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Department of
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Forest Service



Travel Analysis Process Report Addendum

CIMARRON NATIONAL GRASSLAND

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

Final
October, 2013

Located in Morton and Stevens Counties, Kansas

Certification: This document was prepared
under my supervision and has been completed
in accordance with FSH 7709.55, Chapter 20
and 36 CFR 212.5(b).

A handwritten signature in blue ink, appearing to be 'J. M. ...', written over a horizontal line.

Cimarron National Grassland Acting District Ranger

October 18, 2013
Date

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

PROCESS AND PRODUCTS

See Pg 1.2 of the 2009 PSI TAP.

In addition to the five steps described in the 2005 Grasslands RAP, 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 National Environmental Policy Act (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/Cimarron 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 Cimarron National Grassland Motor Vehicle Use Map (MVUM) as well as administrative and special use roads.

Other objectives of this travel analysis are:

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

1.2 Interdisciplinary Team Members and Participants

U.S. Forest Service:

Jeff Stoney	Cimarron Acting 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, Recreation, Special Use, Financial Burden/Public Health & Safety*
Nancy Brewer	Resource Management/Range, Watershed*
Michelle Stevens	Archaeology*
Bruce Schumacher	Paleontology
Steve Olson	Botany
Andy Chappell	Wildlife
Tom Eikenberry	Fire/Fuels
Norma Palider,	INFRA Database Manager

* Core TAP Team Member

1.3 Information Needs

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

- Cimarron and Comanche National Grasslands Roads Analysis Report (RAP), dated March 2005
- 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 Cimarron National Grassland MVUM
- 2009 Pike and San Isabel National Forest Travel Analysis Process Report

1.4 Analysis Plan

See the 2009 Forest-wide TAP for more details.

The road-by-road analysis process for the Cimarron National Grassland was based on the 2009 Pike and San Isabel National Forests Travel Analysis Process. Information critical to the Cimarron National Grassland has been added to the appropriate section of this addendum. A core team was assembled to define an analysis plan for the Cimarron 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 Cimarron 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 Cimarron National Grassland and the information needed to address these concerns. The issues include environmental, social, and economic components. It was important to understand how these issues arose and how they have been addressed in the past. Consensus among the ID team resulted in the final list of issues that were used to drive the analysis. See Chapter 3.0 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 use 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 E (final version) for additional information on public comments.

2.0 DESCRIBING THE SITUATION

2.1 The Analysis Area

See the 2005 Grasslands RAP.

The Cimarron National Grassland is approximately 108,175 acres and is located in Morton and Stevens Counties of southwest Kansas. The Cimarron District office is in Elkhart, Kansas. The 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 Cimarron National Grassland unit is one of four units administered by the Forest Supervisor of the Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands (PSICC).

The Cimarron National Grassland, the largest public land parcel in Kansas, 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 Cimarron offers recreational activities, including an ATV track site, camping facilities, 23 miles of the Santa Fe National Historic Trail, wildlife viewing, bird watching, hunting and fishing.

2.2 The National Forest Transportation System

See the 2005 Grasslands 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 System Roads on Cimarron National Grassland

Road Class	Obj. Road Maintenance Level				Total Miles
	1	2	3	4	
Roads Closed to All Vehicles	N/A	N/A	N/A	N/A	0.00
Administrative Roads (Closed to Public Use)	4.01	0.00	0.00	0.00	4.01
Roads Open to Licensed Vehicles	N/A	0.00	0.00	0.00	0.00
Roads Open to Licensed Vehicles with Seasonal Closure	N/A	0.00	0.00	0.00	0.00
Roads Open to All Vehicles	154.01*	156.65	63.03	0.47	374.16
Roads Open to All Vehicles with Seasonal (Daily) Closure	N/A	0.00	0.20	0.30	0.50
Total Miles	158.02	156.65	63.23	0.77	378.67

* Note: oil/gas roads that lead to wells in production are recorded in INFRA with an Objective Maintenance Level of 1 and an Operational Maintenance Level of 2. When these wells are abandoned, a NEPA process will determine if the road is still needed, which will result in a change in the Objective Maintenance Level to either Decommissioned or ML2. In this TAP, roads are listed by their Objective Maintenance Level and therefore the table shows a large number of miles of Obj. ML1 roads that are currently open for public use.

2.2.1 Motorized Trail Statistics

The Cimarron NG TAP Addendum is not addressing Motorized Trails.

2.2.2 Road Statistics and Details

See the 2005 Grasslands RAP for more information.

2.2.3 Motorized Mixed Use

See the 2005 Grasslands RAP for more information.

The following NFSRs allow or prohibit unlicensed motor vehicles on the Cimarron National Grassland area (as of 2013):

Table 2-2: NFSRs

Road Class	Road Numbers	Total Miles
<p>Objective Maintenance Level 1 Roads (Closed to all motorized use (Objective), currently open to Public use for all vehicles (mixed use))</p>	<p>595.D,595.F,595.G,600.1B,600.1C,600.1D,600.1F, 600.1G,600.1H,600.1I,600.1J,600.1K,600.1L,600.1M, 600.1N,600.1O,600.1P,600.1Q,600.1R,600.1S,600.1T, 600.1U,600.1V,600.1W,600.1X,600.1Y,600.1Z,600.2A, 600.2B,600.2C,600.2E,600.2G,600.2K,600.2L,600.3C, 600.3D,600.3F,600.3G,600.3H,600.3I,600.3J,600.3K, 600.3N,600.3P,600.3R,600.3S,600.3T,601.A,607.A, 607.B,607.C,609,609.A,611.A,611.B,611.C,611.D, 612,613,613.A,614,615.A,615.B,615.C,615.D,615.E, 615.G,615.H,615.J,615.L,616.A,616.B,616.C,616.D, 616.E,616.F,616.G,617,617.B,618,618.A,618.B,621, 621.A,622,624,624.A,624.B,624.C,625,625.A,625.B, 627.A,627.B,627.C,627.D,627.E,628,629,629.A,629.C, 629.D,629.E,629.G,630.B,630.C,631,632,634,635,636, 637,638,638.C,638.D,639,639.A,639.B,639.D,641, 641.A,641.C,641.D,643,645,646,648,650,651,651.A, 653.B,653.C,653.D,654,654.A,654.C,654.D,655,659.B, 661,663.A,663.B,663.C,663.C1,663.D,663.F,664.A, 664.B,664.D,665.B,665.E,674,674.A,674.B,674.C, 677.C,677.D,680.A,681,682,684,700.1A,700.1AA, 700.1AB,700.1AC,700.1B,700.1D,700.1E,700.1F, 700.1G,700.1H,700.1I,700.1J,700.1K,700.1M,700.1N, 700.1O,700.1Q,700.1R,700.1T,700.1U,700.1W,700.1Y,700.1Z, 700.2B,700.2G,700.2H,700.2I,700.2J,700.2K, 700.3C,700.3D,700.3F,700.3G,700.3H,700.3I,700.3J, 700.3K,701.C,702.A,703,703.A,703.C,705.A,705.B, 705.C,705.D,705.E,705.F,706,706.A,707.A,707.B, 708.A,709.A,709.B,709.D,709.I,709.R,709.S,709.U,710,710.A, 711,712,713,714,714.C,714.D,716,719.B,720.B, 720.C,720.G,720.K,720.L,721,722.A,722.B,724,726, 726.A,726.B,726.E,728,728.A,729,730,731,731.A, 731.B,731.C,732,732.A,733.A,733.B,733.C,733.D, 733.E,733.F,734.B,734.C,734.D,734.E,734.F,735, 735.A,736.A,736.B,736.C,736.D,736.E,736.F,736.G, 737,738,738.A,738.B,738.C,738.D,740.A,742.A,743,743.A,743 .B,743.C,743.E,744,745,746.A,746.B,746.C,746.D,746.E,747. A,748,750.A,751,752,752.A,752.B,753,755.A,756.A,756.B,757. A,758,759.A,759.B,759.C,760.A,760.B,760.C,760.D,760.E,760 .F,760.H,760.J,760.K,760.M,761.E,762,762.A,762.C,764.A,76 4.B,764.D,764.E,765.A,766.A,770.A,770.B,771,771.A,775.A,7 75.B,775.C,776.A,776.B,777.A,777.E,778,779,779.A,779.B,78 0,781,782,783,783.A,7784,787,788,788.A,788.B,789,789.A,791 ,792,793,794.A,794.B,794.C,794.D,795.B,795.C,795.D,795.F, 796,797,800,810,856,859,870,871,872,873,874,875,876, 881,882,883,884,885,886,887,888,889,890,891,927</p>	<p>154.01</p>
<p>Administrative Roads (closed to public use)</p>	<p>634, 674, 674.A, 674.B, 674.C, 700.3D, 700.3I, 714.C, 716, 760.D, 760.H, 771, 771.A</p>	<p>4.01</p>

