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2013

Travel Analysis Process Report Addendum

SALIDA RANGER DISTRICT

Located in Chaffee, Fremont, Park, and Saguache Counties,
Colorado

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

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 cursive script that reads "Amy R. Omseth".

Salida District Ranger, San Isabel National Forest

December 6, 2013
Date

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INTRODUCTION:

This report is an addendum to the 2009 Pike and San Isabel Forest-wide Travel Analysis Process (2009 PSI TAP) and is provided in an abbreviated form. It is valuable to have the 2009 PSI TAP to review along with this document. It can be accessed online at:

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5323696.pdf

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 National Forest System lands 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 Salida Ranger District was developed using the approach from the Forest-wide Pike and San Isabel National Forests Travel Analysis Process Report. The Salida Ranger District TAP was prepared to inform a travel management plan for the study area.

PROCESS AND PRODUCTS

See Section 1.2 of the 2009 PSI TAP.

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

1.0 SETTING UP THE ANALYSIS

1.1 Objectives of the Analysis

The primary objective of this travel analysis is to provide the San Isabel National Forest, Salida Ranger 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 National Forest System Roads (NFSR), as well as combining that data with Operational Maintenance Level 3-5 data from the 2009 PSI TAP to create a Travel Analysis Report (TAR) and Map. This TAP analyzes all existing system roads as identified on the current Salida Ranger District Motor Vehicle Use Map (MVUM) as well as administrative and special use roads.

Other objectives of this travel analysis are:

- To meet the requirements of providing a travel analysis for the Pike and San Isabel National Forests Plan Revision, and to give direction for the revision effort
- Inform a forest travel management plan for the Salida Ranger District
- To support subforest scale and project level analyses
- 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
- To identify opportunities and provide recommendations for improving the Forest transportation system
- To help prioritize route maintenance needs

1.2 Interdisciplinary Team Members and TAP Responsibilities

<u>Name</u>	<u>TAP Area of Responsibility</u>
Amy Ormseth	Salida District Ranger – Line Officer
Ralph (Jerry) Stevenson, P.E.	Forest Engineer
Gary Morrison, P.E.	Forest Transportation Planner, TAP ID Team Leader*
Mike Picard	Overall District TAP Coordinator*
Ben Lara	Recreation*
Sam Schroeder	Resource Management/Range, Timber, Watershed*
Stephanie Shively	Wildlife*
Jamie Vigil	Financial Burden/Public Health & Safety*
Steve Olson	Botany
Chris Naccarato	Fire
Catherine Kamke	Archaeology
Norma Palider	INFRA Database Manager

* Core TAP Team Member

1.3 Information Needs

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

- The Pike and San Isabel National Forests Land and Resource Management Plan (aka Forest Plan, 1984, and associated Environmental Impact Statement and Record of Decision)
- 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 Salida RD MVUM
- 2009 Pike and San Isabel National Forest Travel Analysis Process Report

1.4 Analysis Plan

See the 2009 PSI TAP for more details.

The analysis plan for the Salida Ranger District was built on to the 2009 Pike and San Isabel National Forests Travel Analysis Process. Information critical to the Salida Ranger District has been added to the appropriate sections of this addendum. A core team was assembled to define an analysis plan for the Salida Ranger District. 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 in the Ranger District 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 Salida Ranger District. 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 in the Salida Ranger District 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, timber 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 sites. A similar risk rating was also assigned to each road with respect to financial burden/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 “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. The High Benefit rating for recreation would be assigned a benefit factor of 2, and the Low Risk rating for archeology would be assigned a risk factor of 0. The Total Benefit factor would be determined for that road by adding all five of the benefit factors, and the Total Risk factor would be determined for that road by adding all five risk factors. In this example, let’s say that the Total Benefit factor was determined to be 10, and the Total Risk factor was determined to be 0.

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

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

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

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

The next step was for ID team members to review and update the answers to the 73 questions contained in the R2 Roads Analysis Supplement to FS-643, which was prepared for the 2009 PSI TAP. 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, 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.

The draft TAP was made available for public review and comment on August 14, 2013. It was posted on the PSICC website. During the 30 day comment period that ended on 9/12/2013, the agency received two requests for an extension of the comment period. The reason for the extension was linked to a FOIA request for an Excel spreadsheet of the TAP matrix table. Since the agency did not provide the Excel spreadsheet until 9/9/2013, the agency extended the deadline for comments to 9/16/2013.

The Forest Service received a total of nine electronic messages in response to the posted draft TAP. Some responses resulted in changes to the draft report, matrix table and maps. See Appendix B for a list of the comments and responses.

2.0 DESCRIBING THE SITUATION

2.1 The Analysis Area

See the 2009 PSI TAP.

The Salida Ranger District is located in Chaffee, Park, Saguache, and Fremont counties. It covers approximately 440,000 acres of the San Isabel National Forest. This District is a destination area for recreation. From a low point just over 7,000 feet in elevation to the top of Mt. Antero at 14,269 feet, the District hosts 7 of Colorado's 14,000 foot peaks. It includes parts of 3 significant wilderness areas. It includes the 4-Mile travel management area, a 100,000 acre area dedicated to both motorized and non-motorized recreation. It encompasses one of Colorado's ski areas, the Monarch Ski Area, near Monarch Pass. And on the slopes and mountains that make up the rest of the District there are hundreds of miles of roads and trails providing access to the tens of thousands of visitors.

Salida District has an active Timber program providing valued wood to local mills and over a thousand cords of firewood each year to area residents. In the Range program the District manages many Range allotments that provide grazing for over 800 cows and calves each year. This is an important part of the local ranching economy. Historic resources on the District include many miles of old railroad grades that were built in the 1800's. Miner's cabins and old mine claims dot the mountainsides. Wildlife is abundant in the District's forests and meadows. Elk, mule deer, bighorn sheep, and bear are the most sought after big game animals. But meadowlarks, finches, hummingbirds, and woodpeckers fill the forest with their songs all summer long, making this area a popular place for birders. And the high mountain lakes and streams are teeming with trout.

2.2 The National Forest Transportation System

See the 2009 PSI TAP for more information.

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

Table 2-1: Existing National Forest Service System Roads on the Salida Ranger District

Road Class	Obj. Road Maintenance Level				Total Miles
	1	2	3	4	
Roads Closed to All Vehicles	1.00	N/A	N/A	N/A	1.00
Administrative or Special Use Roads (Closed to Public Use)	0.00	53.87	1.24	0.00	55.11
Roads Open to Licensed Vehicles	0.00	0.00	0.00	0.00	0.00
Roads Open to Licensed Vehicles with Seasonal Closure	0.00	0.00	0.00	0.00	0.00
Roads Open to All Vehicles	0.00	284.28	71.70	6.37	362.35
Roads Open to All Vehicles with Seasonal Closure	0.00	24.58	20.65	0.00	45.23
Total Miles	1.00	362.73	93.59	6.37	463.69

2.2.1 Motorized Trail Statistics

The Salida Ranger District TAP Addendum is not addressing Motorized Trails.

See the 2009 PSI TAP for general information on PSI Trails.

2.2.2 Road Statistics and Details

See the 2009 PSI TAP for more information.

2.2.3 Motorized Mixed Use

See the 2009 PSI TAP for more information.

The following NFSRs allow or prohibit unlicensed motor vehicles in the Salida Ranger District area (as of 2013):

Table 2-2: NFSRs

Road Class	Road Numbers	Total Miles
Maintenance Level 1 Roads (closed to all motorized use)	218.A, 238	1.00
Administrative and Special Use Only Roads (closed to public use)	106, 108, 108.A, 162.F, 162.G, 173.A, 175.B, 175.C, 182.A, 182.B, 184.B, 185.E, 185.F, 186.A, 187.B, 187.B, 200.A, 202.C, 205, 207, 218, 219, 225.A, 225.B, 225.F, 230.D, 231.A, 234.A, 234.B, 234.C, 234.D, 237.A, 250.AA, 251.A, 252, 252.A, 252.B, 254.A, 272, 290.A, 298, 306.B, 306.C, 306.F, 341, 344.AA, 344.C, 344.C, 344.D, 344.E, 344.F, 346, 346.A, 346.B, 347, 349, 35, 375, 4, 4, 4.A, 185.C, 308.I	55.11
Roads Open to Public Use with License Plated Vehicles Only	None	0.00

Road Class	Road Numbers	Total Miles
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)	<p>ML2: 101, 101.A, 102, 108, 124, 172, 173, 174, 174.A, 174.B, 174.C, 175.A, 180, 180, 180.A, 180.B, 180.C, 181, 181.A, 182, 183, 183.A, 184, 185, 185, 185.C1, 185.E, 186, 186.A, 186.B, 186.C, 189, 200.B, 200.C, 200.D, 200.E, 200.F, 201, 201.A, 201.AA, 201.B, 201.C, 201.CA, 201.CB, 202.D, 203, 203.A, 203.B, 203.C, 204, 204.A, 204.B, 204.C, 204.D, 204.E, 205, 208, 210, 212, 212.A, 212.B, 214, 214.A, 214.AA, 214.B, 214.C, 214.D, 214.F, 215, 218, 218.B, 219, 221, 222, 222.A, 225, 225.A, 225.B, 225.C, 225.D, 225.E, 226, 226.A, 228, 228.A, 230, 230.A, 230.B, 230.C, 231.A, 231.B, 235, 237.B, 240, 240.B, 240.F, 240.G, 240.H, 243.G, 250.A, 250.AA, 250.B, 251, 251.B, 252.B, 254, 255, 255.A, 267, 267.A, 267.B, 267.C, 267.D, 267.E, 267.F, 272, 272.A, 272.B, 272.D, 272.E, 272.F, 272.G, 273, 274, 274.A, 274.B, 277, 278, 278.A, 278.B, 278.C, 279, 292, 295, 296, 297, 299, 300, 300.A, 300.B, 300.B1, 300.C, 306.E, 311, 311.A, 311.E, 311.F, 315.A, 315.B, 315.C, 315.D, 322, 322.A, 329, 329.A, 340.A, 344, 344.G, 344.H, 344.I, 345, 346, 348, 349, 365, 365.A, 365.B, 365.C, 373, 373.A, 375.A, 375.AA, 375.C, 375.E, 376, 376, 376.A, 376.AA, 376.AB, 376.AC, 376.B, 376.D, 376.G, 40, 6, 6.3C, 869</p> <p>ML3: 162.A, 162.B, 162.C, 162.D, 174, 184.A, 185, 185.B, 185.C, 186, 187, 187, 188, 188.A, 200, 200, 201, 202.A, 219, 224, 225, 228, 228, 231, 240.A, 240.C, 250, 252, 272, 274, 290.B, 292, 292, 292, 292, 292.A, 295, 305, 306.A, 306.AA, 306.AB, 306.AC, 308, 311, 315, 318, 344, 344.A, 344.B, 376, 376, 6, 6.2A, 6.3B</p> <p>ML4: 202, 231.C, 231.D, 234, 237, 344</p>	362.35
Roads Open to Public Use for All Vehicles with Seasonal Closure (mixed use)	<p>ML2: 185, 185.D, 298, 298.A, 308, 308.A, 308.B, 308.B2, 308.C, 308.H, 309.A, 309.B, 311, 311.B, 311.D, 311.G, 318, 329, 375, 375.B, 375.D, 376, 376.I</p> <p>ML3: 308, 309, 311, 375, 377</p>	45.23

According to this data, there are no NFSRs on the Salida Ranger District that are restricted to licensed motor vehicles only, and 407.58 miles of NFSRs on the Salida Ranger District under analysis are open to OHV use (motorized mixed use). Many of these mixed use roads are dead-end roads that follow ridges or provide access to campsites. Administrative and special use roads closed to public use totaled 55.11 miles. Maintenance Level 1 roads are closed to all traffic, and total 1.00 miles in the Salida Ranger District.

2.2.4 Road Management Objectives

See the 2009 PSI TAP.

2.3 Meeting Forest Plan Objectives

See the 2009 PSI TAP.

2.4 Current Budget

Maintenance Funding

National Forest Roads are assigned a specific maintenance level that is based on a set of criteria which describes how each individual road will be maintained. This criteria includes consideration for resource protection, user comfort, design speed, season of use, traffic volume and type and need for dust abatement.

This discussion displays dollar estimates for annual maintenance which includes blading, cleaning culverts and cattleguards, and maintaining draining structures and signing on level 2-4 roads. This recurring maintenance is important for keeping the surface drivable (blading out ruts and washboards), and limiting resource damage that could occur from blocked culverts or improper drainage. In addition to annual maintenance are various other funding needs such as checking level 1 roads periodically, installing or fixing gates, unexpected events such as wind throws, mudslides or slumps, brushing every 10 years, and surface rock replacement on level 3 and 4 roads. It is difficult to calculate on an annual basis the total for these intermittent funding needs so they are discussed in general terms following the dollar figures for annual maintenance.

Current Maintenance Funding

The table below describes maintenance level, intervals and costs in estimated mileages and dollars. These cost estimates are based on recent estimates for annual maintenance such as blading, cleaning culverts and maintaining drainage structures.

