DRAW	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	1	M	5	4	H/L	
2325	ANDRIX NORTH	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2325.A	WEST MUSTANG	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2326	HILLTOP WATER LOT	0-1.44	1.44	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2326.A	MUSTANG DRAW	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2327	11C PIPELINE ADMIN	0-2.91	2.91	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2328	SAVORY WEST	0-.82	0.82	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2329	CRESTED WHEAT	0-2.45	2.45	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2329.A	PLUM THICKET	0-.97	0.97	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2329.B	CRESTED WHEAT GRADE	0-1.15	1.15	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2330	SAVORY EAST	0-1.16	1.16	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2331	GOODRICH ACCESS	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2331.A	4E WELL	0-.13	0.13	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2332	COUNTY LINE TANK	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2336	5N WELL	0-.33	0.33	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2337	PRAIRIE DOG	0-.58	0.58	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2338	4CN	0-1.47	1.47	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2339	4H EAST	0-.69	0.69	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2339.A	4H MIDDLE	0-.80	0.80	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2339.B	4H NORTH	0-.49	0.49	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2340	PASTURE 4F	0-.89	0.89	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2341	4P NORTH	0-.78	0.78	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2341.A	4P TANK	0-.45	0.45	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2341.B	4P GUZZLER ADMIN	0-.45	0.45	2	NAT	A	*	0	L	1	M	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	3	3	L/L	
2342	4G WELL	0-.34	0.34	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2342.A	4G EAST	0-.21	0.21	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2342.B	4G SHORT	0-.10	0.10	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2342.C	4G TANK	0-.78	0.78	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2343	4B MIDDLE	0-2.64	2.64	2	NAT		*	1	M	2	H	0	L	1	M	2	H	2	M	0	L	0	L	2	H	0	L	6	4	H/L	
2343.A	4B WEST ADMIN	0-.28	0.28	2	NAT	A	*	0	L	1	M	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	3	4	L/L	
2344	4B POND	0-.43	0.43	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	4	4	H/L	
2345	4I TANKS	0-.47	0.47	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2346	4C P.D.	0-1.67	1.67	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2346.A	4C TWIN	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2347	5B WELL	0-2.38	2.38	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2348	4J ACCESS	0-1.01	1.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2348.A	4J WELL	0-.15	0.15	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2349	4K SOUTH	0-1.64	1.64	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2349.A	4K SOUTH WELL	0-2.14	2.14	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2349.B	4K WEST	0-.75	0.75	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2349.C	4K NORTH	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2350	5K TANK	0-.74	0.74	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2350.A	5K WELL	0-.05	0.05	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2351	5A MIDDLE	0-2.02	2.02	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2351.A	5A NORTH WELL	0-.19	0.19	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2352	5D EAST UNIT	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2352.A	5D NORTH WELL	0-.96	0.96	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2352.B	5D NORTH TANK	0-.62	0.62	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2352.C	SALT LICK	0-.15	0.15	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2352.D	5D 1/2 ADMIN	0-.52	0.52	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2352.D	5D 1/2 ADMIN	1.81	1.29	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2353	CARRIZO PICNIC AREA	0-1.51	1.51	3	AGG	R	*	2	H	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	6	5	H/H	
2353.A	CARRIZO TRAIL	0-2.98	2.98	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2353.B	PICNIC AREA SHORTCUT	0-.17	0.17	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2353.C	EAST CARRIZO SHORTCUT	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2353.D	CARRIZO CREEK OVERLOOK	0-.19	0.19	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	1	2	L/L	
2353.E	WHITBY NORTH	0-1.66	1.66	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2353.F	WHITBY CANYON X-ING	0-1.68	1.68	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2353.G	3A EAST	0-2.43	2.43	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2353.H	3A EAST RIDGE	0-.72	0.72	2	NAT		*	1	M	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
2353.I	SOUTH CROSSING	0-.44	0.44	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2353.J	WHITBY CANYON 1/2 ADMIN	0-1.62	1.62	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2353.J	WHITBY CANYON 1/2 ADMIN	1.62 2.2	0.58	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	4	5	H/H	