Road Class	Road Numbers	Total Miles
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)	595,595.A,595.B,595.C,600.1E,600.2D,600.2F,600.2H,600.2I,600.2J,600.3B,600.3E,600.3L,600.3O,601,601.B,603,607,615.F,615.K,616,617.C,629.B,630,638.A,639.C,640,644,649,653,657,659,659.A,663,663.E,664,665.A,677,677.J,680,685,687,700.1C,700.1S,700.1X,700.2A,700.2C,700.2D,700.2E,700.2F,700.3,700.3E,701,701.A,702,705,707,708,709.T,718,719,720,720.D,720.E,722,727,733,734,736,739,740,741,742,743.D,746,747,750,755,756,757,759,760,761,761.B,763,764,765,766,767,768,768.A,770,773,774.A,774.B,774.C,774.D,775,776,777,777.C,777.D,785,794,795,795.A,798.B,798.F,798.G,798.H,798.I,798.J,799,811,820,892,600.1,600.2,600.3,603.B,611,615,627,647,665,700.1,700.1L,700.1P,700.2,709,760,774,798.C,798,798,801	220.15
Roads Open to Public Use for All Vehicles with Seasonal Closure (mixed use)	600.3A, 653.A	0.50

According to this data, a total of 0.00 miles of current NFSRs on the Cimarron National Grassland are restricted to licensed motor vehicles only; 374.66 miles of NFSRs on the Cimarron 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 to oil/gas sites or campsites. Administrative roads closed to public use totaled 4.01 miles.

2.2.4 Road Management Objectives

See the 2005 Grasslands RAP.

2.3 Meeting Forest Plan Objectives

See the 2005 Grasslands RAP.

2.4 Current Budget

See the 2005 Grasslands RAP.

3.0 IDENTIFYING THE ISSUES

3.1 Description of the issues

See the 2005 Grasslands 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 Cimarron 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 causes 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 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 the grassland, assuming that no other roads were available for motorized access.

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

A Moderate (M) rating was assigned to roads providing and important secondary access for range and for managing the wildlife, botany, archaeology/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

For the Cimarron TAP, the Kansas natural Heritage Inventory data from 2012 was used. NatureServe G-ranks (rounded ranks of 3, 4, 5 were rated as high, medium, and low respectively), the KNHI S-ranks (S-rank 1 was high, 2 was medium, other was low), and how recently plants had been found at various locations (<10 years was high, 10-25 years was medium, >25 years was low) were all checked. Next these species were checked against findings of the floristic inventory of the Cimarron-Comanche (Kuhn 2008) for the number of records located across the Grasslands (<10 was high, 10-25 was medium, >25 was low). The last thing was to identify the only Regional Forester's Sensitive Species (RFSS) on the Cimarron (high, all others low). Seven (of more than 525) named/numbered routes would come out as something other than low risk ratings.

These elevated risk levels should be seen as pointing out things to be aware of when work is done in their vicinity, and should not alter the management in the area.

Other rare plants may occur in proximity to roads and trails, but generally are in locations that would not be impacted by management (such as among rocks), the plants are far enough away from roads to not be of concern, or the species is not likely to be affected by road use and maintenance.

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

Public Health & Safety/Financial Burden

- 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 know 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 Routes by Benefit and Risk

Travel Analysis Outcomes Route 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
Route Classification	Administrative Roads	None	ML1: 674, 674.A, 674.B, 674.C, 700.3D, 700.3I, 714.C,716, 760.D, 760.H, 771, 771.A ML2: None	None	ML1: 634 ML2: None
	Roads Open to Licensed Vehicles Only	None	None	None	None
	Roads Open to all Vehicles	ML1: 618 ML2: 600.3, 603, 653, 659.A, 677, 700.3 ML3: 600.1, 600.2, 627, 665, 700.1, 700.2 ML4: None	ML1: 595.F, 600.1C, 600.1D, 600.1G, 600.1I, 600.1L, 600.1M, 600.1N, 600.1O, 600.1Q, 600.1R, 600.1S, 600.1U, 600.2B, 600.2E,600.2G, 600.3C,600.3D,600.3I, 600.3N, 600.3R, 607.A, 607.B, 609, 611.B, 611.C, 611.D, 612, 613, 614, 615.B, 616.A, 616.B, 616.C, 617, 618.A, 621, 622, 624, 624.A, 624.C, 625, 628, 629, 629.A, 629.C, 629.E, 631, 632, 635, 636, 637, 638, 638.D, 639, 639.A, 639.B, 639.D, 641, 641.A, 641.C, 641.D, 643, 645, 646, 648, 650, 651,651.A,653.B, 653.C, 654, 654.A, 654.C, 654.D, 659.B, 661, 663.A, 663.B, 663.C, 663.C1, 663.F, 664.A, 664.B, 664.D, 665.B, 665.E, 677.C, 677.D, 684, 700.1A, 700.1AA, 700.1AC, 700.1B, 700.1D, 700.1E, 700.1F, 700.1H, 700.1J, 700.1K, 700.1L, 700.1M, 700.1N, 700.1O, 700.1Q, 700.1R, 700.1T, 700.1U, 700.1W, 700.1Z, 700.2G, 700.2H, 700.2J, 700.3C, 700.3F, 700.3G, 700.3J, 700.3K, 701.C, 702.A, 703, 703.A, 703.C, 705.A, 705.B, 705.C, 705.D, 705.E, 705.F, 706, 706.A, 707.A, 707.B, 708.A, 709.A, 709.B, 709.D, 709.U, 710, 710.A, 711, 712, 713, 714, 714.D, 720.C, 720.G, 721, 722.A, 722.B, 726, 728, 729, 730, 731, 731.A, 731.B, 731.C, 732, 733.A, 733.B, 733.D, 733.E, 733.F, 734.B, 734.C, 734.D, 734.E, 735, 735.A, 736.B, 736.D, 736.E, 736.G, 737, 738, 738.A, 738.B, 738.C, 738.D, 740.A, 742.A, 743, 743.A, 743.B, 743.E, 744, 745, 746.A, 746.B, 746.C, 746.D, 746.E, 747.A, 748, 751, 752, 752.A, 752.B, 753, 755.A, 756.A, 756.B, 757.A, 758, 759.A, 759.B, 759.C, 760.A, 760.B, 760.C, 760.E, 760.F, 760.J, 760.K, 760.M, 761.E, 762.C, 764.A, 764.B, 764.D, 765.A, 766.A, 770.A, 770.B, 775.A, 775.B, 775.C, 777.A, 777.E, 778, 779, 779.A, 780, 781, 782, 783, 785, 787, 788, 788.A, 788.B, 789, 789.A, 791, 792, 793, 794.A, 794.B, 794.C, 794.D, 795.B, 795.C, 795.D, 795.F, 796, 797, 800, 810, 856, 859, 871, 872, 874, 875, 876, 881, 882, 884, 886, 887, 888, 889, 890, 891, 927 ML2: 595.595.A,595.B, 600.1E, 600.2D, 600.2I, 600.3O, 601,601.B, 607, 615.K,616, 617.C, 629.B, 630, 638.A, 639.C, 640, 644, 657, 659, 663, 663.E, 664, 665.A, 677.J, 680, 685, 687, 700.1C, 700.1S, 700.1X, 700.2A, 700.2C, 700.2F, 700.3E, 701,701.A, 702, 705, 707, 708, 709.T, 718, 719, 720, 720.D, 720.E, 722, 727, 733, 734, 736, 739,740, 741,742, 743.D, 746, 747, 750, 755, 756, 757, 759, 760, 761, 763, 764, 765, 766, 767, 768,768.A, 770, 773, 774.A, 774.B, 774.D, 775, 776, 777, 777.C, 777.D, 784, 794, 795, 795.A, 798.B, 798.F, 798.G, 798.I, 798.J, 799, 811, 820, 892, ML3: 603.B, 611, 615, 647, 700.1P, 709, 760, 774, 798.C ML4: None	None	ML1: 595.D, 595.G, 600.1B, 600.1F, 600.1H, 600.1J, 600.1K, 600.1P, 600.1T, 600.1V, 600.1W, 600.1X, 600.1Y, 600.1Z, 600.2A, 600.2C, 600.2K, 600.2L, 600.3F, 600.3G, 600.3H, 600.3J, 600.3K, 600.3P, 600.3S, 600.3T, 601.A, 607.C, 609.A, 611.A, 613.A, 615.A, 615.C, 615.D, 615.E, 615.G, 615.H, 615.J, 615.L, 616.D, 616.E, 616.F, 616.G, 617.B, 618.B, 621.A, 624.B, 625.A, 625.B, 627.A, 627.B, 627.C, 627.D, 627.E, 629.D, 629.G, 630.B, 630.C, 638.C, 653.D, 655, 663.D, 680.A, 681, 682, 700.1AB, 700.1G, 700.1I, 700.1Y, 700.2B, 700.2I, 700.2K, 700.3H, 709.I, 709.R, 709.S, 719.B, 720.B, 720.K, 720.L, 724, 726.A, 726.B, 726.E, 728.A, 732.A, 733.C, 734.F, 736.A, 736.C, 736.F, 743.C, 750.A, 762, 762.A, 764.E, 776.A, 776.B, 779.B, 783.A, 870, 873, 883, 885 ML2: 595.C, 600.2F, 600.2H, 600.2J, 600.3B, 600.3E, 600.3L, 615.F, 649, 700.2D, 700.2E, 761.B, 774.C, 798.H, ML3: 653.A, ML4: 600.3A, 798, 798, 801
	Total Miles	64.40	297.44	0.00	16.83