**Table 2-3
Current Maintenance Funding Cost by Maintenance Level**

Maintenance Level	Cost/Mile	Actual Interval	Average Maintenance Cost/Mile
2	\$1,000.00	3-10 years	\$167.00
3	\$600.00	1-4 years	\$200.00
4	\$700.00	1-2 years	\$350.00

An annual estimated cost was determined for each road level so it could be compared to annual maintenance budgets:

Table 2-4
Current Average Annual Maintenance Budget
 (Does not include intermittent items listed above)

Maintenance Level	Miles	Annual Cost Per Mile	Total Cost Per Year
2	363.4	\$167.00	\$60,687.80
3	93.6	\$200.00	\$18,720.00
4	6.4	\$350.00	\$2,229.50
TOTAL	463.4		\$81,637.30

Level 2 roads calculated on a 6 year interval, Level 3 roads calculated on a 3 year interval, Level 4 roads calculated on a 2 year interval.

Intermittent Funding Needs

Intermittent funding needs in addition to the annual maintenance include the following:

- Brushing is needed every 10 years, and is important for safety on Level 3 and 4 roads.
- Maintaining and replacing signs and signposts on system roads, gates, and cattleguards are considered in annual maintenance costs.
- Gate replacement and repairs on Level 1 roads, and or roads seasonally closed, also comes from annual maintenance funding.
- Damage from unexpected events such as slides or slumps is corrected with maintenance dollars unless the damage is large enough to qualify for alternative funding.
- Surface rock replacement on Level 3 and 4 roads requires a large influx of funds for the year the rock is replaced. Many of these roads require surface rock replacement, at least every 10 years.

Desired Maintenance Funding

The following tables describe the desired funding needed to maintain Level 2-4 roads consistently and according to maintenance level specification. These costs estimates are based on deferred maintenance estimates for annual maintenance such as blading, cleaning culverts and maintaining drainage structures.

Table 2-5
Desired Annual Maintenance Costs by Maintenance Level

Maintenance Level	Cost/Mile	Desired Interval	Annual Maintenance Cost/Mile
2	\$1,700.00	3-10 Years	\$170 - \$567
3	\$1,300.00	1-4 Years	\$325 - \$1,300
4	\$1,400.00	1-2 Years	\$700 - \$1,400

Table 2-6
Estimated Desired Annual Road Maintenance Need
 (Does not include intermittent funding items listed)

Maintenance Level	Miles	Annual Cost/Mile	Total Cost Per Year
2	363.4	\$283.00	\$102,842.20
3	93.6	\$433.00	\$40,528.80
4	6.4	\$700.00	\$4,480.00
TOTAL	463.4		\$147,851.00

3.0 IDENTIFYING THE ISSUES

3.1 Description of the issues

See the 2009 Forest-wide TAP 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 forest due to roads through terrestrial wildlife habitat and travel corridors.
- Impacts to plant species in certain areas of the forest due to the presence of roads.
- Impacts of road-related activities due to the spread of invasive species on the forest.
- Adequacy of forest access to meet fuels management and fire suppression goals and objectives.
- Adequacy of forest access to meet timber management objectives and goals.
- Adequacy of forest 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 forest due to the current system of roads.
- Adequacy of roads to satisfy the variety of motorized recreational needs on the forest.
- Impacts on non-motorized recreation activities due to the amount of roads on certain parts of the forest.
- Adequacy of forest access to meet the demand for special uses on the forest.

- Adequacy of forest 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 2009 PSI TAP provides detailed answers to approximately 73 questions related to the benefits and risks of National Forest System roads and trails (See 2009 PSI TAP). 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 Salida Ranger District, San Isabel National Forest Objective Maintenance Level 1 – 2 system roads were evaluated based on key benefits and risks associated with each individual road. Also, Maintenance Level 3-4 roads were confirmed or re-evaluated from the original benefit/risk ratings in the 2009 PSI TAP. Each road was assigned a High, Moderate, or Low benefit rating for five priority management areas: recreational use, fire/fuels access, timber access, special use access, and 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, financial burden/public health and 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 total benefit or total 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 Timber Access Benefit

Timber Access Benefit:

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

Timber 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 remove timber.

A Moderate (M) benefit was given to those segments of roads that would benefit timber 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 timber access or there was a need to access an area for timber removal.

5.5 Criteria for Special Use Access Benefit

Special Use Access Benefit:

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

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

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

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

A Moderate (M) benefit rating was assigned to 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 anticipated needs of each specialist for monitoring and managing forest lands, assuming that no other FS roads were available for motorized access.

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

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

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

Note: Roads that are Important in Managing the Forest's Heritage Resources: This priority was viewed in the context of access to significant heritage resources and staff responsibilities to monitor individual resources, and if necessary, conduct necessary repairs and stabilization. Road access may also be important in the context of visitor accessibility: roads may be the only available means for experiencing heritage sites for some segments of the public, particularly those segments with disabilities.

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 all 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 forest 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)
- MSO (Mexican Spotted Owl) habitat
- GBCTT (Greenback Cutthroat Trout) habitat
- Preble's Meadow Jumping Mouse habitat

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

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

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

5.9 Criteria for Botany Risk

Botany Risk:

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

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

5.10 Criteria for Archaeology Risk

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

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

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

5.11 Criteria for Public Health & Safety / Financial Burden Risk

Public Health & Safety/Financial Burden

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

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

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

5.12 Road Management Opportunities and Priorities

The Total Benefit factors and Total Risk factors discussed above resulted in a total benefit/risk number for each road. The Total Benefit factors ranged from 0 to 10, and the Total Risk factors ranged from 0 to 9. Those roads with a Total Benefit factor greater than 3 represent high benefit

roads, and those roads with a Total Risk factor greater than 4 represent high risk roads. Based on this analysis, each road was assigned to one of four road management categories as follows:

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

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

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

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

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

Generally, high benefit roads, if associated risks can be adequately mitigated, will be part of the minimum road system for the forest. 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.

Travel Analysis Outcomes: Road Numbers		Minimum Road System		May not be Needed as Part of a Minimum Road System	
		High Benefit/ High Risk	High Benefit/Low Risk	Low Benefit / High Risk	Low Benefit/Low Risk
Road Classification	Administrative and Special Use Only Roads (Closed to Public Use) and ML1 (Closed to All Motor Vehicles)	ML2: 108	ML2: 106, 108.A, 162.G, 175.B, 182.A, 182.B, 185.E, 186.A, 200.A, 202.C, 205, 207, 219, 225.B, 225.F, 231.A, 234.A, 234.B, 234.C, 234.D, 237.A, 252.A, 252.B, 272, 306.B, 306.C, 346, 346.A, 346.B ML3: 308.I	ML2: 218.A	ML1: 238 ML2: 162.F, 173.A, 175.C, 184.B, 185.F, 187.B, 187.B, 218, 225.A, 230.D, 250.AA, 251.A, 252, 254.A, 290.A, 298, 306.F, 341, 344.AA, 344.C, 344.C, 344.D, 344.E, 344.F, 347, 349, 35, 375, 4, 4, 4.A ML3: 185.C
	Roads Open to all Vehicles	ML2: 101, 101.A, 108, 173,181, 181.A, 183, 183.A, 184, 201, 203,212, 212.A, 212.B, 218,219, 221, 222, 251, 278, 292, 295, 297, 322, 322.A, 340.A, 344, 348, 6, ML3: 187, 187, 188, 200, 200, 201, 219, 228, 228, 231, 272, 292, 292, 292, 292, 292.A, 295, 306.A, 306.AA, 306.AB, 306.AC, 308, 308, 309, 311, 311, 315, 344, 344.A, 375, 6, 6.2A, 6.3B ML4: 202, 234, 344	ML2: 102, 172, 174, 174.A, 174.B, 174.C, 175.A, 180, 180, 180.A, 180.B, 180.C, 182, 185, 185, 185, 185.C1, 185.D, 185.E, 186, 186.A, 186.B, 186.C, 189, 200.B, 200.C, 201.C, 203.A, 204, 204.A, 204.E, 205, 208, 210, 214, 214.A, 214.C, 214.D, 215, 218.B, 225, 225.A, 225.C, 226, 226.A, 228, 228.A, 230, 230.B, 231.A, 231.B, 235, 240, 240.B, 243.G, 250.A, 250.AA, 250.B, 251.B, 252.B, 254, 255, 255.A, 267, 267.A, 272, 272.A, 272.B, 272.D, 272.E, 273, 274, 274.A, 277, 279, 296, 298, 300, 300.A, 308, 308.B, 309.A, 309.B, 311, 311, 311.A, 311.D, 311.G, 318, 329, 329, 345, 346, 365, 365.A, 373, 375, 375.A, 375.D, 376, 376, 376, 376.B, 40, 869 ML3: 162.A, 162.B, 162.C, 162.D, 174, 184.A, 185, 185.B, 185.C, 186, 188.A, 202.A, 224, 225, 240.A, 240.C, 250, 252, 274, 290.B, 305, 344.B, 377 ML4: 231.C,231.D,237	ML2: 124, 365.C	ML2: 200.D, 200.E, 200.F, 201.A, 201.AA, 201.B, 201.CA, 201.CB, 202.D, 203.B, 203.C, 204.B, 204.C, 204.D, 214.AA, 214.B, 214.F, 222.A, 225.B, 225.D, 225.E, 230.A, 230.C, 237.B, 240.F, 240.G, 240.H, 267.B, 267.C, 267.D, 267.E, 267.F, 272.F, 272.G, 274.B, 278.A, 278.B, 278.C, 298.A, 299, 300.B, 300.B1, 300.C, 306.E, 308.A, 308.B2, 308.C, 308.H, 311.B, 311.E, 311.F, 315.A, 315.B, 315.C, 315.D, 329.A, 344.G, 344.H, 344.I, 349, 365.B, 373.A, 375.AA, 375.B, 375.C, 375.E, 376.A, 376.AA, 376.AB, 376.AC, 376.D, 376.G, 376.I, 6.3C ML3: 318, 376, 376
	Total Miles	164.12	253.71	2.41	43.45

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

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

6.2 Recommendations

Using the above Summary of Roads by Benefit and Risk table, the Salida Ranger District 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 H/L (High Benefit and Low Risk) category are ideal roads and are needed as part of the minimum road system.

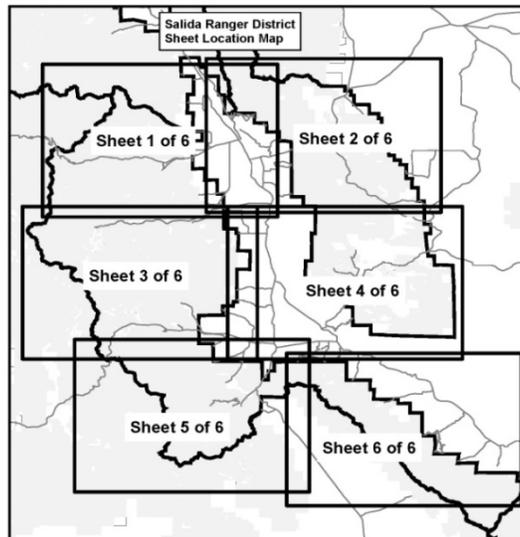
Roads in the L/H (Low Benefit and High Risk) category should be analyzed in depth and potentially eliminated from the system completely unless mitigation measures can be easily implemented that will change the high risk to a low risk. When decommissioning occurs, the risk impacts need to be addressed 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 they cause resource and/or financial impacts.

Roads in the L/L (Low Benefit and Low Risk) category should be reviewed by Salida Ranger District 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 Salida Ranger District in six 11" x 17" sheets. Each benefit/risk category as shown in Table 6-1 above is displayed in a different color.



Travel Analysis Report Map

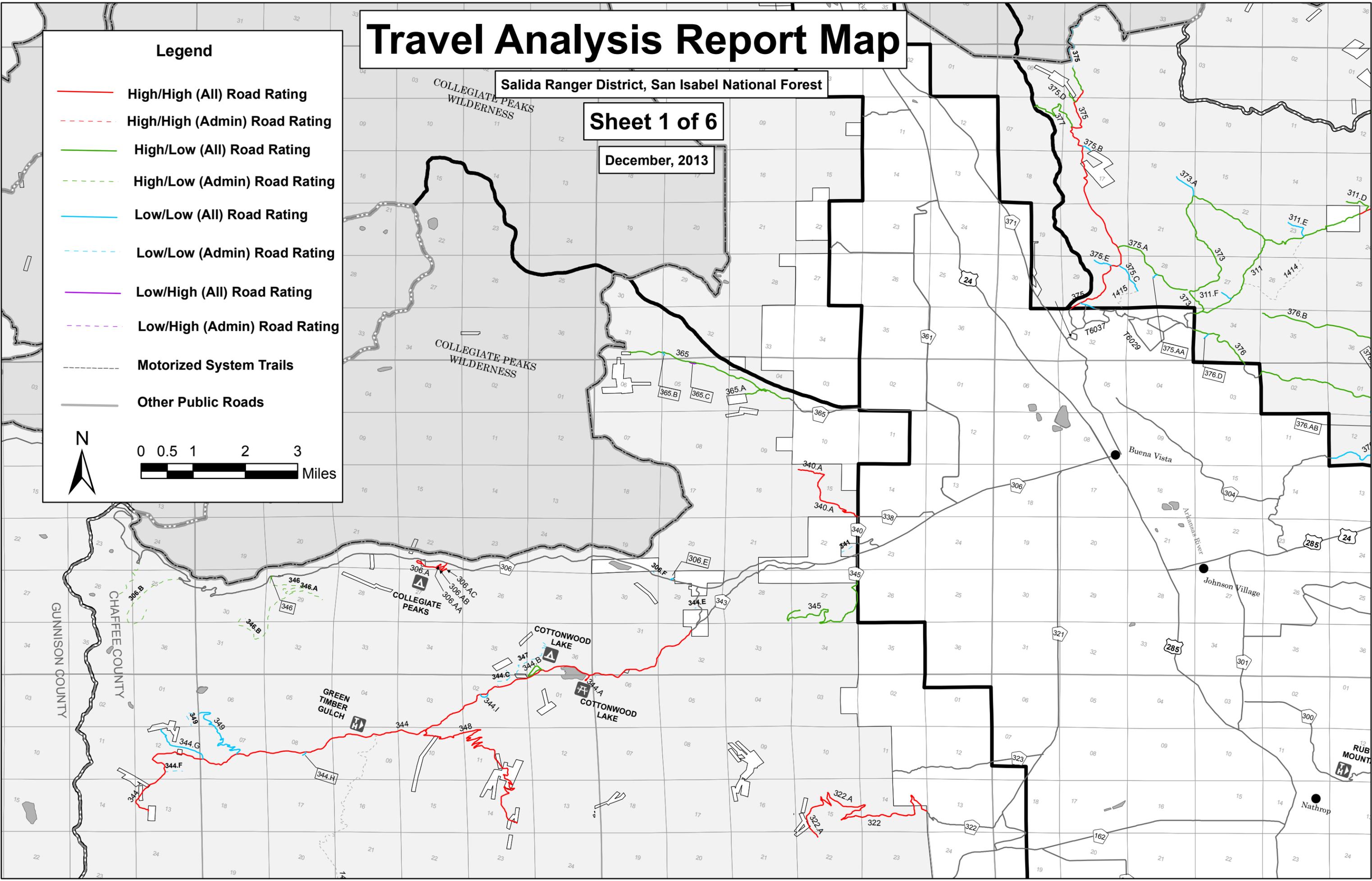
Salida Ranger District, San Isabel National Forest