2353.K	EAST ACCESS	0-.37	0.37	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2353.L	MIDDLE CROSSING	0-.81	0.81	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2353.M	POLE CORRAL	0-1.27	1.27	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2353.N	EAST CARRIZO DRAINAGE	0-.85	0.85	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	2	H	0	L	5	5	H/H	
2353.O	SOUTH FENCE	0-.61	0.61	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2354	ISLAND	0-.61	0.61	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2355	BLUE TUB	0-2.77	2.77	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2355.A	RIB	0-1.26	1.26	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2356	5C SOUTH WELL	0-2.13	2.13	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2356.A	5C NORTH WELL	0-1.05	1.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2357	5H WEST WELL	0-1.56	1.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2357.A	5H WELL ACCESS	0-2.18	2.18	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2358	NORTH SIDE MILL	0-2.25	2.25	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2358.A	3B TANK	0-.37	0.37	2	NAT		*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2358.B	SECTION CORNER	0-1.25	1.25	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2358.C	WEST WELL	0-.05	0.05	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2359	5E WELL	0-.88	0.88	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2360	PAT CANYON	0-2.33	2.33	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.A	3A ACCESS	0-.51	0.51	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.B	BIG HOLE GRAVEL PIT	0-.26	0.26	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2360.C	SOUTHWEST POND	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.D	MIDDLE SE WELL	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2360.E	SOUTHWEST WELL	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2360.F	SOUTH POND	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.G	CANYON LOOKOUT	0-2.15	2.15	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.H	WEST SAND CANYON	0-.81	0.81	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2360.I	RATLIFF ACCESS	0-2.21	2.21	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2361	PICTURE CANYON	0-1.99	1.99	3	NAT	R	*	2	H	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	1	M	6	5	H/H	
2361.A	PICTURE CANYON ADMIN	1-1.34	1.34	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	4	5	H/H	
2361.B	CRACK CAVE ADMIN	0-.13	0.13	2	NAT	A	*	0	L	0	L	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	2	5	L/H	
2361.C	NORTH SPRING ADMIN	0-.52	0.52	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	4	5	H/H	
2361.D	TWIN SPRINGS ADMIN	0-.17	0.17	2	NAT	A	*	0	L	0	L	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	2	5	L/H	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2361.E	CAVE SPRING	0-3.7	3.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	2	H	5	7	H/H	
2361.F	SHORT CUT NORTH	0-.12	0.12	2	NAT		*	0	L	0	L	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	0	5	L/H	
2361.G	TOP LINE	0-2.16	2.16	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2361.H	DOG CUT ACROSS	0-.12	0.12	2	NAT		*	0	L	0	L	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	0	5	L/H	
2361.I	TOOTH & ARCH	0-.63	0.63	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	0	L	5	6	H/H	
2361.J	SPRING OVERLOOK	0-.09	0.09	2	NAT		*	1	M	0	L	0	L	0	L	0	L	3	H	0	L	0	L	2	H	0	L	1	5	L/H	
2361.K	SCHOOL SECTION	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2361.L	I O U	0-.75	0.75	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	0	L	5	6	H/H	
2361.M	ROUND CAVE	0-.32	0.32	2	NAT		*	1	M	1	M	0	L	0	L	2	H	3	H	1	M	0	L	2	H	0	L	4	6	H/H	
2361.N	OVERPASS	0-4.28	4.28	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	2	H	2	H	2	H	5	9	H/H	
2361.P	HOLT RIDGE	0-2.35	2.35	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2361.Q	RIDGE HOUSE	0-1.26	1.26	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2361.R	PINEAPPLE	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2361.S	CATTLE CUT ACROSS	0-.30	0.30	2	NAT		*	0	L	1	M	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	3	5	L/H	
2361.T	TRAIL RIDGE	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	2	H	5	8	H/H	
2361.U	DAM CUTOFF	0-1.14	1.14	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	0	L	5	6	H/H	
2361.V	QUARRY	0-1.83	1.83	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	1	M	0	L	2	H	1	M	5	7	H/H	
2361.W	NORTH POND	0-1.98	1.98	2	NAT		*	1	M	2	H	0	L	0	L	2	H	3	H	0	L	0	L	2	H	0	L	5	5	H/H	
2362	NORTH QUARRY	0-1.05	1.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	5	1	H/L	