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 Cimarron 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 are not needed as part of the minimum road system, and cause resource and/or financial impacts.

Roads in the L/L (Low Benefit and Low Risk) category should be reviewed by Cimarron 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

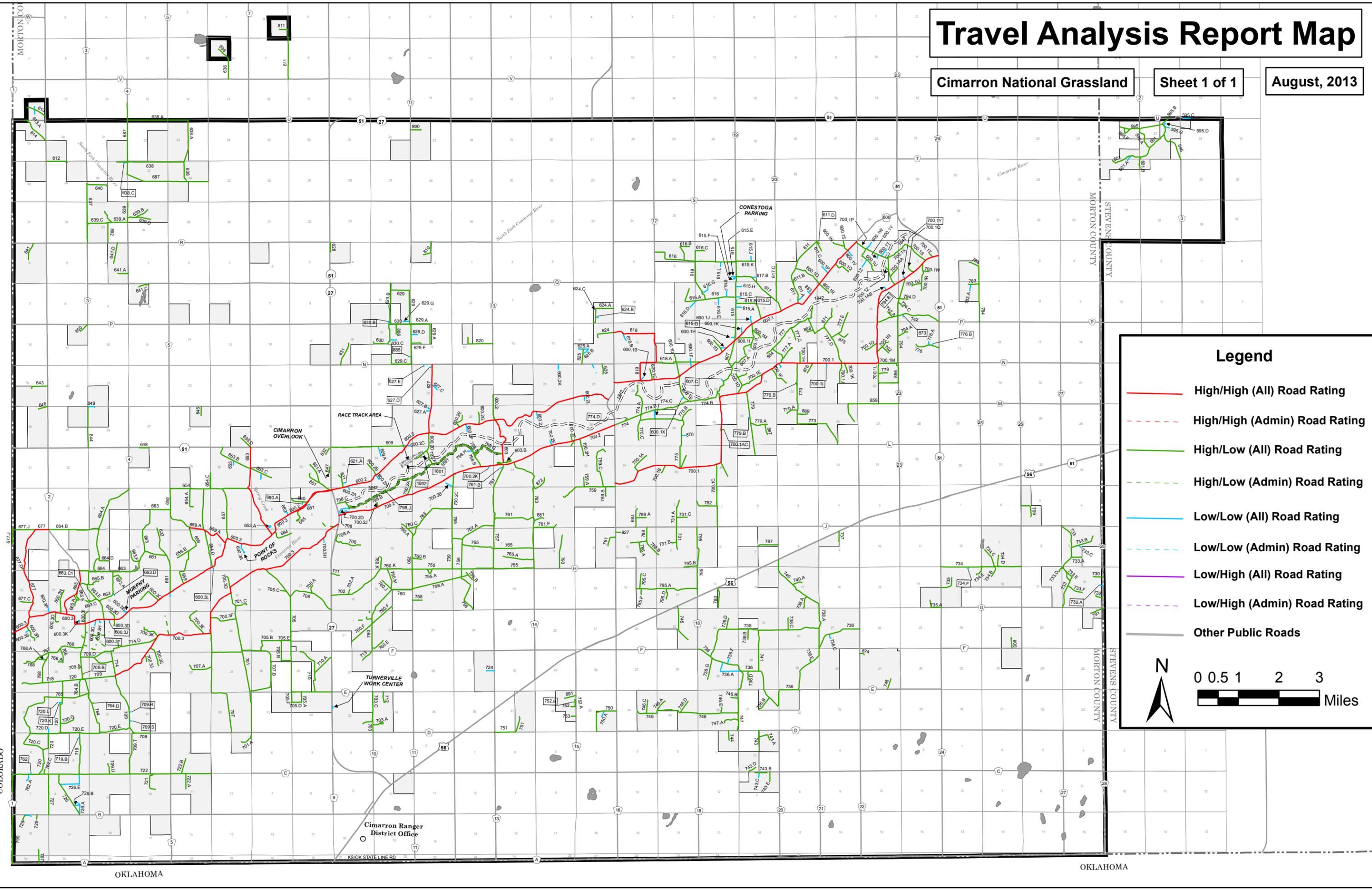
The following TAR map covers the Cimarron National Grassland on one 11" x 17" sheet. Each benefit/risk category as shown in Table 6-1 above is displayed in a different color.

Travel Analysis Report Map

Cimarron National Grassland

Sheet 1 of 1

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



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		Comments/Recommendations											
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H		Combined Rating (H/H, H/L, L/L, H/L)										
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBL. MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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															
595	SOUTH BAZONE	0-2.19	2.19	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	2	H	6	2	H/L	
595.A	NORTH BAZONE	0-6	0.6	2	NAT		*	1	M	2	H	2	H	0	L	1	M	0	L	0	L	0	L	2	H	6	2	H/L			
595.B	TAFT	0-2	0.2	2	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
595.C	TAFT CONTINUOUS	0-18	0.18	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L			
595.D	HOWELL-RHINEHART A-2	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
595.F	RHINEHART ESTATE B-1	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
595.G	STEVENS	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
600.1	NORTH RIVER	0-7.27	7.27	3	AGG		*	2	H	2	H	2	H	0	L	2	H	3	H	0	L	0	L	2	H	8	7	H/H			
600.1B	ELK	0-1	0.1	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L			
600.1C	BARKER 1-22	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	1	M	0	L	0	L	4	1	H/L			
600.1D	EAGLEY 2	0-6	0.6	1	NAT		*	1	M	2	H	0	L	0	L	1	M	0	L	1	M	0	L	0	L	4	1	H/L			
600.1E	EAGLEY 66	0-7	0.7	2	NAT		*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	8	2	H/L			
600.1F	EAGLEY F-1	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1G	TIMEX	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	2	H	4	2	H/L			
600.1H	TRAIT	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
600.1I	SIMPSON	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
600.1J	PHILLIPS	0-15	0.15	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
600.1K	WILSON'S	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1L	REPUBLIC	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
600.1M	LOW D-3	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	1	M	0	L	2	H	4	3	H/L			
600.1N	STIRRUP SERU 13-1	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	0	L	0	L	0	L	5	0	H/L			
600.1O	JONES	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
600.1P	LOW "H"	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1Q	EVANS	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	0	L	0	L	0	L	5	0	H/L			
600.1R	LOW 1-9	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	0	L	0	L	2	H	5	2	H/L			
600.1S	MORRISSEY	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	1	M	0	L	2	H	4	3	H/L			
600.1T	STIRRUP SERU 9-4	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1U	STIRRUP SERU 9-3	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L		L	0	L	0	L	7	0	H/L			
600.1V	STIRRUP SERU 14-5	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1W	STIRRUP SERU 9-1	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1X	USA BARKER A-3	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1Y	STIRRUP SERU 9-6	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.1Z	STIRRUP SERU 9-7	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.2	NORTH RIVER	7.27-15.07	7.8	3	AGG/NAT		*	2	H	2	H	2	H	0	L	2	H	3	H	0	L	0	L	2	H	8	7	H/H			
600.2A	DELL	0-1	0.1	1	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
600.2B	NORTH TROY	0-36	0.36	1	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	2	H	4	4	H/L			
600.2C	DEAN'S	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
600.2D	MONGONE	0-8	0.8	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	8	2	H/L			
600.2E	WALSH B NO. 1	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
600.2F	GRAVE	0-2	0.2	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
600.2G	PROTECTION	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	2	H	4	2	H/L			
600.2H	SOUTH TROY	0-15	0.15	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
600.2I	RAINDROP	0-6	0.6	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L			
600.2J	LOOKOUT	0-2	0.2	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
600.2K	BEARTOOTH	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
600.2L	OATES	0-1	0.1	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L			
600.3	NORTH RIVER	15.07-24.87	9.8	3	AGG/NAT	R	*	2	H	2	H	2	H	2	H	2	H	3	H	0	L	0	L	2	H	10	7	H/H			