Sheet 1 of 6

December, 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
- Motorized System Trails
- Other Public Roads

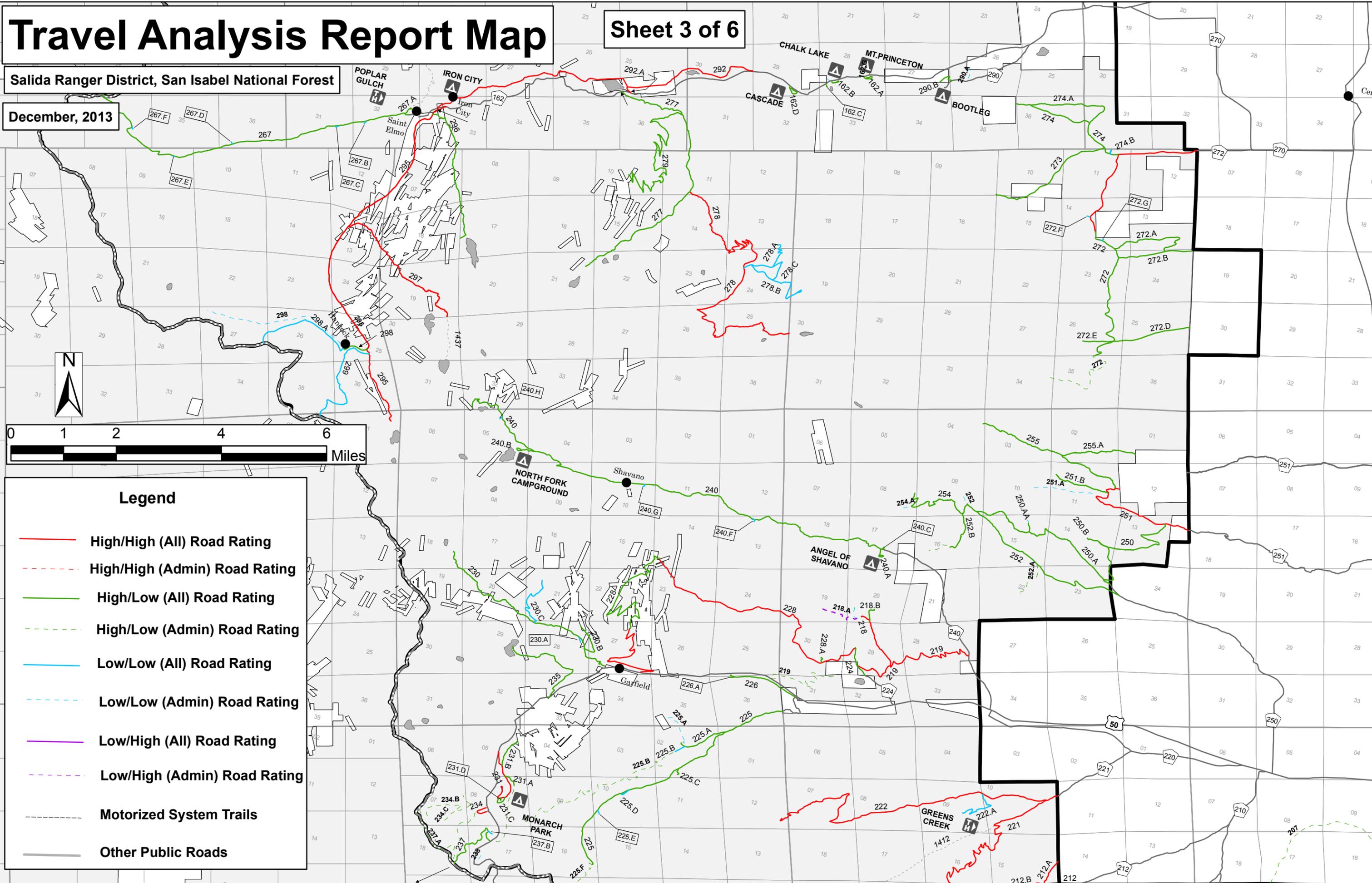


Travel Analysis Report Map

Sheet 3 of 6

Salida Ranger District, San Isabel National Forest

December, 2013



Legend

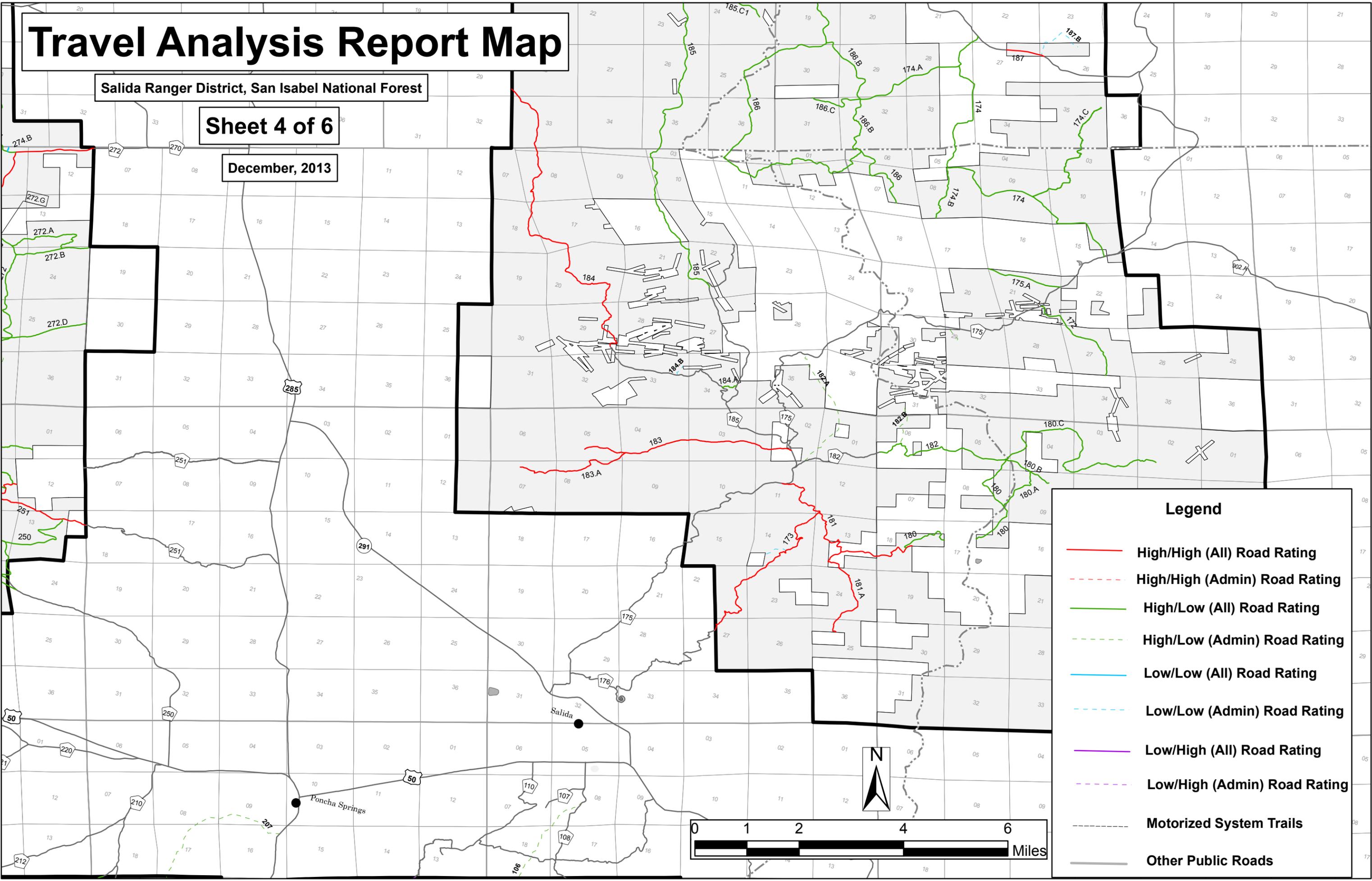
- High/High (All) Road Rating
- - - High/High (Admin) Road Rating
- High/Low (All) Road Rating
- - - High/Low (Admin) Road Rating
- Low/Low (All) Road Rating
- - - Low/Low (Admin) Road Rating
- Low/High (All) Road Rating
- - - Low/High (Admin) Road Rating
- - - Motorized System Trails
- Other Public Roads

Travel Analysis Report Map

Salida Ranger District, San Isabel National Forest

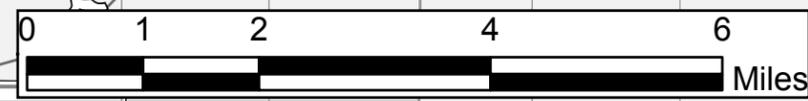
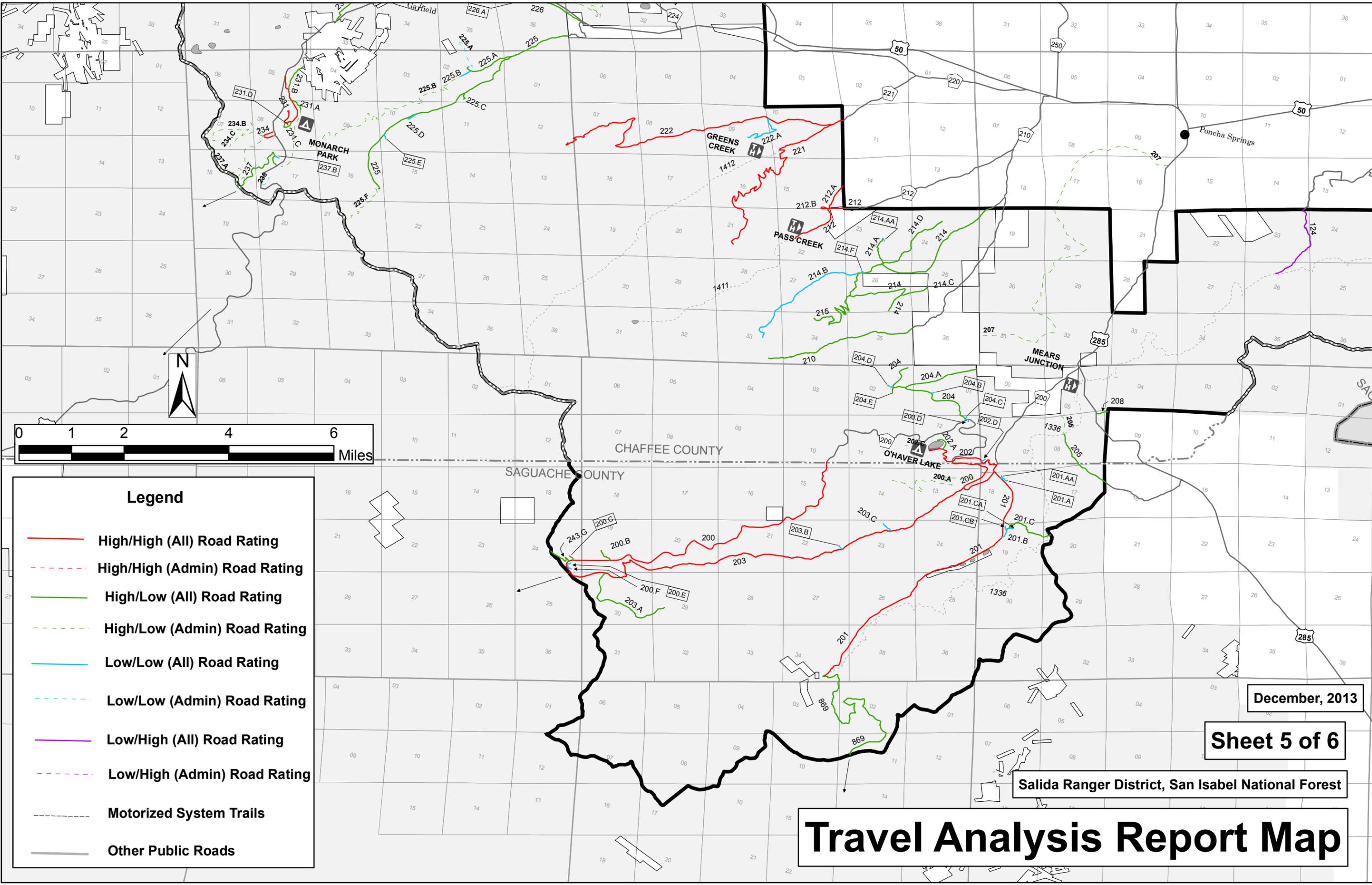
Sheet 4 of 6