2362.A	POINT MILL	0-.98	0.98	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2362.B	RIGHT HALF	0-.36	0.36	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2362.C	LEFT HALF	0-.43	0.43	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2363	16E PIPELINE	0-2.1	2.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2363.A	SAND POND	0-.44	0.44	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2363.B	16E MILL	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2364	THREE DAM	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2364.A	FIELD	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2364.B	CACTUS FLOWER	0-.40	0.40	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2364.C	SQUARE	0-1.51	1.51	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2365	PLUGGED WINDMILL	0-1.22	1.22	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2365.A	WATER HOLE	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2365.B	RUNNING CALF	0-1.63	1.63	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2365.C	FOLLOW THE LEADER	0-1.06	1.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2365.D	CUT ACROSS	0-.17	0.17	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2365.E	WEEEE	0-.35	0.35	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2366	WEIRD BIRD	0-1.28	1.28	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2366.A	SMALL POND	0-.28	0.28	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2366.B	LAKE SHORTCUT	0-.76	0.76	2	NAT		*	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2366.C	BIG COW PATTIE	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2366.D	LITTLE COW PATTIE	0-.37	0.37	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2367	HOT WIRE	0-.61	0.61	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2368	MILK WEED	0-.74	0.74	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2368.A	FEDERAL	0-.21	0.21	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2368.B	LITTLE DANDY ADMIN	0-.83	0.83	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2368.C	NATIONAL	0-.17	0.17	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2369	RIM ROCK	0-2.53	2.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	1	M	2	H	0	L	5	5	H/H	
2369.A	SAND CANYON OVERLOOK	0-.53	0.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2369.B	ROADRUNNER	0-.52	0.52	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2369.C	WOODPECKER	0-.52	0.52	2	NAT		*	0	L	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	2	3	L/L	
2369.D	LICHEN	0-.45	0.45	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	4	4	H/L	
2370	WINDMILL ADMIN	0-3.13	3.13	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2370.A	SOLAR PASS ADMIN	0-.86	0.86	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2370.B	WINDING ADMIN	0-4.33	4.33	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2370.C	APPLE ADMIN	0-.14	0.14	2	NAT	A	*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	2	2	L/L	
2400	PRAIRIE CHICKEN BLIND	0-1.24	1.24	3	NAT	R,SE	*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2400.A	WEST MITCHELL DRAW	0-.32	0.32	2	NAT	SE	*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2400.B	NORTHEAST MILL	0-.61	0.61	2	NAT	SE	*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.C	MAIN	0-3.0	3.00	2	NAT	SE	*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.D	M. E. WINDMILL	0-1.03	1.03	2	NAT	SE	*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.E	LAND EXCHANGE	0-.91	0.91	2	NAT	SE	*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.F	MIDDLE EAST MILL	0-1.7	1.70	2	NAT	SE	*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.G	SOUTH MIDDLE WELL	0-1.71	1.71	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.H	STATE LINE	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2400.I	SOUTHEAST MILL	0-.33	0.33	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2400.J	SMALL ENGINE	0-.67	0.67	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2401	PIPELINE	0-3.09	3.09	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2401.A	2 GALLON MILL	0-.10	0.10	3	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2401.B	55 GALLON MILL	0-.72	0.72	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2401.C	METAL MILL	0-1.07	1.07	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2401.D	HEREFORD	0-1.18	1.18	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2401.E	GRAVEYARD	0-2.0	2.00	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2402	NO DUMPING	0-1.46	1.46	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2402.A	LONE ANTELOPE	0-.21	0.21	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2402.B	HALF CIRCLE	0-.64	0.64	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2402.C	QUARTER CIRCLE	0-.29	0.29	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2403	DEAD TREE	0-1.04	1.04	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2404	PASTURE CROSSING	0-3.03	3.03	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2404.A	PASTURE CROSSING A	0-.65	0.65	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2404.B	THREE CORNER	0-.99	0.99	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2404.C	POND	0-1.75	1.75	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2404.D	FAST	0-2.52	2.52	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	2	H	0	L	5	3	H/L	