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL			Comments/Recommendations								
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H	Combined Rating (H/H, H/L, L/L, H/L)									
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBL. MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
600.3A	POINT ROCKS ACCESS	0-3	0.3	4	NAT	R,SE	*	2	H	1	M	0	L	0	L	0	L	1	M	3	1	L/L							
600.3B	MURPHY	0-12	0.12	2	NAT	R	*	2	H	0	L	0	L	0	L	0	L	2	H	2	2	L/L							
600.3C	INTERSTATE J2-15	0-6	0.6	1	NAT		*	1	M	2	H	2	H	0	L	2	H	2	H	7	2	H/L							
600.3D	ISU NO. 32	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	4	0	H/L							
600.3E	BEAVER POND	0-1	0.1	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L							
600.3F	ISU NO. 38	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	0	L/L							
600.3G	ISU NO. 37-A	0-14	0.14	1	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	1	0	L/L							
600.3H	INTERSTATE 14-21	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	0	L/L							
600.3I	APC IS F2	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	5	0	H/L							
600.3J	ISU #90	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	0	L/L							
600.3K	ISU F-2	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	0	L/L							
600.3L	RIVER ACCESS 1	0-08	0.08	2	NAT		*	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L							
600.3N	INTERSTATE BH6	0-6	0.6	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	5	1	H/L							
600.3O	INTERSTATE F NO. 4	0-3	0.3	2	NAT		*	2	H	1	M	2	H	0	L	1	M	0	L	6	2	H/L							
600.3P	BANK	0-14	0.14	1	NAT		*	1	M	0	L	0	L	2	H	0	L	0	L	3	0	L/L							
600.3R	GOTCHA	0-5	0.5	1	NAT		*	2	H	1	M	2	H	0	L	2	H	0	L	7	1	H/L							
600.3S	STUPER	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
600.3T	ISU #32 SOUTH	0-15	0.15	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Cannot locate this road						
601	GARFIELD	0-1.6	1.6	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	8	2	H/L							
601.A	TRACEY	0-17	0.17	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
601.B	ROOSEVELT	0-3	0.3	2	NAT		*	1	M	1	M	0	L	0	L	2	H	2	M	0	L	0	L	4	2	H/L			
603	CIMARRON REC. AREA	0-1.2	1.2	2	NAT		*	2	H	2	H	2	H	0	L	2	H	3	H	0	L	0	L	2	H	8	5	H/H	
603.B	CIMARRON PONDS ACCESS	0-7	0.7	3	AGG	R	*	2	H	2	H	0	L	0	L	2	H	0	L	6	0	H/L							
607	LIQUID TERMINAL	0-1.5	1.5	2	NAT		*	2	H	2	H	2	H	0	L	2	H	3	H	0	L	0	L	0	L	8	3	H/L	
607.A	EXTREME	0-9	0.9	1	NAT		*	2	H	2	H	2	H	0	L	2	H	2	M	1	M	0	L	0	L	8	3	H/L	
607.B	SADDLE	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
607.C	DUNKLE C-1	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
609	CIG PIPELINE	0-1.8	1.8	1	NAT		*	1	M	2	H	2	H	1	M	2	H	0	L	0	L	0	L	2	H	8	2	H/L	
609.A	MCCLAIN 2-34	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
611	CUT OFF	0-1.8	1.8	3	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	2	H/L	
611.A	LOW A NO. 3	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
611.B	BEE JAY	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
611.C	USA EVAN D-1	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	1	M	0	L	0	L	4	1	H/L	
611.D	O-21-1 WINDMILL	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
612	WATER WELL Q2	0-52	0.52	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
613	JOHNSON	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
613.A	ADAMS	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
614	TRIPLET	0-8	0.8	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
615	SANTA FE TRAIL FIELD	0-2.4	2.4	3	NAT	R	*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	8	4	H/L	
615.A	LOW E-5	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
615.B	LOW 1-7	0-9	0.9	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
615.C	SANTA FE TR UNIT "A" NO. 3-7	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
615.D	N-19 WINDMILL	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
615.E	DUNKLE A-1	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
615.F	CONESTOGA	0-1	0.1	2	NAT	R	*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
615.G	CHURCHILL	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
615.H	SANTA FE TR UNIT "A" NO. 1-2	0-15	0.15	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL			Comments/Recommendations								
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H	Combined Rating (H/H, H/L, L/L, H/L)									
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
615.J	LOW G1 SWD	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
615.K	NASH	0-1.5	1.5	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	2	H	7	2	H/L					
615.L	DUNKLE A-3	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
616	EAGLEY 1	0-2.9	2.9	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	2	H	8	2	H/L					
616.A	TUCKER 1-11	0-8	0.8	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	2	H	7	2	H/L					
616.B	EAGLEY D.1	0-6	0.6	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	2	H	7	1	H/L					
616.C	DUNKLE A-2	0-5	0.5	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	2	H	7	0	H/L					
616.D	MCDUGAL A-1	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	2	H	3	2	L/L					
616.E	CHEROKEE B-2	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
616.F	TUCKER J-1	0-13	0.13	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
616.G	USA EAGLEY A-2	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
617	CROWS	0-1.49	1.49	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	2	H	7	2	H/L					
617.B	SANTA FE TR UNIT A #2.2	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	3	1	L/L							
617.C	BROOKS	0-9	0.9	2	NAT		*	1	M	2	H	0	L	1	M	2	H	2	M	0	L	0	L	6	2	H/L			
618	US GOVT 1-15	0-2.6	2.6	1	NAT		*	1	M	2	H	2	H	1	M	2	H	3	H	0	L	0	L	2	H	8	5	H/H	
618.A	DRIP LINE	0-1.1	1.1	1	NAT		*	1	M	2	H	2	H	1	M	2	H	2	M	0	L	0	L	2	H	8	4	H/L	
618.B	GRASSLAND 15-1	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
621	NICKS	0-34	0.34	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L			
621.A	CIMARRON	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
622	INTERSTATE 1.10	0-76	0.76	1	NAT		*	1	M	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	8	3	H/L	
624	GOVT A.3	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L			
624.A	BURNAGE	0-34	0.34	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	2	H	6	2	H/L	
624.B	BRU 21-2	0-07	0.07	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
624.C	TANK BATTERY	0-49	0.49	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
625	LADD	0-4	0.4	1	NAT		*	1	M	1	M	0	L	1	M	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
625.A	LADD 2	0-2	0.2	1	NAT		*	1	M	0	L	0	L	1	M	0	L	0	L	1	M	0	L	0	L	2	1	L/L	
625.B	LINCOLN	0-2	0.2	1	NAT		*	1	M	0	L	0	L	1	M	0	L	0	L	1	M	0	L	0	L	2	1	L/L	
627	YODER	0-1.7	1.7	3	AGG		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	5	H/H	
627.A	BOEHM NO. 8	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
627.B	MONGONE A.1	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
627.C	BOEHM #7	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	2	H	3	3	L/L	
627.D	BOEHM NO. 4	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
627.E	BOEHM NO. 20	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
628	PASTURE 12	0-23	0.23	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
629	BOEHM STORAGE FIELD	0-2.3	2.3	1	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	7	2	H/L	
629.A	BOEHM NO. 16	0-9	0.9	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
629.B	WACKER B-1	0-1	1	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	7	2	H/L	
629.C	BIRDIE	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
629.D	BOEHM NO. 32	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
629.E	CHRISTINA	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	1	M	0	L	0	L	5	1	H/L	
629.G	BOEHM NO. 34	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
630	BOEHM NO. 29	0-1.4	1.4	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
630.B	BOEHM NO. 14	0-08	0.08	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
630.C	GREENWOOD C-1	0-17	0.17	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
631	BAUGHMAN	0-57	0.57	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
632	HAWKINS	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
634	CALICHE PIT	0-23	0.23	1	NAT	A	*	0	L	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL			Comments/Recommendations								
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Risk Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H	Combined Rating (H/H, H/L, L/L, H/L)									
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBL. MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
635	BERRYMAN B-1	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
636	PLAYA	0-84	0.84	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	1	M	5	1	H/L	
637	JUKEBOX	0-1.5	1.5	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
638	SANTA FE E-1	0-2.7	2.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
638.A	PUDDLE	0-1.05	1.05	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
638.C	LONGHORN	0-1	0.1	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	2	H	3	3	L/L	
638.D	LUTHOR LANE	0-3	0.3	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
639	WITCHER	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
639.A	SANTA FE	0-75	0.75	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
639.B	ALLEN	0-6	0.6	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
639.C	TYLER	0-7	0.7	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	5	2	H/L	
639.D	FEDERAL F-1	0-36	0.36	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	1	M	0	L	1	M	5	2	H/L	
640	MOHLER NO. 1	0-5	0.5	2	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
641	USA BROWN 1	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
641.A	HICKS 1-4	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
641.C	BONNIE'S	0-3	0.3	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
641.D	LEDOUX	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
643	BURNETT A-1	0-45	0.45	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
644	PASTURE 19	0-1	1	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	5	2	H/L	
645	OXY WELL	0-22	0.22	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
646	TAYLOR	0-23	0.23	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
647	RIVER OVERLOOK	0-2	0.2	3	AGG	R	*	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	1	M	4	2	H/L	
648	WATER WELL N18	0-24	0.24	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
649	BUSH ROAD	0-18	0.18	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