December, 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
- Motorized System Trails
- Other Public Roads



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
- - - Motorized System Trails
- Other Public Roads

December, 2013

Sheet 5 of 6

Salida Ranger District, San Isabel National Forest

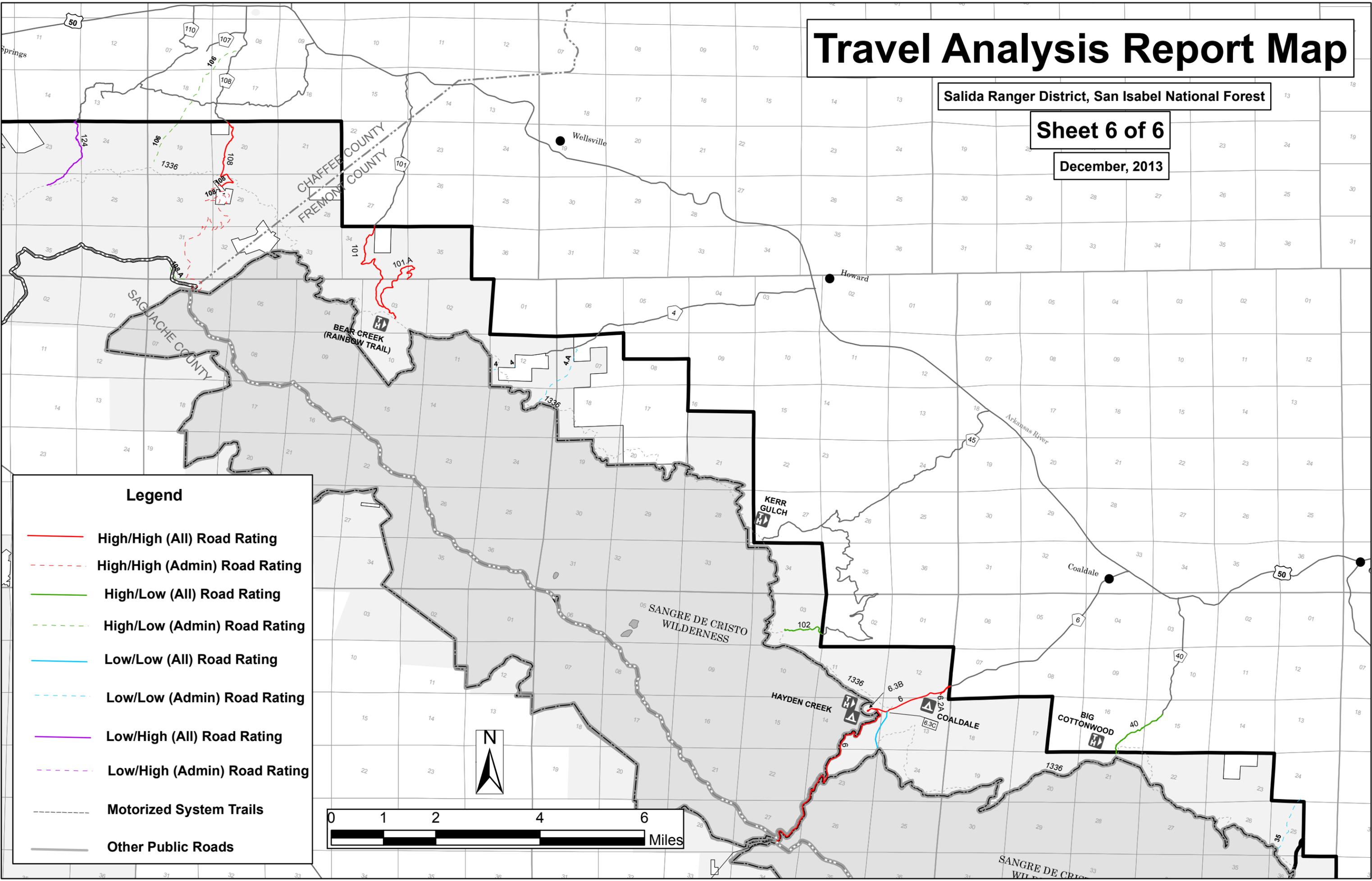
Travel Analysis Report Map

Travel Analysis Report Map

Salida Ranger District, San Isabel National Forest

Sheet 6 of 6

December, 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
- Motorized System Trails
- 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						
ROAD NUMBER - MESR	ROAD NAME	Salida Ranger District					ANNUAL MAINTENANCE COST/MILE	High, Moderate or 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)							
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI, MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/RS/E)		RECREATIONAL USE	FIRE/RVLS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low														
101	BEAR CREEK	3.144-5.62	2.476	2	NAT	R	476	2	H	2	H	1	M	1	M	2	H	2	M	2	HH	1	M	0	L	0	L	8	5	H/H	Rec Site Access.
101.A	BEAR CREEK RIDGE	0-1.55	1.55	2	NAT		550	1	M	2	H	1	M	0	L	2	H	0	L	2	HH	0	L	0	L	0	L	6	2	H/H	
102	102	5.58-6.32	0.74	2	NAT		***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
106	POWDER CACHE	2.0-2.8	0.8	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	2	M	0	L	0	L	0	L	0	L	4	2	H/L	Admin Rd.
108	METHODIST MOUNTAIN	2.0-3.65	1.65	2	NAT		149	2	H	2	H	0	L	2	H	0	L	2	M	2	HH	0	L	0	L	0	L	6	4	H/H	
108	METHODIST MOUNTAIN	3.65-8.85	5.2	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	3	H	0	L	0	L	0	L	2	H	4	5	H/H	Admin Rd.
108.A	METHODIST MICROWAVE	0-45	0.45	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.
124	SAND GULCH	0-1.566	1.566	2	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	2	HH	0	L	0	L	1	M	0	3	L/H	
162.A	MT PRINCETON CG	0-285	0.285	3	AGG	R	16913	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	2	H	7	4	H/L	Rec Site Access.
162.B	CHALK LAKE CG	0-196	0.196	3	AGG	R	13995	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	2	H	7	4	H/L	Rec Site Access.
162.C	CHALK LAKE	0-061	0.061	3	AGG	R	14590	2	H	2	H	1	M	2	H	0	L	0	L	0	L	0	L	0	L	2	H	7	2	H/L	Rec Site Access.
162.D	CASCADE CG	0-371	0.371	3	AGG	R	14523	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	2	H	7	4	H/L	
162.F	162.F	0-07	0.07	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Admin Rd.
162.G	162.G	0-2	0.2	2	NAT	A	***	0	L	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.
172	WILLOW CREEK	0-1.9	1.9	2	NAT		***	1	M	2	H	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	9	0	H/L	
173	DEAD HORSE GULCH 4WD	2.84-6.49	3.65	2	NAT		123	2	H	2	H	0	L	2	H	2	H	0	L	2	HH	0	L	0	L	1	M	8	3	H/H	
173.A	CHIVVAS	0-3826	0.3826	2	NAT	A,S	***	0	L	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Special Use Access, Admin Rd.
174	HERRING PARK	0.00 - 4.745	4.745	2	NAT		***	1	M	2	H	2	H	2	H	2	H	2	M	0	L	0	L	0	L	0	L	9	2	H/L	
174	HERRING PARK	4.745-6.547	1.802	3	NAT		1079	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	
174.A	BULL GULCH CUTOFF	0-1.76	1.76	2	NAT		***	2	H	2	H	2	H	1	M	2	H	2	M	0	L	0	L	0	L	0	L	9	2	H/L	
174.B	CABLE SPRING	0-1.1	1.1	2	NAT		***	1	M	2	H	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	9	0	H/L	
174.C	I-M RIDGE	0-2.628	2.628	2	NAT		***	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	0	L	8	2	H/L	
175.A	STEER CREEK SPUR	0-1.15	1.15	2	NAT		***	0	L	2	H	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
175.B	FUQUA	0-35	0.35	2	NAT	A,S	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Special Use Access, Admin Rd.
175.C	GMS ROAD USERS ASSOC	.077-1124	0.0354	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Special Use Access, Admin Rd.
180	LOCO RIDGE	0-93	0.93	2	NAT		1250	1	M	2	H	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	8	0	H/L	
180	LOCO RIDGE	1.46-3.49	2.03	2	NAT		***	1	M	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
180.A	LOCO RIDGE SPUR	0-9	0.9	2	NAT		***	1	M	2	H	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
180.B	MILL GULCH SPUR	0-85	0.85	2	NAT		***	1	M	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
180.C	HEISTER GULCH	0-4	4	2	NAT		***	1	M	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
181	FEDERAL QUARRY	0-3.633	3.633	2	NAT		***	0	L	2	H	2	H	2	H	0	L	3	HH	2	HH	0	L	0	L	0	L	6	5	H/H	
181.A	THE CRATER 4WD	0-2.09	2.09	2	NAT		***	1	M	2	H	0	L	2	H	2	H	2	M	2	HH	0	L	0	L	0	L	7	4	H/H	
182	JACK RABBIT HILL	1.5-3.8	2.3	2	NAT		***	1	M	2	H	0	L	1	M	2	H	0	L	2	H	0	L	0	L	0	L	6	2	H/L	
182.A	CUTLER GULCH	0-2.45	2.45	2	NAT	A	***	0	L	2	H	0	L	2	H	2	H	2	M	0	L	0	L	0	L	0	L	6	2	H/L	Admin Rd.
182.B	BLACK DIAMOND	0-85	0.85	2	NAT	A	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Admin Rd.
183	LONG'S GULCH	0-3.29	3.29	2	NAT		***	1	M	2	H	2	H	0	L	2	H	3	HH	2	HH	0	L	0	L	0	L	7	5	H/H	
183.A	183.A	0-1.93	1.93	2	NAT		***	1	M	2	H	0	L	0	L	2	H	0	L	2	HH	0	L	0	L	0	L	5	2	H/H	
184	TURRET	2.7-9.35	6.65	2	NAT		***	0	L	2	H	0	L	1	M	2	H	2	M	2	HH	0	L	0	L	0	L	5	4	H/H	
184.A	HARRINGTON HILL	0-25	0.25	3	NAT		***	0	L	2	H	2	H	2	H	0	L	2	M	0	L	0	L	0	L	0	L	6	2	H/L	
184.B	DAVIS	0-2082	0.2082	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Special Use Access, Admin Rd.
185	ASPEN RIDGE	4.05-5.22	1.17	2	NAT		417	2	H	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	0	L	9	3	H/L	
185	ASPEN RIDGE	5.22-9.87	4.65	2	NAT	SE	417	2	H	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	0	L	9	3	H/L	
185	ASPEN RIDGE	9.87-10.881	1.01	2	NAT		417	2	H	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	0	L	9	3	H/L	
185	ASPEN RIDGE	10.881-13.443	2.562	3	NAT		348	1	M	2	H	2	H	2	H	0	L	2	M	1	M	1	M	0	L	0	L	7	4	H/L	
185.B	ELK MOUNTAIN RANCH	0-556	0.556	3	NAT		143	0	L	2	H	2	H	0	L	0	L	2	M	0	L	0	L	0	L	0	L	4	2	H/L	
185.C	FUTURITY GULCH	0-1.2	1.2	3	NAT		116	0	L	2	H	2	H	0	L	0	L	2	M	1	M	0	L	0	L	0	L	6	3	H/L	
185.C	FUTURITY GULCH	1.2-1.388	0.188	3	NAT	A	116	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Admin Rd.
185.C1	185.C1	0-857	0.857	2	NAT		***	1	M	1	M	0	L	2	H	1	M	0	L	0	L	0	L	0	L	0	L	5	0	H/L	
185.D	LITTLE COTTONWOOD CREEK	0-4	4	2	NAT	SE	***	2	H	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	6	3	H/L	
185.E	W. COLUMBINE GULCH	0-1.31	1.31	2	NAT		417	0	L	2	H	1	M	2	H	2	H	0	L	1	M	0	L	0	L	0	L	7	1		