2404.E	TWO BUCK	0-2.33	2.33	3	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2404.F	ELECTRIC PUMP	0-1.08	1.08	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2404.G	PASTURE CROSSING G	0-.31	0.31	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2404.H	PASTURE CROSSING H	0-.72	0.72	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2404.I	CALF	0-1.12	1.12	3	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2404.J	BULL CHASE	0-1.46	1.46	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2404.K	PASTURE CROSSING K	0-.93	0.93	3	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2404.L	PETRIFIED TREE	0-.90	0.90	3	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2404.M	PASTURE CROSSING M	0-.26	0.26	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2404.N	PASTURE CROSSING N	0-.24	0.24	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2405	EAST NO DUMPING	0-.90	0.90	3	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2406	BLACK FLOAT	0-.42	0.42	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2406.A	GRAVEL PIT	0-.03	0.03	3	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2406.B	RELAY	0-.34	0.34	3	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2406.C	COW TRAIL ADMIN	0-.50	0.50	3	NAT	A	*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2406.D	ELECTRIC ADMIN	0-.39	0.39	3	NAT	A	*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2407	TELEPHONE POLE	0-1.66	1.66	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2407.A	TELEPHONE POLE A	0-.58	0.58	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2407.B	TELEPHONE POLE B	0-.21	0.21	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2408	BANANA ADMIN	0-.50	0.50	2	NAT	A	*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2409	HOLE	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2410	TUMBLEWEED	0-.49	0.49	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2410.A	TUMBLEWEED ADMIN	0-.37	0.37	2	NAT	A	*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2410.B	MANHOLE	0-.72	0.72	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2411	UNDER BRIDGE	0-1.32	1.32	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2412	LONG	0-5.03	5.03	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2412.A	PEAR	0-1.06	1.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2412.B	SANDY	0-.79	0.79	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2413	DISC	0-3.03	3.03	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2413.A	FOUR TANK	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2413.B	FARMERS	0-.48	0.48	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2414	DEAD CALF	0-.98	0.98	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2414.A	TWO CORNER	0-.19	0.19	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2415	FADED	0-.59	0.59	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2415.A	DOVE HUNT	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2416	CRAZY COW	0-.12	0.12	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2417	CURLEW	0-.26	0.26	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2417.A	WOOD FENCE POST	0-.53	0.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2418	MORNING DOVE	0-.72	0.72	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2419	BIG DAM	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2419.A	NOWHERE	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2419.B	NOWHERE TANK	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2420	OLD CORRAL	0-.55	0.55	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2421	DAM	0-.55	0.55	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2422	BLUE TAG	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2422.A	CHAIN LINK GATE	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	4	2	H/L	
2423	HIGHWAY	0-1.96	1.96	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2423.A	HIGHWAY A	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2423.B	POND ADMIN	0-.48	0.48	2	NAT	A	*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2423.C	LITTLE WASHINGTON ADMIN	0-.08	0.08	2	NAT	A	*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2424	RAILROAD TRACK	0-5.31	5.31	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2424.A	RAILROAD TRACK A	0-1.25	1.25	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2424.B	SLEEPY	0-1.54	1.54	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2424.C	CRANKEN	0-2.23	2.23	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2424.D	DON'T KNOW	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2424.E	STORM	0-2.05	2.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2424.F	BARBED WIRE	0-.28	0.28	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2425	FOUR WHEEL	0-2.06	2.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2425.A	MULEY	0-1.83	1.83	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2425.B	NO NAME	0-.10	0.10	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2425.C	HUNTING HEAD	0-2.01	2.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2426	KNAT	0-3.22	3.22	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2426.A	DUST DEVIL	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