650	JERRY	0-24	0.24	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
651	TEAL POND	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	4	H/L	
651.A	PERKINS A-1	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	2	H	6	2	H/L	
653	MIDDLE SPRING	0-2.3	2.3	2	NAT	R	*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	8	5	H/H	
653.A	MIDDLE SPRING ACCESS	0-2	0.2	3	AGG	R,SE	*	2	H	0	L	0	L	0	L	0	L	2	M	0	L	0	L	2	H	2	4	L/L	
653.B	ANGEL	0-1	1	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
653.C	PATE	0-56	0.56	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
653.D	STATE 1-31	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
654	GIBSON	0-1.9	1.9	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
654.A	INTERSTATE 1-2	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	2	H	6	3	H/L	
654.C	DOPE	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
654.D	RUMOR	0-2	2	1	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	4	H/L	
655	KAISER FRANCIS	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
657	INTERSTATE 1-1	0-1.3	1.3	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
659	COW CAMP	0-3	3	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	4	H/L	
659.A	SEAGER	0-1	1	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	1	M	0	L	2	H	7	5	H/H	
659.B	WATER WELL H5-1	0-33	0.33	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	4	1	H/L	
661	INTERSTATE 2-10	0-1.5	1.5	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
663	LINDSEY DAM	0-4.1	4.1	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	4	H/L	
663.A	ISU C-12	0-3	0.3	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	4	1	H/L	
663.B	ISU NO. 18	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
663.C	ANADARKO PIPELINE VALVE	0-3	0.3	1	NAT		*	1	M	1	M	1	M	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
663.C1	ANADARKO PIPELINE VALVE	0-07	0.07	1	NAT		*	1	M	0	L	1	M	0	L	2	H	0	L	1	M	0	L	0	L	4	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL			Comments/Recommendations								
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H	Combined Rating (H/H, H/L, L/L, L/L)									
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
663.D	ISU NO. 7	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	0	L	3	1	L/L									
663.E	ANADARKO VALVE LINE	0-5	0.5	2	NAT		*	1	M	1	M	2	H	0	L	2	H	2	M	0	L	0	L	0	L	6	2	H/L	
663.F	WATER WELL H4	0-42	0.42	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	0	L	4	1	H/L	
664	INTERSTATE D	0-9	0.9	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	7	2	H/L	
664.A	INTERSTATE D3-9 WINDMILLS	0-2.5	2.5	1	NAT		*	1	M	2	H	0	L	0	L	2	H	2	M	0	L	0	L	2	H	5	4	H/L	
664.B	FINN	0-1.25	1.25	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	5	2	H/L	
664.D	INTERSTATE D2	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
665	NORTH INTERSTATE	0-1.25	1.25	3	AGG		*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	8	6	H/H	
665.A	LOOKOUT	0-3	0.3	2	NAT		*	2	H	1	M	2	H	0	L	0	L	0	L	0	L	0	L	2	H	5	2	H/L	
665.B	INTERSTATE C-11	0-54	0.54	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
665.E	ISU NO. 83	0-27	0.27	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
674	ISU NO. 96	0-64	0.64	1	NAT	A	*	0	L	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	6	2	H/L	
674.A	ISU NO. 81	0-08	0.08	1	NAT	A	*	0	L	0	L	2	H	0	L	2	H	2	M	0	L	0	L	0	L	4	2	H/L	
674.B	ISU NO. 80	0-05	0.05	1	NAT	A	*	0	L	0	L	2	H	0	L	2	H	2	M	0	L	0	L	0	L	4	2	H/L	
674.C	ISU NO. 6 WSW	0-52	0.52	1	NAT	A	*	0	L	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	6	2	H/L	
677	WEST BOUNDARY	0-2.64	2.64	2	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	5	H/H	
677.C	RED CAVE NO. 1	0-31	0.31	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
677.D	INTERSTATE SWD NO. 1	0-07	0.07	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
677.J	DAUGHTERS OF REVOLUTION	0-9	0.9	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	1	M	0	L	2	H	5	3	H/L	
680	HOUSE	0-46	0.46	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
680.A	ON TOP OF HILL	0-06	0.06	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	3	1	L/L	
681	GEAR A NO. 1	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
682	BOC NO. 1	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
684	HOG	0-54	0.54	1	NAT		*	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	7	4	H/L	
685	STRIP PONDS	0-39	0.39	2	AGG	R	*	2	H	1	M	0	L	0	L	2	H	0	L	0	L	1	M	0	L	5	2	H/L	
687	DERBY	0-3.26	3.26	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
700.1	SOUTH RIVER	0-12.13	12.13	3	AGG		*	2	H	2	H	2	H	1	M	2	H	3	H	0	L	2	H	2	H	9	9	H/H	
700.1A	HARMON 1-34	0-53	0.53	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1AA	STIRRUP SERU 11-2	0-29	0.29	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
700.1AB	STIRRUP SERU 3-1	0-09	0.09	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
700.1AC	EAGLEY I-25 WINDMILL	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
700.1B	MCDONALD	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
700.1C	LOW	0-1.55	1.55	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
700.1D	LOW B-2	0-56	0.56	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1E	CAR DRAINAGE	0-56	0.56	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1F	DAVISON A-1	0-54	0.54	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1G	DAVISON A-2	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
700.1H	LOW 1-17	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
700.1I	SIMON	0-08	0.08	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	3	1	L/L	
700.1J	HOLCOMB 21	0-51	0.51	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1K	STARS	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
700.1L	PEARL	0-1	1	3	AGG		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	2	H/L	
700.1M	COTTON	0-53	0.53	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
700.1N	KELLY A NO. 1	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
700.1O	HAYWARD 2-15	0-33	0.33	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
700.1P	STIRRUP FIELD CROSSING	0-1.6	1.6	3	AGG		*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	8	3	H/L	
700.1Q	USA K-1	0-22	0.22	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			Comments/Recommendations
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW										Total Benefit Score (0-10) If score is >3, then rating=H	Total Risk Score (0-11) If score is >4, then rating=H	Combined Rating (H/H, H/L, L/L, H/L)	
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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															
700.1R	MCCAMMON UNIT WELL NO. 3	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
700.1S	US GOVT C-1	0-656	0.656	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	0	H/L			
700.1T	USA P-1	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.1U	STIRRUP SERU 6-1	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
700.1W	MCCAMMAN #4	0-15	0.15	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L			
700.1X	STEAM ENGINE	0-59	0.59	2	NAT		*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	8	2	H/L			
700.1Y	STIRRUP SERU 12-2	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
700.1Z	STIRRUP SERU 11-1	0-11	0.11	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L			
700.2	SOUTH RIVER	12.13-19.34	7.21	3	AGG	R	*	2	H	2	H	2	H	0	L	2	H	3	H	0	L	2	H	0	L	8	7	H/H			
700.2A	MONGONE C-2	0-43	0.43	2	NAT		*	2	H	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
700.2B	SUNSHINE	0-2	0.2	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	3	1	L/L			
700.2C	SUNTAN	0-85	0.85	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	1	H/L			
700.2D	WELL HOUSE	0-13	0.13	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	0	L	3	1	L/L			
700.2E	PLOT	0-13	0.13	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L			
700.2F	MALLARD POND	0-16	0.16	2	NAT	R	*	2	H	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
700.2G	BARKER 1-33	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.2H	ISSAC	0-43	0.43	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
700.2I	CORRAL	0-06	0.06	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L			
700.2J	N&G GOVT 2-3	0-11	0.11	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L			
700.2K	J-12 WINDMILL	0-08	0.08	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L			
700.3	SOUTH RIVER	19.34-26.84	7.5	2	NAT		*	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	2	H	8	5	H/H			
700.3C	PORTER	0-51	0.51	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.3D	INTERSTATE G-4	0-49	0.49	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	2	M	0	L	0	L	0	L	5	2	H/L			
700.3E	DAFFODIL	0-79	0.79	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.3F	KANSAS 1-24	0-66	0.66	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.3G	TRAVIS	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
700.3H	INTERSTATE E-2	0-12	0.12	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L			
700.3I	GEAR A-2	0-44	0.44	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
700.3J	HINDU BLVD	0-17	0.17	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L			
700.3K	CNG 22-1	0-48	0.48	1	NAT		*	1	M	1	M	2	H	0	L	2	H	2	M	0	L	0	L	0	L	6	2	H/L			
701	EXECUTIVE'S	0-3.5	3.5	2	NAT		*	1	M	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
701.A	LOTUS	0-4	0.4	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L			
701.C	STEALTH	0-31	0.31	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L			
702	SANTA FE 6-1	0-1.4	1.4	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
702.A	ROLLOVER	0-14	0.14	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L			
703	FARM MORTGAGE 1-33	0-52	0.52	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
703.A	CENTRAL LIFE 34	0-39	0.39	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
703.C	GRANT	0-73	0.73	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
705	SCOTT 1-1B	0-4.24	4.24	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	2	H	0	L	7	2	H/L			
705.A	CENTRAL LIFE 32	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
705.B	RALSTON	0-1.51	1.51	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
705.C	NORTH COLLEGE	0-14	0.14	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			
705.D	CENTRAL LIFE 32 DRIP	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
705.E	RALSTON	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
705.F	CENTRAL LIFE 32 DRIP 2	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
706	BANKS-LEE	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L			
706.A	COASTAL	0-13	0.13	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L			