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS										FINAL			COMMENTS/RECOMMENDATIONS		
ROAD NUMBER - WFSR	ROAD NAME	Salida Ranger District						High, Moderate or 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,H/L/L)													
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI. MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/RSE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/RUELS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low																
186	BULL GULCH	0-3.321	3.321	3	NAT	R	174	2	H	2	H	2	H	0	L	0	L	2	M	1	M	0	L	0	L	0	L	0	L	6	3	H/L	Rec Site Access.
186	BULL GULCH	3.321-10.47	7.149	2	NAT		417	2	H	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	0	L	0	L	9	3	H/L	
186.A	BASSAM GS	0-15	0.15	2	NAT	R	***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Rec Site Access.		
186.A	BASSAM GS	.15-.3	0.15	2	NAT	A,R	***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Rec Site Access. Special Use Access.		
186.B	ELK TREE	0-2.71	2.71	2	NAT		***	2	H	2	H	2	H	1	M	2	H	2	M	1	M	0	L	0	L	0	L	9	3	H/L			
186.C	CALF GULCH	0-94	0.94	2	NAT		***	0	L	2	H	1	M	2	H	1	M	0	L	0	L	0	L	0	L	0	L	6	0	H/L			
187	BASSAM	10.14-10.402	0.262	3	NAT		2125	1	M	2	H	2	H	2	H	2	H	2	M	1	M	2	HH	0	L	0	L	9	5	H/H			
187	BASSAM	12.317-12.895	0.578	3	NAT		2125	1	M	2	H	2	H	2	H	2	H	2	M	1	M	2	HH	0	L	0	L	9	5	H/H			
187.B	MCMURRY SPUR	0-2	0.2	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Admin Rd.		
187.B	MCMURRY SPUR	.9-1	0.1	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Admin Rd.		
188	CASTLE ROCK GULCH	0-5.211	5.211	3	NAT		348	1	M	1	M	2	H	0	L	0	L	2	M	2	HH	0	L	0	L	0	L	4	4	H/H			
188.A	EAST CASTLE ROCK	0-919	0.919	3	NAT		***	1	M	1	M	2	H	0	L	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L			
189	DRY LAKES	0-4.1	4.1	2	NAT		417	2	H	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	0	L	8	2	H/L			
200	MARSHALL PASS	2.278-4.161	1.883	3	AGG		6465	2	H	1	M	2	H	2	H	2	H	3	H	2	H	0	L	1	M	1	M	9	7	H/H			
200	MARSHALL PASS	8.968-14.746	5.778	3	AGG		6465	2	H	1	M	2	H	2	H	2	H	3	H	2	H	0	L	1	M	1	M	9	7	H/H			
200.A	BEAVER CREEK	0-2.3	2.3	2	NAT	A	***	0	L	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Admin Rd.		
200.B	OURAY CREEK	0-264	0.264	2	NAT		***	2	H	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
200.C	HUTCHINSON CABIN	0-.109	0.109	2	NAT		***	2	H	2	H	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	4	2	H/L			
200.D	200.D	0-0.047	0.047	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	M	0	L	2	1	L/L			
200.E	200.E	0-0.048	0.048	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
200.F	200.F	0-0.13	0.13	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
201	SILVER CREEK	0-1.677	1.677	3	AGG	R	12379	2	H	1	M	2	H	0	L	0	L	2	M	2	H	0	L	0	L	2	H	5	6	H/H	Rec Site Access.		
201	SILVER CREEK	1.677-5.332	3.655	2	NAT	R	450	2	H	2	H	0	L	2	H	0	L	3	H	2	H	0	L	0	L	1	M	6	6	H/H	Rec Site Access.		
201.A	N CHRISTMAS TREE SPUR	0-1	0.1	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L			
201.AA	201.AA	0-0.08	0.08	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L			
201.B	S CHRISTMAS TREE SPUR	0-2	0.2	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	2	3	L/L			
201.C	SILVER CR CUTOFF 4WD	0-95	0.95	2	NAT		476	2	H	2	H	1	M	0	L	2	H	2	M	1	M	0	L	0	L	1	M	7	4	H/L			
201.CA	201.CA	0-0.08	0.08	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	1	L/L			
201.CB	201.CB	0-0.08	0.08	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	1	M	0	L	0	L	0	L	2	4	L/L			
202	O'HAVER LAKE	0-1.582	1.582	4	AGG	R	18662	2	H	2	H	2	H	2	H	0	L	2	M	1	M	0	L	0	L	2	H	8	5	H/H	Rec Site Access.		
202.A	O'HAVER LAKE CG	0-.348	0.348	3	AGG	R	13169	2	H	2	H	1	M	2	H	0	L	0	L	0	L	0	L	0	L	2	H	7	2	H/L	Rec Site Access.		
202.C	O'HAVER LAKE HEADGATE	0-38	0.38	2	NAT	A	***	0	L	0	L	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
202.D	202.D	0-0.07	0.07	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L			
203	PONCHA CREEK	0-7.2	7.2	2	NAT	R	450	2	H	2	H	0	L	0	L	2	H	3	H	2	H	0	L	0	L	0	L	6	5	H/H	Rec Site Access.		
203.A	STARVATION CREEK	0-1.85	1.85	2	NAT		450	2	H	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	8	0	H/L			
203.B	203.B	0-0.09	0.09	2	NAT		***	2	H	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	2	2	L/L			
203.C	203.C	0-0.19	0.19	2	NAT		***	2	H	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	2	2	L/L			
204	DROZ CREEK	0-2.086	2.086	2	NAT	R	***	2	H	2	H	2	H	2	H	2	H	2	M	0	L	0	L	0	L	0	L	10	2	H/L	Rec Site Access.		
204.A	DROZ CREEK SPUR	0-1.14	1.14	2	NAT		***	1	M	2	H	1	M	2	H	2	H	2	M	0	L	0	L	0	L	0	L	8	2	H/L			
204.B	204.B	0-0.05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L			
204.C	204.C	0-0.06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L			
204.D	204.D	0-0.09	0.09	2	NAT		***	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
204.E	204.E	0-0.11	0.11	2	NAT		***	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
205	UPPER PONCHA POWERLINE	1.473-2.63	1.157	2	NAT		***	2	H	2	H	2	H	2	H	2	H	0	L	1	M	0	L	0	L	0	L	10	1	H/L			
205	UPPER PONCHA POWERLINE	2.63-3.049	0.419	2	NAT	A	***	0	L	2	H	2	H	0	L	2	H	0	L	0	L	0	L	2	H	0	L	6	2	H/L	Admin Rd.		
207	LOWER PONCHA POWERLINE	2.6-7.08	4.48	2	NAT	A	***	0	L	2	H	1	M	2	H	2	H	1	M	0	L	0	L	0	L	0	L	7	1	H/L	Admin Rd.		
208	208	0-0.19	0.19	2	NAT		***	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
210	LITTLE COCHETOPA	5.25-7.64	2.39	2	NAT	R	450	2	H	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	6	3	H/L	Rec Site Access.		
212	PASS CREEK	2.871-3.996	1.125	2	NAT	R	450	2	H	2	H	1	M	2	H	2	H	3	H	2	HH	0	L	0	L	0	L	9	5	H/H	Rec Site Access.		
212.A	BIG FIR	0-5	0.5	2	NAT		***	1	M	2	H	0	L	0	L	2	H	2	M	2	HH	0	L	0	L	0	L	5	4	H/H			
212.B	PASS CR SPUR	0-232	0.232	2	NAT		***	1	M	2	H	1	M	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	4	2	H/H			
214	SPRUCE CREEK	.293-4.97	4.677	2	NAT		550	2	H	2	H	2	H	2	H	2	H	2	M	2	H	0	L	0	L	0	L	10	4	H/L			

TAP Matrix Table								ROAD BENEFIT RATINGS										ROAD RISK RATINGS						FINAL			COMMENTS/RECOMMENDATIONS						
ROAD NUMBER - WESR	ROAD NAME	Salida Ranger District						High, Moderate or 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,H/L/L)													
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI. MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/RS/E)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low																
214.A	RIDGE RUN	0-.559	0.559	2	NAT		***	1	M	2	H	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	6	2	H/L	
214.AA	214.AA	0-06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
214.B	STUMPY CREEK 4WD	0-2.227	2.227	2	NAT		***	1	M	2	H	0	L	0	L	0	L	3	H	1	M	0	L	0	L	0	L	3	4	L/L			
214.C	SPRUCE CREEK SPUR	0-.5	0.5	2	NAT		***	1	M	2	H	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	9	0	H/L			
214.D	RIDGE RUN SPUR	0-1.351	1.351	2	NAT		***	1	M	2	H	2	H	0	L	2	H	2	M	2	H	0	L	0	L	0	L	7	4	H/L			
214.F	214.F	0-06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	1	2	L/L			
215	CHIPETA RIDGE	0-2.071	2.071	2	NAT		***	1	M	2	H	1	M	0	L	0	L	3	H	0	L	0	L	0	L	0	L	4	3	H/L			
218	DRY LAKE	0-1.1	1.1	2	NAT		***	2	H	2	H	2	H	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	6	2	H/H			
218	DRY LAKE	1.1-1.43	0.33	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Admin Rd.		
218.A	DRY LAKE TIMBER	0-7	0.7	1	NAT		***	0	L	0	L	0	L	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	0	2	L/H			
218.B	DRY LAKE SPUR	0-3	0.3	2	NAT		***	2	H	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L			
219	POWERLINE	0-1.808	1.808	2	NAT	A	286	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
219	POWERLINE	2.292-3.05	0.758	3	NAT		286	0	L	2	H	2	H	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	4	2	H/H			
219	POWERLINE	3.05-4.968	1.918	2	NAT		286	1	M	2	H	1	M	2	H	0	L	3	H	2	HH	0	L	0	L	0	L	6	5	H/H			
221	GREEN CREEK	1.453-6.393	4.94	2	NAT	R	348	2	H	2	H	0	L	0	L	0	L	2	M	2	HH	0	L	0	L	0	L	4	4	H/H	Rec Site Access.		
222	WILLOW CREEK	0-5.4	5.4	2	NAT		221	1	M	2	H	1	M	0	L	0	L	2	M	2	HH	0	L	1	M	0	L	4	5	H/H			
222.A	WILLOW CREEK BRANCH	0-.941	0.941	2	NAT		221	1	M	2	H	0	L	0	L	0	L	0	L	2	H	0	L	1	M	0	L	3	3	L/L			
224	LOST CREEK	.735-1.312	0.577	3	AGG		348	1	M	2	H	2	H	0	L	0	L	2	M	0	L	0	L	0	L	2	H	5	4	H/L			
225	FOOSES CREEK	.743-2.798	2.055	3	NAT	R	214	2	H	2	H	2	H	0	L	0	L	2	M	1	M	0	L	0	L	0	L	6	3	H/L	Rec Site Access.		
225	FOOSES CREEK	2.798-5.45	2.652	2	NAT		332	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	0	L	7	2	H/L			
225.A	FOOSES CREEK POWERLINE	0-.8	0.8	2	NAT		***	1	M	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L			
225.A	FOOSES CREEK POWERLINE	8-1.6	0.8	2	NAT	A	***	0	L	0	L	0	L	1	M	2	H	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Admin Rd.		
225.B	POWERLINE SPUR	0-18	0.18	2	NAT		***	1	M	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L			
225.B	POWERLINE SPUR	.18-3.93	3.75	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	2	M	0	L	0	L	0	L	0	L	4	2	H/L	Admin Rd.		
225.C	FOOSES CREEK TRAILHEAD	0-14	0.14	2	NAT	R	332	2	H	2	H	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L	Rec Site Access.		
225.D	FOOSES CREEK SPUR D	0-2	0.2	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L			
225.E	FOOSES CREEK SPUR E	0-1	0.1	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L			
225.F	225.F	0-1.064	1.064	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L	Admin Rd.		
226	PIPE	0-1.111	1.111	2	NAT		***	1	M	2	H	2	H	0	L	0	L	2	M	1	M	0	L	0	L	0	L	5	3	H/L			
226.A	226.A	0-.08	0.08	2	NAT		***	1	M	1	M	1	M	2	H	0	L	3	H	0	L	0	L	0	L	0	L	5	3	H/L			
228	TAYLOR MOUNTAIN	0-2.254	2.254	3	NAT	S	348	2	H	1	M	2	H	2	H	0	L	2	M	2	H	0	L	0	L	1	M	7	5	H/H	Special Use Access.		
228	TAYLOR MOUNTAIN	2.254-5.497	3.243	2	NAT		***	2	H	2	H	0	L	2	H	0	L	2	M	2	H	0	L	0	L	0	L	6	4	H/L			
228	TAYLOR MOUNTAIN	5.497-9.983	4.486	3	NAT		348	2	H	1	M	2	H	2	H	0	L	2	M	2	H	0	L	0	L	1	M	7	5	H/H			
228.A	228.A	0-13	0.13	2	NAT		***	2	H	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	6	0	H/L			
230	MIDDLE FORK	0-3.675	3.675	2	NAT		149	2	H	2	H	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	6	3	H/L			
230.A	PRINCE ALBERT	0-1	0.1	2	NAT		***	2	H	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	2	2	L/L			
230.B	CEMETERY	0-6	0.6	2	NAT		***	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L			
230.C	HOFFMAN PARK	0-1.18	1.18	2	NAT		***	1	M	1	M	0	L	1	M	0	L	3	H	1	M	0	L	0	L	0	L	3	4	L/L			
230.D	LALLIER	0-0.07	0.07	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Special Use Access, Admin Rd.		
231	MONARCH PARK CG	0-1.346	1.346	3	AGG	R	348	2	H	2	H	2	H	2	H	0	L	3	H	2	H	0	L	0	L	2	H	8	7	H/H	Rec Site Access.		
231.A	MONARCH PARK POWERLINE	0-25	0.25	2	NAT		***	1	M	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L			
231.A	MONARCH PARK POWERLINE	.25-1.45	1.2	2	NAT	A	***	0	L	1	M	0	L	2	H	0	L	3	H	0	L	0	L	0	L	0	L	3	3	H/L	Admin Rd.		
231.B	MINE ACCESS	0-.551	0.551	2	NAT		***	1	M	1	M	0	L	2	H	0	L	3	H	0	L	0	L	0	L	0	L	4	3	H/L			
231.C	MONARCH PARK C.G. LOOP	0-.248	0.248	4	AGG	R	348	2	H	1	M	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L	Rec Site Access.		
231.D	MONARCH PARK C.G. SPUR	0-.049	0.049	4	AGG	R	348	2	H	1	M	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L	Rec Site Access.		
234	MONARCH SKI AREA	0-.321	0.321	4	AGG	R	12623	2	H	2	H	0	L	0	L	0	L	3	H	2	H	0	L	2	H	2	H	4	9	H/H	Rec Site Access.		
234.A	EGRESS	0-25	0.25	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
234.B	BREEZEWAY	0-1.4	1.4	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
234.C	GLADE	0-4	0.4	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
234.D	GARFIELD	0-7	0.7	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.		
235	BOSS LAKE 4WD	0-1.9	1.9	2	NAT		***	2	H	2	H	0	L	2	H	0	L	2	M	0	L	0	L	0	L	0	L	6	2	H/L			
237	OLD MONARCH PASS	0-1.295	1.295	4	AGG		348	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	2	H	0	L	6	2	H/L			