2426.B	KNAT B	0-.02	0.02	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2427	RUNNING COW	0-1.05	1.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2427.A	THIRSTY BULL	0-.83	0.83	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2427.B	DRAW	0-.53	0.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2427.C	PEACH	0-.46	0.46	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2427.D	GUESS	0-.49	0.49	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2428	TRAP	0-.93	0.93	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2428.A	WEST TOWER	0-1.35	1.35	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2428.B	COW PIE	0-.73	0.73	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2428.C	BUDGE BY	0-1.66	1.66	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2429	TWO DOG	0-1.19	1.19	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2429.A	TWO DAM	0-.54	0.54	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2429.B	WIND BREAK	0-.16	0.16	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2429.C	MUSTARD WEED	0-.73	0.73	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2430	TALL WEED ADMIN	0-.96	0.96	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2431	TURKEY BUZZARD	0-.44	0.44	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2432	REDO	0-.83	0.83	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2433	ROUGHER THAN HELL	0-1.92	1.92	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	1	M	5	3	H/L	
2433.A	CARCASS	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2433.B	SHORT HORN	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2434	SHOOTING RANGE	0-.45	0.45	2	NAT	R	*	2	H	1	M	0	L	1	M	0	L	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
2434.A	SHORT GRASS	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2434.B	WEEDY ACCESS	0-.31	0.31	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	2	H	4	2	H/L	
2434.C	SHOOTING RANGE ADMIN	0-.47	0.47	2	NAT	A	*	0	L	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	2	H	3	2	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2434.D	MUD HOLE	0-1.27	1.27	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	2	H	5	3	H/L	
2435	BETTER	0-.82	0.82	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2436	RUTTY	0-.65	0.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2436.A	SOUTH RUTTY	0-.14	0.14	2	NAT		*	1	M	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2437	ANVIL	0-.70	0.70	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2438	COOL	0-.48	0.48	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2439	NEW	0-.62	0.62	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2440	ORANGE HANDLE	0-2.53	2.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2440.A	BADGER HOLE	0-1.42	1.42	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2440.B	TALL GRASS	0-1.06	1.06	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2442	STAR	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2443	OLD DOG TOWN	0-.47	0.47	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2443.A	OLD DOG TANK	0-.18	0.18	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2443.B	SUNNY	0-.46	0.46	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2443.C	MOON	0-.97	0.97	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2444	GREEN GRASS	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2444.A	SAND DUNE	0-1.33	1.33	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2445	SCRAPE	0-.57	0.57	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2446	HOLY	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2447	PAINT CAN	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2447.A	BRENDAL	0-.22	0.22	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2448	14F SANDHILLS	0-1.98	1.98	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2448.A	OLD PIPELINE 14F	0-1.6	1.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2449	YELLOW FLOWER	0-1.87	1.87	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2449.A	RAILROAD TIE	0-.74	0.74	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2449.B	MULEY PAIR	0-.42	0.42	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	4	2	H/L	
2449.C	SHORT STUFF	0-.04	0.04	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	2	1	L/L	
2449.D	APRICOT	0-.03	0.03	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2450	TRACTOR TIRE	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2450.A	JET ROD	0-.53	0.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2450.B	YELLOW TRACTOR	0-.63	0.63	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2451	STRAIGHT	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2451.A	QUIET	0-1.13	1.13	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	H	0	L	5	1	H/L	
2451.B	COTTONTAIL	0-1.25	1.25	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2451.C	JACK RABBIT	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2452	GREEN GATE	0-2.39	2.39	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2452.A	THISTLE	0-1.17	1.17	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2452.B	SILVER GATE	0-.61	0.61	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2452.C	MUD HOLE	0-1.01	1.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2453	WASHER	0-1.85	1.85	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2453.A	WOOD PILE	0-1.16	1.16	2	NAT		*	1	M	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