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL		Comments/Recommendations									
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H		Combined Rating (H/H, H/L, L/L, H/L)								
ROAD NUMBER - INFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
707	PRAIRIE CHICKEN	0-2.8	2.8	2	NAT		*	2	H	2	H	1	M	0	L	2	H	0	L	0	L	0	L	2	H	7	3	H/L	
707.A	SOUTH COLLEGE	0-6	0.6	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
707.B	THUNDER	0-2.85	2.85	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
708	KANSAS 1-17	0-1.2	1.2	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
708.A	KANSAS 1-17	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
709	INTERSTATE	0-4.07	4.07	3	AGG		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	2	H/L	
709.A	INTERSTATE UNIT 58	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
709.B	JAYHAWK	0-0.4	0.04	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
709.D	INTERSTATE UNIT 53	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
709.I	INTERSTATE UNIT #46	0-0.2	0.02	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
709.R	CARPENTER	0-0.4	0.04	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
709.S	LEND CUT 7	0-0.5	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
709.T	ROLAND	0-1.08	1.08	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
709.U	BUM STEER	0-27	0.27	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
710	COW CAMP	0-1.25	1.25	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
710.A	RASCAL	0-56	0.56	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
711	SANTA FE C	0-19	0.19	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
712	NORTH HEADQUARTERS	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
713	ARGENTINE	0-32	0.32	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
714	INTERSTATE UNIT 50-52	0-1.76	1.76	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
714.C	POWER	0-21	0.21	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
714.D	INTERSTATE 13-21	0-1.16	1.16	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
716	INTERSTATE 91	0-15	0.15	1	NAT	A	*	0	L	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
718	CLINTON	0-1.02	1.02	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
719	PAN EX-LEWIS	0-1.04	1.04	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
719.B	LINSCOTT C-1	0-06	0.06	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
720	JAYHAWK	0-3.23	3.23	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	3	H/L	
720.B	METER READING	0-12	0.12	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	
720.C	RED CAVE NO. 2	0-1.53	1.53	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
720.D	FAVRE	0-44	0.44	2	NAT		*	1	M	1	M	2	H	1	M	2	H	0	L	1	M	0	L	0	L	7	1	H/L	
720.E	STEER	0-1.76	1.76	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	1	H/L	
720.G	LINSCOTT NO. 6	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
720.K	SCOTT A-1	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	2	H	3	3	L/L	
720.L	LINSCOTT B-4	0-07	0.07	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
721	JONES 1-10	0-54	0.54	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
722	NEW	0-5.34	5.34	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	3	H/L	
722.A	JONES 1-11	0-38	0.38	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
722.B	MOORE 1-13	0-38	0.38	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
724	LENNY ROAD	0-19	0.19	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
726	SHAMROCK PIPELINE	0-1.14	1.14	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
726.A	MOORE	0-3	0.3	1	NAT		*	0	L	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	1	1	L/L	
726.B	KENNEDY 1-8	0-15	0.15	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	1	L/L	
726.E	MOORE C-3	0-69	0.69	1	NAT		*	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	0	L	2	1	L/L	
727	COLO 1 EAST	0-1	1	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
728	HOLT 1-15	0-15	0.15	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
728.A	WINDMILL	0-17	0.17	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
729	CIMARRON 1-18	0-11	0.11	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	