TAP Matrix Table								ROAD BENEFIT RATINGS							ROAD RISK RATINGS							FINAL			COMMENTS/RECOMMENDATIONS						
ROAD NUMBER - MESR	ROAD NAME	Salida Ranger District						High, Moderate or 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)							
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBL. MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (S/AS/RSSE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low														
237.A	UPPER TERMINAL	0-1.8	1.8	2	NAT	A	***	0	L	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	Admin Rd.
237.B	237.B	0-08	0.08	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
238	MONARCH BASIN SPUR	0-3	0.3	1	NAT		***	0	L	0	L	0	L	1	M	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L	
240	N FORK S ARKANSAS	3.8-11.77	7.97	2	NAT	R	221	2	H	2	H	0	L	2	H	0	L	2	M	1	M	0	L	1	M	0	L	6	4	H/L	Rec Site Access.
240.A	ANGEL OF SHAVANO CG	0-292	0.292	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	2	H	7	4	H/L	Rec Site Access.
240.B	N FORK LAKE CG	0-48	0.48	2	NAT	R	***	2	H	2	H	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	7	2	H/L	Rec Site Access.
240.C	ANGEL OF SHAVANO TH	0-085	0.085	3	NAT	R	***	2	H	2	H	1	M	2	H	0	L	2	M	0	L	0	L	0	L	2	H	7	4	H/L	Rec Site Access.
240.F	240.F	0-08	0.08	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	1	2	L/L	
240.G	240.G	0-06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
240.H	240.H	0-05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	3	H	0	L	0	L	0	L	0	L	1	3	L/L	
243.G	COLORADO TRAIL	0-4	0.4	2	NAT		***	1	M	2	H	1	M	1	M	1	M	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
250	PLACER CREEK	5.096-7.634	2.538	3	NAT		214	2	H	1	M	2	H	0	L	2	H	2	M	1	M	0	L	0	L	0	L	7	3	H/L	
250.A	SAWMILL GULCH	0-2.9	2.9	2	NAT		332	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
250.AA	250.AA	0-17	0.17	2	NAT		***	1	M	1	M	1	M	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
250.AA	250.AA	.17-.25	0.08	2	NAT	A	***	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Admin Rd.
250.B	250.B	0-38	0.38	2	NAT		***	1	M	2	H	2	H	0	L	1	M	0	L	0	L	0	L	0	L	0	L	6	0	H/L	
251	DRONEY GULCH	4.580-6.763	2.18	2	NAT		332	1	M	2	H	2	H	0	L	2	H	2	M	1	M	2	H	0	L	1	M	7	6	H/H	
251.A	SQUAW CREEK SPUR	0-1	1	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	0	L	0	2	L/L	Admin Rd.
251.B	N SQUAW CR SPUR	0-95	0.95	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
252	BLANK'S CABIN	0-3.183	3.183	3	NAT		348	2	H	2	H	2	H	0	L	2	H	2	M	1	M	0	L	0	L	0	L	8	3	H/L	
252	BLANK'S CABIN	3.183-3.346	0.163	2	NAT	A	***	0	L	0	L	0	L	0	L	1	M	2	M	0	L	0	L	0	L	0	L	1	2	L/L	Admin Rd.
252.A	LOWER WELDON GULCH	0-73	0.73	2	NAT	A	***	0	L	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Admin Rd.
252.B	UPPER WELDON GULCH	0-1	1	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
252.B	UPPER WELDON GULCH	1-1.37	0.37	2	NAT	A	***	0	L	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Admin Rd.
254	GOLD EAGLE MINE	0-1.72	1.72	2	NAT		***	1	M	2	H	1	M	2	H	1	M	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
254.A	GOAT TRAP	0-15	0.15	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	L/L	Admin Rd.
255	CEDAR GULCH	0-2.483	2.483	2	NAT		***	2	H	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	8	1	H/L	
255.A	CEDAR GULCH SPUR	0-1.2	1.2	2	NAT		***	1	M	2	H	2	H	1	M	2	H	0	L	1	M	0	L	0	L	0	L	8	1	H/L	
267	TINCUP PASS	2-6.05	5.85	2	NAT	R	221	2	H	2	H	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	5	3	H/L	Rec Site Access.
267.A	POPLAR GULCH TRAILHEAD	0-183	0.183	2	NAT	R	***	2	H	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	5	0	H/L	Rec Site Access.
267.B	267.B	0-06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	1	3	L/L	
267.C	267.C	0-06	0.06	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	1	3	L/L	
267.D	267.D	0-03	0.03	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	1	3	L/L	
267.E	267.E	0-03	0.03	2	NAT		***	2	H	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	2	3	L/L	
267.F	267.F	0-05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	1	1	L/L	
272	BROWNS CREEK	.828-3.632	2.804	3	AGG		348	2	H	2	H	2	H	2	H	2	H	2	M	1	M	2	H	0	L	0	L	10	5	H/H	
272	BROWNS CREEK	3.632-6.69	3.058	2	NAT		663	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
272	BROWNS CREEK	6.69-8.41	1.72	2	NAT	A	***	0	L	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	6	1	H/L	Admin Rd.
272.A	BROWNS CREEK SPUR	0-1.5	1.5	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
272.B	NORTH THREEMILE SPUR	0-1.12	1.12	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
272.D	EAST FOURMILE	0-1.2	1.2	2	NAT		***	1	M	2	H	2	H	2	H	2	H	0	L	1	M	0	L	0	L	0	L	9	1	H/L	
272.E	WEST FOURMILE	0-5	0.5	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
272.F	272.F	0-05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
272.G	272.G	0-05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
273	RASPBERRY GULCH	0-2.099	2.099	2	NAT		***	2	H	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	8	1	H/L	
274	EDDY CREEK	0-856	0.856	3	NAT	S	214	2	H	2	H	2	H	2	H	2	H	2	M	1	M	0	L	0	L	0	L	10	3	H/L	Special Use Access.
274	EDDY CREEK	.856-2.086	1.23	2	NAT	S	332	2	H	2	H	2	H	2	H	2	H	0	L	1	M	0	L	0	L	0	L	10	1	H/L	Special Use Access.
274.A	NORTH EDDY CREEK	0-1.6	1.6	2	NAT		***	1	M	2	H	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	1	H/L	
274.B	274.B	0-17	0.17	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
277	BALDWIN CREEK 4WD	0-5.2	5.2	2	NAT	R	133	2	H	2	H	0	L	2	H	0	L	2	M	2	H	0	L	0	L	0	L	6	4	H/L	Rec Site Access.
278	UPPER BROWNS CR 4WD	0-6.779	6.779	2	NAT		133	2	H	2	H	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	6	5	H/H	
278.A	ANTERO 4WD	0-1.1	1.1	2	NAT		133	1	M	0	L	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS							ROAD RISK RATINGS							FINAL			COMMENTS/RECOMMENDATIONS						
ROAD NUMBER - WESR	ROAD NAME	Salida Ranger District						High, Moderate or 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,H/L/L)									
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI. MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/R/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/RVLS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low														
278.B	MT WHITE 4WD	0-1.456	1.456	2	NAT		133	1	M	0	L	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
278.C	ANTERO/MT.WHYTE CUTOFF	0-5	0.5	2	NAT		133	1	M	0	L	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
279	BOULDER MTN 4WD	0-4.99	4.99	2	NAT		133	1	M	2	H	0	L	2	H	0	L	2	M	1	M	0	L	0	L	0	L	5	3	H/L	
290.A	RAILROAD GRADE SPUR	0-3	0.3	2	NAT	A,S	***	0	L	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Special Use Access, Admin Rd.
290.B	CHALK CREEK SMR HOMES	0-306	0.306	3	AGG		***	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	H	4	2	H/L	
292	OLD CHALK CR	0-1.445	1.445	3	NAT	R	349	2	H	2	H	2	H	0	L	2	H	3	H	2	H	0	L	0	L	1	M	8	6	H/H	Rec Site Access.
292	OLD CHALK CR	1.445-2.41	0.965	3	AGG	R	349	2	H	2	H	2	H	0	L	2	H	3	H	2	H	0	L	0	L	1	M	8	6	H/H	Rec Site Access.
292	OLD CHALK CR	2.41-4.88	2.47	2	NAT	R	349	2	H	2	H	0	L	0	L	0	L	2	M	2	H	0	L	0	L	1	M	4	5	H/H	Rec Site Access.
292	OLD CHALK CR	4.88-5.269	0.389	3	AGG	R	***	2	H	2	H	2	H	0	L	2	H	3	H	2	H	0	L	0	L	1	M	8	6	H/H	Rec Site Access.
292	OLD CHALK CR	5.269-5.57	0.301	3	NAT	R	***	2	H	2	H	2	H	0	L	2	H	3	H	2	H	0	L	0	L	1	M	8	6	H/H	Rec Site Access.
292.A	ALPINE SPUR	0-129	0.129	3	AGG		***	2	H	2	H	0	L	0	L	0	L	3	H	0	L	0	L	0	L	2	H	4	5	H/H	
295	HANCOCK	0-5.446	5.446	3	NAT	R	428	2	H	1	M	2	H	0	L	0	L	0	L	2	H	2	HH	1	M	2	H	5	7	H/H	Rec Site Access.
295	HANCOCK	5.446-6.967	1.521	2	NAT	R	150	2	H	2	H	0	L	1	M	0	L	2	M	2	H	0	L	0	L	2	H	5	6	H/H	Rec Site Access.
296	GRIZZLY GULCH 4WD	0-2.65	2.65	2	NAT		133	1	M	2	H	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L	
297	POMEROY LAKE	0-2.713	2.713	2	NAT		450	1	M	2	H	0	L	2	H	0	L	3	H	2	H	0	L	0	L	0	L	5	5	H/H	
298	ALPINE TUNNEL 4WD	0-0.415	0.415	2	NAT	R,SE	***	2	H	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	4	3	H/L	Rec Site Access.
298	ALPINE TUNNEL 4WD	0.415-2.81	2.395	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Admin Rd.
298.A	WILLIAMS PASS 4WD	0-1.6	1.6	2	NAT	R,SE	***	2	H	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	0	L/L	Rec Site Access.
299	HANCOCK PASS	0-2.2	2.2	2	NAT		149	2	H	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
300	BALD MTN GULCH	3.63-11.1	7.47	2	NAT		123	2	H	2	H	0	L	0	L	2	H	3	H	1	M	0	L	0	L	0	L	6	4	H/L	
300.A	ARNOLD GULCH	0-2.25	2.25	2	NAT		***	2	H	2	H	0	L	0	L	2	H	2	H	1	M	0	L	0	L	0	L	6	3	H/L	
300.B	BALD MTN SPUR	0-2.2	2.2	2	NAT		***	1	M	2	H	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	3	4	L/L	
300.B1	300.B1	0-5	0.5	2	NAT		***	1	M	2	H	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	3	4	L/L	
300.C	300.C	0-5	0.5	2	NAT		***	1	M	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
305	MCGEE GULCH	.407-2.783	2.376	3	NAT		348	1	M	2	H	2	H	0	L	2	H	2	M	1	M	0	L	0	L	0	L	7	3	H/L	
306.A	COLLEGIATE PEAKS CG	0-65	0.65	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	2	H	7	6	H/H	Rec Site Access.
306.AA	COLLEGIATE PEAKS C.G. LOOP A	0-133	0.133	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	2	H	7	6	H/H	Rec Site Access.
306.AB	COLLEGIATE PEAKS C.G. LOOP B	0-166	0.166	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	2	H	7	6	H/H	Rec Site Access.
306.AC	COLLEGIATE PEAKS C.G. LOOP C	0-145	0.145	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	2	H	7	6	H/H	Rec Site Access.
306.B	JONES MOUNTAIN TIS	0-1.7	1.7	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	Admin Rd.
306.C	JONES MOUNTAIN TIS	0-9	0.9	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	4	1	H/L	Admin Rd.
306.E	OUELLETTE	0-06	0.06	2	AGG	S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	Special Use Access.
306.F	MEADERS	0-15	0.15	2	AGG	A	***	0	L	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Admin Rd.
308	MUSHROOM GULCH	0-0.25	0.25	3	NAT		***	1	M	2	H	2	H	0	L	2	H	3	HH	1	M	0	L	0	L	0	L	7	4	H/H	
308	MUSHROOM GULCH	0.25-2.774	2.524	3	NAT	SE	***	1	M	2	H	2	H	0	L	2	H	3	HH	1	M	0	L	0	L	0	L	7	4	H/H	
308	MUSHROOM GULCH	2.774-5.187	2.413	2	NAT	SE	***	1	M	2	H	2	H	0	L	2	H	0	L	0	L	0	L	0	L	0	L	7	0	H/L	
308.A	LUCKY JACK	0-05	0.05	2	NAT	SE	***	1	M	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	1	3	L/L	
308.B	S. KAUFMAN RIDGE SPUR	0-29	0.29	2	NAT	SE	***	1	M	1	M	1	M	0	L	1	M	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
308.B2	S. KAUFMAN RIDGE SPUR	0-13	0.13	2	NAT	SE	***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
308.C	N. KAUFMAN RIDGE SPUR	0-34	0.34	2	NAT	SE	***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
308.H	308.H	0-16	0.16	2	NAT	SE	***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
308.I	308.I	0-1.05	1.05	3	NAT	A	***	0	L	2	H	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	6	0	H/L	Admin Rd.
309	CHUBB PARK	0-6.802	6.802	3	NAT	SE	348	1	M	2	H	2	H	0	L	2	H	3	H	1	M	2	H	0	L	1	M	7	7	H/H	
309.A	WEST TROUT CREEK	0-2.62	2.62	2	NAT	SE	476	1	M	2	H	1	M	1	M	2	H	0	L	2	H	0	L	0	L	0	L	7	2	H/L	
309.B	309.B	0-22	0.22	2	NAT	SE	***	1	M	2	H	1	M	0	L	2	H	0	L	2	H	0	L	0	L	0	L	6	2	H/L	
311	SEVENMILE CREEK	0-1	1	3	NAT	R	348	2	H	1	M	2	H	0	L	0	L	2	M	2	H	0	L	2	H	0	L	5	6	H/H	Rec Site Access.
311	SEVENMILE CREEK	1-5.802	4.802	3	NAT	R,SE	348	2	H	1	M	2	H	0	L	0	L	2	M	2	H	0	L	2	H	0	L	5	6	H/H	Rec Site Access.
311	SEVENMILE CREEK	5.802-6.377	0.575	2	NAT	SE	476	2	H	2	H	0	L	2	H	2	H	2	M	2	H	0	L	0	L	0	L	8	4	H/L	
311	SEVENMILE CREEK	6.377-9.54	3.163	2	NAT		476	2	H	2	H	0	L	2	H	2	H	2	M	2	H	0	L	0	L	0	L	8	4	H/L	
311.A	311.A	0-1	0.1	2	NAT		***	1	M	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	H/L	
311.B	311.B	0-31	0.31	2	NAT	SE	***	1	M	1	M	0	L	0	L	0	L	0	L	1	M	0	L	0	L	0	L	2	1	L/L	
311.D	311.D	0-51	0.51	2	NAT	SE	476	2	H	2	H	0	L	0	L	1	M	0	L	0	L	0	L	0	L	0	L	5	0	H/L	