2454	YELLOW SIGN	0-1.18	1.18	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2454.A	PIPE	0-.54	0.54	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2454.B	CEMENT	0-1.05	1.05	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2455	UTE PIPELINE	0-.44	0.44	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2455.A	BADGER	0-.30	0.30	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2455.B	POST PILE	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.C	TWO TANK	0-.78	0.78	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.D	NO BLADE	0-.92	0.92	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.E	EDLER PIPELINE	0-.50	0.50	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2455.F	CAR PARTS	0-1.99	1.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.G	HIGH HILL	0-.53	0.53	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.H	HALF CAR	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2455.I	COW BONE	0-.60	0.60	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	0	L	5	2	H/L	
2455.J	STANDING WATER	0-.31	0.31	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2455.K	CACTUS	0-.26	0.26	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2456	CORRAL	0-1.97	1.97	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2456.A	FIRE ANT	0-.45	0.45	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2456.B	FULF WINDMILL	0-.26	0.26	2	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2456.C	FULF TANK	0-.41	0.41	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	4	1	H/L	
2457	RAIN GAUGE	0-1.5	1.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2457.A	STICKER	0-.05	0.05	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2458	SNOTTY	0-1.1	1.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2458.A	THIRSTY COW	0-.85	0.85	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2459	3B NORTH	0-1.65	1.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2465	MUD DOBBER	0-.73	0.73	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2467	STAY AWAY	0-.84	0.84	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2467.A	GOOD	0-1.04	1.04	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2468	GREAT	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2468.A	FAIRVIEW	0-.13	0.13	2	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2469	CARRIZO WC ADMIN	0-4.46	4.46	2	NAT	A	*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2469.A	CARRIZO WC ADMIN A	0-.07	0.07	2	NAT	A	*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2469.B	CARRIZO WC ADMIN B	0-.11	0.11	2	NAT	A	*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2469.C	CARRIZO WC ADMIN C	0-.07	0.07	2	NAT	A	*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2469.D	CARRIZO WC ADMIN D	0-1.22	1.22	2	NAT	A	*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2469.F	CARRIZO WC ADMIN F	0-1.47	1.47	2	NAT	A	*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2469.G	CARRIZO WC ADMIN G	0-1.01	1.01	2	NAT	A	*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	5	3	H/L	
2469.H	CARRIZO WC ADMIN H	0-.91	0.91	2	NAT	A	*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2470	WASH TUB	0-.51	0.51	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2471	WORKING BARREL	0-2.5	2.50	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2471.A	WORKING BARREL A	0-1.39	1.39	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2472	TWO ROCK	0-3.47	3.47	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2472.A	LIONS CAMP	0-.59	0.59	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2472.B	SPARE TIRE	0-2.75	2.75	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2472.C	BUTTERFLY	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2472.D	TALL WEED	0-2.02	2.02	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2472.E	WEEDY	0-.23	0.23	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2472.F	SHORT	0-.07	0.07	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2472.G	RED POST	0-1.51	1.51	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2472.H	DRY POND	0-.05	0.05	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
2472.I	CAN'T SEE	0-.65	0.65	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2473	RATTLESNAKE	0-.56	0.56	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2474	RAN DOWN ADMIN	0-1.18	1.18	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2475	CACTUS TAIL	0-1.04	1.04	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2475.A	THREE BUCKS ADMIN	0-1.0	1.00	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2476	PIPELINE VALVE	0-.52	0.52	2	NAT		*	1	M	2	H	0	L	1	M	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
2476.A	PIPELINE VALVE A	0-.39	0.39	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2476.B	PUMP STATION	0-.08	0.08	2	NAT		*	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2478	WATER DOG	0-.99	0.99	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2479	ROUGH 1/2 ADMIN	0-2.37	2.37	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2479	ROUGH 1/2 ADMIN	2.37-3.47	1.10	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	2	M	0	L	0	L	1	M	0	L	4	3	H/L	
2479.A	YELLOW SUNFLOWER	0-.88	0.88	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	5	4	H/L	
2480	GOOD SONG	0-2.1	2.10	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2480.A	DOUBLE GUZZLER	0-1.21	1.21	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	5	1	H/L	
2480.B	DRY TANK	0-1.82	1.82	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2481	BABY CALF	0-.90	0.90	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2483	FAIR	0-2.77	2.77	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	1	M	5	2	H/L	