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ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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												
730	ARMSTRONG NO 2-16	0-22	0.22	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
731	MIDDLE SANDHILLS	0-54	0.54	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L		
731.A	EAST LPC BLIND	0-7	0.7	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L		
731.B	EAGLEY A2	0-14	0.14	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	5	1	H/L		
731.C	COMMISSIONERS A2	0-27	0.27	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
732	ARMSTRONG CUHN REP B-1	0-19	0.19	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	5	0	H/L		
732.A	MCCALIP A-1A	0-07	0.07	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L		
733	COUNTY LINE	0-2.28	2.28	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	8	1	H/L		
733.A	PRIVATE WELL	0-26	0.26	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	4	1	H/L		
733.B	DREIBELBIS UNIT WELL #1	0-65	0.65	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	5	0	H/L		
733.C	BUFFALO	0-1	0.1	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	1	M	0	L	3	1	L/L		
733.D	FAXOM	0-24	0.24	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	4	1	H/L		
733.E	ARMSTRONG 1-2	0-33	0.33	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
733.F	JACKSON	0-41	0.41	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	1	M	0	L	4	1	H/L		
734	COUNTY ROAD H	0-2	2	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L		
734.B	EA THOMPSON	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
734.C	FA THOMPSON NO 1	0-49	0.49	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
734.D	GLENN	0-3	0.3	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	4	0	H/L		
734.E	FISHER	0-28	0.28	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	4	0	H/L		
734.F	HENSHAW A-1	0-06	0.06	1	NAT		*	0	L	0	L	0	L	0	L	2	H	0	L	1	M	0	L	2	1	L/L		
735	SOUTH ROLLA	0-46	0.46	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
735.A	SOUTHWEST ROLLA	0-44	0.44	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	4	0	H/L		
736	SE WILBURTON	0-6.11	6.11	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	8	3	H/L	
736.A	MILLER	0-73	0.73	1	NAT		*	0	L	2	H	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L		
736.B	PRIVATE WELL	0-39	0.39	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
736.C	WIKER B NO. 2	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	3	1	L/L		
736.D	BURTON B-2	0-21	0.21	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
736.E	PARKER B-2	0-08	0.08	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	5	1	H/L		
736.F	HOLT A-2	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	3	1	L/L		
736.G	WILBURTON WINDMILL	0-54	0.54	1	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	5	0	H/L		
737	OXY	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
738	NORTH WILBURTON	0-3.67	3.67	1	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	8	0	H/L		
738.A	EDWARDS C-2	0-1.28	1.28	1	NAT		*	2	H	2	H	0	L	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
738.B	MURRAY C-2	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
738.C	MILLER M-3	0-29	0.29	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
738.D	BECKER E-2	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	6	1	H/L		
739	KIDNER	0-75	0.75	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L		
740	HIGHWAY	0-1.27	1.27	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	8	1	H/L		
740.A	PATENT	0-25	0.25	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	4	0	H/L		
741	MURRAY C-1	0-1	1	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	8	0	H/L		
742	WASHING MACHINE	0-1.6	1.6	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L		
742.A	USA J	0-18	0.18	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	1	M	0	L	4	1	H/L		
743	UNIT # 31	0-49	0.49	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
743.A	HALL P-2	0-35	0.35	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
743.B	PASTURE 31 DRIPLINE	0-29	0.29	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	0	H/L		
743.C	PASTURE 31 WINDMILL	0-14	0.14	1	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	3	0	L/L		
743.D	PASTURE 30 ENCLOSURE	0-22	0.22	2	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	4	0	H/L		