TAP Matrix Table								ROAD BENEFIT RATINGS								ROAD RISK RATINGS								FINAL			COMMENTS/RECOMMENDATIONS					
ROAD NUMBER - WESR	ROAD NAME	Salida Ranger District						High, Moderate or 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,H/L/L)											
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI. MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/AR/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/RVLS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low															
311.E	311.E	0-5	0.5	2	NAT		476	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	
311.F	311.F	0-2	0.2	2	NAT		***	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	
311.G	311.G	0-23	0.23	2	NAT	SE	***	0	L	2	H	0	L	0	L	2	H	0	L	1	M	0	L	0	L	0	L	4	1	0	H/L	
315	SHIELDS GULCH	0-2.59	2.59	3	NAT	R	348	2	H	1	M	2	H	0	L	2	H	0	L	1	M	0	L	0	L	0	L	7	4	0	H/H	Rec Site Access.
315.A	315.A	0-33	0.33	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	2	0	L/L	
315.B	315.B	0-12	0.12	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	2	M	0	L	0	L	0	L	1	2	0	L/L	
315.C	315.C	0-11	0.11	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	0	L/L	
315.D	315.D	0-1	0.1	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	0	L/L	
318	BUCKRAKE DRIVE	0-172	0.172	3	AGG		143	0	L	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	H	3	2	0	L/L	
318	BUCKRAKE DRIVE	2.577-3.576	0.999	2	NAT	SE	476	1	M	2	H	2	H	0	L	2	H	2	M	0	L	0	L	0	L	0	L	7	2	0	H/L	
322	MOUNT PRINCETON	1.78-4.026	2.246	2	NAT		411	2	H	2	H	0	L	2	H	0	L	2	M	2	HH	0	L	0	L	1	M	6	5	0	H/H	
322.A	LUCKY MINE	0-2.2	2.2	2	NAT	S	411	2	H	2	H	0	L	2	H	0	L	2	M	2	HH	0	L	0	L	1	M	6	5	0	H/H	Special Use Access.
329	KAUFMAN RIDGE	0-1.592	1.592	2	NAT		476	1	M	2	H	1	M	2	H	0	L	0	L	1	M	0	L	0	L	0	L	6	1	0	H/L	
329	KAUFMAN RIDGE	2.912-4.067	1.155	2	NAT	SE	476	1	M	2	H	1	M	2	H	2	H	2	M	1	M	0	L	0	L	0	L	8	3	0	H/L	
329.A	HARRISON SPUR	0-15	0.15	2	NAT		***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	
340.A	RED DEER	0-1.73	1.73	2	NAT		184	1	M	2	H	2	H	0	L	0	L	0	L	2	HH	0	L	0	L	0	L	5	2	0	H/H	
341	BURNHAM	0-32	0.32	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	Admin Rd.
344	SOUTH COTTONWOOD	.957-3.832	2.875	4	AGG	R	***	2	H	2	H	2	H	2	H	2	H	3	H	2	H	1	M	0	L	1	M	10	7	0	H/H	Rec Site Access.
344	SOUTH COTTONWOOD	3.832-6.871	3.039	3	NAT		348	1	M	2	H	2	H	2	H	2	H	3	H	2	H	1	M	0	L	1	M	9	7	0	H/H	
344	SOUTH COTTONWOOD	6.871-12.125	5.254	2	NAT		448	2	H	2	H	0	L	1	M	0	L	3	H	2	H	0	L	0	L	1	M	5	6	0	H/H	
344.A	COTTONWOOD LAKE PG	0-163	0.163	3	AGG	R	***	2	H	2	H	1	M	0	L	0	L	2	M	2	H	0	L	0	L	2	H	5	6	0	H/H	Rec Site Access.
344.AA	344.AA	0-11	0.11	2	AGG	A	***	0	L	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	3	0	0	L/L	Admin Rd.
344.B	COTTONWOOD LAKE CG	0-598	0.598	3	AGG	R	***	2	H	2	H	1	M	2	H	0	L	0	L	2	H	0	L	0	L	0	L	7	2	0	H/L	Rec Site Access.
344.C	FOX LAKE SCHOOL HOUSE	0-1152	0.1152	2	NAT	A	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	2	0	L/L	Admin Rd.
344.C	FOX LAKE SCHOOL HOUSE	.1152-32	0.2048	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	Special Use Access, Admin Rd.
344.D	MCLELLAND	0-36	0.36	2	NAT	A,S	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	Special Use Access, Admin Rd.
344.E	SPRING CANYON NORTH	0-1	0.1	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	0	0	L/L	Admin Rd.
344.F	KREUTZER SPUR	0-27	0.27	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	2	0	L/L	Admin Rd.
344.G	ATLANTIC MOUND	0-1	1	2	NAT		***	1	M	1	M	0	L	1	M	0	L	0	L	2	H	1	M	0	L	0	L	3	3	0	L/L	
344.H	344.H	0-14	0.14	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	1	4	0	L/L	
344.I	344.I	0-21	0.21	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	1	4	0	L/L	
345	BALD MTN	5-3.28	2.78	2	NAT		***	0	L	2	H	0	L	2	H	0	L	2	M	2	H	0	L	0	L	0	L	4	4	0	H/L	
346	PTARMIGAN CREEK	0-05	0.05	2	NAT		***	1	M	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	5	0	0	H/L	
346	PTARMIGAN CREEK	.05-2.84	2.79	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	0	H/L	Admin Rd.
346.A	PTARMIGAN CREEK TSI	0-5	0.5	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	0	H/L	Admin Rd.
346.B	PTARMIGAN CREEK TSI	0-6	0.6	2	NAT	A	***	0	L	2	H	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	0	0	H/L	Admin Rd.
347	PORPHYRY GULCH	0-1.24	1.24	2	NAT	A	***	0	L	1	M	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	2	3	0	L/L	Admin Rd.
348	HOPE GULCH 4WD	0-5.1	5.1	2	NAT		***	1	M	2	H	0	L	2	H	0	L	2	M	2	HH	0	L	0	L	0	L	5	4	0	H/H	
349	GRASSY GULCH 4WD	0-1.925	1.925	2	NAT		***	1	M	2	H	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	3	4	0	L/L	
349	GRASSY GULCH 4WD	1.925-2.397	0.472	2	NAT	A	***	0	L	0	L	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	0	3	0	L/L	Admin Rd.
35	MOSHER CREEK	2.5-3.65	1.15	2	NAT	A	***	0	L	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	2	3	0	L/L	Admin Rd.
365	NORTH COTTONWOOD	2.4-5.2	2.8	2	NAT	R	332	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	0	L	7	4	0	H/L	Rec Site Access.
365.A	PANDORA	0-4	0.4	2	NAT	S	***	0	L	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	0	0	H/L	Special Use Access.
365.B	365.B	0-07	0.07	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	0	L/L	
365.C	365.C	0-14	0.14	2	NAT		***	2	H	0	L	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	2	5	0	L/H	
373	LITTLE FOURMILE	0-4.301	4.301	2	NAT		123	1	M	2	H	0	L	0	L	2	H	2	M	1	M	0	L	0	L	0	L	5	3	0	H/L	
373.A	LITTLE FOURMILE SPUR	0-55	0.55	2	NAT		123	2	H	0	L	0	L	1	M	0	L	2	M	1	M	0	L	0	L	0	L	3	3	0	L/L	
375	FOURMILE CREEK	.898-6.16	5.262	3	NAT	R,SE	348	2	H	0	L	2	H	2	H	2	H	2	M	2	H	2	H	0	L	0	L	8	6	0	H/H	Rec Site Access.
375	FOURMILE CREEK	6.16-6.625	0.465	2	NAT	R,SE	***	2	H	2	H	1	M	0	L	2	H	2	M	1	M	0	L	0	L	0	L	7	3	0	H/L	Rec Site Access.
375	FOURMILE CREEK	6.625-7.651	1.026	2	NAT	A	***	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	0	L/L	Admin Rd.
375.A	FOURMILE CUTOFF	0-1.5	1.5	2	NAT		123	1	M	2	H	0	L	0	L	2	H	2	M	2	H	0	L	0	L	0	L	5	4	0	H/L	
375.AA	375.AA	0-1	0.1	2	NAT		***	1	M	0	L	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	1	4	0	L/L	