2483.A	SMOOTH	0-.76	0.76	2	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2483.B	GRASSY	0-.55	0.55	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	0	L	5	1	H/L	
2483.C	BIG POND	0-1.02	1.02	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	1	M	5	1	H/L	
2484	COW	0-2.17	2.17	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2484.A	COW A	0-.21	0.21	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2484.B	NICE	0-4.69	4.69	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2484.D	ANT HILL	0-1.71	1.71	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	1	M	0	L	5	2	H/L	
2484.E	COW E	0-.94	0.94	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2484.F	NOT USED	0-.94	0.94	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
2484.G	WATERY	0-2.94	2.94	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2484.H	ROCKY	0-.21	0.21	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2485	ORANGE POST	0-1.0	1.00	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2485.A	GREEN POST	0-.29	0.29	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486	OXY MAIN	0-2.39	2.39	3	AGG		*	1	M	2	H	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	9	0	H/L	
2486.A	JED CLAMPET	0-1.67	1.67	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2486.AA	TWO JED	0-.03	0.03	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.B	WREN	0-.08	0.08	2	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
2486.BB	TWO WREN	0-.04	0.04	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.C	YELLOW WORM	0-.11	0.11	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			
COMANCHE GRASSLAND								HIGH, MODERATE, or LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBJ. MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (A/S/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE		FIRE/FUELS ACCESS		OIL/GAS ACCESS		SPECIAL USE ACCESS		RESOURCE MANAGEMENT / RANGE ACCESS		WATERSHED RISK 3/H = HIGH, 2/M = MODERATE, 0/L = LOW		WILDLIFE RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		BOTANY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		ARCHAEOLOGY / PALEONTOLOGY RISK 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		FINANCIAL BURDEN/ PUBLIC H&S 2/H = HIGH, 1/M = MODERATE, 0/L = LOW		If Total Benefit Score (0-10) score is >3, then rating = H	If Total Risk Score (0-11) score is >4, then rating = H	Combined Rating (H/H, H/L, L/L, H/L)	Comments/Recommendations
2486.D	GRAY CABLE	0-.14	0.14	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.E	WHITE CABLE	0-.12	0.12	2	NAT		*	0	L	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.F	RED TIP	0-.14	0.14	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.G	THREE POST	0-.28	0.28	2	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.H	RED BARREL	0-.12	0.12	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.I	CEMENT PAD	0-.13	0.13	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.J	GRAY TELEPHONE POLE	0-.16	0.16	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.K	WOOD MILL	0-.11	0.11	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.L	BLACK CABLE	0-.09	0.09	2	NAT		*	0	L	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.M	NO	0-.34	0.34	2	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.N	MILL	0-.47	0.47	2	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.O	TANK BATTERY	0-.06	0.06	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.P	RIDGE TOP	0-.06	0.06	2	NAT		*	0	L	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.Q	GRAY BOX	0-.16	0.16	2	NAT		*	0	L	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.R	GRAY PIPE	0-.47	0.47	2	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.S	18 WHEEL	0-1.01	1.01	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
2486.T	PUMP JACK	0-.41	0.41	2	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
2486.U	BLUE BARREL	0-.51	0.51	2	NAT		*	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2486.V	SUNFLOWER	0-.60	0.60	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
2486.W	PANEL	0-.22	0.22	2	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2486.Y	HAPPY	0-.09	0.09	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2486.Z	NOT HAPPY	0-.09	0.09	2	NAT		*	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
2488	TALL SUNFLOWER	0-1.01	1.01	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
2488.A	SUNFLOWER ADMIN	0-3.29	3.29	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2489	ONLY WAY IN ADMIN	0-2.5	2.50	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2490	BONES	0-.49	0.49	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
2490.A	MALLARD	0-.09	0.09	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
2491	SMALL RIDGE	0-.78	0.78	2	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	0	L	5	2	H/L	
2491.A	SMALL DRAINAGE	0-.05	0.05	2	NAT		*	1	M	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L	
2491.C	TEXAS TEA ADMIN	0-.82	0.82	2	NAT	A	*	0	L	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	0	L	4	4	H/L	
Note: * = No actual maintenance costs are available																															

Appendix B. Public Comments