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL			Comments/Recommendations								
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H	Combined Rating (H/H, H/L, L/L, H/L)									
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MITC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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													
743.E	SHARP B-2	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
744	ROWLAND A-2	0-23	0.23	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
745	TUCKER B-2	0-89	0.89	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
746	BARKER B-1	0-37	3.7	2	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	0	H/L	
746.A	MANHATTAN	0-31	0.31	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
746.B	BARKER B-2	0-18	0.18	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	1	M	0	L	0	L	4	1	H/L	
746.C	MATERN A-3	0-34	0.34	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
746.D	ENGLEMAN A-2	0-33	0.33	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
746.E	BARKER B-4	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	1	M	0	L	0	L	4	1	H/L	
747	BLAZER	0-44	0.44	2	NAT		*	2	H	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
747.A	MATZKE	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
748	MILLEMOM 1-27	0-27	0.27	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
750	MORROW	0-95	0.95	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	2	H	5	2	H/L	
750.A	WMSU NO. 1801	0-17	0.17	1	NAT		*	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	1	L/L	
751	ROSE	0-9	0.9	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
752	WEST STATION	0-13	0.13	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
752.A	FONDU	0-17	0.17	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
752.B	WMSU 601	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
753	PEARSON C-2	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
755	ROAD H	0-3.02	3.02	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
755.A	ROAD H WINDMILL	0-26	0.26	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
756	RATCLIFF	0-1.86	1.86	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
756.A	ANADARKO COMPRESSOR LINE	0-1.42	1.42	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
756.B	COMPRESSOR DRIP LINE	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
757	MASON DRIVE	0-1.27	1.27	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
757.A	USA Y	0-9	0.9	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
758	TUCKER 1-14	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
759	BATTERY	0-1.38	1.38	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
759.A	SANTA FE ENERGY	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
759.B	BRESSLER A1-H	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
759.C	USA BAKER C-3	0-1.15	1.15	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
760	GRAVEL PIT	0-8	0.8	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
760	GRAVEL PIT	8-3.8	3	3	AGG		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
760.A	RENFREW	0-43	0.43	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
760.B	PARSLOW	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
760.C	VIXEN	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	0	L	0	L	1	M	0	L	0	L	4	1	H/L	
760.D	KANSAS 1-21	0-46	0.46	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
760.E	AEROMOTOR	0-35	0.35	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
760.F	STONE	0-1.31	1.31	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
760.H	GRAVEL PIT	0-25	0.25	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
760.J	KANSAS REGENTS NO 2	0-34	0.34	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
760.K	FEDERAL 1-10	0-1.09	1.09	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
760.M	CLAFLIN	0-51	0.51	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	7	1	H/L	
761	MINOR 1-31	0-3.12	3.12	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
761.B	WATER WELL	0-08	0.08	2	NAT		*	1	M	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	3	0	L/L	
761.E	CREW	0-6	0.6	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
762	SCHWEIZER RED CAVE NO 4	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL		Comments/Recommendations	
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H		Combined Rating (H/H, H/L, L/L, H/L)
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MTC LEVEL	SURFACE TYPE	ADM/SUP/REC RD/SEASONAL (M/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					
762.A	INJECTION WELL	0-18	0.18	1	NAT		*	1	M	0	L	0	L	0	L	0	L	3	0	L/L	
762.C	BLOW	0-13	0.13	1	NAT		*	1	M	0	L	2	H	0	L	2	H	5	1	H/L	
763	MEMPHIS	0-1.7	1.7	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
764	RELATIVE	0-1.48	1.48	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
764.A	ARROW	0-37	0.37	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	1	H/L	
764.B	CARGO	0-42	0.42	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
764.D	LINSCOTT A-4	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	2	H	5	1	H/L	
764.E	USA D NO. 1	0-02	0.02	1	NAT		*	1	M	0	L	2	H	0	L	0	L	3	0	L/L	
765	STOLEN WINDMILL	0-4.44	4.44	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
765.A	WACKER	0-76	0.76	1	NAT		*	1	M	2	H	2	H	0	L	2	H	7	1	H/L	
766	HOOK	0-93	0.93	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
766.A	SWITZER A-1	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	2	H	5	1	H/L	
767	RIVER FENCE	0-67	0.67	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
768	MUNDY A-1	0-1.2	1.2	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
768.A	PIONEER	0-19	0.19	2	NAT		*	1	M	0	L	2	H	0	L	2	H	5	0	H/L	
770	KNELLER	0-1.5	1.5	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
770.A	METCALF DRIVE	0-29	0.29	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
770.B	KNELLER ROAD WINDMILL	0-09	0.09	1	NAT		*	1	M	0	L	2	H	0	L	2	H	5	0	H/L	
771	INTERSTATE 12-21	0-33	0.33	1	NAT	A	*	0	L	1	M	2	H	0	L	2	H	5	0	H/L	
771.A	INTERSTATE UNIT 49	0-16	0.16	1	NAT	A	*	0	L	0	L	2	H	0	L	2	H	4	0	H/L	
773	FRIEND 1-28	0-1.32	1.32	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
774	WILBURTON POND	0-68	0.68	3	AGG	R	*	2	H	2	H	2	H	0	L	2	H	8	0	H/L	
774.A	MOORE 1-22	0-86	0.86	2	NAT		*	2	H	2	H	0	L	0	L	2	H	6	2	H/L	
774.B	KOHLER	0-2.19	2.19	2	NAT		*	1	M	2	H	0	L	0	L	2	H	5	0	H/L	
774.C	TEE-PEE	0-22	0.22	2	NAT		*	0	L	1	M	0	L	0	L	0	L	1	1	L/L	
774.D	WILBURTON POND	0-09	0.09	2	NAT	R	*	2	H	0	L	0	L	0	L	2	H	4	0	H/L	
775	RILEY	0-2.41	2.41	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
775.A	EAGLEY 2A-35	0-33	0.33	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	1	H/L	
775.B	MOORE B NO. 1	0-36	0.36	1	NAT		*	1	M	1	M	0	L	0	L	2	H	4	0	H/L	
775.C	RILEY WINDMILL	0-52	0.52	1	NAT		*	1	M	2	H	0	L	0	L	2	H	5	0	H/L	
776	WARD 1-14	0-62	0.62	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
776.A	METHODIST B-1	0-09	0.09	1	NAT		*	1	M	0	L	2	H	0	L	0	L	3	1	L/L	
776.B	METER RUN	0-06	0.06	1	NAT		*	1	M	0	L	0	L	0	L	0	L	1	1	L/L	
777	LOWE C-5	0-2.05	2.05	2	NAT		*	2	H	2	H	2	H	0	L	2	H	8	2	H/L	
777.A	LOW C-3	0-4	0.4	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
777.C	ACCENT	0-32	0.32	2	NAT		*	1	M	1	M	0	L	0	L	2	H	4	0	H/L	
777.D	LOW 1-16	0-1.68	1.68	2	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
777.E	LOW F NO. 1	0-78	0.78	1	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
778	MOBIL A-2H	0-23	0.23	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
779	KNELLER	0-1.56	1.56	1	NAT		*	1	M	2	H	2	H	0	L	2	H	7	0	H/L	
779.A	KNELLER 1-30	0-43	0.43	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
779.B	KNELLER WINDMILL	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	3	0	L/L	
780	WACKER A-1 WINDMILL	0-5	0.5	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
781	MARIJUANA MILL	0-34	0.34	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
782	QUEEN	0-58	0.58	1	NAT		*	1	M	2	H	0	L	0	L	2	H	5	0	H/L	
783	CAMPBELL A-1H WINDMILL	0-23	0.23	1	NAT		*	1	M	1	M	2	H	0	L	2	H	6	0	H/L	
783.A	CAMPBELL A-1H	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	1	M	3	1	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS					ROAD RISK RATINGS					FINAL		Comments/Recommendations									
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)					HIGH, MODERATE, or LOW					Total Benefit Score (0-10) If score is >3, then rating= H	Total Risk Score (0-11) If score is >4, then rating= H		Combined Rating (H/H, H/L, L/L, H/L)								
ROAD NUMBER - INFR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	OBI, MITC 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													
784	TEXACO JOINT	0-1.62	1.62	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	7	0	H/L			
785	DUSTY	0-1.29	1.29	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
787	TARRANT	0-51	0.51	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
788	WEST SANDHILLS	0-72	0.72	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
788.A	BAUGHMAN 1-10	0-25	0.25	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
788.B	EAGLEY A-3 SWD	0-47	0.47	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
789	EAGLEY B-1	0-46	0.46	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
789.A	EAGLEY B2	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
791	PHONICS	0-33	0.33	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
792	ZIMMER 1-15	0-22	0.22	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	1	M	0	L	0	L	5	1	H/L	
793	WACKER G-1	0-83	0.83	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
794	PAULEY	0-2.14	2.14	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	7	2	H/L	
794.A	USA H	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L	
794.B	STIRRUP SERU 4-2	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
794.C	USA AD NO. 1	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
794.D	STIRRUP SERU 5-3	0-2	0.2	1	NAT		*	1	M	0	L	2	H	0	L	2	H	0	L	1	M	0	L	0	L	5	1	H/L	
795	MIDDLE SANDHILLS	0-1.69	1.69	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
795.A	SOUTHERN MIDDLE SANDHILL	0-1.52	1.52	2	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
795.B	N MIDDLE SANDHILLS	0-35	0.35	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
795.C	COMMISSIONERS B2	0-35	0.35	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
795.D	MARKS A-2	0-27	0.27	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
795.F	COMMISSIONERS B-3	0-15	0.15	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	4	0	H/L	
796	BORDEN	0-48	0.48	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
797	TANK	0-33	0.33	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
798	CIMARRON RIVER P.G.	0-12	0.12	4	AC	R	*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	
798	CIMARRON RIVER P.G.	.12-4	0.28	4	AGG	R	*	2	H	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
798.B	TURKEY TRAIL	0-4.31	4.31	2	NAT		*	2	H	2	H	0	L	0	L	2	H	3	H	0	L	1	M	0	L	6	4	H/L	
798.C	BRIDGE POND	0-42	0.42	3	NAT		*	2	H	1	M	0	L	0	L	2	H	2	M	0	L	0	L	0	L	5	2	H/L	
798.F	TUTTLE	0-36	0.36	2	NAT		*	2	H	1	M	0	L	0	L	2	H	2	M	0	L	1	M	0	L	5	3	H/L	
798.G	FUNK	0-91	0.91	2	NAT		*	2	H	2	H	0	L	0	L	2	H	2	M	0	L	0	L	0	L	6	2	H/L	
798.H	DATUM	0-13	0.13	2	NAT		*	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
798.I	SHORTCUT ACCESS	0-09	0.09	2	NAT		*	2	H	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
798.J	ELKHART NW ACCESS	0-06	0.06	2	NAT		*	2	H	0	L	0	L	0	L	2	H	2	M	0	L	0	L	0	L	4	2	H/L	
799	ROAD ONE	0-1.2	1.2	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
800	EHRHARD 3-19	0-28	0.28	1	IMP		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
801	TUNNEVILLE TURNOUT	0-07	0.07	4	AC		*	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	1	L/L	
810	ISOLATED	0-45	0.45	1	NAT		*	1	M	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	4	0	H/L	
811	SUNSET	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	5	0	H/L	
820	GILBERT	0-77	0.77	2	NAT		*	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	0	L	5	0	H/L	
856	WARD COMPRESSOR	0-42	0.42	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
859	LYNCH B-1	0-1.71	1.71	1	NAT		*	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
870	USA AP #1H	0-1	0.1	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	
871	USA LOW I #2	0-57	0.57	1	NAT		*	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	8	0	H/L	
872	USA AL #2	0-43	0.43	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L	
873	USA AD #2	0-06	0.06	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L	
874	USA AQ-1H	0-11	0.11	1	NAT		*	1	M	0	L	2	H	2	H	2	H	0	L	0	L	0	L	0	L	7	0	H/L	
875	USA LOW F-3H	0-3	0.3	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	2	H	6	3	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			Comments/Recommendations
CIMARRON GRASSLAND								HIGH, MODERATE, LOW (2/H, 1/M, or 0/L)										HIGH, MODERATE, or LOW													
ROAD NUMBER - NFSR	ROAD NAME	FS JURISDICTION (Mileposts)	ROAD LENGTH (FS JURISDICTION)	Obl. 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	Total Benefit Score (0-10) If score is >3, then rating=H	Total Risk Score (0-11) If score is >4, then rating=H	Combined Rating (H/H, H/L, L/L, H/L)												
876	USA AQ-1H	0-27	0.27	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
881	WACKER H-1	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
882	USA BARKER C-2	0-38	0.38	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
883	USA LOW A-10H	0-11	0.11	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	3	1	L/L			
884	USA LOW D-10H	0-17	0.17	1	NAT		*	1	M	0	L	2	H	0	L	2	H	2	M	0	L	0	L	0	L	5	2	H/L			
885	GREENWOOD C-2	0-05	0.05	1	NAT		*	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
886	GREENWOOD C-3	0-24	0.24	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	1	M	0	L	0	L	5	1	H/L			
887	KNEELER G-2H	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
888	JACKSON A-1H	0-16	0.16	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	1	M	0	L	0	L	4	1	H/L			
889	USA SCOTT C-1H	0-26	0.26	1	NAT		*	1	M	1	M	2	H	0	L	1	M	0	L	0	L	0	L	0	L	5	0	H/L			
890	DREYER 1-23	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
891	OXY WMSU WELLS	0-28	0.28	1	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	6	1	H/L			
892	NORTH FORK	0-5	0.5	2	NAT		*	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	0	H/L			
927	MOORE F-1	0-12	0.12	1	NAT		*	1	M	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	4	0	H/L			

Note: * = No actual maintenance costs are available

Appendix B. Public Comments

The draft TAP was posted on the PSICC webpage for a period of 30 days, from August 30, 2013 through September 30, 2013. No comments were received during that period of time.