TAP Matrix Table								ROAD BENEFIT RATINGS							ROAD RISK RATINGS							FINAL			COMMENTS/RECOMMENDATIONS						
ROAD NUMBER - N/SE	ROAD NAME	Salida Ranger District						High, Moderate or 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/H/L/L)							
		FS JURISDICTION (Mileposts)	ROAD LENGTH (S JURIS MILES)	OBI, MTC LEVEL	SURFACE TYPE	ADM / SUP / REC SITE / SEASONAL RD (AS/AR/SE)	ANNUAL MAINTENANCE COST/MILE	RECREATIONAL USE	FIRE/FUELS ACCESS	TIMBER 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 RISK 2/H = High, 1/M = Moderate, 0/L = Low	FINANCIAL BURDEN / PUBLIC HEALTH & SAFETY 2/H = High, 1/M = Moderate, 0/L = Low														
375.B	WAGNER	0-16	0.16	2	NAT	SE	***	0	L	0	L	0	L	2	H	0	L	0	L	0	L	0	L	0	L	2	2	2	L/L		
375.C	FOURMILE RANCH	0-59	0.59	2	NAT		123	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	4	4	L/L	
375.D	LITTLE ANNIE	0-23	0.23	2	NAT	SE	***	0	L	1	M	1	M	2	H	0	L	0	L	0	L	0	L	0	L	0	L	4	2	H/L	
375.E	FOURMILE SPUR	0-3	0.3	2	NAT		123	1	M	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	2	L/L	
376	LENHARDY CUTOFF	0-228	0.228	3	NAT		348	1	M	0	L	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	3	1	L/L	
376	LENHARDY CUTOFF	2.022-3.202	1.18	2	NAT		187	2	H	2	H	0	L	0	L	2	H	3	H	1	M	0	L	0	L	0	L	6	4	H/L	
376	LENHARDY CUTOFF	3.668-5.945	2.277	2	NAT		187	2	H	2	H	1	M	0	L	2	H	2	M	1	M	0	L	0	L	0	L	7	3	H/L	
376	LENHARDY CUTOFF	5.945-6.96	1.015	3	NAT		348	1	M	0	L	2	H	0	L	0	L	0	L	1	M	0	L	0	L	0	L	3	1	L/L	
376	LENHARDY CUTOFF	6.96-9.974	3.014	2	NAT	SE	***	1	M	2	H	1	M	0	L	2	H	2	M	1	M	0	L	0	L	0	L	6	3	H/L	
376.A	OLD MIDLAND CUTOFF	0-2.1	2.1	2	NAT		123	1	M	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	0	L	3	3	L/L	
376.AA	376.AA	0-0.3	0.03	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
376.AB	376.AB	0-0.09	0.09	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
376.AC	376.AC	0-0.35	0.35	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
376.B	SO FORK SEVENMILE	0-2.6	2.6	2	NAT		123	1	M	2	H	1	M	0	L	2	H	2	M	2	H	0	L	0	L	0	L	6	4	H/L	
376.D	376.D	0-0.11	0.11	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
376.G	376.G	0-0.05	0.05	2	NAT		***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
376.I	376.I	0-0.04	0.04	2	NAT	SE	***	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	
377	HOMESTAKE PIPELINE	0-1.26	1.26	3	NAT	SE	174	0	L	2	H	2	H	0	L	0	L	0	L	2	H	0	L	0	L	0	L	4	2	H/L	
4	HOWARD CREEK	5.1-5.14	0.04	2	NAT	A	***	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Admin Rd.
4	HOWARD CREEK	5.38-5.46	0.08	2	NAT	A	***	0	L	2	H	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	3	0	L/L	Admin Rd.
4.A	PORTER GULCH	35-1.3	0.95	2	NAT	A	***	0	L	1	M	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	1	0	L/L	Admin Rd.
40	BIG COTTONWOOD	2.334-3.483	1.149	2	NAT		***	2	H	2	H	0	L	0	L	0	L	2	M	2	H	0	L	0	L	0	L	4	4	H/L	
6	HAYDEN CREEK	3.7-5.032	1.332	3	NAT	R	2208	2	H	1	M	2	H	2	H	0	L	3	H	2	H	0	L	0	L	0	L	7	5	H/H	Rec Site Access.
6	HAYDEN CREEK	5.032-9.059	4.027	2	NAT		685	2	H	2	H	0	L	0	L	0	L	3	H	2	H	0	L	0	L	0	L	4	5	H/H	
6.2A	COALDALE CG	0-0.222	0.222	3	NAT	R	6680	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	1	M	7	5	H/H	Rec Site Access.
6.3B	HAYDEN CREEK CG	0-1.44	0.144	3	AGG	R	7147	2	H	2	H	1	M	2	H	0	L	2	M	2	H	0	L	0	L	1	M	7	5	H/H	Rec Site Access.
6.3C	S. PRONG HAYDEN CR	0-0.91	0.91	2	NAT		***	2	H	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	0	L	2	0	L/L	The last 0.81 miles was previously converted to a motorized trail. The remaining 0.1 miles is being used primarily as a parking area.
869	TOLL ROAD GULCH	0-3.974	3.974	2	NAT		476	2	H	2	H	0	L	0	L	0	L	2	M	1	M	0	L	0	L	1	M	4	4	H/L	

Note: *** indicates that actual costs for maintenance are not available.

Appendix B. Public Comments:

On August 14, 2013, the Forest Service posted a draft TAP for the Salida Ranger District on the PSICC webpage seeking public comments. During the 30 day comment period that ended on 9/12/2013, the agency received two requests for an extension of the comment period. The reason for the extension was linked to a FOIA request for an Excel spreadsheet of the TAP matrix table. Since the agency was unable to provide the Excel spreadsheet until 9/9/2013, the deadline was extended for comments to 9/16/2013.

The Forest Service received a total of nine electronic messages in response to the posted draft TAP. Following are the comments from those nine individuals/organizations, along with Forest Service responses. Below is the formal response to the comments.

- 1) *Comment.* Question the criteria and methodology used to analyze the benefits and risks of the individual roads shown in the matrix table. The effect of noise on wildlife and humans is one of many issues mentioned. Suggest that the methodology needed to be adjusted so that the results reflected a more even distribution of risk scoring. Concern that the risk-benefit assessment contained shortcomings such as the numerical breakpoint that determines the difference between a high, moderate or low rating.

Response. The criteria and methodology used in this TAP was developed in consultation with forest specialists in the areas of recreation, fire/fuels, timber, special uses, forest management, range, watershed, wildlife, botany, archaeology and engineering. The particular issues on the San Isabel National Forest may be entirely different from a National Forest; therefore the methodology and criteria used in this TAP will likely be different from that used on other forests.

Issues such as noise impacts to wildlife and humans were taken into account when individual road ratings were determined. It is recognized that vehicle noise can cause wildlife to disperse or change their behavior in other ways (temporary or permanent avoidance). Several ratings on the Wildlife Risk were reconsidered and raised due to the comments, particularly in winter range where big game movements are relatively well understood and roads possibly could be drivable during winter.

- 2) *Comment.* Concern that “there are numerous non-MVUM roads that need to be decommissioned.”

Response. The Forest Service agrees that there are numerous unauthorized routes across the district, many of which would benefit from some level of decommissioning. Consideration of this issue was incorporated by in the determination of the individual road ratings. However, it should be noted that this TAP is not a NEPA analysis or decision making process but only a tool to determine needs across the travel system when making future decisions. A decision to decommission a road would require a certain level of NEPA and would be completed at a project level basis.

- 3) *Comment.* Question the fact that only one segment of one road has a comment in the comments/recommendations column of the matrix table that calls for decommissioning of a segment of that road. Also it is suggested that the terminology “may not be needed as part of a minimum road system” is unclear.

Response. In Section 6.2 of the TAP, Roads in the L/H and L/L categories are all recommended for review/analysis in a NEPA process, including the possibility for decommissioning. A recommendation to decommission a road as opposed to other options such as conversion to a trail or to an admin road is beyond the scope of this TAP document and is more appropriate within the context of a travel planning NEPA process. The NFSR 6.3C road segment identified on the matrix table has already gone through a travel planning NEPA process and the decision was to convert it to a motorized trail. This decision will be reflected on the next published MVUM, and the comment/recommendation on the matrix table will be changed to reflect this recent decision

- 4) *Comment.* Concerned about leaving too many dead-end spurs open for public use.

Response. All roads were subject to the same benefit/risk analysis including “dead-end spurs”. In many cases, short dead-end spurs offer places for dispersed camping on the forest.

- 5) *Comment.* Additional winter closures are needed where the risks to wildlife outweigh the benefits.

Response. The TAP process allows assignment any road with a high risk rating after evaluating the criteria and existing condition. See Section 5.1 for a complete explanation of this option. Therefore, if an individual road needs a winter closure, the high risk rating would be utilized based on criteria and existing conditions and the winter closure determination/decision can be addressed when the road goes through a travel planning NEPA process. Almost all of the roads located in winter range habitat for big game (5B Management Area) were increased to a HH wildlife rating due to this evaluation. It should be noted that this TAP is not a NEPA analysis or decision making process but only a tool to determine needs across the travel system when making future decisions. A decision to close a road seasonally would require a certain level of NEPA and would be completed at a project level basis.

- 6) *Comment.* Concerns over the lack of money for maintenance of all the system roads. An analysis of the actual funding versus projected maintenance need would help identify high cost roads and would help in identifying the minimum road system.

Response. The Financial Burden/Public Health & Safety risk ratings identifies roads with high costs and assigns a Moderate or High Risk rating accordingly. In order to clarify the maintenance costs and needs, an analysis of maintenance funding was added to Section 2.4 of this report.

- 7) *Comment.* Concerned about the impacts from habitat fragmentation.

Response. Habitat fragmentation is one of many factors considered when determining the wildlife risk ratings for individual roads. Several roads ranked higher after further review due to concerns about habitat fragmentation and boreal toad breeding sites.

- 8) *Comment.* Concerned about the impacts from roads entering roadless areas.

Response. An impact to a roadless area is one of many factors considered fully throughout this report for when determining the risk ratings for individual roads near and entering roadless areas.

- 9) *Comment.* Confusion about the 2009 PSI TAP, and its relation to the Salida TAP as the scoring for individual roads does not always match.

Response. The 2009 PSI TAP analyzed maintenance level (ML) 3-5 roads across the Pike and San Isabel National Forests. The Salida TAP further evaluated the ML 3-5 roads, and in some cases, a different rating is assigned due to the availability of new information and changing priorities over the years since the 2009 TAP was completed.

- 10) *Comment.* Concern that the public was not involved when identifying the key issues. They wanted public meetings and meetings with individual constituency groups to be held.

Response. Information gathered from previous public responses from a variety of project proposals was incorporated into the list of issues. However, it should be noted that this TAP is not a NEPA analysis or decision making process but only a tool to determine needs across the travel system when making future decisions.

When travel planning NEPA is initiated, more opportunities for public involvement will be available in the form of public meetings and meetings with individual constituency groups along with formal scoping periods.

- 11) *Comment.* Request that the Salida Ranger District “use the Total Motorized Route Density analysis to inform the route specific management recommendations”.

Response. Route density information was used throughout this report to inform ratings to ensure conformance with specific direction in the Forest Plan.

- 12) *Comment.* Suggest various roads that should be rated with a high wildlife risk rating.

Response. All roads identified in respondents’ comments were fully evaluated for wildlife risk based on current conditions and evaluation criteria and applied consistently across the unit. Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings.

- 13) *Comment.* Suggest various roads that should be rated with a high botany risk rating.

Response. All roads identified in respondents’ comments were fully evaluated for botany risk based on current conditions and evaluation criteria and applied consistently across the unit. Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings.

- 14) *Comment.* Suggest various roads that should be rated with a high watershed risk rating.

Response. All roads identified in respondents’ comments were fully evaluated for watershed risk based on current conditions and evaluation criteria and applied consistently across the unit.

Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings.

15) *Comment.* Suggest various roads that should be rated with a high archaeology risk rating.

Response. All roads identified in respondents' comments were fully evaluated for archeological risk based on current conditions and evaluation criteria and applied consistently across the unit. No revisions were needed at this time.

16) *Comment.* Suggest various roads that should be rated with a low recreational use benefit rating.

Response. All roads identified in respondents' comments were fully evaluated for recreational benefits based on current conditions and evaluation criteria and applied consistently across the unit. Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings.

17) *Comment.* Suggest one road that should be rated with a low special use access benefit rating.

Response. The road identified in respondents' comments was re-evaluated, however due consistency in applied criteria and existing conditions it was determined that no change be made to the rating.

18) *Comment.* Suggested corrections to various roads that were shown wrong in the TAP.

Response. The corrections to the matrix table were made as necessary.

19) *Comment.* Suggested two roads that should be rated with a low fire/fuels access benefit rating.

Response. All roads identified in respondents' comments were fully evaluated for fire/fuels benefits based on current conditions and evaluation criteria and applied consistently across the unit. Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings.

20) *Comment.* Suggested that noise from road use can adversely affect quiet recreational users. Various roads were listed where they believed that noise was a problem.

Response. Outside the scope of the analyzed criteria. While noise was addressed as it impacts to wildlife directly, there are no other criteria to address the various users of the transportation system. Both motorized and non-motorized uses are legitimate uses on the National Forest road system as determined from Travel Management decisions. Multiple uses on the road system would be considered in future travel management decisions, however, it should be noted that this TAP is not a NEPA analysis or decision making process but only a tool to determine needs across the travel system when making future decisions.

21) *Comment.* Suggest that mixed use safety must be considered in the TAP analysis.

Response: The risk rating for mixed use safety was considered in the criteria for public health and safety portion of this report of mixed use on the roads in the Salida District. While this risk was considered, it should be noted that this TAP is not a NEPA analysis or decision making process but only a tool to determine needs across the travel system when making future decisions.

Because there is recognition of increased use of OHVs on the district roads there is an increased need to evaluate safety and reduce conflicts where motorized mixed use is occurring, so in future travel management projects, this issue will be considered. Any new NEPA and decisions that will allow for mixed use on an authorized road will have to be supported by a mixed use study.

22) *Comment.* Suggest that various roads should be rated with a high financial burden risk.

Response: All roads identified in respondents' comments were fully evaluated for financial burden risk based on current conditions and evaluation criteria and applied consistently across the unit. Revisions were applied as necessary where changes were needed. See the revised TAP matrix table for updated ratings. See Section 2.4 of this TAP for more information on current funding and desired funding.

23) *Comment.* Suggest that various roads should have a higher risk rating due to unauthorized motorized use extending off of system roads.

Response: Outside the scope of the analyzed criteria. While there is recognition by staff that there is a number of unauthorized motorized use occurring on the district, this TAP only evaluated the transportation system that is accepted as National Forest System Roads and the risks and benefits associated with that system. The TAP simply addresses the existing approved system. As travel management NEPA and decisions are discussed in the future would be the point at which unauthorized motorized use would be addressed to either approve the road into the NFSR system or to decommission as best able.

24) *Comment.* Suggested that various roads should be divided into separate segments.

Response: The separate segments suggested were considered, however, was not changed due to fact that conditions and criteria were consistently applied the value of risk and benefits remained the same.